

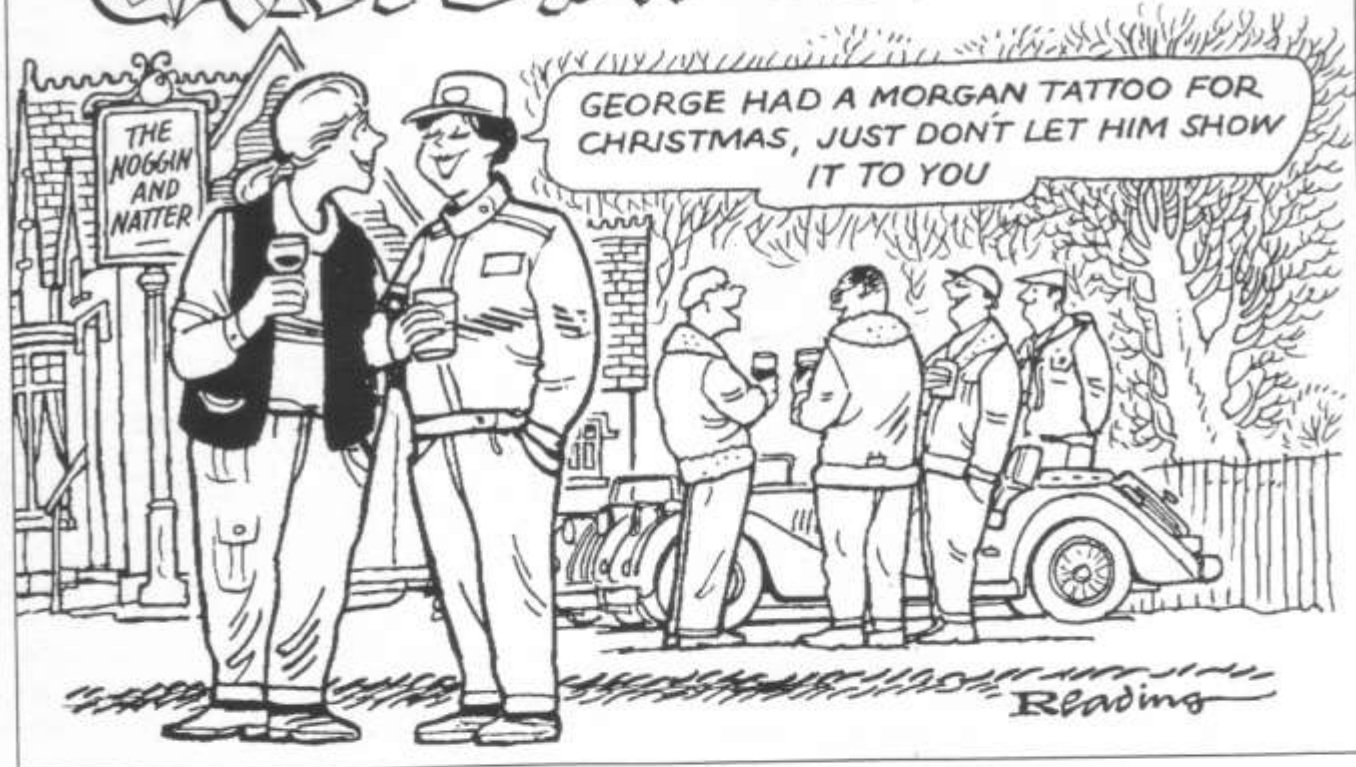


Issue 1-2001, January

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA

CARTOON CORNER



from Miscellany

Welcome to the new Millennium! Some changes, Vern Dale-Johnson has resumed the editorship of The Blurb adding again to his duties as President and we unfortunately no longer have an MSCCC "website". There is sparkle of interest from several Canadian locations suggesting "events" during 2001 – we encourage you to solidify these plans and get them into the calendar as quickly as possible. Read on....

Prez Sez:

Vern Dale-Johnson (vern_dj.msn@attcanada.net)

Thanks, Sylvia & Russ, for once again hosting the **MSCCC Toronto area Christmas party**. Well attended this year by **Audrey & Reg Beer, Steve, Jenny & Trevor Beer, Martin, Donna & Jeremy Beer, Alan & Marlies Sands, Glen Nigh & Rene Roberts, Peter & Ella Toma, Nigel & Mary Joan Birch, Alec & Gayle Knight, John Collins & Sonya Kokal, Brian & Brenda Morgan, Amanda & Vern Dale-Johnson, and Lynn & Fred Kuzyk**.

John Collins took the prize by identifying the most members in that 1979 Blurb cover photo. He claims his "cousin" from England was one of the ladies... Sure John, cousin... hmmm...

The **Doug Price Award** was presented at the above event, to **Ron & Yvonne Theroux** of Surrey B.C. As I noted during this presentation I was pleased to accept the nomination from Mike Powley of the Theroux's for the Award. Mike's notes on Ron & Yvonne, who have been members of the MSCCC for the past 5 years and have promoted the MSCCC interests throughout their Morgan World, included:

- Ron & Yvonne drive and show their pristine +4 to nearly all events in the Pacific Northwest and bring honour to the club in nearly every case with a place in the top three of any judged event.
- The Theroux's have had their 58 +4 four seater for 30 years, purchased it in 1962 from the first owner.
- Ron has represented the interest of the MSCCC in the Pacific Northwest as the Northern Pod representative and has been the supplier of information on gatherings for many years.
- Ron & Yvonne often let their house stand for local events, sometimes with over 60 enthusiasts in attendance at their pool side.
- Ron & Yvonne participate at a phenomenal rate. They drove the whole of BC in the Spring of 98 for the RCMP Wheels for Kids rally finishing in the top 4 and in the summer of 99 were back to attend a major Morgan event in Cambria, California (again winning recognition).
- Ron has always been available to assist in the implementation of local Morgan driving and show events in the region.

My notes on the nomination of Ron & Yvonne include:

- Enthusiastic positioning of the MSCCC with all Morganeers in Western Canada. Ron & Yvonne work not just to build the membership in the MOG NW group but in the MSCCC as well.
- Ron & Yvonne share the position of the MSCCC and MOG NW at all events they host, ensuring those in attendance understand the importance of both strong North-South connections as well as East-West.
- Ron & Yvonne created their own around North America drive in the summer-fall of 2000. Some of the run coincided with the MOA III event. In preparation they "built" a unique trailer to duplicate the back half of their 4 seater. If you did not see the article by Fred Laturnus in the National Post, you'll find it reproduced as a centerfold further on in this issue. Their 2000 tour covered 12,681 miles (with the engine and tranny now apart in his garage for maintenance!).

It is with pleasure that the Doug Price Award for 2000 was given to Ron & Yvonne.

Our apologies to Orrin Geeting regarding the Fall Weekend that wasn't.... When I called the Mountain Springs Lodge in early August to cancel our reservation, Orrin was not on the list of those who had registered as part of the Morgan Group (and thus was not contacted by phone or email). Apparently the Mountain Springs Lodge did not bother to tell Orrin the club had cancelled the event and as a result Orrin made his reservation, drove up to the lodge, found none of the Morgan group there (but stayed overnight) and knocked on Audrey Beer's door the next day... Sorry, Orrin but we did indicate several times this event was tenuous due to lack of a "coordinator" and did ensure there was a highlighted cancellation notice in the 5-2000 Blurb...

We have had a totally underwhelming response regarding nominations for executive positions. As a result you are now left with three serving executives – **Vern Dale-Johnson** as President and Editor/Publisher of the Blurb, **Jenny Beer** as



Treasurer, and **Ed Burman** as Interclub Events coordinator. **Audrey Beer** retains the non-elected position as Club Liason. **Ken Miles** has picked up the position of Western Scribe (comes with the territory, Ken!) and **Greg Kaufman** remains our Eastern Scribe.

In addition to these, Past President **Fred Kuzyk** has been our webmaster...

A note is in order here as the **MSCCC website** has now disappeared. During 1999 I had several discussions via email and on the phone with Fred regarding his interest in continuing as webmaster due to his waning interest in Morgans and the MSCCC. The result of these discussions was the inclusion of a note on the first web-page indicating the website was the "personal property of Fred Kuzyk". We've continued to send material to Fred for posting (including e-copies of these Blurb editorials) but have had little control over content. Recently, after complaints regarding an inappropriate "photo" that was posted and a request to Fred that it be removed, the website was cancelled and now, if you ask to be connected to the MSCCC website in its place you will find "Freddy K's Mog Page" with the following message displayed *"Sorry, the MSCCC web pages are now off-line! After 3 years I find that I'm no longer able to continue to provide them. An unsupportive Club Executive and complaints rather than contribution have hastened this decision. Thanks for your visits. Fred Kuzyk"*.

We appreciate the work Fred put into developing and maintaining the site. Should we consider a new site it will only be on the understanding the site itself will belong to the MSCCC with content appropriate for a "public" site visited by both MSCCC members and non-members. For those who need to get their regular Morgan fix, we encourage you to visit the GoMoG site, www.gomog.com where you will find a list of the Morgan Sports Car Club of Canada events (sorry, no e-files of the Blurb editorials and no photos). You will also find links to other Morgan groups, suppliers, as well as many recent articles on Morgans from the press. This site is maintained for GoMoG by Lorne Goldman and has developed into the primary site for information in the Morgan world...

Welcome to the following New Member: **Pam Baker**, Sun Valley Idaho -- 89 +4 (also joined during our Morgans Over America, New Orleans to Nova Scotia Tour)

Congratulations to **Ken Miles**, new leader of the Northern Pod of MOG NW and our newly nominated MSCCC Western Scribe.

Dues, Dues, Dues.... This is your second reminder that 2001 dues are due and payable to the Treasurer, Jenny Beer. For those in Canada **dues are \$25 / year and for those outside Canada US\$25 / year**. Check your mailing label if there is "00" after your name then, oh-oh you owe for 2001. If it already says "01", then you're already paid up. If we don't get your dues by the time we issue the 2-2001 Blurb, you'll be getting a letter asking for money instead. With the costs of publishing the Blurb the majority of this gets eaten up in production and postage just to keep you informed of goings on in Morganland. However, there are a few dollars still in the bank for use by members who want to stage events (events, please, not socials!). If you'd like access to some of these funds to cover posters, trophies, etc... send me a note outlining the project and the need. We do like to see events that contribute funds or "in kind" to charities. Something to keep in mind, especially those in the nether reaches of our sprawling club (and country). What would we like in return? Tell us about your activities, events, even personal activities to keep your Morgan and Morgan interest alive.

For those of use in the GWN where winter has set in with a vengeance (something about the Hudson's Bay Vortex) here are some **new definitions of "snow"** for you (courtesy of Garnet Fraser and the Toronto Star, Dec 29, 2000):

Snalt - a hybrid formed by urban efforts ostensibly to protect pedestrians from ice, snalt is the resulting sidewalk slush: 60% snow, 40% salt. Its sole real function is to stain, damage and eventually destroy your winter boots and trousers. You'll know it's finally short pants weather when that's all you have left.

Snarl - a cousin of snalt, snarl is found on busy roadways in cities. It is 50% snow, 20% road salt, and 30% dirt yet contains none of the valuable



qualities of any of these. It makes a dowdy snowman, it's an obvious bad choice to sprinkle on french fries, and it's a chilly disappointment when used for mud wrestling.

Snark - a further distant relative of snail. Snark is the formal name for the black ice, pounded into existence on filthy, slippery traffic arteries. Snark is 30% denser than uranium. Although not common in Toronto it is a common sight elsewhere in Canada, like Regina, where it persists until August.

Hedgebank - The triangular mounds that accumulate in straight lines on the edge of the paths of snowplows, snowblowers, your lazy neighbour's driveway, etc. Hedgebanks start shin-high in December and grow inexorably through the following months; this may be how the Rockies were formed.

Snowbland - The glowing whiteness exuded by a metres-deep blanket of fresh, pure, perfect snow, most often seen in the Alps or, in the dreams of your children, covering the school.

Skiffarg - found exclusively on sidewalks and other flat surfaces, skiffarg is the plush-looking, inviting layer of newly fallen snow, approximately 5 millimetres deep, covering a slick, treacherous patch of ice. The resulting face-plants, cracked shins, and briefcases sent flying into traffic are as

much a Canadian seasonal tradition as mooning over the newspaper's travel section. The term was first seen in a lesser-known Robert Service Poem:

"The Herniation of Marvin's Knee"

And the archbishop gathered his robe to step outside

The parishioners urged, "The skiffarg! Be wary"

And then BANG! down he went, eh, clutching his shin and just cursing a blue streak, and then he was on crutches and totally crabbing about it for, like, a whole freaking year.

We've been getting your worst for years, Banff. Any chance of sending us a Chinook soon? **Time to start thinking of Morgan weather!**

For those who may not have heard, there is a +8 soon to be delivered to the Prez's garage. From the UK, setup as a hillclimb-autocross machine. 78 lightweight now sporting glas wings; a 4.6 engine with 4 DD Dellorto's, cams, etc; 5 speed B-W ex TR8 rally tranny, Spax and all sorts of locating bars for the suspension, etc... More in the next Blurb after the car arrives and we've a chance to do a full inspection! Thanks to Jeremy Harrison for his help in "checking it out" in jolly old...

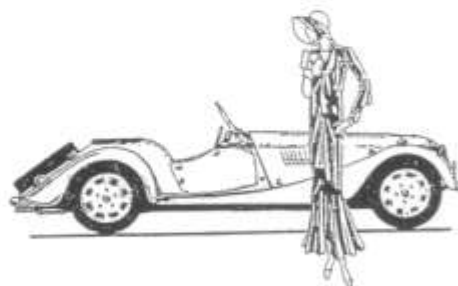
Vern

Central Canada Morgan Events:

Jan 7	Pub Brunch , Queens Head, Brant St, Burlington 12 noon (416-530-4599 or vern_dj.msn@attcanada.net)
Feb 4	Pub Brunch , Queens Head, Brant St, Burlington 12 noon (416-530-4599 or vern_dj.msn@attcanada.net)
Mar 4	Pub Brunch , Queens Head, Brant St, Burlington 12 noon (416-530-4599 or vern_dj.msn@attcanada.net)
Apr 1	Pub Brunch , Queens Head, Brant St, Burlington 12 noon (416-530-4599 or vern_dj.msn@attcanada.net)
Apr 22	Ancaster British Sportscar Flea Market & Car Show, Ron Kielbiski 905-453-5333 (days) or Don Ainsworth 905-765-1317
May 6	Pub Brunch , Queens Head, Brant St, Burlington 12 noon (416-530-4599 or vern_dj.msn@attcanada.net)
June 17	Classics Against Cancer , Georgetown Ontario, info 905-877-2203 chairman@classicsagainstcancer.on.ca
Jun - Jul	MOG 31 TBA

West Coast Events for MSCCC and MOG NW:

Jan 26 or 27	The Robbie Burns Run 2001 , Mike Powley at 604-261-0901
Feb 17 or 18	The Hearts & Tarts Run , Steve & Liz Blake 604-943-6416
Mar 17 or 18	The Irish Lament Run 2001 , TBA
Apr 21 or 22	The April Fool Run 2001 , TBA
May 19	Vandusen All Brits , (604) 736-6754 604) 736-6750



Eastern Canada Events for MSCCC and GoMoG:

TBA	Spring Brunch.
TBA	Richmond Car Show
TBA	Mid summer run
TBA	Moggies at the Farm
TBA	A shivering Run to Tremblant in the mid fall
TBA	3/4 Autumn Mog

Other Events of interest:

- Apr 26-29 **Vlammog 2001**, Belgium Morgan Owners Group, Genk / Limburg Belgium, info check the website at www.vlammog2001.yocom.be/, limited to 25 registrants (hotel size!), register by March 15th.
- July 12-16 **MOG 2001, MSCC "Golden Anniversary"**, Cheltenham Racecourse, Gloucestershire UK. Contact David Gibbon 01793 813484 or via the website [www.mog2001@cheltenham.fsnet.co.uk](mailto:mog2001@cheltenham.fsnet.co.uk)

Morgan Memorabilia:

Still lots of MSCCC pins and crests available. Pins are the highest quality 4 color epoxy, 1 inch across, priced at C\$12 each. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue – at C\$10 each. We can also embroider your clothing with the MSCCC crest – send items to Vern DJ. Cost is C\$10 / crest. Many of our members have had the MSCCC crest added to shirts with a second club already in place, allows you to advertise your support for two groups at once!

We've received numerous requests for a **MSCCC badge**. If you are interested please contact Vern DJ, we expect to place an order during the next month or so. These badges will be the historic "white Morgan" badges (red maple leaf, green surround ring), unnumbered.

For Sale:

Fred Sisson's **Morgan Bedside Reader** can be ordered from The Network Inc, 136 Fenno Drive, Rowley, MA 01969-1004, or call 978-948-7764 or 800-877-5400, or fax 978-948-7836, or e-mail mogbook@netwrk.org. It is available at US\$50 + \$16 for international shipping & handling. They accept Visa or Mastercard or check payable to The NETWORK Inc. You can mail, fax or email. This is the latest version of a "must have" tome for every Morgan owner or aficionado who wants to learn more about his/her car. Fred revises the Reader rather infrequently and this was completed just this summer. Here's the complete contact info:

David P. Crandall, President The NETWORK Inc. **[now on the web at www.thenetworkinc.org/]**
136 Fenno Drive, Rowley MA 01969-1004 USA 800-877-5400 [O] 978-948-7836 [F]

(For your payment you will receive 260 pages of wisdom, workable tips, and real solutions to those Morgan questions you are often faced with. It's slanted toward us Plus 4 guys, but is real helpful to the rest of you also. I have an earlier version, and it is more than a dust catcher. I rely on it to keep the old Flatrad moving. Regards, Perry Nuhn, Morgans of Florida)

New Morgan book. It's title is '**MORGAN First and Last of the Real Sports Cars**'. It is written by Brian Laban with a foreword by Charles Morgan. The book is priced at £25. Our stock arrived this morning. Regards to all. Ken & Janet Hill, Janet Hill Ventures, www.janethillventures.co.uk, jhv.morgan@lineone.net phone/fax 44 (0) 1590 622091.



LADNER – BELLINGHAM (LONDON - BRIGHTON) ALL BRITISH RUN SUNDAY, NOVEMBER 5th, 2000

The Olde English Car Club of Vancouver have organized this event for the past five years, in commemoration of the Emancipation Run of 1896 in England. "Who was the Red Flag Man? He sounds like a wicked character from an old children's story, but in fact the spectre of the Red Flag Man and the outmoded law that he represented delayed the introduction of the motor car to England by many years. Motorists had real cause to celebrate when, in November 1896, Parliament made it legally possible to use "light locomotives" -private motor cars- on British roads". The OECC give us the chance the first Sunday in November to flap our British Wings....Morgan, Jaguar, Bentley, Austin-Healy, Triumph, Aston Martin, Austin, Morris-Mini & Minor, Singer, Tigers and many others without wings. The tour left Ladner B.C. led by 2 Austin A7's for the 90 plus mile drive to Bellingham USA. This years event drew a record turn out of 90 great examples of past British Motor Manufactures, and of those that still survive (Morgan). MSCC and Mog NW were well represented by Ken & Pat Miles +8, Mike & Rosemarie Powley 4/4, Bob & Judy McDiarmid +4 and Steve & Celia Hutchens +4. Yes I was on the Run but had to sit it out as a passenger in my son James' Tiger, our +4 is under going a well deserved winter rebuild. This ALL BRITISH RUN is a great event that brings together owners of many makes for a driving event, and helps to keep us appreciating all of these fine old British cars. Ron Theroux

BOXING DAY 2000 RUN OF THE NW MOG NORTHERN POD

Boxing day dawned with rain and a pleasant temperature of about 5° C (or 42° F for our southern friends). Gone was the sun of the past few days. Gil and Barb Steigen showed up about 10:00 and away we all went in Pat's car. Three Morgans met at the reservoir in Queen Elizabeth Park shortly after 11:00. Mike Powley in his 4/4 and Ted Carew-Gibson's Plus 8 driven by his son Evan and friend David (Both boys just returned from an exchange program with the University of Warwick which I understand they picked not for its academic prowess but it's 15 min. drive to the Morgan Factory) joined Pat, myself and the Steigens. With Mike in the lead we took off driving through downtown Vancouver heading for a quick tour of Stanley Park. From there we stopped at the Planetarium to look at the cars from the Vintage Car Club preparing for their annual run. There were some nice cars but when the three Morgans pulled in a lot of people quit looking at the other cars to come and worship. After a 15-minute break we took off for the UBC grounds where Mike picked up the speed due to the heavy rains and his top not being up or perhaps he could smell the tremendous spread of food and wine at his home.

Waiting for us at Mike's house was another Morgan driven by Ted Larnus and several other people including Rosemary Powley, Al and Helen Allinson, Leo and Trish Lee, John and Setsuko Rennie, Larry and Tina Sharpe, Ted and Judy Carew-Gibson, and Ron and Yvonne Theroux. A pleasant afternoon was had by all as we consumed copious quantities of food and mulled wine, enjoyed meeting old friends and reviewed happy events of the past year. Thanks to Rosemary and Mike Powley for hosting this annual run and supplying the base to the sumptuous banquet. Pat Miles.

MOA Participants: Thanks to all of you for letting us know when you got home. We have just arrived home safely after a great trip back partly across Canada and then across the States. I never knew Montana was so wide!! We had no more problems although the fuse box dropped to pieces in Bozeman and we managed to make it stay together until we got home. Had a great trip of over 12,000 miles and the car is still going strong. We went on a local drive with the Vancouver Morgan group this Sunday and we are working on more participants for 2005. We really enjoyed meeting you all and are already planning for the next trip. I hope that Kathy, Steve and Elaine are also ready. It was great meeting you all and I hope you keep in touch. Yours in Morganning. Pat and Ken Miles

Vern: Thanks for the e-mail about the badges. We will get round to sending ours back (to Colmet*) soon. Thanks a million for the BBQ. It was so nice to be able to meet some of the Toronto group. Please give us a call and come over to visit if and when you get to Vancouver. Keep in touch. Pat and Ken



* The **MOA III badge** was also made by Jim Baker, **Colmet**, in England. Some of these had the "delamination problems" we experienced with our MSCCC badges. A reminder, if you have a problem with your MSCCC badge (or pin - I've had one of these with a delamination problem) it should be returned to Jim Baker, Colmet Ltd., 3 Church View Business Park, Binbrook, MARKET RASEN LN8 6BY, England Tel: 44 01472 39 81 49. Badge should be well padded and sent by first class mail. Jim will repair and pay return postage on the badge.

Notes from the East:

Greg Kaufman (toad@storm.ca)

Brethren: T'is the season for giving and sharing and I would like to wish all a Merry Christmas and a Prosperous New Year.

This morning I picked up the Bluemels Brooklands steering wheel from our local harness maker that belongs to the Daughter's '57 Plus 4 two seater. Late fall I had asked Al Barratt (our local harness maker/craftsman) to cover the steering wheel in leather. The covering would be a Christmas present. What a magnificent job he made of the covering. The covering is of soft glove leather and all hand stitched. It is gorgeous. As an aside he also crafted the two-buckle bonnet strap for Mortie.

If you are interested, Al can be found on the GoMoG website www.gomog.com phone: 613-624-5436, fax: 624-5912. All the Best Wishes, Toad ...and from Mortie ('59 Plus 4) Morai ('57 Plus 4) and naturally the old lad Angus ('33 Super Sport)

Hi, I'd like to introduce myself. My name is Peter Noakes. I am conducting some market research to determine the viability of a new shop in Prince Edward Island, Canada providing the following services for classic British cars and motorcycles:

- | | |
|---|--|
| · SU and AMAL carburetor rebuilds | · steering, suspension, brake rebuilds |
| · engine work | · complete motorcycle restoration |
| · polishing, detailing | · wire wheel repairs |
| · gearbox work including Laycock overdrives | · flathead Ford engine work |

My experience includes:

- a lifetime of hobby work in Australia restoring Matchless and Velocette bikes, Austin Healey 100/4, 1926 Nash, and lots of repair work on various Falcons, Holdens, MG, Mini, LandRover, Peugeot, and British bikes in general
- work as a welder with Diversified Metal Engineering, Charlottetown, producing small scale breweries
- work with Holland College writing curriculum in Machining.

I am a member of the British Motoring Association of Prince Edward Island in Canada. I already provide members with assistance in rebuilding SU carbs. Peter Noakes, 176 Watts Road, York RR1, Prince Edward Island COA 1PO CANADA Phone 902-672-1480 Email: peternoakespei@hotmail.com

Interclub Events:

Ed Burman (elburman@cyberus.ca)

Autumn Mog 2000, 45 Morgans and 80 degrees fahrenheit!



Three days of glorious sunshine (six if you include getting there and back), the Adirondacs in all their glorious fall colours, great company, and lots of fun activities. That pretty well sums up Autumn Mog. Greg and Cathy Kaufman, and your somewhat humble scribe left for Catskill, NY on Thursday morning, and arrived early Friday afternoon after an uneventful run down. (our overnight stop was at a place with the delightful name of

Speculator !) We were located at the Friar Tuck Resort, and after checking in, met the other participants at a reception Friday evening. The only other Canadian participants were the Lorne and Audrey Goldman, from Quebec.

Saturday morning was the Concours with divisions for early and late 4/4s, +4s and +8s. There were also four Trikes, one dating from 1928. There were some beautifully maintained examples in all categories. Best of Show went to the 1966 Super Sport of Mary and Burt Hunter. Immediately after the Concours, there was a rally/tour, which was about 45 miles if you didn't miss any turns. There were numerous questions to be answered, and in case of a tie, the car with the closest mileage to the official distance was the winner. This turned out to be Scott Willoughby in his +8 outstandingly navigated by none other than our own Cathy Kaufman. (I had Greg as my navigator and we did not place. However we didn't get lost either !) Jim Nichol, who owns the 1928 trike, designed the rally which gave a breathtaking glimpse of autumn leaves and old quiet villages. There were a couple of steepish hills also (a good test when it was 80 degrees fahrenheit).

Saturday night was reserved for the awards banquet followed by an auction conducted with great panache by Scott Willoughby. The GOMOG award went to Jim Nichol for his outstanding contributions to his epitomizing the Mystique of the Morgan Owner and his vehicle.

Sunday morning stayed bright and warm and was perfect for the Gymkana event. This consisted of a form of obstacle course requiring both driving skills, and driver/passenger agility. The winner was the fastest. No Canadians placed in this event which was won by Paul Fredericks, with Linda and Larry Eckler as runners-up.

We GOMOGers left right after the Gymkana and enjoyed warm weather all the way to Tupper Lake. However it rained overnight and into the morning, so no more topless driving (but by that time we did not care !).

The event is sponsored by the Morgan 3/4 Club and the President (Joe DeLuca) did a fabulous job of organizing the event. Some of us certainly will consider going down again next year, and perhaps you might think about joining us? We will guarantee that everything (except the weather over which we have no control) will exceed your expectations.

Edward L. Burman - Inter Club Co-Ordinator.

Pictures:

1. Lined up for the Concours (mine is the white one !)
2. Some cars (and people) have neat rear ends. (Lorne Goldman checking something)
3. Two PP in reverse gear ! Jim Nichol in the 1928 Trike, with Greg Kaufman filling the passenger spot (it was a pretty tight fit for the two of them !)





Notes from the Web:

END OF LIFE VEHICLES LEGISLATION (ELV)

By Geoff Wheatley, from Antique Automobile November-December 2000

I don't think anyone with a restored classic car or for that matter without a restored classic car could be against protecting the environment. The recent (well to people of my age anyway) laws prohibiting the disposal of dirty oil into Mother Earth certainly get my support in company with old batteries, scrap metal, and any other non-biodegradable product from our new century. Highways littered with discarded plastic cups and other modern junk do little to enhance the natural beauty of the countryside. With these ideals in mind, the European parliament based in Strasbourg passed a rather interesting, but now highly controversial, law towards the close of the last century that put the fear of "You Know Who" into the hearts and minds of classic car owners throughout Europe.

The ELV Bill (End of Life Vehicles Legislation) had been going through the complex legislative process throughout 1998/99 as part of a much wider "Waste Directive" instigated in 1997. The ELV Bill was intended to provide and ensure a sound, environmentally structured disposal of scrap vehicles leaking dirty oil in European scrapyards or abandoned in woods and fields to rot away in the fullness of time! There was also a suggestion that though measures regarding the disposal of non-disposable car parts like plastic, mercury, lead, etc., might persuade car manufacturers to produce cars that were less difficult to recycle.

In short, if you pass a tough law forbidding anyone from dumping junk and/or producing nondisposable junk you will go a long way to solving the environmental problems of the 21st century. Great! Who could argue about that? No one except the classic car owners of Europe who saw the interpretation of such legislation by national and local governments threatening their hobby and investments.

How? Because certain European authorities determined that any old car sitting in a private garage was a threat to the environment and should be removed. In Germany, legislation was introduced that resulted in enthusiasts having their stored parts cars forcibly removed and scrapped. On top of that they also faced a hefty fine for violating the law.

To ensure that all such cars would be correctly evaluated, inspectors were appointed with the power to enter private garages and inspect restoration projects. Within the statute of the law they have the power to confiscate should they feel that the car is a threat to the environment through deterioration. (What that term actually means has yet to be determined in a court of law.) One interpretation was that if a car seemed to be simply sitting there with no evidence of actual restoration work it was a candidate for the scrap heap-so much for a parts car or a bargain that you found in a local barn to restore sometime in the future. We also know about those treasures except that it's always someone else who makes the great find, not us!

Such drastic action is not restricted to Germany, as other European countries are in the process of putting similar laws into place that would threaten the very existence of classic car restoration hobby. The International Historic Vehicle Organization realized that someone had to bring a sense of sanity to this problem and approached the European Parliament with suggested amendments to the legislation, the most important being the inclusion of the following:

(This is a rough translation, not the actual wording, which covers several pages!) An exemption for historic vehicles, historic being a vehicle that has a determined value and is over 20 years of age. Same vehicle or vehicles to be stored in an environmentally acceptable manner either whole or in parts. This amendment was accepted by the European Parliament and was to be added to the actual legislation in the summer of 1999. Good . . . Wunderbar . . . Fantastico we all say, sanity at last. But all that glitters is not gold and don't count your chickens etc. This amendment had to be approved by the Council of Ministers, a group that represents all the member countries of the E. U. Last fall (1999) they threw it out as unacceptable and the whole process reverted back to a policy of "Find . . . Remove and Destroy" any vehicle that was not roadworthy or in the process of recreation regardless of age or value. At this stage in the game a different approach had to be introduced, not a new or even original one, but something that would draw attention to the threat of unwarranted destruction . . . Have a demonstration in the center of Strasbourg, take your message to the people, get these politicians to understand that classic car owners also vote! On October 26, 1999, over a thousand classic cars converged on Strasbourg, Europe's first major political protest by owners of classic cars. They came from all over the continent-Mercedes from Germany, MG's and "Rollers" from Britain, Citroens and Renaults from France, Bugattis and Alfa Romeos from Italy, just to mention a few. Cars from 1898 to the 1980's paraded through the center of this historic city much to the distress of the local police, who had been expecting about 200 cars, not over a thousand stretching into a 3-mile parade of some of the most beautiful cars in the world. A petition signed by over 22,000 owners was presented to the President of the E.U., who promised to review the situation and respond in due course. The TV coverage was incredible throughout all of the member states of the European Union, which in turn produced a lot of support from the general population who, like many others, see this political legislation as slightly overkill when it comes to protecting their environment!

Before we shake our heads with disbelief and say it could never happen here just pause a moment and remind yourself of the proposed Clunker Laws that were on the books a few years ago. They are still there just waiting for some justification of reintroduction. If the E.U. rejects the appeal and goes ahead with its ELV Legislation there may be some over keen environmentalists in Washington, DC, who feel justified in revisiting the issue with the benefit of "Look what they have achieved in Europe" as their rallying cry.



I for one hope that our colleagues in Europe win their battle and save their cars from the political crusher. I am sure that I am not alone when I wish them every success in our new century. The status of ELV as of this writing (October 2000)-Passed but pending!

Only in Europe you say? We know that is not true, several US states and Canadian provinces have been looking to or enacted similar legislation. If you are not involved in helping to save your hobby, you should be! In Ontario, the Specialty Vehicle Assn of Ontario is our central organization focused on collector auto issues at the government level. Contact them at rayspencer@ca.inter.net or SVAO, 3007 Kingston Rd, P.O. Box 142, Scarborough Ont M1M 1P1. Membership is \$10/year and they do need your funds and letter writing support.

Hello everyone: As many of you know, there have been problems with some recent issues of **Miscellany**. Problems began when an outside Distribution House was appointed to take over the mailing of the magazine but they did not deliver the goods and have now been unappointed. We have now reverted back to the old system. In the meantime, if you have not received the November issue, please contact me directly at carolkennett@mogclub.freemove.co.uk. Thanks for your ongoing patience. All the best Carol

Hi everybody: I have followed your discussions about **Mog 2001** with interest. I am able to give you some tidbits about some of the events that will be happening. Remember - you first heard it here!

You will have a chance to wine and dine on the GWR Steam train both Friday & Sat. You will also have the chance to have a go at the Prescott Hill Climb (three climbs per car). TTB romped up it last time we were there and it was great fun. There will be a 60's dance and an Indoor Horse Race meeting (bets will be taken!). There will also be a 'Sell-a-Car' stand where members can sell their cars. Could be a possibility after the Horse Race!!! There are the usual scenic runs but Sunday is the 50th Birthday party and loads are planned for that day. Surely, there won't still be floods by then, will there?

Have I titillated you enough? The booking form is planned to be in the Jan issue of Miscellany. As there are limited spaces on some of the events - it will be first come, first served. Carol

On **spinner tightening**, important stuff. Loose will leave you with prematurely worn threads and a vibrating front end. Not giving them a strong whack with the wheels on the ground is also not completing the task. Here is the instructions from the Dayton Wire Wheel Company which reflect everything I have read or experienced.

Tighten Caps: While car is still on jacks, drive the knock-off caps up tight. If using 2-eared or 3-eared knock-off caps, use lead hammer provided. Octagon caps should be driven up using wrench and lead hammer. Wrench tightening alone is not sufficient.

Test: Spin wheels by hand to make sure there is no rubbing against brake calipers. Also, rock wheel assembly to verify that the knock-off cap has seated completely in the wheel. No looseness should be noticeable.

Retighten Caps: Lower the car and hammer the caps until they will not move with even the hardest blow of the hammer. After the car has been run 25 miles, be sure to re-check the knock-off caps for tightness. The wheels seat themselves on the adapters after the initial run-in and knock-off caps can be tightened further. THIS IS IMPORTANT. Knock-off caps must be very tight to prevent wear. Continue to tighten knock-off caps every 100 miles for the first 500 miles then check tightness every few weeks. WIRE WHEELS should always be checked for tightness of knock-off caps regularly." <http://www.daytonwheel.com/>

The full page on installation and maintenance of knockoff adapters can also be found at <http://www.gomog.com/allmorgan25.html> Lorne Goldman



What's going on with the other MORGAN groups ?

(extracts from other Morgan group newsletters or magazines.....)

The Morganizer. (GOMOG)

Located a harness maker who does a wonderful job on bonnet straps. Phone Al Barratt at [613] 624-5436. Al was quoted as saying "if I can make leather harness for Morgan horses, why not items for Morgan cars?" Besides bonnet straps Al will do luggage straps, steering wheel covers, door bolsters, and even leather upholstery. Everything he does is hand crafted!

Held their usual Moggies on the Grass event on August 27th at David and Caroline Rees-Potters' horse farm. The Jaguar club were the invited guests this year.

The Morgan Ear (Mog Owners Club of Australia)

Lots of competition stuff including results of the MOCA championship, and Eastern Creek sprint. Also gave us the rules for driving in Sydney (would apply in any large city since those whose brains appear to have been disconnected can live anywhere !). Included is advice on 'going with the flow' which means crossing two or more lanes in a single movement, getting a foot massage from your ABS brakes, and NOT using your turn signals.....they are a dead giveaway on your future movements!

There was also news on their National meeting (Muster) to be held in the spring of 2001.

NW Magazine (Northwest Morgan Owners Group)

Provided a report on their FUN AT THE BEACH meeting on Puget Sound, which included lunch, a treasure hunt rally ending with the christening of someone's new play pen (garage !), as well as information about their HAMMA-HAMMA-HUMMER HUSTLE, (you have to read it to understand).

Another interesting article by Cuthbert J Twillie (outlining his and Larry Eckler's pro/con positions on rolled wire on Morgan rear aprons). In another issue he makes replacing the acrylic in your side curtains sound really simple. *(Must try it since mine are awful!)*

Morgazette (Morgan Sports Car Club of Northern California)

Lots of activity for the denizens of LaLa Land (North)! These included Pebble Beach concours, reports on the Monterey Historic races (participating were 33 racers including a 1930 Austin 7, V12 Lagonda, two 1920's Bugattis, 1930 Alfa, 1911 Fiat, 1915 Stutz plus a Talbot Lago and two Morgan trikes), and a barbeque, plus a club dinner at a place with the totally delightful name of Passionfish. Some of them attended the Dunsmuir Games, which clearly were of the Scottish variety.

They have plans for a Sierra tour, Oktoberfest and even a Burns night (in January of course). They also feature a rather derogatory article about the Aero 8 (the writer likes the engine, gearbox and suspension but hates the styling). In their October issue is published the menu for their Oktoberfest Friday dinner. (It sounded yummy!)

Format (The Morgan Plus Four club of California)

They feature an interesting article on the original SNOBMOG, a four seater Plus Four DHC of which only 51 were made. It presently resides in Southern California. Also a report on the Palos Verdes Concours D'elegance which had some exquisite machinery attending if the pictures are anything to go by. A (maybe?) tongue-in-cheek article about Malvern's latest production item, the Morgan Plus 4x4.....yes, an SUV is now almost a reality at Pickersleigh Road.

There is also an interesting vignette on Dolores Wilson, a vintage racer for the past seven years.



In their October issue, we found a very well written article on a joint event with the +4 Club and the California Triumph Club visit to the Getty Museum, some well chosen words on chassis maintenance (there is such a thing?) and another on cooling techniques.

Mog Log (Morgan Motor Car Club of Texas).

Their October issue (front cover is very Halloweenish) features extensive coverage (including many pictures that I have never seen) of the Aero 8. In their September issue they feature their new club badge, commemorating 25 years of operations. They also quote some Dilbert laws: "Accept that some days you are the pigeon and some days you are the statue" "My reality check bounced!" "Tell me what you need, and I'll tell you how to get by without it".

The Rough Rider (Morgan Car Club of Washington D.C.)

Guess What! They featured a picture of our Prez (Vern D-J) racing in the autocross associated with Mog 30. He was one of only three from fourteen entrants to be under one minute on all three runs! But he was first in the very challenging (by the sound of the course) Gymkhana. His partner in this event was Marissa!

Another (always) interesting article from the Morgan Oasis Garage of Cuthbert J Twillie, this time dealing with building new door draft excluders (the originals do tend to fall off sometimes!) In their latest issue they advertise the availability of the so-called Scanty Panty issue of The Blurb, featuring the artistic impressions of Valentin Tanase.

Morganotes (Morgan Owners Group of Western New York)

There is an ad for a 1936 F2 trike, which sounds yummy and is going for twenty something K in US Dollars (of course). They also list their activities for the year, and appear to be a very busy and active bunch with 12 events shown between April and October.

Oh Moggie (Ohio Morgan Owner's Group.)

They provided an interesting article on the Vintage Grand Prix at Schenley Park, (near Pittsburgh), plus reports on various social events. Their membership list shows that they have no less than 60 members, many of whom are couples!

Gator-Mog News (Morgans of Florida).

This is a one pager, forming part of the British Marque Car Club News, and contains a number of bits, pieces and ramblings all of them Morgan oriented. One of the items dealt with Aero 8 delivery forecasts.

Mog Belgium (which always has some incredible illustration, some of them by V.Tanase.

Included this month is a comic strip featuring a very athletic young woman and a man carrying a Morgan windshield. You will have to read it for yourself (if you can speak French).

There is a well-illustrated article on Mog 2000 held at Canterbury, Kent in August and even pictures of Mickey Mouse and Stan Laurel and Oliver Hardy in a Morgan! Are they running for club president. The entire thing is a must read even if you don't speak the language!

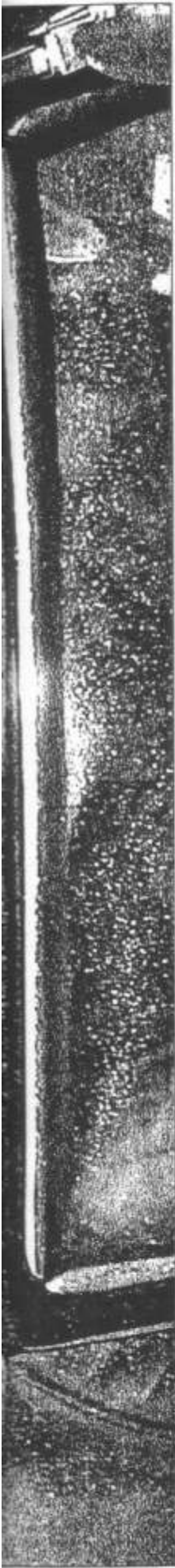
Edward Burman - Inter-Club Co-ordinator.



Anniversary tour: Together 40 years, the Therouxs had no problem spending 46 days driving across Canada

Cross-country in a Morgan





Despite the pouring rain they drove through for most of the trip, Ron and Yvonne Theroux enjoyed their 40th anniversary cross-Canada tour in their 1958 Morgan so much they have "itchy feet" to get going again.

BY TED LATURNUS

Most people, when they celebrate a wedding anniversary, take a relaxing tropical cruise or kick back in a resort somewhere. Not Ron and Yvonne Theroux. They celebrated their 40th anniversary this year by driving across Canada in a 42-year-old Morgan, pulling a trailer — camping.

The Therouxes, both retired, left Vancouver on Aug. 25, travelled for 46 days across the country to the Maritimes, then south through New England — where they met up with a group of fellow Morgan enthusiasts — and back home across the northern United States, for a total of more than 17,000 kilometres.

No, they did not have any mechanical problems to speak of. "The starter motor started to give me trouble about 200 km from home on the way back, and I changed the oil twice along the way, but that's about it," Mr. Theroux says. Just in case, they carried extra parts, including a water pump, fan belt, pushrods and so on, but never used them.

What they did have in abundance, however, was rain. At least

one-third of the journey was done in a downpour, especially through Ontario. But that did not compel them to put the top up. "We thought about it, but it was just too much trouble," Mr. Theroux says. Instead, he devised a set of windscreen-mounted deflectors that diverted some of the liquid sunshine, and Mrs. Theroux concocted a blanket-tarp setup that clipped under the dashboard and tucked in around the sides of the seats. "If anything, we were too warm," she says.

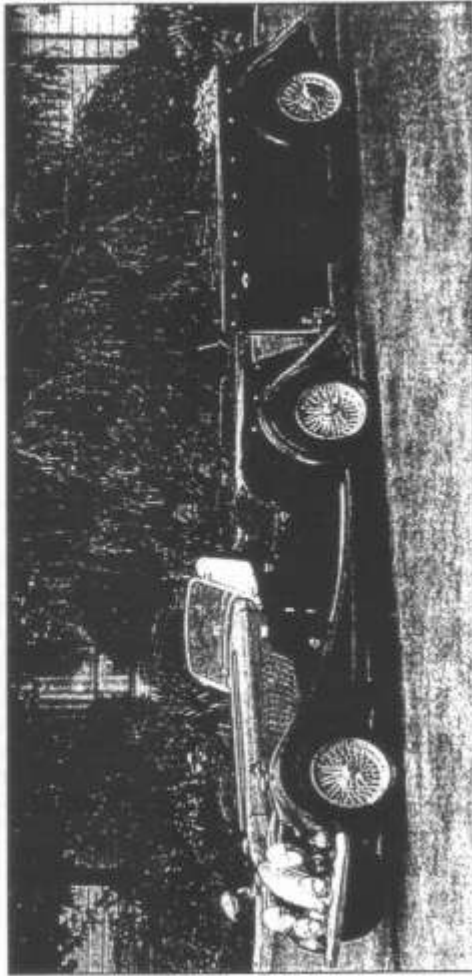
Although Morgans are not the most accommodating vehicles (the standard description of the suspension is that it is so stiff, you can tell if that coin you just drove over was heads or tails up), both the Therouxes swear they drove in total comfort. "People look at this little car and tell us how cramped it looks. But once you're in, it's extremely comfortable."

In order to carry all their stuff, Mr. Theroux built a matching trailer. The frame, suspension, and fenders are taken from another Morgan, but the wood-body tub and sheet metal were put together by Mr. Theroux in his garage. Fully loaded, the trailer weighed about 360 kilograms and they carried everything in it. Even so, they averaged around 13 litres per 100 kilometres in fuel consumption.

The highlight of the trip came when the Therouxes met up with the Morgans Across America delegation in Plattsburgh, N.Y. This

group of 24 British Morgan owners had their cars shipped to North America and toured the United States and Canada en masse. "It was extremely well organized," Mr. Theroux notes.

The low point of the trip came in Halifax, where Mrs. Theroux picked up an inner ear virus while they were touring the Cabot Trail. "We can't say enough about the Nova Scotia health-care system," she says. "They were more than helpful. Proper health care is alive



The Therouxes almost forgot about the homemade trailer behind their 1958 Morgan +4 four-seater.

and well in Nova Scotia." So are careless drivers, apparently.

At one point, the Therouxes found themselves stuck behind a farm vehicle carrying pumpkins and had to play dodgem as the pumpkins rolled off one by one. "He didn't lose the entire load," laughs Mr. Theroux, "but he came close."

Perhaps the most attractive thing about driving a Morgan is that people are drawn to it. Whenever you pull into a gas station or roadside café, says Mr.

Theroux, people come over to talk to you. Inevitably, it seems, many have owned a Morgan themselves or know someone who has one. "A Morgan is like a puppy or a baby. People just can't help themselves."

Although they were happy to get out of the rain back home, Mrs. Theroux says they're getting itchy feet. "Five days after we got back, we both kind of looked at each other and wanted to do it again. "Without the pumpkins."

National Post

Congratulations again to Ron & Yvonne Theroux, our Doug Price award recipients for 2000.



- 1991 – Audrey Beer
- 1992 – Chris Charles
- 1993 – Al Sands
- 1994 – Lynn & Fred Kuzyk
- 1995 – Dave Smith

Doug Price Award Winners

- 1996 – Brian & Linda Rumohr
- 1997 – Vern Dale-Johnson
- 1998 – Peter & Heather McCowan
- 1999 – Ray & Mary Shier
- 2000 – Ron & Yvonne Theroux



British car day . . .

Story and photos

By Jil McIntosh

OAKVILLE, ON — Okay, I have to admit up front, British Car Day wasn't on my schedule of events. I had other plans that day.

But the editor of another publication (don't tell Old Autos there are others, okay?) called me at the last minute and said, Please, I need you to go out there and cover the story. So I said, Well, okay, how much can that involve? A hundred cars or so, I'll get in and get my pictures and be home in time for lunch.

Well.

I should have known, when I followed a '38 Rolls Royce and a '61 Triumph down the highway. I made the turn for Bronte Provincial Park, situated between Burlington and Oakville, just north of Lake Ontario and west of Toronto. Because when I finally found a parking spot in the spectator area and made my way over to the show field, more than 1,000 of the United Kingdom's finest were all shined up and out on display.

The event is open to all things British, but is presented by the Toronto Triumph Club. President Gil Caratin was kind enough to take me around the area and give me the scoop on how this twenty-year-old club does business.

Their slogan is "To drive and preserve the Triumph", and to that end they offer driving tours and show in summer, and tech-

nical sessions in winter. The club has some 475 members, but surprisingly enough, it's stand-alone, not a chapter of a larger international group. That's a lot of Triumphs!

The September 17th show was one of three they hold each year, along with a Spring Fling (hosted in conjunction with the MG Car Club) and their own Canadian Classic in the summer.

There is no age limit on vehicles, and brand-new Jaguars and Land Rovers were out alongside 1930s offerings. Some of the vehicles on display only come out once a year, for this prestigious event.

The cars are lined up by their judging categories, which makes it very easy for spectators - and journalists! One could check out a row of Rolls Royces, and then move on to Minis, Jensens, Healeys and motorbikes.

The club lucked out with what can often be tricky weather toward the end of the season. Early morning skies had looked threatening and it was quite cold when many motorists started out, but by 10 am the sun was shining and temperatures soared.

In the Rolls row, Roger and Eleanor Hadfield - parents of Canadian astronaut Chris Hadfield - had a car that certainly caught my eye. Not only was their 1924 Silver Ghost finished in bright yellow, but it is one of the cars built in the United States by Rolls Royce in their Massachu-

setts factory. The Hadfields were taking it the next day to Ohio, where they would join other members of a Silver Ghost club and drive it 1,000 miles around the state.

Another fascinating car was Blair Harber's 1953 Healey 100, which nearly blinded spectators in the sun - the body is bare aluminum. The car is number 14 of 19 handbuilt aluminum prototype cars made in Donald Healey's Warwick factory.

When it was shown, Leonard Lord of Austin approached Healey and told him that there was no way the numerous orders already received could be filled. Two days into the show, the car became the Austin Healey.

This particular car became a hill climber in the 1960s when racers Jim and Robert Ladd owned it. Barber bought the car in Massachusetts in 1993 and will be taking it to Hershey to meet up with other prototype owners. In addition, he also owns the first production Austin Healey. He plans to have its restoration finished for 2002, when he'll take it to the Open Roads event in Lake Tahoe to meet with members of the Healey family.

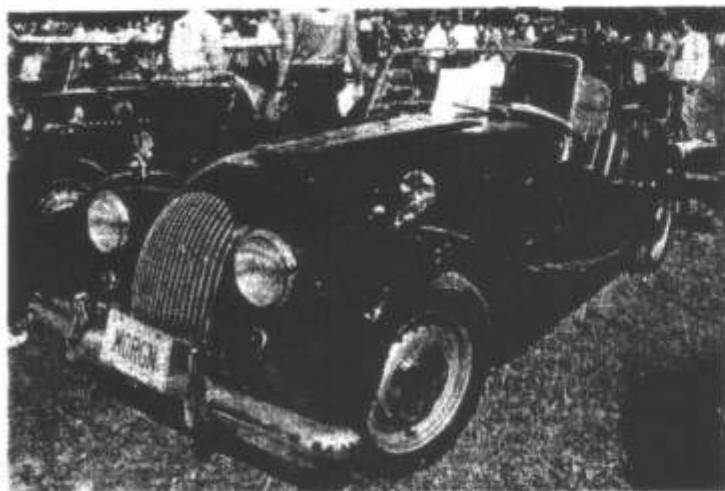
At the other end of the horsepower scale was Larry Read's 1970 Bond Bug, which was . . .

well, cute as a bug. Made by the Reliant Motor Company, it has a 4-cylinder, 700 cc alloy engine with a four-speed transmission and three wheels. Oh, and it weighs 867 lbs. Read says it has a top speed of 85 mph, and while he hasn't gone that high, he reports that its' fairly steady at 70 mph - as long as a tractor trailer doesn't go by!

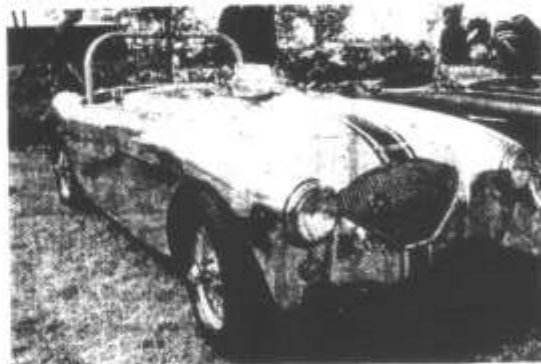
At the far end of the field, numerous vendors set up an auto jumble with all manner of parts, services, literature and models.

Sponsors making the day possible for this time around included Castrol, Meguiar's, Budd's Import Cars and Lant Insurance Brokers.

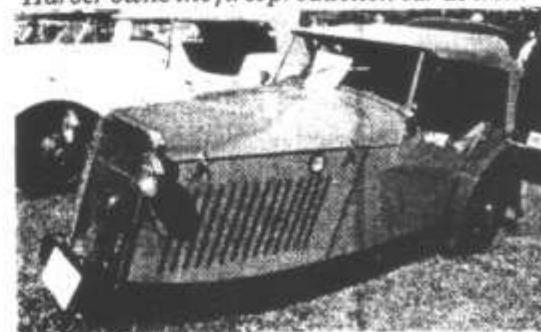
Car buffs interested in more information on the Toronto Triumph Club or their events can reach them on the Internet at www.interlog.com/~triumph, or listen to a recorded message at 416-410-4TTC.



Now really, what else could Brian and Brenda Morgan own, but a 1961 Morgan +4? Car and drivers came in from Jordan Station.



Blair Harber's aluminum-bodied 1953 Austin Healey is number 14 of 19 prototypes. Harber owns the first production car as well.



Beautifully restored in two-tone green, Peter Svilan's 1934 Raleigh is a 7-17 Sports Tourer. The 1934 fender tag identifies its registration as a tricycle.



Large and small was almost a theme here, on left a 1968 Mini with Union Flag roof, and 1951 Bentley MK. VI.

Two for the price of one . . .

story and photos
by Len Haffenden

VANCOUVER, BC - By some happy coincidences, the 8th Annual "All British Run" from West Vancouver to Whistler (about 70 miles from sea level to a ski resort) and the annual "Fuel Economy Run" by the local Rolls-Royce and Bentley Club shared the same start and finish points and the same route on the Sea-To-Sky Highway for September 23/24 in the year 2000.

The main ingredient, a warm sunny day, was provided by a thoughtful Mother Nature.

Registration was from 9 to 11, so we did not want to rush it, arriving at the check-in parking lot at 9:45 only to find the place already jam-packed with British motor cars of all sorts. The high-

est registration number I saw was 282, apparently a record. All sorts of weird cars were there, some of which came for a pre-rally display only, as they were not quite up to a twisty, steep mountain run; such as two cylinder 3-wheel Morgans, ancient Austin 7's, and the like. One very old car, a 1913 Wolseley touring, very recently acquired by John Peirson, who sometimes writes you letters, was display only this year, but will be prepped for next year's running of this rally.

After attaching a Monte-Carlo style placard to the front of my Silver Dawn (No. 110), we were put into small groups for starting. The dash plaque provided by the Rally side of things was very handsome, but a bit heavy, so it

will end up on a wall in my garage/museum (which readers are welcome to visit when visiting the left coast).

For the fuel economy side of this dual event, our tanks were filled and monitored, the odometer readings recorded, and we were soon off.

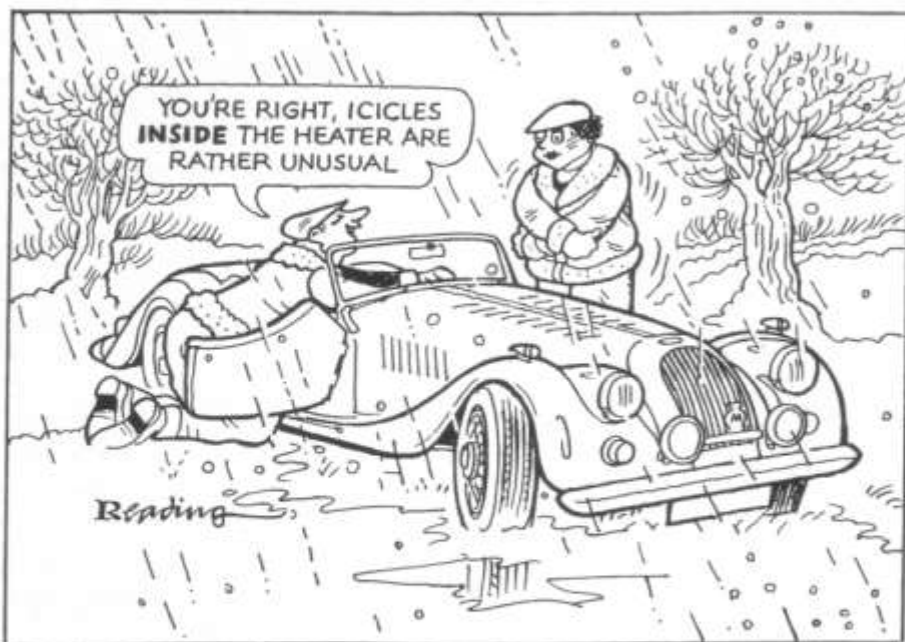
The Rolls group stopped for a lunch at a new golf and country club called Furry Creek, and very nice too, while the Rally cars either took a picnic or stopped at a Britannia Beach café.

The next stop was a Railway Museum, sponsored by a group of enthusiasts and volunteers in an area set aside by BC Rail in their yards just outside the town of Squamish. Lots of interesting things to see and do. Old autos and trains seem to go together. On the road; heaven knows what the general public thought of several hundred British cars clogging up the highway, much of which is one lane each way with occasional passing lanes, but hey, we pay road taxes, too!

A small ceremony at 4 p.m. in the heart of Whistler Village (one of the late Prime Minister Trudeau's favourite ski resorts) sorted out the Rally winners, with some nice auto art work as prizes, as well as t-shirts and regalia items. This ended the Rally side of things and most of them began the drive back to Vancouver.

The Rolls-Royce club checked into a hotel as there was to be a sorting out of who had the best mileage and who had the best improvements, and so on. All this took time once the cars re-filled and gave the figures to a man with a lap top. The results were read out after our dinner in a spaghetti restaurant with your humble scribe not even coming close. I got about 17 mpg, but should have got 21 mpg, so a tune-up is in order. I put it down to too much city driving on low octane gas, and not enough highway work with premium fuel.

After a "very" quiet and peaceful night (no sirens, police, ambulances, or screaming motorcycles) as compared to Vancouver after dark, we enjoyed a leisurely drive back home with light traffic on a sunny Sunday morning. It is a very scenic drive, aptly earning its name of sea-to-sky, with just enough rock fall zones to make you nervous; I highly recommend it to our flat earth eastern visitors.



Morgan a mighty mite among automakers

Privately owned
motor firm succeeds
with niche market

BY ALAN WRIGHT
SPECIAL TO THE STAR

On the face of it you would not think Morgan, the tiny British automaker, would have any business similarities to Coca-Cola, that giant of the world corporate stage. But in one important respect it does — trademarking.

Morgan has just registered the shape of its cars with the European Trade Marks Registry, the first automaker in the world to do so.

Now the sweeps and curves that epitomize a Morgan are as well-protected legally as those on a bottle of Coke.

Matthew Parkin, sales and marketing manager at the Worcestershire-based firm, explains that Morgan was wary of other firms ripping off the now classical shape of its cars, in the same way that there are now so many companies producing lookalikes of the legendary AC Cobra.

You see a Cobra these days and you don't know if it's an original or a copy, says Parkin. "We don't want that happening to us."

It shows just how on the ball the company is and how well it knows its market. It's a family firm, and the family knows best. They most famously proved the point in the early 1990s, and in front of a television audience of millions.

One of the biggest shows in the British ratings at the time was *Trouble Shooter*, where industrialist Sir John Harvey Jones visited various struggling firms or small factories and analyzed them. The recipients of his wisdom always seemed delighted with his advice. But then came his *bête noire* — Morgan.



ORIGINAL COPIES: Distinctly original in design, Morgan cars are built in Worcestershire, England; above, joint managing directors Charles, left, and his father, Peter Morgan.

Sir John, former chief executive of Imperial Chemical Industries, which, at the time, was to Britain what IBM was to the U.S., waltzed into the little factory and, after a few days of examining the firm, told the managers just where they were going wrong.

The thrust of his conclusions was that he felt, to survive, Morgan would need to introduce robots and a high-tech production line, increasing output and maximizing profits.

Like all other boards of directors on the show, the Morgan family was subjected to a lecture from the great industrial guru. But unlike the others, they told him he just did not understand their business. Politely but firmly, Sir John was shown the door.

Well, who was right? Morgan, in those days, had a waiting list for a new car of around two years. Ironically, in large part due to the huge publicity the TV program generated, that waiting list is now up to around four years.

The company may not be making the kind of profits Sir John was dreaming of. But it is rock-solid financially. Had it taken the Harvey Jones high-tech/robotics route it would likely have gone down with the rest of the British car industry. What the family instinctively knew was that keeping Morgan as an exclusive, niche-market vehicle was the way to go.

The firm is very much a one-of. Its factory, in the little hamlet of Malvern Link, sits amid the Malvern Hills, that spectacular landscape which inspired Edward Elgar to write his two symphonies. And like the great composer's music, the car plant pays little heed to convention.

It is built on a slight hill. The car frames are assembled at the top and then rolled down to the next shop bay, where the ash wood frames and sheet metal are added. All the metal panels are fitted by hand, with the hood going on last, because it has to marry up with so many of the other panels. Morgans are the only coach-built cars still in production, and the hammering of metal in the panel shop is deafening.

The cars then make their way down the decline to the paint shop, and finally to the electrical and interior shops at the bottom of the hill. You can order your Morgan in any color you want and picking up your car at the factory is highly recommended.

Indeed, customers and enthusiasts can (by appointment) pop in at any time during the production process and wander around the factory unattended. Even visiting journalists are left to snoop about to their hearts' content. Should they want it, Morgan will



even supply customers with a complete photo album of their car's construction, for around \$180 (Canadian).

The man who created this ethos, and ran the company for almost 50 years, was H.F.S. Morgan. The fact that he went by his initials does not mean his name was not known, just where he fitted into the British class system at a time when even County (Major League) cricket teams were made up of "Gentlemen" and "Players."

The Gentleman, amateurs of independent means, always went by their initials, while poor Arnold Higginbottom, who played in order to earn a buck or two, always got his full name on the team sheet.

Thus H.F.S., son of Reverend Prebendary H.G. Morgan, was very much a gentleman. His first vehicle had a 7hp Peugeot engine, mounted into a three-wheeled tubular chassis. It featured a rigid frame and independent front suspension. But most important of all, it was light. With a power-to-weight ratio of 90bhp per ton, despite its tiny

engine, it could out-accelerate just about any car of the day.

H.F.S. had no intention of marketing the vehicle. But it drew so much favourable comment that he decided to build a few.

With capital for some machine tools and an extension to the Malvern garage provided by his father, the rector, H.F.S. Morgan began manufacturing in 1910. Morgan three-wheelers stayed in production until 1953, the company's first four-wheeled car being built in 1936.

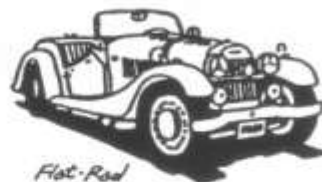
This has seen numerous engine suppliers, Standard, Vanguard, Rover, Ford, etc., but is still the basis for most of Morgan's current range. Just 11 cars are produced each week.

Fifty per cent of all sales go to export (most to Germany) and, thanks in great part to the publicity provided by good old Sir John Harvey Jones, order books are bulging.

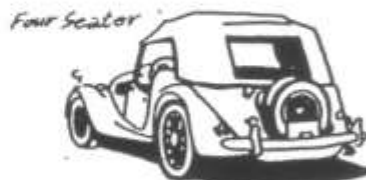
By sticking to its principles, Morgan avoided the fate of the big British automakers. It is now the oldest privately owned motor company in the world.



Beetleback



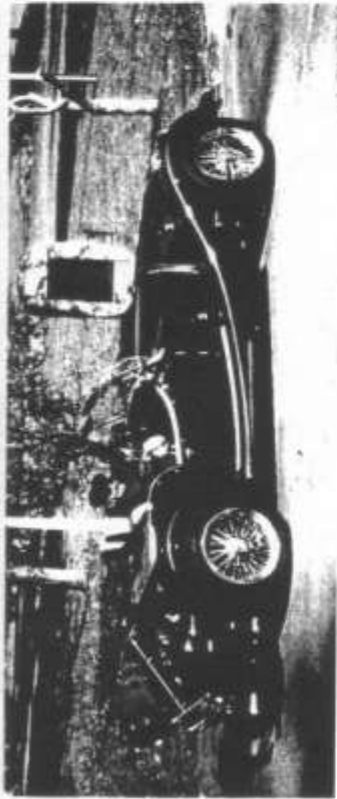
Flat-Road



Four Seater

You might be a Morgan racer if.....

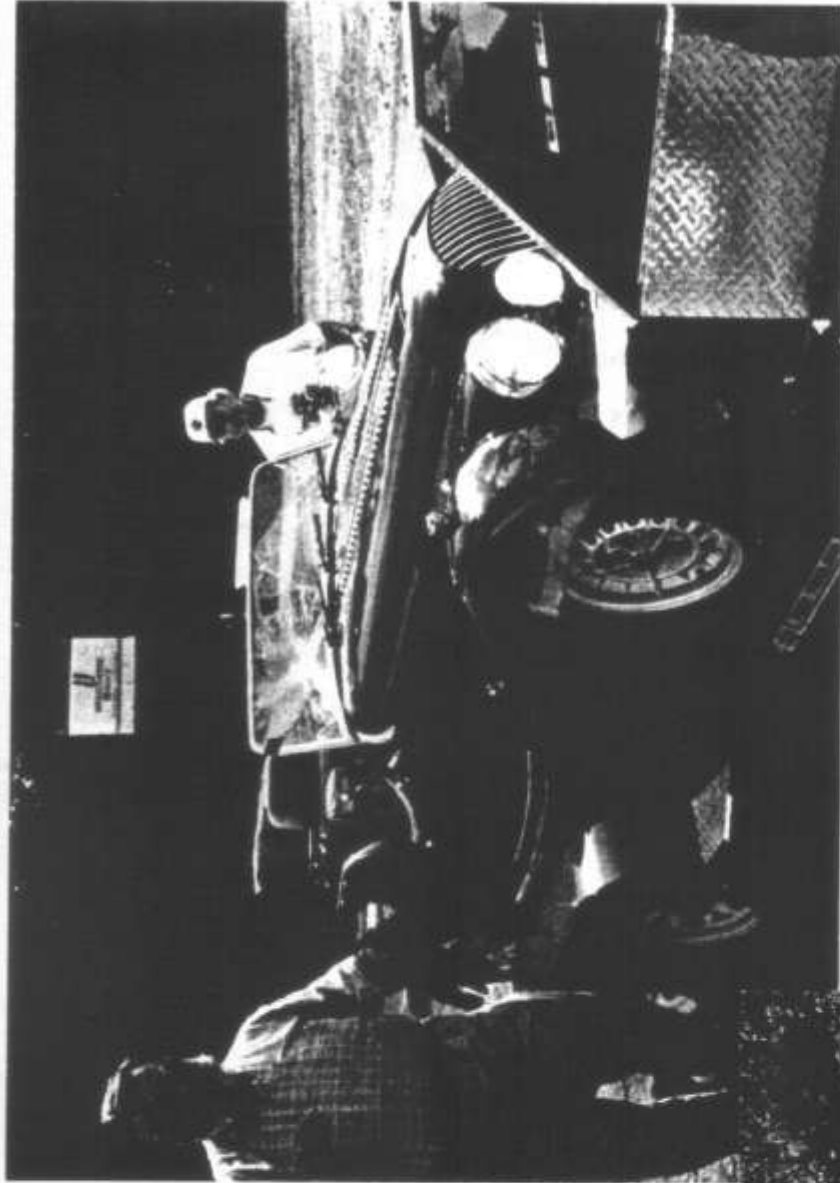
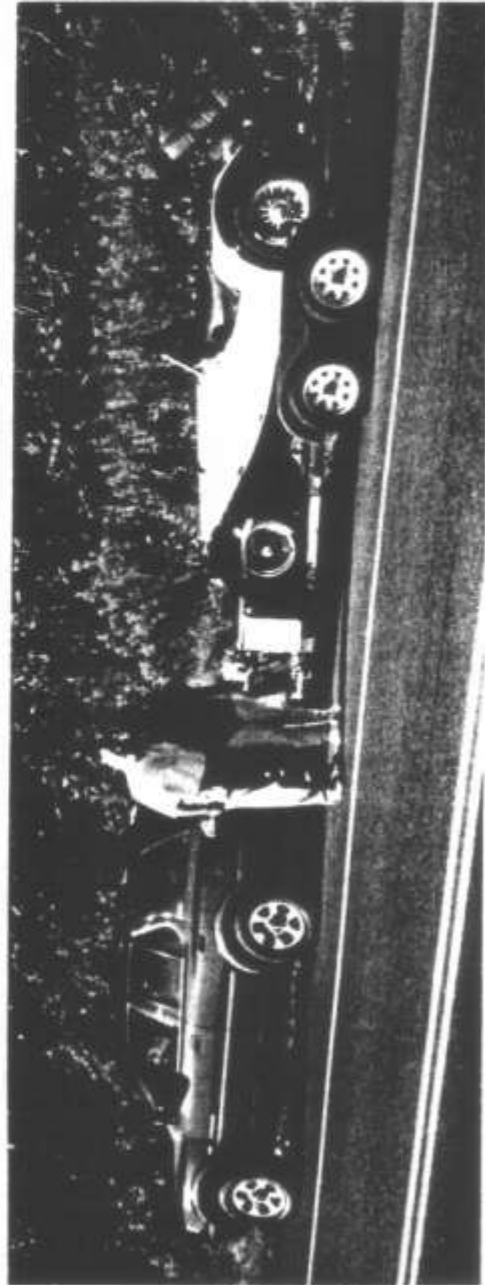
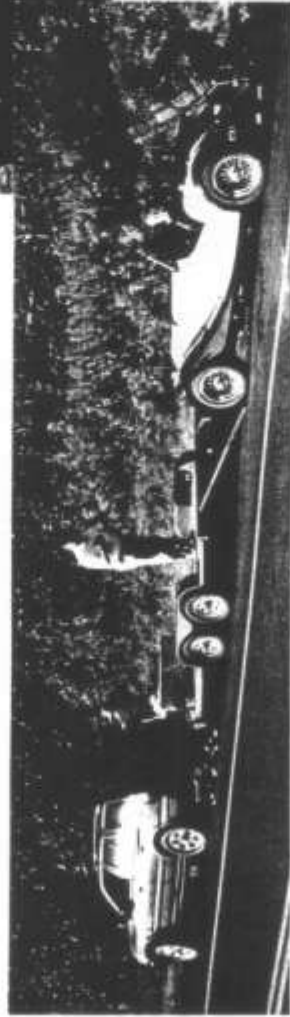
- You take your helmet along when you go to buy new eyeglasses
- When something falls off of your car, you wonder how much weight you just saved.
- Your email address refers to your race car rather than to you.
- You buy new parts because you don't know where you put the spares.
- You bought a race car before buying a house.
- You bought a race car before buying furniture for the new house.
- You're looking for a tow vehicle and still haven't bought furniture!
- The requirements you give your real estate agent are (in order of importance):
 - 1) Eight car climate controlled garage with an attached shop.
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 - 3) Three phase 220V outlets in the garage for your welder.
 - 4) A grease pit.
 - 5) Convenient to a hazardous waste disposal site.
 - 6) Deaf neighbours.
 - 7) Across the street from a paint and body shop.
 - 8) Some sort of house with a working toilet and shower on the property somewhere -or- hookups for the motorhome.
- You measure all family acquisitions in terms of the number of race tires that could have been purchased.
- You sit in your race car in a dark garage and make car noises and shift and practice your heel and toe, while waiting for your motor to get back from the machine shop.
- You have enough spare parts to build another car.
- You think the last line of the national anthem is: "Racers, start your engines!"
- You have a separate drawer for 'garage clothes'.
- Your reading material in your bathroom consists of 400 car magazines, none of which have centerfolds.
- Your first date involves asking her to crew for you.
- Your criteria for selecting a romantic partner include auto repair skills. Air tools optional.
- Your closest friends don't recognize you without a helmet and driver's suit.
- Your family remembers your hair colour as "grease".
- You remember the dates and details of every race you've ever been in, but can't remember your phone number.
- Your family brings the couch into the garage so they can spend some time with you.
- You refer to the corner down the street from your house as "Turn One."
- You enjoy driving in the rain on the way to work or school.
- You can't stand understeer.
- You always want to change something in your Morgan to make it handle better.
- You think that traction control and ABS are for those who can't drive.
- You save broken car parts as "mementos".
- You've found your lawnmower runs pretty good on 108 octane gas (but doesn't particularly care for alcohol).
- The local tire shop won't honour the treadlife warranty on any car you've been within 50 yards of...
- The shop manager at your local car dealer mutters "dear Lord" under his breath after he sees the size of your exhaust piping.
- The local police and state Highway Patrol have a picture of your car taped to their dashboard.
- You would choose a rollbar over air conditioning if it were an option.
- You enjoy driving through wet, empty parking lots and using the emergency brake to kick the back end out.
- You consider the redline a "conservative suggestion" and the rev limiter "a kill joy"
- You quote your street tire wear life in weeks rather than miles.
- You've started looking for sponsors for your daily commute.



Clockwise from above:

- Vern D-J trying out Lisa Holley's 2000 +8
- Rod DJ helping Ben Fryrear load his buzzard-damaged +8, the bird stopped just short of landing in Judy's lap.
- The Prez – yes that is a month's growth, didn't last long once the home crowd had their say...
- New member, Pam Baker, being helped along the way by brother Rod...

Photos from Lisa Holley



More photos from the Keith Cox Memorial
Morgans over America III
Ner Orleans to Nova Scotia
September 7 – October 8, 2000



ASSEMBLYLINE

Classic Mini ends its 41-year run

BY BRUCE STANLEY
ASSOCIATED PRESS

LONDON — The Mini, a boxy pup of a car that wowed the Beatles and came to symbolize the Swinging Sixties, entered automotive history when the last of its 41-year pedigree — No. 5,387,862 — rolled off the production line on Oct. 4.

Conceived as a thrifty "people's car" during a 1950s fuel crisis, the 10-ft.-long Mini earned the devotion of legions of British baby boomers eager to flaunt their individuality.

John Lennon drove a psychedelic red, white and green Mini, fashion designer Mary Quant produced a customized model and Michael Caine used one to heist gold bullion in *The Italian Job*.

"In the '60s it was the thing to be seen in. From the village midwife to the celebrity, it was the car to have. It still is," said shop assistant Trina Davies, who together with her husband owns four of the cars.

Produced in nearly 140 different models, the Mini outlasted several corporate owners before ending its days at the MG Rover Group factory in Longbridge, Birmingham.

MG Rover has retrofitted its plant to build a luxury sedan, the Rover 75, and Germany's BMW will introduce a completely new version of the Mini next year at its factory in nearby Oxford.

But it's the classic Mini that endures as an automotive icon. Turkish-born Alec Issigonis designed the car for what was then the British Motor Corp., after Britain's involvement in the 1956 Suez crisis triggered fears of an oil shortage and the gov-

ernment had begun rationing gasoline.

Issigonis, who was later knighted for his efforts, developed a practical subcompact that could hold four people and their luggage and sold for as little as \$725.

Introduced in 1959, the Mini sold poorly until celebrities such as Peter Sellers, who customized his Mini with wicker trim, began to give the car an unexpected cachet. With its zippy handling and quirky lines, the Mini soon appealed to Britons regardless of social class.

"It doesn't matter whether you're a dustman or a doctor, the chances are you've driven or ridden in one," said Mini owner David Hollis, 37, of Ambleside in central England.

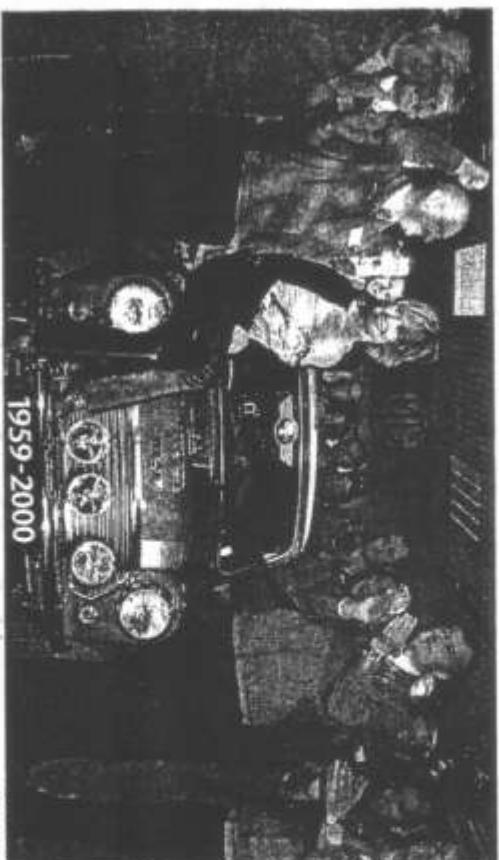
"It's cheeky, it's cute and it just puts a big smile on every-

... it's cheeky, it's cute and it just puts a big smile on everybody's face ...

body's face," said Hollis, who compared driving a Mini to handling a go-cart.

The car's speed earned it three Monte Carlo Rally championships, and at least one version has topped 165 miles per hour.

Mini enthusiasts have included Steve McQueen, former Monkee Mike Nesmith, model Twiggy, Princess Grace of Monaco, and even Princess Diana, who drove a version of the Mini —



TINY AUTO ICON ... Workers applaud as '60s pop singer Lulu sits on the last British Mini to roll off the production line at the Rover Group's Longbridge plant in Birmingham, England.

—AP photo

the Mini-Metro — before she married Prince Charles. Famed 1960s pop singer Lulu rode in the last version of the car as it emerged from the Longbridge factory.

The Mini enjoyed a new wave of popularity in the 1980s and 1990s, this time in Japan.

"My overall sense today is that I'm very proud that we've got a car that has lasted as a British icon," Hollis said. "All the same, I'm sad to see the last one come off the line."

The Mini might have expired sooner had BMW not bought the Rover Group from British Aerospace in 1994.

Reluctant to make the investment necessary to make the Mini comply with increasingly stringent European Union standards for auto safety and emissions, British Aerospace was planning to phase the car out by 1996, until BMW stepped in, said MG Rover spokesman Gordon Poynter.

"BMW made a decision to put money in to keep it legal for another three or four years until they could build a new small car that they wanted to call the Mini," Poynter said.

Mini owners meet regularly to swap parts and stage rallies, and fans of the car have formed clubs from Belgium to Australia to Arizona.

Davies, who recently bought a long-coveted Mini convertible, was confident of the car's place in automotive — and social — history.

"People will always buy them, collect them and mend them," said Davies, 41, of Horney Common in East Sussex. "Too many people love it to let it die."

Designer of the Mini Cooper dies

John Cooper, 77,
fashioned hippest of
Swinging '60s cars

BY WARREN HOGE
NEW YORK TIMES NEWS SERVICE

LONDON — John Cooper, an automotive engineer and a sports-car driver who created the chic vehicle of London's Swinging '60s, the Mini Cooper, died last Sunday at his home in Worthing, West Sussex. He was 77 and had cancer.

The tiny high-performance sedan became the favoured car of the rock stars, actors, junior royalty, writers, debutantes and designers who gave London its fame as the fastest-paced place on the planet 35 years ago.

Tom Wolfe celebrated it in his "London Teen-age Society Girl" essay, and its precocious compact snub-nosed shape was featured in fashion shoots and advertising spreads aimed at the Rolls-Royce and Jaguar crowds. A Mini Cooper gained as much notice as its co-star, Sir Michael Caine, did in a 1969 film, *The Italian Job*.

In an extended stunt scene that was to give it a reputation for astonishing manoeuvrability, the Mini Cooper piloted by robbers escaping with their trove of gold bullion threaded its way along the corridors of grand Italian buildings, down stairs, through pipes and around the twisting streets of Turin.

Caine did not drive one at the time. But among those who did were Dame Margot Fonteyn, Peter Sellers, King Hussein of Jordan and three of the Beatles — Paul McCartney, John Lennon and Ringo Starr.

Although Sir Alec Issigonis of the British Motor Corp. became famous for sketching out the original Mini on the back of a cigarette pack in the late 1950s, it was Cooper who, in 1961, turned it into the souped-up roadster of choice for London's most fashionable streets and everywhere else that struggled to replicate the coolness of the mini-skirted borough of Chelsea.

"It was the cult car of the '60s, an icon," said Doug Nye, a family friend and a writer on motor racing. "If the Mini was cool, then the Mini Cooper was cool with knobs on."

John Cooper was born in 1923, the

son of Charles Cooper, an engineer who worked in automobile design in the early years of motor racing. The son's first job was an apprenticeship in one of his father's companies, and he went on to work for a toolmaker who specialized in equipment for the Royal Navy. In the war, he made aircraft instruments.

After the war, father and son joined to produce cars for the Formula Three and Formula Two circuits, with John Cooper as driver, as well as co-designer.

In 1958, Sir Stirling Moss won the Argentine Grand Prix in a rear-engine lightweight Cooper-Climax that ran the entire race without a single pit stop for tire change, an innovative advantage that brought fame to the Cooper Car Co.

The company became the first British motor racing manufacturer to win the Formula One constructors' championship, which it took two years in a row. Its Cooper-Climax cars also brought Jack Brabham the championship titles in 1959 and 1960.

Cooper's influence on Formula One racing declined, and after his father's death in 1964, he sold the company and turned his attention to the Mini Cooper and, later, a higher powered version called the Mini Cooper S, brought out in 1963 and produced over the years by the British Motor Co.

In later years, Cooper retired to the Sussex coast, where he operated a small garage business.

He was named last year on the Queen's annual New Year's Honours List as a Commander of the British Empire.

Surviving Cooper are his wife Paula, his son Michael and his daughter Sally.

Even as production of the Mini wound down this past year, BMW, which now owns the rights to it, announced that it would launch a new version next summer. Michael Cooper said word of the revival had pleased his father.

"I've got one of the new Minis outside my house now, and I took it around to my father the other day," he told the Press Association, Britain's domestic news agency. "But he wasn't well enough to get up and have a look at it."

"Unfortunately it arrived a bit too late."



FAB GEAR: Three of the four Beatles owned Mini Coopers, which carried considerable cachet.



PAOLO FERRARI/ASSOCIATED PRESS

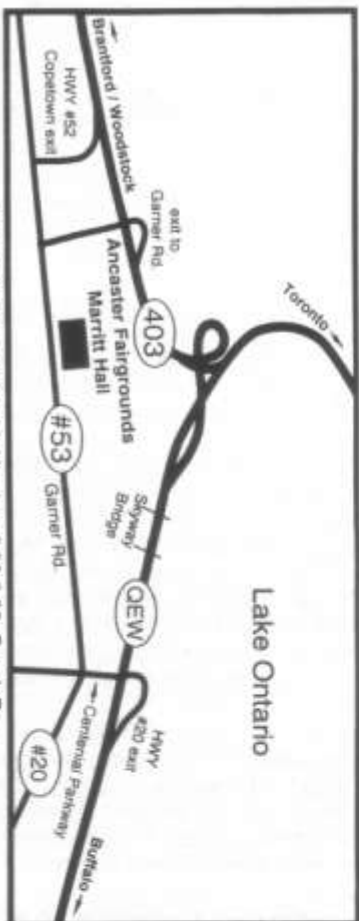
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