



Issue 5-2001, September

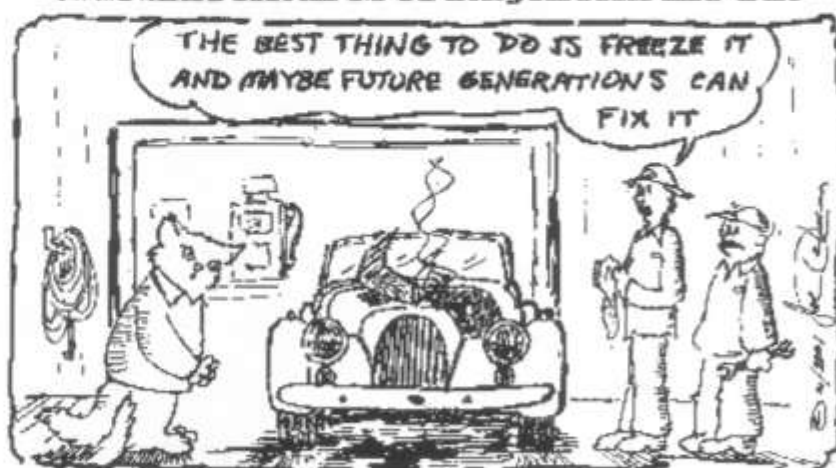
The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER

The Adventures of Raymond the Cat



The Adventures of Raymond the Cat



As you read through this issue of the Blurb you will find it dedicated to Joe DeLuca, Past President of the Morgan ¼ Club, humourist, Morganeer, and friend... Tragically Joe died in the crash of UA Flight 93 with his friend, Linda Gronlund. The irony in these cartoons, two of his last, is paralyzing...

Prez Sez:

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

The cover of this edition of The Blurb has, sadly, been purposely chosen to honor a fallen Morganeer and friend. **Joe DeLuca**, active member and Past President of the **Morgan ¾ club**, was killed along with his friend Linda Gronlund in the crash of United Airlines flight 93. I've included several tributes to Joe in the email section of this newsletter. Our deepest sympathies from the members of the Morgan Sports Car Club of Canada to Joe's family, friends, and fellow members of the Morgan ¾ club. We will miss his energy, his enthusiasm, his counsel, and his friend "Raymond the cat. We will not forget him...

Thank you **Martin & Donna Beer** for hosting the "pool party" **Saturday July 14 (along with Jeremy, Steve, Jenny, Trevor, Audrey and Reg.. as well as a few neighbours who dropped by to look and partake in the discussions)**. In previous years this Molson Indy weekend has been chosen for an "alternate" event for those who don't do the race so several dug out their swimsuits, loaded up the cooler, and took the leisurely drive to Bolton. By my count we seemed to have had about 30 in attendance –



Mary Shier with the very relaxed John Collins.
Photo by Jenny Beer

above mentioned Beer's; Peter & Heather McCowan (Morgan still in rebuild so they were in the Mercedes "runabout"); Marlies Sands (Al was off on another motorcycling expedition..); David, Paula and Aaron Farmer; long-lost members Kim & Mike Martin (with another "Martin" arriving on one of the aforementioned 2 wheeled contraptions); Brian Prendergast with daughter Madeleine (it seems Brian was really not serious about selling his +8); Rod, Meg, and Jennifer Wilkinson – Angevine; John & Sharon Roden; Peter & Dorothy Pfahl; Ray & Mary Shier; Stu & Ria Harvey; Glenn Nigh & Rene Roberts; Brian & Brenda Morgan; John Collins & Sonya Kokal; Neil & Ruth Young (in the Caterham); and the DJ's – Vern, Amanda and Marissa who did use the 4 seater for the occasion.

The **MG Invitational at Glendon College** on **July 29th** was sparsely attended by the MSCCC crowd. The Beast was taken out for its first run on the Hoosier autocross tyres – rock hard but very sticky! As well, Shirley Zinman was there in her Fiat – Pistol special but no other Morgans. One 1913 Morgan "replica" attended – built by Bary Webster of Beaverton. This "replica" uses an Isetta chassis, BMW motorcycle engine, 28 Ford Model A transmission, and a hand built body with early Dodge wings front and back. Makes for a reliable but very unauthentic lookalike. The Prez could not resist having the attending RCMP constable photographed beside The Beast. Maybe I should carry it in the glovebox?



MSCCC members, **Andrew & Teresa Flint**, along with **Laurence Gutchner and his friend Jane** organized our mid-summer event, a "**Halton County Run**" on **August 11th**. Morganeers gathered at the Flint's in Oakville included Steve, Jenny, & Trevor Beer, Martin Beer, Ray Shier & Paul Dettlor (the winner of the "Morgan outing" prize Ray & Mary offered for a local "charity auction" – Paul is a former Austin Healey owner...), Glenn Nigh & Rene Roberts, Peter & Ella Toma (in their BMW roadster), John



Andrew & Teresa Flint in their +8, leading the run.
Photo by Tom Van Zuiden

& Sharen Roden (in their TR3), Marlies Sands (Alan was off on another cycling trip), Shirley Zinman (in her Michol Pistol special), Brian & Madeleine Prendergast, David Farmer, and Tom & Thomas Van Zuiden who, with an ailing steering box agreed to pilot the Presidential +4 around the course. Andrew & Teresa were piloting their +8 while Laurence and Jane made the run in their Porsche 911... finish was in Inglewood (Caledon) – a combined Flint senior – Prendergast affair. The Presidential +8 made an appearance at the start but due to other (read spousal) plans needed to peel-away from the group rather early for a quick run home.



Hay ride on the Halton County Run..

From the left Laurence, Jane, Andrew, Teresa, Jenny, Rene, Glenn, Tom Jr, Ray, David, Peter, Ella. Standing Martin, Steve.

Photo by Tom Van Zuiden

Our "Eastern" Toronto area event was a rendezvous of **GoMoG & MSCCC members in Kingston at the Boot & Bonnet Club's British Car Day on August 26th**. The Roden seniors were joined at the Roden junior's house outside Oshawa by Ray & Mary Shier, Chris & Gayle Taylor (in their TVR), David Farmer, and Vern DJ for lunch on the Friday before taking the leisurely Hwy 2 – Hwy 33 route up to Wellington in Prince Edward County where they met up with Rod & Meg Wilkinson before heading down to Peter & Dorothy Pfahl's for a BBQ. Highlight of the run up was the opening of a swing bridge over the Murray canal to let a sailing vessel through. Sharon Roden was particularly impressed by the toll collector's equipment – a very long handled tin cup. On arrival at our home-away-from-home, Tara Hall, we found we were the only "guests" in this beautiful 1839 mansion. Most surprising was finding our hosts, Elaine & Richard Haeberlin were old friends of Alan & Marlies Sands and as tall stories unfolded they provided us with lots of previously unknown material that will surely come in handy during "roasts" to come. Peter & Dorothy rolled out the hospitality... a full BBQ – corn roast... so much we found ourselves invited back the next evening to finish what we didn't eat the evening before. Dorothy & Peter, you truly outdid yourselves!



Saturday was beautiful and sunny for our exploring of Prince Edward County. Led by Peter & Dorothy, we first made a stop at one of the only gas stations on the island, in Picton, to ensure the British iron was well fed then we were off to Bird House Village for what was a very quick stop (as the washrooms were closed) before moving off to a local marina (where the washrooms were open), the local cidery (for tastings), winery (for tastings), a visit to Peter's favourite Marina at Waupoos (where the owner had an Aston Martin DB3, MGTD, and Austin Healey 3000 Mark I all under tarps in the barn awaiting restoration), and a visit to Long Run Motors where we had hoped to have a chat with Roger Copple but found he'd left out "beer & cookies" but was nowhere to be found. We ended up with just a good snoop around his place before leaving a thank you note and winding our way back to Wellington. Roger did call me the next week to apologize and ensure the group they were most welcome to come anytime.



Sharon, Mary & Dorothy on the Glenora Ferry

Early Sunday we started for Kingston with a run across the island to catch the Glenora ferry, then along the lakeshore into Kingston where we expected the appearance of other British cars would lead us to the "park". None appeared but a very kind local Kingstonsness ensured we found our way... Our GoMoG – MSCCC Ottawa – Montreal contingent were already "on display" – Edward Burman in the recently acquired Dollie (Triumph Dolomite), Greg & Cathy Kaufman (in Megan, Edward's recently rebuilt Morgan 4/4), and Lorne & Audrey Goldman (in their sparkling +8 Vitesse). Greg was supposed to bring Angus, his recently restored 3-wheeler to be the debutante of the meet but muttered about brewing storms... he did however, bring his picture book. **Peter Pfahl's +4 was the only Morgan to win a trophy** – for best engine (I'm sure Lorne was mightily peeved at that as his engine, with 4 extra cylinders, had much more sparkle!). Congratulations, Peter! Other MSCCC members Norm Mort, Malcolm & Brenda Taylor (with Buster) dropped by during the day. Before leaving we were able to wish Edward a happy "50th" – thank you Greg & Cathy.

The +8, after spending the entire weekend "idling" appreciated the opportunity to stretch it's legs on the run back. Even had an opportunity to run for about 40 minutes with a 911. Ken Miles will be pleased to know I stayed full frontal in his mirrors – at least up to 160 kph!

B 'n' B Club, Kingston..

Front... Lorne & Audrey's +8, David's +4, Edwards +4. Behind... Peter's +4, Ray & Mary's 4/4 with Dollie peaking out from beside the MG.

Thanks to David Farmer and Lorne Goldman for photos.



The Porsche companionship was appropriate as the week before (**Aug 14th**) your president had been asked to **address the Porsche Club of America's local Toronto chapter** gathering on "Morgan's".



Great fun... armed with material from the eMOG chat group and our own members input, and supported by Andrew Flint with his +8, David & Aaron Farmer in their +4, and Laurence Gutcher (with the 911 getaway car) we worked through their dinner conversation and club meeting before giving them 30 minutes of eccentric Morgan history and humour. The humour, of course, was all re Porsche's from the perspective of a Morgan owner. A couple of those stories follow... An aside to the meeting was a chance encounter the weekend before (remember the Flint-Gutcher run, and my early departure... that was to chauffeur Amanda up to Port Carling, in Muskoka where she had committed to lead a dinner wine tasting). Our stop for lunch was at Weber's (love that name!) in Orillia. While standing in line in my "Morgan's of Hawaii" T-shirt a couple walked up and he asked me "is your car as old as your T-shirt?". Of course that led to a discussion of Morgans... he was **Bill Sterne**, GB Sterne's son and current owner of his last racing +8. Small world, yes... but as I told the Porsche group just another example of the fellowship Morgan's create.



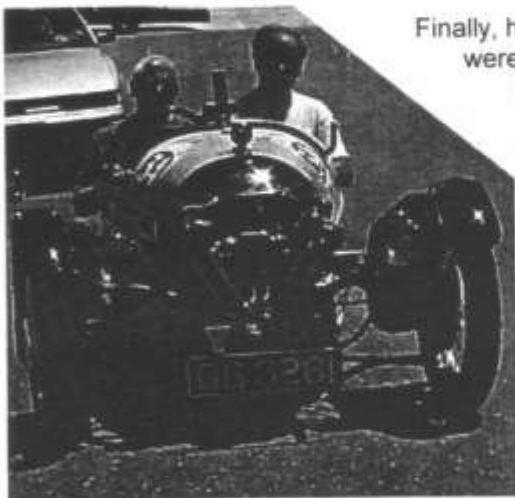
Kingston: Lorne's +8 (he's in the car with the eMOG moose), Greg Kaufman, Vern DJ doing the push-start.

Now for a couple of anecdotes you can use with your Porsche friends...

"I visited a Porsche salvage yard in pursuit of an aluminum scissors jack to replace the decrepit & heavy steel one I was using (I found a nice one there for \$10). When the owner of the yard found it was for a Morgan he launched into a good natured and amusing string of abusive cracks. When he paused to catch his breath and enjoy the laughter of his Porsche pals, I had enough time to ask if he'd ever seen a Morgan in a junk-yard... let alone a yard dedicated to them..."

"If I drive up my rather long entrance road to the road junction in my Morgan, and it is blocked by a line of traffic, someone will let me into the line very quickly. If I do the same thing in my 911 I'll wait forever for someone to let me in. Sometimes I sit there in the Porsche saying to myself "come on guys, let me in... I'm the same person you let out yesterday in the Morgan" but still they drive past! Morale of the story, always go out in the Morgan!"

And from Road & Track, after reviewing a 1999 +8: "[A Morgan] has a way of engendering good-hearted responses from everyone around you. If they're automotive enthusiasts, they likely already know something about Morgans and admire the car, at least in theory, for what it is. And even if people aren't especially into cars themselves, they respond warmly to Morgan drivers because they assume that you're having fun. And, of course, they're absolutely correct in this assumption".



Finally, how can I resist including Ken Miles comment. "Several year's ago Pat & I were returning from an overnight at Whistler and happened to fall in behind a 911 on the Sea to Sky highway. I was driving the +8 and decided to stay right on this guy's tail in true "Toronto driver's" fashion. He would pull out to pass and I would go with him never giving or taking an inch. He tried everything to lose me and couldn't - gearing down, braking, and accelerating but it didn't matter, I was full frontal in his rear view mirror. After about 25 miles down the Sea to Sky I had to pull off for some bladder relief so believed the fun had ended. After we got back on the highway, and a further 10 or so miles closer to Vancouver, there he was, pulled into a viewpoint and walking away from the Porsche. Pat waved to him as we passed and if his looks were any indication of his feeling, he would have smashed the +8 there and then."

Ken Miles catching a ride in George Tollworthy's trike at the MSCNC MogWest 2001 event.

Photo from Pat Miles

No dates or organizers for the MSCCC central Canada **"Fall Weekend"**. It is unfortunately, cancelled. Perhaps next year as we have some discussion started about again hosting this event and holding it in the Niagara area (Western New York group take note!).

This year's **MSCCC Toronto area Christmas party** will be at the DJ's on King St West in Toronto. Date is Sunday **December 2**. Event will be an afternoon "wine tasting & cheese" party – starting at 2 pm with a finish at 5 pm. Wine tasting is the operative word here – selected wines will be available for tasting so as not to compromise anyone's driving abilities. **Mark your calendar, map is included...**

Official duty time is upon us... Two items for you to consider. The first is **election of officers** (at the above mentioned Dec 2 event – our official MSCCC Annual Meeting – where all officer positions are open for nominations (see incumbents on back page of the Blurb) :

- | | |
|-------------------|-------------------------|
| • President | • Regalia |
| • Vice-President | • Interclub Events |
| • Treasurer | • Ontario Region Scribe |
| • Blurb Editor | • Eastern Scribe |
| • Events Chairman | • Western Scribe |

We'd like to hear from you – even from those who currently hold a position and will stand for re-election (appointment?). Nominations can be made by letter (to the President), phone (416-530-4599) or email (vern_dj.msn@attcanada.net)

The second official duty is to consider nominees for the **"Doug Price Award"**. Criterion for the Award is "most enthusiastic member", recognizing contributions to the MSCCC. The judging is informal – fill in a ballot or send a note to Vern Dale-Johnson. Nominations will close the end of **October (or sometime in November)** and the award presented at the **MSCCC Central Canada Christmas party**. **Note nominees / nominators can be from anywhere in Canada but must be MSCCC members in good standing. The award is not necessarily given out each year...**

Morgan Sports Car Club of Canada "Doug Price Award" Nomination

I would like to nominate _____ for the Doug Price Award as the "most enthusiastic member" of the Morgan Sports Car Club of Canada because (print in 25 words or less...)

Nominator: _____, member of the MSCCC in good standing.

Date: _____



Wellington, Ontario
at Tara Hall:
Morgans of Rod & Meg, Peter & Dorothy, Vern DJ, & Ray & Mary with TR3 of John & Sharon, TVR or Chris & Gayle.

Vern Dale-Johnson Photo



With some 90% of Canadian households now web-enabled, please take a moment to **review the email listing enclosed** with this Blurb and send a note to the keeper of the list, vern_dj.msn@attcanada.net with any additions or changes. Several of the addresses listed are no longer valid... check to make sure your's is. Note members who supply addresses are reminded of upcoming events and are the first to hear of vehicles for sale.

Central Canada Morgan Events:

- | | |
|-------------|--|
| Sept 23 | Annual British Sportscar Centre's Heart & Stroke Rally. 14 Ram Forest Rd. Gormley. 10am For more info call, Trevor White at (905) 727-4009. |
| Oct 7 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| Nov 4 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| Dec 2 | MSCCC Toronto area Christmas "wine tasting & cheese" party. Contact Vern or Amanda at 416-530-4599, vern_dj.msn@attcanada.net |
| Jan 6, 2002 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| Feb 3 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| March 3 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| April 7 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| April | Ancaster British Car Flea Market & Car Show, Ron Kielbiski 905-453-5333 (days) or Don Ainsworth 905-765-1317. |
| May 26 | Classic European Car Show, Fiat 500 club of Canada 5 th International Meet. Boyd Conservation area, Woodbridge (Islington Ave & Hwy 7). Starts 9 am, info call 905-856-7237, email fiat500@home.com |
| June 9 | EuroCar Day, Western New York. Williamsville, NY Info 716-662-1696 |
| June 29 | British Car Summer Picnic, Waterloo West Park, Waterloo Ont. Sponsored by Sterling Motors, Kitchener. Info, Chris at 519-742-6861. |
| July 3-6 | MOG 32, MCC DC, Ingelside Resort, Staunton, Virginia. Reservations 540-248-1201.. more details will be provided as they become available. Book your hotel now! |
| July 26-28 | Grand Island Sequicentennial Automotive Events (All European car show, Solo 2, Grand Island Grand Prix (1952) re-enactment. www.isledegrande.com/2002 Minutes from Niagara Falls New York. Holiday Inn, Grand Island is event hotel 716-773-1111. |

Hi Vern Phil Miller called yesterday to invite Mog owners to **the Saloon Club's annual Halton tour on Oct. 14.** Cars will assemble at Miller's Scottish Bakery in Georgetown (Guelph Street) at 11 am. Last year, we returned to a member's home to enjoy refreshments along with Miller's pies and desserts. Perhaps you could send this invite out to the locals and ask them to RSVP me ahead of time Cheers. Mary Shier 905-877-1427 or shier@bserv.com

West Coast Events for MSCCC and MOG NW:

- | | |
|-------------|--|
| Sept 22 | Vancouver to Whistler British Car Tour |
| Sept 21-24 | MOG NW Crater Lake Run. Bill Buttons 206-935-3616 |
| Nov 4 | Ladner - Bellingham (London - Brighton) All British Run, selection by pre-registration (ends Sept 30). Info, Doug Unia 604-941-2486, Kelly Beenham 604-278-4140. |
| Dec 8 | MOG NW Northern Pod Christmas Party. Mike Geluch 604-929-5491 |
| Feb 9, 2002 | MOG NW Annual Banquet at Port Ludlow, Washington, Ron Theroux 604-576-2957 |



Eastern Canada Events for MSCCC and GoMoG:

Oct 21

La Runne de las Grosse Citrouille, starting location and destination still a secret!

Other Events of interest:

Hi All, this coming **October** the **MSCC of Australia** are having a **Morgan muster** in the city of Bathurst in New South Wales. Bathurst is about 200 kilometers West of Sydney and the home of the annual battle of the tin tops, "The Bathurst 1000". The Club is trying to make it the largest gathering of Morgan cars in the Southern Hemisphere, with already over 100 Mogs expressing interest, it's well on the way and at this moment would rate as the largest gathering in Oz. Should anyone be interested in joining us you can contact Mark Alchin at alchin@pnc.com.au for information. I can almost assure everyone that the weather will be fine, the company great [after all, I'm going :-)] [-- that's email language for "big smile"], and lots of fun things to do. As I get further information I'll post it to the list. So come on people, with the state of the Aussie dollar at the moment, the cost of the trip will be equivalent to a couple bottles of soft drink (or Soda pop)!!:) Roger Sydney Australia

Moggie Miglia VI will be held in 2002. We have taken the extraordinary step and booked our Inn now! The Club has booked all 29 rooms at **the Stroudsmoor Country Inn in Stroudsburg, PA** for the night of **Sat May 18, 2002**. When those 29 rooms are gone, you will either have to splurge for their additional \$\$\$\$ suites across the drive or find your own accommodations! Those of you who have attended MMs in the past have made it clear to the organizers that you are most pleased with the Stroudsmoor: its prices, location, fine food, huge breakfast, and enthusiastic staff. **The Stroudsmoor is accepting reservations NOW for Moggie Miglia VI**, mention the Morgan Club, of course, when you call. 800 955 8663, or 570 421 6431, and they have a website at www.stroudsmoor.com

MM VI is part of the year-long celebration of **25 years of MOPs** and we'll have a number of "tricks" up our sleeves. Our traditional event/rally door stickers and rally plates will have the extra notation of our 25th Anniversary. We will again commission noted automotive artist Tom Cibort to paint our event poster/commemorative cover. We welcome all past participants and a special welcome to first-timers; it's a fun event, it's an easy event, it's a friendly event. Whether you're from out-of-state or out-of-country, we have a place for you (up to our cut-off point of 35 cars anyway!)

We have kept a record of all previous inquires and will mail information and post it on the Morgan lists as it becomes available. So . . . you all have plenty of notice . . . mark your calendars and pick-up the pace on your restoration project if you must! Regards, Craig Seibert and John Moffatt Co-chairmen.

MOG 2002 will be held Aug 16-18, 2002 at Gaydon... more details as they become available. Mark your calendar.

Morgan Memorabilia:

For those who have been waiting, we've reordered the MSCCC grill badge. A new supply has arrived (courtesy of MSCCC member Mike Browning who couriered them from the UK). Badges are available from the club (email or phone Vern Dale-Johnson) or from Melvyn Rutter Overseas Limited. Price has not changed - C\$80 (US\$55) plus \$5 shipping from the club, with a similar cost (plus VAT etc..) from Melvyn. Other good news - our supplier in England (Colmet) is now adding an extra thick (& strong) layer of clear epoxy over the entire badge face to minimize road damage. These new badges will have this feature, any older badges that need repair can be returned to Colmet for the same treatment.





We've 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 or the new "Morgan Canada" motif – 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! Note the new Morgan motif (shown on the left) is not available as a stand-alone crest, must be embroidered on your clothing or other articles (see below)

We've used this new "Morgan Canada" motif on **zippered nylon tote bags** (C\$17/US\$12 in black or green - other colors on request), and **zippered sports bags** (with zippered side pocket) for C\$25/US\$17 - again green and black are available, other colors on request. **Please include \$5 for shipping.**

For Sale:

Rod Wilkinson has decided he needs to move to a +8 so is offering his **1956 +4** for sale. Red. Very clean car. SN 3516 with matching numbers. TR3 engine professionally rebuilt 2001 with Greg Solow 3/4 race cam; twin DCOE 40 Webers, etc. Rebuilt (cream) gauges and panel switches. New Michelin XZX on 15" wheels with 4 extra (original) 14" wheels and tires. Well maintained throughout. Records available. Cdn.\$35,000. Tel: 905 893 0037 or email awgang@idirect.com
If anyone is interested in this Morgan, please e-mail me and I will forward your message on to the owner of this car or you can call him direct. Regards, Lloyd Shields MN Morgan Club 67 Morgan+4

1967 Morgan 4/4, Series 5, Competition Model (Chassis Number B1389). My understanding is that this car is one of 286 made. I am the third owner, and I have owned it since 1980. It has 52,028 miles and is a wonderful example of an original Morgan. As a Competition Model, it has a Cortina 116E GT engine, which provides 5 main bearings rather than three as well as a 9 to 1 compression ratio. Combined with a Cortina GT close ration gearbox, and a Weber DCD 22 carburetor, the Competition Model provides significantly better performance than the standard 4/4 Series 5 (0-60 in 11.9 seconds and top speed of 95 mph). An oil cooler and Super Sport bucket seats are also included with the Competition Model. Some enhancements that have been made to this particular car includes:

1. High performance Mallory distributor and ignition coil (original distributor is available).
2. Top engine overhaul, new clutch and paint completed by Don Simpkins of MorganFab in 1984 (approximately 6,000 miles ago!). It didn't really need any of this at the time, but I opted to have the work done by Don at his shop in Georgia while I lived in Europe for three years.
3. Original DCD 22 Weber Carb was updated to a newer model due to difficulty in finding rebuild kits/parts (original carb is available). The newer model was also slightly lower in profile which enabled me to add an air filter and still clear the bonnet.
4. Adjustable SPAX gas shocks on rear (conversion kit from Melvyn Rutter Ltd). Original Armstrong shocks are available.
5. Painted wire wheels were completely rebuilt by Dayton Wire Wheel this year. Brand new Vredestein tires have less than 100 miles on them.
6. Numerous miscellaneous parts and components are available to include brake shoes, parts to rebuild front end (just in case - never had to use them!), rebuild kit for side curtains, louvered cast aluminum valve cover, etc. Asking price is US\$17,000. Contact Ted Poucher at 763-377-4968.

John Taylor, Morgan owner and MSCC member dropped me a note re his "**Morgan Hood Frame Swivel Pivots**" these are taking the Morgan community by storm (even Henry Tutton raves about them!). They fit most post 50's Morgan 2-seaters – 4/4, +4, and +8 and are just the thing for hoods that only get raised occasionally. See the flyer later in this blurb. They cost £33.00 each set, including shipping, in a variety of finishes. They can be ordered directly from John (sorry, no Visa facility).



HOG MOG MATTERS:

Lynn Kuzyk (k3@home.com)

Again, reporters from the Toronto area seem to be very busy... no official report from Lynn Kuzyk or others. A couple of notes courtesy of the editor...

Can't resist starting off this gossip column with a note about a "friend" and previous – possible renewed MSCCC member who was written up recently by another MSCCC member, Norm Mort in Old Autos. Seems this **member has acquired a very rare and very desirable Intermeccanica Italia** (hand built Italian with a 351W Ford V8 looking remarkably like a Ferrari Daytona. Now we know Intermeccanica as they are in Vancouver and make very good, and desirable Porsche Speedster replicas, the Italia predates the start of Speedster work and is only one of a few (??) built. What makes this gossip so intriguing is the owner is keeping it a secret from their "other half" – surprise? Sounds like a great Christmas present although apparently the extent of the restoration suggests for 2002 not 2001... more later...

Back at the Ancaster Flea Market **Nyal Wilson** confided in me that he and **Christine** were going to get married (but I was supposed to keep it under my hat – think I was wearing my Akubra at the time... and I've just found the note stuck in the hatband as I was walking around British Car Day). Well, I did keep it under my hat but now it is time to tell the MSCCC and Morgan world... Wedding was held on June 23 at Martha's Landing in Burlington, a retirement home where Christine's parents are now living. Christine was given away by her two 6' 4" sons, Nyal by his two grand-daughters, both considerably shorter. Christine's former Mother-in-law flew in from Tehran to attend so now Nyal has two Mother's-in-law for the price of one! (If you can't figure it out, please phone Nyal and Christine at 905-648-0888 to both congratulate them and ask for a further explanation). Congratulations, Nyal and Christine!

On the West Coast, **Ken Miles** put new tyres on the +8 (everybody together now – whew!!), and he and Pat rode it down to **MOG West 2001** held in Carmel, California. They cleaned up on the trophies – took the Best in Show trophy, the Furthest in a Morgan trophy, won the Funkhana +8 class (with MSCCC members Phil & Elaine Fisher coming in second), but... for some reason were glaringly missing from the Rallye results. Why is that Pat, Ken won't take directions? Congratulations on the great showing.

At the Glendon College MG Invitational **Bill Vance** had a stand where his "**Reflections on Automotive History**" **Volume II** was being displayed. This volume contains an article on Morgan, current right through the Aero 8. Bill has given us the approval to "reprint" this in the Blurb... you'll see it over the winter. Price of Reflections is C\$18.95 in soft cover, C\$28.95 in hard cover. Order from Eramosa Valley Publishing, Box 370, Rockwood, Ontario N0B 2K0.

A **new Brooklands book** is in publication. This one tells the Morgan story from the birth of the +8 in 1968 through to the present with reports on on the 4/4, +4, +8 and new Aero 8. It includes road and comparison tests, performance and technical data, new model introduction dates, a factory profile and advise on buying a new Morgan. There will be 300 (of the 2000 copies printed) bound as a special limited edition hard cover with 4-color dustjacket. Price will be £24.95 for the softcover and £29.95 for the hardcover. I've order a hardcover for myself and two softcovers for other members. If you want a hardcover copy, enquire at www.brooklands-books.com I've ordered 3 copies so will have a couple available for those who don't move fast enough...

Nice card rec'd from **Luch and Lilliana Ghislanzoni** who are spending their summers on Lake Como in Northern Italy (Luch is getting his exercise tacking a small cat-rigged sailboat while the Morgan quietly awaits in the Toronto garage for their return). Just a thank you for forwarding their Blurb's to the summer address. They also noted the August 20/27 issue of Time magazine (European edition) had an article on Morgan's. (check it out on the GoMoG website... You may see the article in a future Blurb).

>>> "Brian Prendergast" <bprendergast@sonargroup.com> 09/13/01 09:55AM >>>

Vern: Having confirmed that despite the horrors to our south, the **British Invasion** organizers are pressing on, this weekend will find Moggie 8 & me, with Jeff Hladun as co-pilot roaring down to Stowe;



EDT 0400 Friday. It looks like I will be the sole representative of MSCCC at this event. I will endeavor to behave myself (or put a sock over the badge if I don't) and between Jeff and I we will string together a story for the next Blurp.

Brian: Most appreciative of your offer to be our ambassador. Please note there may be several members of the Morgan 3/4 club in attendance, including Barry & Terry Lyman who live in Stowe. We have learned that a good friend, Past Pres of the 3/4 club Joe DeLuca and his companion Linda Gronlund, died on the plane that was driven into the ground during the recent events in the US. Our condolences to the family and friends of Joe. Joe was also the artist and humorist behind "Raymond the Cat" and we will miss both Joe and his creations - Morgan and humour. By the way, check out www.gomog.com Joe's car, recently rebuilt, is prominently displayed on the opening page. Tell Jeff to take his rod... great streams around Stowe. Vern

I gather that **John Tipler** (Motoring Writer and Historian) the author of "**Morgan - the cars and the factory**" (ISBN 1 85223 750 3 - and my favorite book for many years) is expected to be a regular visitor at the Morgan Factory "in the near future". An updated volume to go with the updated factory? You never know!

Interclub Events:

Ed Burman (elburman@cyberus.ca)

With Edward now recovered from recent surgery but much too busy with Megan (post rebuild) and Dolly the following excerpts have been included, all a tribute to Joe DeLuca.

I spoke to someone this morning who told me that Joe DeLuca, a past president of the Three/Four Morgan Group, was on board the 747 that crashed in Pennsylvania. I am in a daze. I don't know what else to say except we should all offer a prayer for him and all those who have died in this horrible act.
Stu Ross, Sept 12, 2001

It appears as if the horrendous news regarding the terrorist attack continues..

Joe DeLuca, former president of the Morgan 3/4 Club was one of the 38 passengers, 2 pilots and 5 flight attendants on United Airlines Flight 93, from Newark, NJ to San Francisco, CA when it crashed southeast of Pittsburgh, PA yesterday.

Joe was at the Autumn Mog in Lenox, MA this past weekend and will be sorely missed. Our condolences and prayer go out to his family and friends. **Barry & Arleen Showalter**, Sept 12, 2001

After a tiring day I returned home just now to hear that Joe DeLuca, past 3/4 president, avid Morganeer, and one I was proud to call a friend, perished in the crash of United Airlines flight 93. I firmly believe that Joe would be one of the passengers who put up the fight that may well have saved another target from this horrific day of terrorism. May God be with all of us. **Jim Nickel**, Sept 12, 2001

The Morganeers of the Northeast lost a beloved colleague in yesterday's outrageous acts of terrorism. Joe Deluca, our most recent Past President, and his companion, Linda Gronlund, were among the passengers aboard United 93.

Just this past Sunday the Morgan 3/4 Club concluded a spectacular AutumnMog in Lenox Massachusetts. Joe had recently brought new life to his stunning yellow 4/4 and this was one of its first outings since taking ownership. As Concours Chair, I had the pleasure of presenting Joe with a 1st place trophy and his beaming smile accepting the award is the image I will remember most. Joe was a true gentleman, a wonderful man, and an untiring contributor to our merry band of



misfits. He will be sorely missed. At the request of Bill Alexander, current club President, a commemorative page will appear in the next issue of The Morganeer, our club newsletter. Any listers who wish to offer a memory should feel free to contact our Editor, Tony Newton at <Tony@nitech-vac.com>. Our prayers are with all those who have lost loved ones. Peace, please God. **David P. Crandall**, Sept 13, 2001

Just when we had accounted for everyone we knew close by to the WTC, we were devastated by the news that we lost Joe DeLuca. I even called Pfizer, Joe's workplace, to confirm the news. I still can't believe it. He was just here at our house on Saturday raving about lunch. It was such a perfect Morgan weekend. I can still hear him telling his joke about filling up his bathtub and pretending he was the captain of a submarine. And Raymond the Cat is now lost. I just can't believe it.

It is a comfort to know that Joe was a "do-er" and I am sure that if reports are true that the men got together and tried to re-take the plane, I am sure he was a part of the effort. If the plane was aimed at Camp David or Air Force One as it landed at Andrew's Air Force Base, then Joe more than likely saved the President's life. At the very least, they saved countless lives by hitting a field, not injuring anyone on the ground. Truly, these people are hero's and I will remember Joe as such. **Linda Eckler**, Sept 13, 2001

I will remember Joe Deluca as the fella with the bicycle tied to the back of his previous Morgan amongst the concours cars and his long handshake and smile offered with easy friendship to this total stranger at a show in NJ.

I will remember Joe Deluca as the fella who went out of his way when I called him at the 11th hour to find a place for us at last year's at AutumnMog, a wonderful event he helped organize and then taking out the time to make sure that all was well for us on our arrival.

I will remember Joe Deluca as the fella who took such an intense delight in everything about his Morgan and his rapport with it and our emails back and forth discussing one proud point on it or another.

I will remember Joe Deluca asking two weeks ago on which pier in San Francisco he could find Isis Imports for his September 2001 trip.

I will remember Joe Deluca as a good and kind man that I was lucky to know.

With a very heavy heart, **Lorne Goldman**, Sept 13, 2001

Friends. It rained today. The wind-stirred trees provided a range of greens for a somber grey sky with occasional startling flashes of blue. The Sperrin Mountains this evening are shrouded in mist, in the next room, Dean Martin, 'In the cool cool of the evening'. The music provides a counterpoint to my mood. The lyrics '... tell them I'll be there' emphasizes my sense of loss... for people I have never met.

I have an almost overwhelming memory of the falling rain mingling with the tears of our emergency services parading today, of their demonstration of respect and sorrow, of their solidarity with brothers in America .. in many cases both a literal and metaphorical family. Of my colleagues standing in the rain for three minutes of silence, of the patients who have spoken of nothing else but Tuesday, of my own despair listening to the news. Looking back it has been a week utterly devoid of reality or balance: the events literally unbelievable.



Notes from the West:

Ken & Pat Miles (pat_miles@hotmail.com)

Hougan Park Picnic report by Rod Lafond

The weather was perfect for the Fraser Valley British Motor Club's 8th annual All British Picnic, held on Sunday, September 9th. Blue sky, summer temperatures and 110 British cars and motorcycles combined to make for a great day at Hougan Park, just east of Abbotsford.

Seven cars; two Plus 8s and five four seaters of various vintage, made up the Morgan contingent. I'm assuming the preponderance of four place vehicles was due to the storage place required for the sumptuous picnic lunches. There were the mandatory cucumber sandwiches, a variety of British ales, and enough fine fare to ensure that no one went away hungry. Special mention must go to Pat Miles' decadent dessert and Ann Lafond's nearly famous foccasia bread.

In attendance, in addition to the Miles' and the Lafonds, were Steve and Liz Blake, Al and Helen Allison, Win and Christine Muehling, Mike Powley and John Rennie, and a good time was had by all. Ken Miles took a little teasing about his current DHC project. He stood accused of asking himself the question that we've all heard so many times before, "Is that one of them kit cars?"

No Morgans were amongst the winners announced at the end of the day and there were rumblings and aspersions cast on the judges by the faithful. John Rennie though, was the lucky winner of one of the door prizes, dinner at the Yorkshire Rose in Abbotsford. The Yorkshire Rose is a favorite spot of mine. Lots of good British brews on tap and great fish and chips, steak and kidney pie and their giant Yorkshire pudding stuffed with roast beef. I'm thinking this would make a great end of run destination for a Fraser Valley tour. There are some fine winding back roads in the valley, just begging to see a string of Morgans snaking there way through the hills one fine spring day. I'll start working on it!

Notes from the East:

Greg Kaufman (toad@storm.ca)



Morgan's of Peter & Dorothy Pfahl, Vern & Amanda Dale-Johnson, and David & Paula Farmer with John & Sharon Roden's TR3 outside the Pfahl's converted dairy in Wellington.
Vern Dale-Johnson photo

Sharon & John Roden at the Flint's in Caledon
Tom Van Zuiden photo

Driving in the crisp fall air with the hood stowed. Can there be anything more enjoyable than the vibrant colours as our trees go through their morphogenic transformation to winter plumage? Charge up the battery, dig out the blankets, and enjoy!

The Ontario landscape will come alive with colour in just a few short weeks. The autumn spectacle should last through Thanksgiving in many parts of the province. Although we can't predict exactly when the big show will open in southern Ontario, it should be premiering mid-month in the province's northern regions, then creep south, peaking in these parts by early October.

You're sure to have your favourite route and we can't cover them all. On this page are eight tried and true route maps with directions to some of the best colour displays in the province.



Haliburton

Take Highway 35 and 121 to the village of Minden and head to Panorama Lookout on South Lake Rd. It's just off Highway 35 east of town. Continue to Haliburton and visit Skyline Park east of the village. Take Highway 35 north to the Dorset Lookout Tower and drive east on Highway 121, returning home via Peterborough and the Ganaraska Forest.

Muskoka

Follow Hwys. 400 and 11 north to Gravenhurst, Bracebridge and Huntsville. There are at least eight routes that you can take in Muskoka ranging from 63 km to 337 km. For information on driving tours contact Muskoka Tourism toll-free at **1-800 267-9700**. If you can, try to take in the views from Lion's Lookout at Huntsville, Lookout Tower at Dorset and from the Parry Sound fire tower. Boat cruises on the Segwun and Lady Muskoka run until Oct. 15. For information on the Segwun call 705-687-6667, and the Lady Muskoka, 1-800-263-5239.

Caledon

Valley, Caledon and the Forks of the Credit can be combined on this tour. Hockley Valley is an hour's drive from Toronto. Take Highway 427, then 50 north to Loretto, turn left on County Road 1, then take 18 south to Highway 9 at Mono Mills. Follow County Road 7 (Airport Rd.) south to Glen Haffy. Return to Highway 9, follow it west to Orangeville. Drive south from Orangeville on Highway 10 to the village of Caledon and the Forks of the Credit Scenic Road, 15 km south of Orangeville.



Elora

120-hectare Elora Gorge conservation area is on the outskirts of the village of Elora. Take Highway 401 west to Highway 6 and drive north through Guelph for 5 km, then take County Rd. 7 north to Elora. Or you can stay on Highway 6 to Fergus and turn left immediately north of the Grand River on to County Road 18.

Fall colour reports:

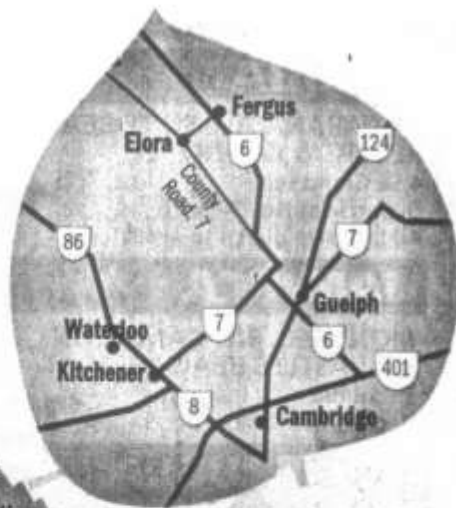
■ Beginning Sept. 6 and continuing through Oct. 25, Ontario Tourism will provide reports on the progress of the foliage across the province. Reports will be updated Mondays and Thursdays and will be available 24 hours a day.

They will include information on peak colour routes, studio tours and the best viewing locations in the province. Call **1-800-ONTARIO (668-2746)**. Toronto area residents can call **416-314-0998**.

■ Starting in early September, Ontario Tourism also can provide free copies of the Fall Events Guide outlining country fairs, festivals and other activities and the 114-page Experience It In Ontario reference guide, listing accommodation and attractions.

Information on fall colour is also available on Ontario Tourism's Web site (www.ontariotravel.net).

Starting Sept. 6, StarPhone foliage reports will also be available. Call **416-350-3000** and press **2066** on your touchtone phone.



Kingston

For a choice of routes take Old Perth Rd. north from Division St. to Westport. One route takes you northwest to Maberly on County Road 36, then along Highway 7 to Sharbot Lake, returning south on Highway 38. Or you can travel east from Westport on Highway 42 to Crosby, then south on Highway 15 to County Road 9 to Chaffey's Locks and/or along County Road 2 to Charleston Lake. Or you can return to Kingston via Highway 15.

Another option is to take a leaf peeper's boat tour of the Thousand Island. Among companies offering them is Kingston 1000 Islands Cruises (**613-549-5544**, www.1000islandscruises.on.ca).



Opeongo Line

You'll need at least two days to cover this route. From Toronto, take Highways 401, 41 and 132 to Castleford and begin your drive at nearby Lake des Chats. Head west on County Road 20 to Renfrew and follow Highway 132 to Dacre.

Travel north from Dacre just over a kilometre to the Opeongo Line and drive west (on County Roads 64, 512 and 66 (through several villages in the Iron Hill. Continue west to Highway 60 and Barry's Bay and return to Toronto by Highways 62, 28, 134, 115 and 401. If you begin your tour in Barry's Bay, reverse the directions.

Further details on the region are available from the Ottawa Valley Tourist Association at **1-800-757-6580** or on the Web (www.ottawavalley.org).

Notes from the Web:



Morgan Moose
(eMOG mascot...)

And you thought the Morgan factory was limiting themselves to the new Aero 8. This "spy photo" suggests the development work with BMW flows both ways...

+++++

Gerry Willburn while visiting the UK for the recent MOG was driven around Malvern by Dixon Smith and then had a chance to drive one of the recently delivered dealer demo's – his comment "The Aero 8 is an impressive car! What an experience! I will have to put together a road test for publication in next month's Morgan Plus Four Club "Format" (the Blurb editor will ask for permission to reprint...).

+++++

Hi Richard, The **Phaeton Kit** is a remote greaser which uses the one-shot oiler passage (after you disconnect the oiler) down through the kingpin to the key lubrication point (where the kingpin goes through the bushes in the stub axle). As your car no longer has the one-shot system, I wonder whether you have the passage to use the Phaeton Kit. Perhaps, as you were one of the first with the new system..the kingpins will still have this passage ...Morgans are famous for vestigial remains. (smile)

Remote greasing can never be as accurate and as healthy in the long term as checking to see the grease exit the kingpin spring and assuring yourself there is no excess spread about (especially on the brake discs). You will also find you clean the lower springs less often. All in all though, it is a good system for traveling or when the regular crawls under the car become difficult. It is much better than the one-shot oiler. Phaeton has a phone but no email, try the UK 011 44 1243 327040 (from North America). Price is £17.50 / kit.

If remote greasing is of interest, a Dutch Morganeer has written me whilst trying another remote system from a company called Lubesite <http://www.lubesite.com/> which offers a remote greasing kit that can be mounted anywhere you choose and, as an option, may be purchased with a pressurized system which feeds grease at the speed and quantity you choose over a long period of time. You simply fill the convenient canister when you choose. Lorne

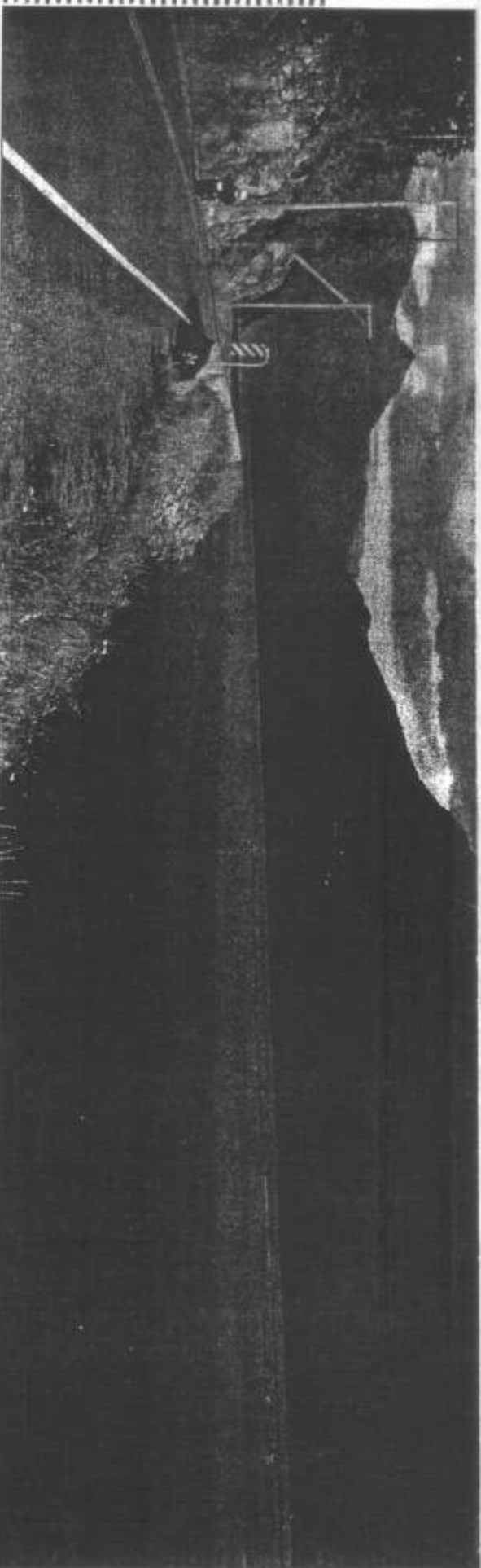
Lorne & Richard.. Thanks, Lorne for the comments on **Lubesite**. I worked through Lubesite and found a Canadian distributor for their products, purchased a couple of the 302 greasers. These come with the appropriate base coupler to screw directly into the "one shot" hole (however, a word of caution, the "one shot" holes may be tapped with a metric thread pitch while the lubesite adapter is a very close fine pipe thread... suggestion to avoid metal bits falling into your kingpins is to use brass fine pipe fittings instead of the steel ones provided - this will give you a very neat shaving off the edge of the brass threads outside the kingpin).

They're now in the +8 and seem to be working very well (level of grease is gradually falling, no big mess around the bottom of the kingpin...) Price in Canada was C\$71.74 each. With taxes the bill came to C\$165. Local dealer was Transbearco, 6660 Kennedy Rd, Mississauga 905-795-8080. Talk to Glen Wingrove. Vern DJ.

I can tell you that the discharge hole in the kingpin for the lubricant is only 5 inches down from the top of the pin. It will certainly not allow grease to enter the reservoir section between the bushes which is about 12 inches below the top of the kingpin. It would be folly to expect any amount of lubrication using the top fitting only. Mike Dewar

Well said Mikel! The bottom line is the one shot oiler was a mistake from day one. It most often delivers dirty (often hot) motor oil to the detriment of the front end, your brakes, and your floor. Once you admit that it is useless, there is no need to try a find something to do with its vestigial remains (like its passage in the kingpin). Use the lower nipple/zirk which is ideally placed to do the job. I agree that there has to be an easier system for front end greasing for those of use who find it a hard physical chore. But that system should be effective as possible. If remote greasing is necessary... well then let's adapt either the Phaeton or the Lubesite with a hose extension to grease the lower nipple and forget the one-shot oiler passage. This can be done with existing and purchasable stock. To use the upper fitting, we would have to reinvent the kingpins...and widen and extend the passage lower while closing the existing one. Lorne





A motorcycle powers up Highway 99 beside Lillooet Lake at the start of the Duffy Lake Road. One of Canada's truly great driving experiences begins here as the road swoops and dives through the landscape.

TED DAVIS / NATIONAL POST

Marvel on the Duffy Lake Road

By Ted Davis

Add this one to your list of favourite driving routes. The Duffy Lake Road in southwestern B.C. is a serpentine piece of pavement that rises and plunges on its way from a mountain pass at about 1,200 metres above sea level to a desert plateau some 900 m below.

When it, and you, finally run out of steam 83 kilometres later, one portion of a highly scenic and entertaining loop will have been completed.

Starting and ending in Vancouver, this mini-tour runs a total of 600 km and delivers arguably the best variety of scenery this close to the city.

There are really only three ways out of Vancouver, and both Highway 99 South and Hwy. 1 East are flat and multi-laned. But Hwy. 99 North, the well-known Sea-to-Sky Highway, takes drivers on a memorable ride that hugs the cliffs of Howe Sound

from Horseshoe Bay to the hardworking logging town of Squamish at the northern end of the sound.

From there, Hwy. 99 begins its ascent into the Coast Mountains, passing the massive monolithic Stawamus Chief, the Diamond Head of Mt. Garibaldi, the jagged, remote Tantalus mountain range, the extinct volcano cone of Black Tusk and finally the twin resort mountains of Whistler and Blackcomb.

Pull into the Husky gas station snack bar at the Creekside end of Whistler, check your odometer (121 km from downtown Vancouver) and consider you have just arrived at one of the world's most successful all-season resort playgrounds.

Drive another four km to Whistler Village if you have the urge to exercise your wallet at one of its many cafes, bars, boutiques and other retail distractions. In fact, Whistler could keep you busy for days with diversions such as mountain biking, glacier skiing and snow-

boarding, golfing, ATV riding, paragliding and such. You could spend the night there, too, provided you don't mind summertime hotel rates of about \$150 per night and are prepared for an early start the next morning.

Either way, your mission requires you to continue north, out of Whistler on Hwy. 99 and past the many new resort home developments on the way to Pemberton, some 30 km away. Traffic volumes, the major downside of the drive from Vancouver to Whistler, immediately decrease as the road bends and rolls through the Green River valley. And, after you pass Pemberton, the landscape and the road combine to create one of Canada's truly great driving experiences.

I was able to maximize the experience in the company of Suzuki's excellent SV650S V-twin sport bike. Dressed in basic black, the SV proved adept at this sort of tour for a number of reasons. The relatively small V-twin is remarkably powerful and flexible, while the entire bike weighs only 169 kilograms.

This combination allows the SV to tackle even uphill corners with minimal downshifting required. The V-twin layout also renders a narrow aspect to the bike, furthering the lean, athletic impression. And the front dual disc brakes are almost too strong. The bike's diminutive dimensions can tax the body over longer distances, but those same qualities help the SV650S attain its excellent gas mileage.

B.C.'s First Nations culture, invisible in cosmopolitan Whistler, contributes an unexpected, somewhat disturbing element to the trip as you continue beyond resort country. The village of Mount Currie anchors the Lillooet First Nation, a patch of stunning farm landscape that nestles under surrounding mountains next to the meandering Lillooet River. Yet, this Shaugri-La beauty is darkened by the apparent poverty of many in the village, landing a Third World aspect where you least expect to find it.

Immediately after Hwy. 99 passes out of Lillooet First Nation lands (about 10 km), the Duffy Lake Road starts in earnest with a steep, two-km series of switch-back corners up to a plateau. This abrupt 600-m rise renders dramatic changes to the vegetation, with alpine growth lining the highway that unfurls ahead. Eight km later, the spectre of snow-covered Mt. Matter makes its jaw-dropping appearance to the right.

Stop and make the five-minute bike to the shore of the first of the Joffre Lakes to see the mountain in all its glory.

It is only about 63 km from Joffre Lakes to the town of Lillooet, but the Duffy Lake Road delivers the sort of sublime ride that makes this short distance seem to last much longer. It swoops and dives, gaining and then losing altitude, through mostly slow- and medium-speed corners that keep the pace from rarely topping 100 kilometres an hour. Make lots of stops to marvel at the scenery, and to absorb the stillness and quiet after being barraged by wind and exhaust noise. Take note of the relative lack of traffic, especially on a weekday. You have the road almost entirely to yourself.

National Post

Coming soon: Ride to Lillooet on Duffy Lake Road, then turn southeast on the equally amazing Hwy. 12 beside the mighty Fraser River. Then hook up with the Trans-Canada Highway as it shadows the Fraser past furious Hell's Gate, and all the way back to Vancouver.

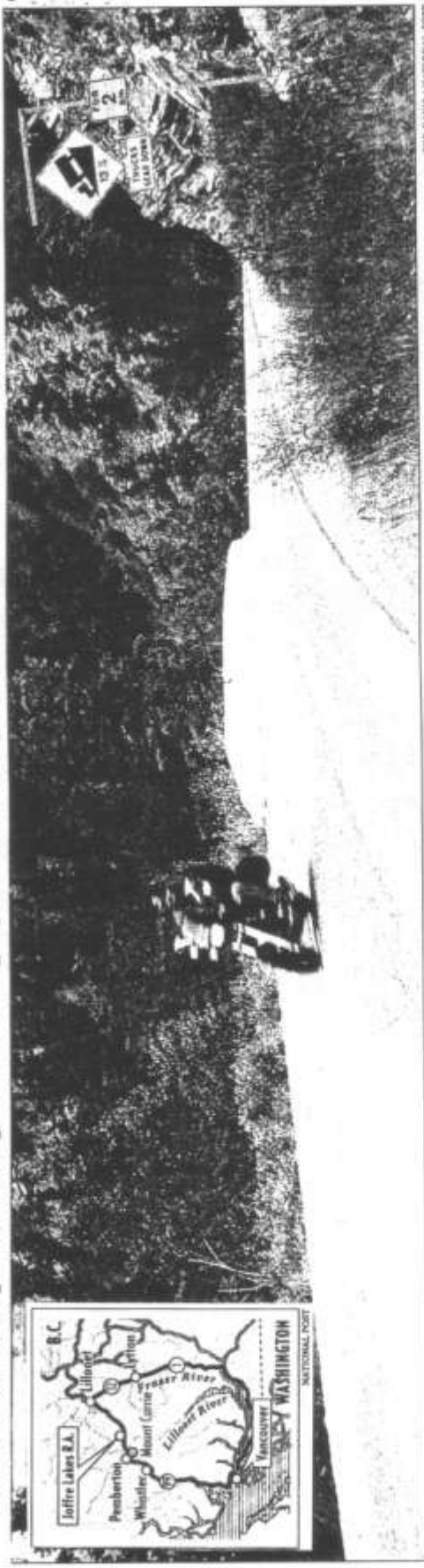


NATIONAL POST

NATIONAL POST, FRIDAY, AUGUST 3, 2001

ROAD TRIP

Guardrails are presumably in the budget for B.C.'s Hwy. 12, but meanwhile — gulp — don't look down



TED DAVIS / NATIONAL POST

Following Highway 12 along the Fraser River from Lillooet to Lytton, and from there on to Vancouver, is different from the Duffy Lake Road in terms of scenery, but the ride is no less sublime.

Last week in Driver's Edge, Vancouver-based writer Ted Davis described the first half of one of his favourite local motorcycling routes — Hwy. 99 North past Whistler, where the highway turns into the fabulous Duffy Lake Road. Here is Part Two

By Ted Davis

ML. Matier is still scared into your memory as you lean into the left-hand, uphill bend leading northeast toward Lillooet, another 63 kilometres away according to the sign. The road unspools ahead, picking its way downward from a height of more than 1,000 metres, crossing creeks on wooden bridges in the shadow of rock walls and trestled slopes.

It's the day after you rode/drove up from Vancouver on Hwy. 99 — the Sea to Sky Highway — and spent the night in Whistler. Highway 99 continues north and east, but at this point it is better known as the Duffy Lake Road.

Duffy Lake narrows to enter the swift-flowing Cayoosh Creek, and the road steepens on its way through rising canyon walls above the water. Here, the Duffy Lake Road sometimes dips down grades of 12% or more, and the fragrance of hot brake pads is in the air. Also, green mountain vegetation suddenly gives way to a brown landscape that is more akin to desert. In fact, it is a desert, as the increased heat on your leathers confirms.

This is the climate that fuels the vision of ski resort developer Al Raine, who has proposed the creation of an exclusive, four-season resort in the Cayoosh Range. The winter snow is lighter and drier here than at Whistler/Blackcomb, more than 100 km to the southwest. And the sun shines a lot more (300 hours a month in the summer). Those Coastal Mountain clouds are often nowhere to be seen at this northern end of Hwy. 99.

That is why the town of Lillooet looks a little sunburned on arrival

there. Take a brief ride/drive up the dusty, wide main street, and make an executive decision on lunch — will it be A&W or one of the two greasy spoons at the south end of town?

Lillooet looks underemployed, and it is, but it's not all bad. The town has a great setting at the foot of the Cayoosh Range, a good museum and incredible potential as a future ski mecca — if there weren't such strong native opposition to the Cayoosh Creek Resort.

This also marks the point where Cayoosh Creek meets the mighty Fraser River, which cuts a wide swath through the arid landscape. And it marks the departure from the Duffy Lake Road, with a right turn onto Hwy. 12 southeast en route to Lytton in the company of the Fraser River.

Highway 12 is different from the Duffy Lake Road in terms of scenery, but the ride is no less sublime. Incredibly, traffic is even scarcer on this stretch of tarmac,

which runs a total of 63 km from Lillooet to Lytton. The road is in excellent condition and it unrolls in dramatic fashion, offering all manner of braking and cornering challenges.

I was riding a new Suzuki SV650S for this two-day tour, and it had proven to be an excellent partner in crime. Its 650-cubic centimetre V-twin engine was surprisingly strong, and the power on exiting corners was no doubt aided by the bike's light weight (169 kilograms dry). Pulling even gently on the front brake rendered reassuring stopping power.

The desert browns of the Fraser River canyon are increasingly dispirited by bright green farm fields that sit on broad shelves above the river, bordered by steep cliffs. River irrigation and the ample sunshine render a profitable stretch of agriculture here. While mostly gambling through these fields, two-lane Hwy. 12 also finds itself clinging to

the cliffs above the Fraser on occasion. All speedy urges must be subdued at this point, as these narrow, twisty bits have direct vertical access to the river, and are bordered only with well-spaced wooden posts! Guardrails are presumably in the budget, but meanwhile — gulp — don't look down.

Arrival in Lytton signals an end to the most scenic and exciting part of this road trip loop back to Vancouver. Hook up with Highway 1, the Trans-Canada Highway, and ride south through Boston Bar and past Hell's Gate in the Fraser Canyon. Leave the mountains in your rear-view mirror, heading southwest on Hwy. 1 from Hope, as the Fraser River valley flattens into the vast Lower Mainland delta. Arrive in downtown Vancouver and check your odometer — 602 km.

National Post

3rd Annual

BRITISH CAR



Summer Picnic

GATES OPEN 9.00am

SATURDAY JUNE 29 2002



Car Registration:
\$10.00 at the gate

For more info or for vendor details
call Chris at 519-742-6861

FREE Admission for spectators

VENDORS WELCOME

Brought to you by: STERLING MOTORS, 2-262 Mill St. Kitchener

Over 100 cars last year

Waterloo West Park, Waterloo, Ontario

(enter at Westmount Road just south of University Ave)

Proceeds to support

The K-W Foodbank and St. John Ambulance



Come One, Come All
to

Obsolete Automotive's

Annual Fall

GARAGE SALE!!!!

Saturday October 27th, 2001

8 AM to 3 PM

Located in our warehouse at
142 Kendall Street in Point Edward, Ontario

What will be on sale,...

Most of the items on sale will be brand new merchandise. To be sure your car is ready for the coming driving season, you can't afford to miss our garage sale. Remember, we'll have most of the body panels on sale for your MG or Triumph, a full range of mechanical parts and lots of other stuff too. Our entire inventory will be on display for you. Put together a shopping list and come on down!

For the many items we'll have on display,.... WE will pay the taxes!

You can expect to see lots of Steelcraft body metal for MGB, Midget and Spitfire. We'll have some Heritage pieces for your TR6 and MG too! We'll be selling Borg and Beck clutch components at low, low prices right next to our huge inventory of Lockheed cylinders and Brake Fluid. We'll also have some Healey, Mini, Jaguar and MGA parts for you to peruse as well.

In short, if you own a MG or Triumph, DON'T miss this event!

The garage sale will be held in our warehouse. This event is INDOORS. So rain or shine, make it a point to be here! Point Edward is just one hour west of London off Highway 402. Exit #1. Front Street is your target. (miss it and your going to Michigan!) Follow Front Street North, go through the traffic lights and Kendall will be the first right turn after this intersection. Follow Kendall around the curve to the left and we are in the FIRST building on your left. We are less than a few minutes off the highway. If you haven't found us by then, YOU'RE LOST! Call us for directions at 337-3232.

It just doesn't get any better than this!!!

Get here early as stock on some items are limited and all sales are on a first come, first served basis.

Payment during the sale can be made by CASH and PLASTIC. (INTERAC - Direct Payment, Visa, MasterCard and American Express)

No cheques will be accepted during this event.

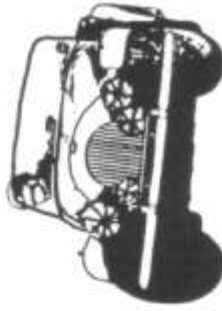
If you need directions to get to our location, see our latest flyer OR call for directions (319) 337-3232

BRITAIN

AT ITS BEST?



MORGAN 1969, PLUS 4, 2 owner, 44,124 miles, rare 2 seater, low profile, TR4A engine, BRG/black, complete mechanical restoration, new interior, wires/tires, more, Certified - \$29,500. Phone (519) 858-7548, Kitchener, Ont. 18-20p



Vintage plates for vintage cars

Owners of vintage cars in Ontario can now use vintage licence plates from the year their car was manufactured.

Transportation Minister Brad Clark announced last week that original plates in good condition are now legal for registered historic vehicles more than 30 years old.

"Ontario's last annual licence plates were issued in 1972. After that, we moved to the system of permanent licence plates and annual validation stickers," he said. "For historic auto owners, having a same-year plate on the vehicle makes the restoration process that much more authentic."

The new law was initiated by Durham MPP John O'Toole, in response

to requests from classic car clubs and vintage car owners.

"This initiative — which allows a historic vehicle built in 1935, for example, to use Ontario plates that were issued in the same year — gives auto enthusiasts an exciting new licence plate option for their vehicles," O'Toole said.

Historic car owners can now use regular Ontario plates, vanity plates, historic vehicle plates or a vintage plate.

To register, vehicle owners must send the historic plates and the vehicle's registration permit to the Ministry of Transportation. MTO will authenticate the plates and send a letter of approval to the owner.

The plates will then be registered and can be attached to the vehicle.



ICON: The Morgan Aero 8

The Aga remains permanently hot but highly-efficient insulation means the cookers are very heat-efficient. There is almost no scope for heat adjustment and the cook simply chooses the appropriate level inside the oven.

It may all sound rather old-fashioned but Aga's standing as a symbol of traditional British values has never been more popular. There are some 500,000 Aga owners worldwide and last year 7,000 more families bought into the Aga lifestyle.

Aga owner Roger Harridence of Carmarthenshire explained the appeal: "It's simplicity itself. Baking and cooking taste better and it's so easy to get used to cooking on it. Our oil-fired Aga is economical to use and as well as keeping the house warm, we have a cooker with a lovely traditional appearance, creating extra warmth and cosiness."

MORGAN SPORTS CARS

THE MASS car market may be dominated by the Germans, Americans and Japanese but if you're after something a little classier and sophisticated, with rather more quality than the average runaround, it's a uniquely British family car company you'll want to come to. The Morgan Car Company, based in Malvern, Worcestershire, has been making very fast sports cars for nearly 100

years and since 1936 has been producing the Morgan 4/4 — perhaps the most 'classic car' of its kind in the world. Still built in the same little plant, the cars are hand-made to the customer's specifications and take nearly three weeks from start to finish.

Morgan have also managed what no other car manufacturer has been able to achieve — the worldwide registration of the shape of its cars, including the famous waterfall grille. The Trademarks Registry does not normally allow car

manufacturers to protect their products' shapes but as Charles Morgan, managing director (and grandson of founder HFS Morgan) explained: "So many cars today look so similar, even to car enthusiasts — but our car is so distinctive. We really did not want a situation to develop such as exists with some classic models, where it is often difficult to know whether you are looking at a kit car replica or the real thing."

The prices of the motors reflect this insistence on hand-made, traditional quality — a classic two-seater 4/4 will set you back about £20,000 and the company's latest model, the Aero 8, which has a top speed of 160mph, a cool £43,000. Such is the appeal that the waiting time is three years for the classic models and two for the Aero 8.



CAR ENTHUSIAST... MARK YOUR CALENDAR!!!

GRAND ISLAND SESQUICENTENNIAL AUTOMOTIVE EVENTS

FRIDAY JULY 26, 2002 FESTIVITIES & CHECK - IN HOLIDAY INN, GRAND ISLAND, N.Y. 14072. (716-775-1111) EARLY REGISTRATION BEGINS 6:00 AM. SPECIAL GROUP RATES AVAILABLE IF MADE ON OR BEFORE JUNE 26TH 2002.

- > MONDAY ENJOY THE BEST OF BUFFALO/NIAAGARA ETHNIC FOODS.
- > CASH BAR.
- > MINUTES FROM NIAAGARA FALLS AND A HOST OF OTHER ATTRACTIONS (A RIDE UP THE LOWER RAPIDS IN A JET BOAT IS A THRILL YOU WILL NEVER FORGET).

SATURDAY JULY 27, 2002 ALL EUROPEAN CAR SHOW 10 A.M. - 3 P.M. GRAND ISLAND ROD & GUN CLUB. \$10.00 AT THE GATE, \$15.00 ON DAY OF EVENT. SPECIAL HISTORICALLY SIGNIFICANT GRAND ISLAND GRAND PRIX AWARDS (MORE THAN THE USUAL THROPHIES) WILL BE PRESENTED. FESTIVITIES WILL FOLLOW THE AWARDS PRESENTATION. NOTE: RULES WILL BE RELAXED TO INCLUDE NON-ELITE MOTORCYCLES. BEST OF SHOW, LONG DISTANCE AND OTHERS. WINNERS WILL BE DETERMINED BY POPULAR VOTE. A BANQUET WILL FOLLOW THE CAR SHOW AT THE HOLIDAY INN IN ONE OF THE BEAUTIFULLY RENOVATED FACILITIES OVERLOOKING THE MIGHTY NIAAGARA RIVER.

SUNDAY JULY 28, 2002 SOLO 2: AN S.C.C.A. SANCTIONED SOLO 2 WILL BE HELD IN SCENIC BEAVER ISLAND STATE PARK FROM 10 A.M. - 3 P.M. ENTRY FEE \$17.00 (NON-MEMBERS) \$23.00 (NON-MEMBERS).

SUNDAY JULY 28, 2002 GRAND ISLAND GRAND PRIX OF 1952

RE-ENACTMENT: 4 P.M. - 6 P.M. COME JOIN US FOR A RE-ENACTMENT OF THIS EXCITING HISTORICAL MOTORSPORT EVENT THAT DREW OVER 100,000 PEOPLE TO THIS BEAUTIFUL ISLAND NESTLED IN THE MIDDLE OF THE NIAAGARA RIVER IN 1952. THERE IS NO ENTRY FEE FOR CARS IN RACE TRAIL FROM THE 1940'S THRU AND INCLUDING 1962. CANADIAN ENTRIES WELCOME. FEE \$50 QUALIFIED ENTRANTS WILL RECEIVE A SPECIAL COMMEMORATIVE AWARD. ALL OF ENTRIES WILL PARTICIPATE IN THE EURO CAR SHOW AND RECEIVE VOUCHERS FOR FREE FOOD & DRINK DURING THE FESTIVITIES TO FOLLOW. THE RE-ENACTMENT WILL CONSIST OF SEVERAL "TAKEAWAY" LAPS (NEW YORK LAW PROHIBITS ACTUAL RACES ON STATE ROADS) AND A CRUISE AROUND THE ISLAND. PUTS WILL BE AT THE GRAND ISLAND ROD & GUN CLUB.

ENTRY FORMS ON THE BACK OF THIS SHEET

GRAND ISLAND SESQUICENTENNIAL AUTO EVENT ENTRY FORM

NOTE: ONLY INFORMATION WITHIN * IS REQUIRED. OTHER INFO IS ENCOURAGED BUT OPTIONAL.

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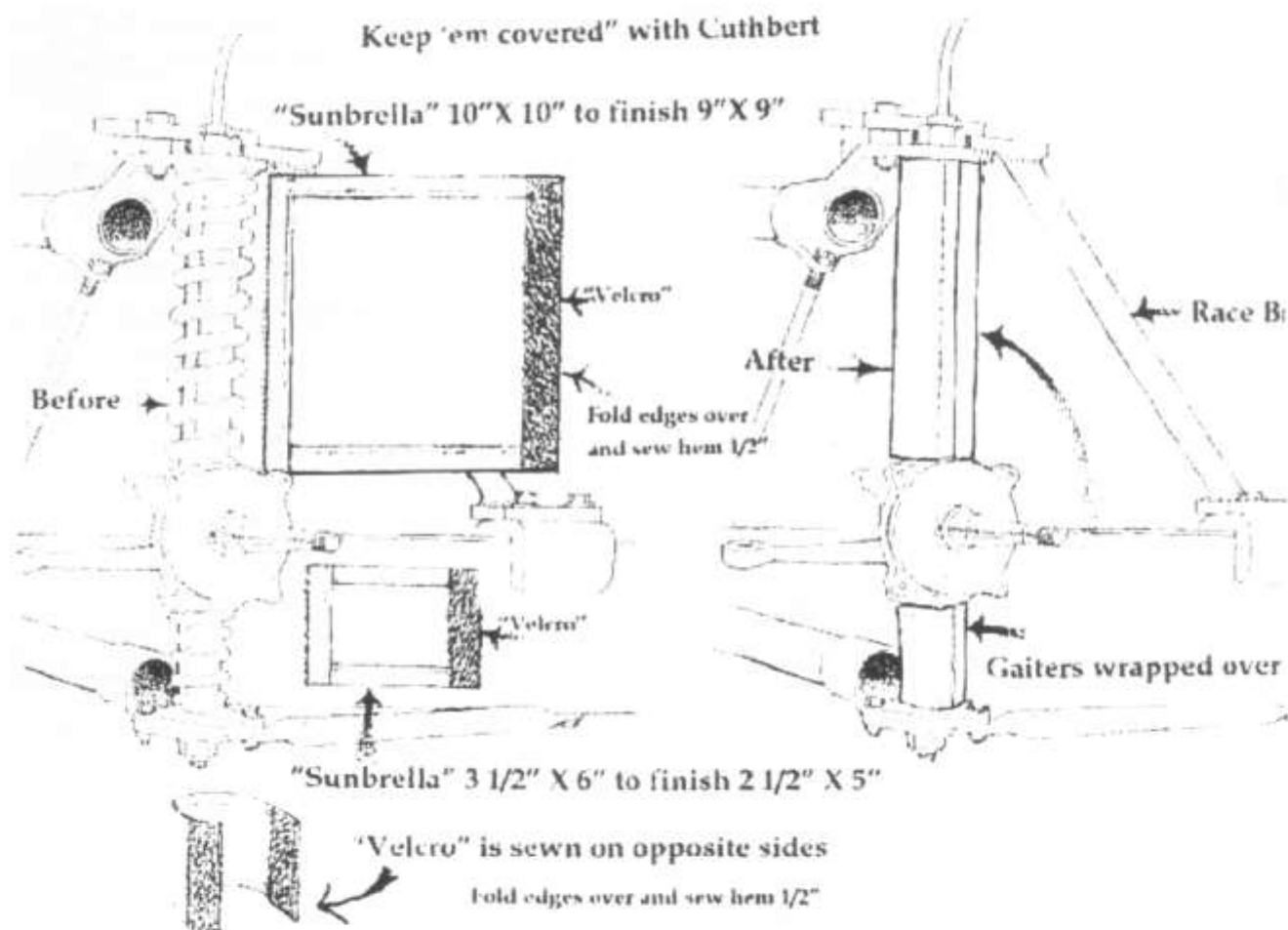
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CUTHBERT'S KINGPIN GAITERS

by Cuthbert Twillie

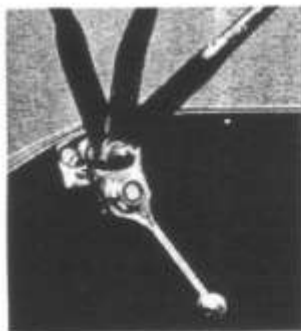
I like the idea of kingpin gaiters, though I can't decide whether the leather or the "Sunbrella" would be the better material. Either one is better than absolutely nothing protecting the lower end of the king-pin where most of the wear occurs.

I've seen suggestions for nylon seals below the lower bush to keep out the grime and grit. I won't bad-mouth the nylon seal idea, but the leather or "Sunbrella" gaiter is eversomuch easier to install. A piece of "Sunbrella" 3 1/2" by 6" will cover the lower or rebound spring, and a piece 10" by 10" will cover the main spring. Both of these dimensions allow a half inch to hem all the edges and an inch to sew on the "Velcro" that fastens the gaiters to themselves.



P.S.

Thinking I was so...o...o...o clever, I told my brand new best friend Lorne Goldman (of www.gomog.com) about the gaiters. He's tried my idea and he prefers a length of flexible vacuum cleaner hose, slit and slipped over the springs. He says it takes some trial and error to find the perfect size of the hose. If this is any help the mainspring is 2 1/2" in diameter and the rebound spring is 1 1/2" in diameter. If you should find the perfect size for each spring, let us know.



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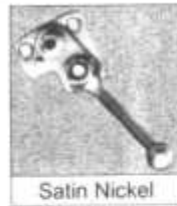
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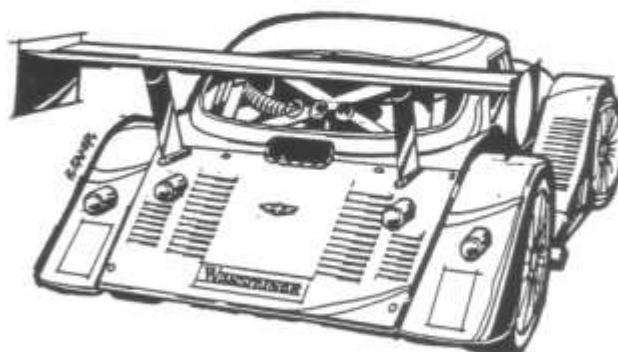
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Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario L0N 1E0

PRESIDENT, BLURB EDITOR & REGALIA:

Vern Dale-Johnson
1532 King St West
Toronto, Ont M6K 1J6
416-530-4599
Fax: 905-826-6643
vern_dj@msn.com

TREASURER:

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sj.beer@sympatico.ca

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elburman@cyberus.ca

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Porsche Social, August 14 2001, Glen Abbey G&C Club, Oakville

120 Porsche Club members and guests in the room... wow! That's more than members in the Morgan Sports Car Club of Canada. Then again Oakville probably contains more Porsche's than Canada contains Morgans!

I appreciate the opportunity to talk to you this evening. I'm Vern Dale-Johnson – Morgan owner and President of the Morgan Sports Car Club of Canada.

Accustomed as I am to working with visual aids, the only aids brought to this discussion are parked outside!

Peter Helston approached me to see if I'd be interested in speaking to the Porsche club on Morgans – got to be kidding, Morgan owners always want to talk about their cars. Maybe because we are constantly approached with questions. Most common:

- How old is it?
- Is it a kit car?
- How fast will it go?
- How much is it worth?



And if they know what a Morgan is:

- Does it really have a wooden frame?
- What engine does it have?
- Do they still make them?

Talking to a Porsche group is exciting! I've lusted after Porsche's for years:

- Spider's,
- early 356's,
- then 911's...

Only Porsche I ever bought was this pair of Porsche Carrera sunglasses! (Are these now a collector's item??)

One of my first encounters with Porsche's was in the late 60's, in Vancouver, after we'd dropped a Porsche 1600 powerplant into my brother's VW beetle... real Mini killer...

The Vancouver Porsche racer of note was Tony Campbell. In his shop he had his racing 904 and a 550 Spider he'd sold to one of the local "neuvoux riche" to street race the Corvette boys... The 904 ran at Westwood with GB Sterne who had just acquired one of the first Morgan +8's. That Morgan was Tony's persistent pest. That Morgan was also what moved me to Morgan's.

As an aside, last weekend on the way to Port Carling I stopped at Weber's for lunch... (don't you love that name!)... still wearing the "Morgan's of Hawaii" T-shirt I was wearing to see off the Morgan tour organized by Andrew Flint & Laurence Gutchner earlier that day. While in line a couple walks up to us and he asks me "Is your car as old as your T-shirt?". He was Bill Sterne, GB's son and current owner of his last racing +8. Small world? Not really, just another example of the fellowship Morgan's create.

Let's talk about Morgan's

We all know that the Brit's with their Allies won the battle and lost the war. Not WW2 but the war of automotive development. Today the honours go to Germany, Japan and the US. What the Brit's have done is create affordable, entertaining sporting cars. Morgan is one of the surviving examples – a marque unique in the world wide automotive industry. The "First and Last of the Real Sports Cars".

It was Shishiro Honda, owner and founder of the Honda Motor Company who some years ago prophesized that by the year 2000 there would only be 5 motor car manufacturers; thankfully he paused before adding 'and Morgan'.

Why does Morgan have such a following? Perhaps the quote from one of our club members in response to my request to the chat group for anecdotes gives us a hint: "the difference between a Porsche and a Morgan is the difference between a photograph and an oil painting... soul". I've more anecdotes and comments – many from Morgan owners who own, or have owned Porsche's. By the way is Bob Presner in the room? Lorne Goldman says hello!

Henry Frederick Stanley (HFS) Morgan produced his first "car" in 1909. Took his first orders in 1910. Formed the Morgan Motor Company in 1912. Moved his factory to its current location on Pickerleigh Rd, Malvern (near Birmingham) in 1913. The original factory is still used – expanded – many times – to accommodate production and new production technologies – but still very recognizable as "The Factory".

Those first cars were 3-wheeled, two out the front and one in the back, for tax purposes. With this wheel arrangement, a low slung frame, JAP or Anzani V-twin engine poking out the front they were light and fast – the scourge of auto-sporting events through to this day. Production of those 3-wheelers peaked in 1923 at 2300 cars but with taxation changes demand dwindled to only 286 in 1935.

The message was a 4th wheel was needed, and in 1936 the Morgan 4/4 was born. Today (65 years later) the Morgan 4/4 is considered the longest running car model in history, powered throughout its run by a "Ford" engine. The shape of that first 4 wheeler can be seen in today's Morgans – a shape that has now been copyrighted world-wide.

"Flat-rad's" (or "slabbies" as the Aussies call them) were in production up until the early 1950's when lighting regulations forced a change to the current "pod" headlight arrangement and with this change, the move to the waterfall grille.

1936 also marked the last 3-wheeler change, to the F-type using a 4 cylinder Ford engine and a more conventional chassis. The last 3-wheeler F-types were built in the early 50's to fill an Australian order.

Peter Morgan took over from his father HFS in the late 1940's. He recognized the need for more power if Morgan was to remain a competitive marque and developed a relationship with Standard Vanguard that resulted in their lump; an engine derived from the Massey-Ferguson tractor engine, being dropped into a new model, the +4. These engines were later to power the Triumph TR2, TR3's, and TR4's. David Farmer has his +4 here this evening.

In competition there is many a Triumph driver who, like those early Porsche 356 drivers, watched the tails of Morgan's. In 1962, the scrutineers at LeMans refused to allow a young racer by the name of Chris Lawrence to enter the race with the Jags, the Porsches, the Merc's and the rest because his Morgan was "too old looking". After the race an angry protest was filed and grudgingly accepted. So... the following year Lawrence awoke one fine morning, drove his Morgan to the Channel ferry and then to LeMans and onto their precious racetrack where he beat all comers for a first place class finish... and then he drove the car back home.

Today, in vintage racing Porsche & Triumph drivers are still watching the tail end of Morgans! Near perfect 50/50 weight distribution does help as the cars are the lightest thing on the track at 1458 pounds for a "traditional" 4/4 set up for vintage racing.

The last Triumph engined +4 was produced in 1969. The model went into retirement until 1985 when there was a short stint with twin cam two litre Fiat engines until Rover was contracted to supply their 4-cyl twin-cam M16 engine and 5 speed Rover gearbox in 1988, but again, in 2000 that source has dried up and the +4 has again become dormant...

The association with Rover had started back in 1967 when Maurice Owen, then a privateer, shoehorned what was the Buick 215 aluminum V8 (then used by Rover) into a +4 chassis. Peter Morgan liked the idea, negotiated a deal with Rover, and launched the +8 in 1968.

My +8, parked outside is known as "The Beast". It was produced in 1978. Engine was originally 3.5 litre, now bored / stroked to 4.5 with the addition of 4 down-draft twin-choke Dellorto's. It puts out something over 300 hp (and with a full aluminium body weighs something under 2000 pounds – you do the math!). Zero to 60, on the sticky Hoosier's, is under 4 seconds... a bit slower when it's running street Yokohama's.

A bit of trivia, in 1989 Morgan used the Bosch L-Jetronic systems developed by Porsche for the 1972 914. In 2000 Morgan began using the full Bosch Motronic system in the Morgan +8 4.0's developed for Porsche and used since 1985.

Today Morgan has three models and two body styles – Ford engined 4/4, Rover engined +8, and a new car, the BMW engined Aero 8 all available as 2 seat roadsters. As well the 4/4 can be purchased as a 4 seater for those who need their "sporting family car". Production is about 15 cars / week or around 750 cars a year. The cars still have a Z-section steel ladder frame with a Belgium ash skeleton for the hand-built chassis that defines the basic body shape. They still have a live rear axle mounted on semi-elliptic leaf springs and sliding-pillar front suspension. But times do change – wings are now formed using superplastic aluminium technology, where needed air bags are included, and side impact protection has been added. The waiting list is renowned – from 4-7 years – but most agents in the UK have new cars on the lot. Morgan's are imported into the US (primarily +8's) but our feds stopped Canadian importation in 1994. Andrew Flint's +8 is one of the last of the Canadian cars imported.

You may have heard about the new Morgan Aero 8, unveiled at last year's Geneva auto show – Morgan's first new car in 65 years. This car is third-generation Charles Morgan's baby, derived from the Group 2 racing development program. The Aero 8 breaks from tradition... gone are the sliding pillar front suspension, rear leaf springs, Z-section frame,

side curtains on cut-down doors, removable windscreen, and exposed spare tyre. The Aero 8 has fully independent suspension – lower wishbones and upper cantilever arms operating inboard coil springs in the front, bonded aluminium chassis, BMW 4.4 litre V8 (same engine used in their 5 & 7 series saloons and developed by BMW specifically for the Aero 8 – 286 hp and 322 ftlb of torque) attached to a Getrag 6 speed, power windows, fixed windscreen, a top that offers more than token weather protection, run flat tyres, and a boot big enough for two sets of golf clubs.

Performance of the Aero 8 will be something like 0-60 in under 5 seconds, top speed of over 260 kph from a car that will still weigh in under 2200 lbs. Again, you do the math...

Kept were the key ingredients of classic shape, high power-to-weight ratio, and hand-built production. Charles describes it as 'the world's first all-aluminium coach built car'... This model may see the return of Morgan's to Canada but it won't come cheap - \$150,000 is the expected price tag. Half the Morgan order book is now for Aero 8's but Porsche needn't worry, although production is going to 20 cars a week that will still put only 500 Aero 8's on the world's roads each year...

Before I move into some comments offered by the Morgan chat group, are there any questions?

+++++

"I visited a Porsche salvage yard in pursuit of an aluminium scissors jack to replace the decrepit & heavy steel one I was using (I found a nice one there for \$10). When the owner of the yard found out it was for a Morgan he launched into a good natured and amusing string of abusive cracks. When he paused to catch his breath and enjoy the laughter of his Porsche pals, I had enough time to ask if he'd ever seen a Morgan in a junk-yard... let alone a yard dedicated to them..." 'Nuf said...

+++++

"I went to a Porsche club rally one rainy Saturday and there were no Porsche's! No one wanted to get their car dirty!" This same contact noted that he had a 356 Carrera in the 60's when Porsche's were just weird cars. Back then driver's wore string back gloves and discussed things like putting a "B" shifter in an "A" and tuning the Weber's... Now Porsche's represent money, owners wear gold chains, and discuss stock portfolio's and after-market whale-tails".

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"If I drive up my rather long entrance road to the road junction in my Morgan, and it is blocked by a line of traffic, someone will let me into the line very quickly. If I do the same thing in my 911 I'll wait forever for someone to let me in. Sometimes I sit there in the Porsche saying to myself "come on guys, let me in... I'm the same person you let out yesterday in the Morgan" but still they drive past! Morale of the story, always go out in the Morgan!"

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From *Road & Track*, after reviewing a 1999 +8: "(A Morgan).. has a way of engendering good-hearted responses from everyone around you. If they're automotive enthusiasts, they likely already know something about Morgans and admire the car, at least in theory, for what it is. And even if people aren't especially into cars themselves, they respond warmly to Morgan drivers because they assume that you're having fun. And, of course, they're absolutely correct in this assumption."

This was echoed by a chatline member who noted...

"Morgan's are a "happy" car, everyone smiles and points... Many Morgan owners have owned Porsche's and loved them but the consensus is "Morgan's are just more fun"."

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Morgan is a car with one simple principle... putting very simple big engines in a very simple light car. A Morgan +8 is 1000 lbs or more lighter than the average Porsche with a lightweight aluminium engine that puts out about 1 bhp per block pound. There are very few Porsche owners who once the pedal is to the medal have not wound up looking at a Morgan +8 rear end until 100 mph.

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There are a lot of people, mostly NOT Morgan owners, who consider Concours a "sport". I can fully appreciate the exquisite excitement of great Concours competitions. I would also be the first to say that a Morgan can provide great hours just by sitting and looking at it. After all these years, my wife and I catch ourselves doing just that... often and unplanned... just looking at it. I have been given to understand the second ranked Concours car in Europe is a Porsche, purchased from the factory, concours prepared and stored carefully for 25 years until it was "classic" classified and entered to win in its very first show. Almost every year I spend the time and take the effort to paint, chrome, and polish my Morgan until it has no flaw and then I fox hunt it o'er hill and dale doing 3500 miles in 10 days through back country roads at the very beginning of the season. If I win a Concours along the way it had better be on the very first day! You simply can't drive a car and use it for today's type of concours....

On concours, another chatline quote was "in 1975, MOG 5 was at Luray Virginia... John Sheally US Morgan guru managed to have the concours judging done by a local Porsche club. Those judging were actually given a stopwatch so equal time on each car could be precisely calculated."

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Morgan's preserve the golden automobiling age of the 1930's. Porsche was never there... Porsche is focused on being the most advanced sportscar for the money.

"Porsches and Morgans... I sold my 87 911SE and bought my current Morgan about 5 years ago. Of course the cars each have their own quirks but the crucial quality that a Morgan has is that it introduces you to a community of thoroughly decent people, the small boys jump up and down in excitement when they see a Morgan drive by. I loved the 911 and would not hesitate to buy another but the Morgan cannot be bettered for the social element. If I swapped back, as I'm sometimes tempted to do, I know I would miss that element".

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"Several years ago Pat & I were returning from an overnight at Whistler and happened to fall in behind a 911 on the Sea to Sky highway. I was driving the +8 and decided to stay right on this guy's tail in true "Toronto driver's" fashion. He would pull out to pass and I would go with him never giving or taking an inch. He tried everything to lose me and couldn't – gearing down, braking, and accelerating but it didn't matter, I was full frontal in his rear view mirror. After about 25 miles down the Sea to Sky I had to pull off for some bladder relief so believed the fun had ended. After we got back on the highway, and a further 10 to 15 miles closer to Vancouver there he was, pulled into a viewpoint and walking away from the Porsche. Pat waved to him as we passed and if his looks were any indication of his feeling, he would have smashed the +8 there and then."

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"As a bi-Morgan type with a 64 +4, 4 seater and a '49 F4 3-wheeler I must confess that I also have, as my shopping car, a somewhat geriatric Porsche, albeit it is a '85 944 with 152,000 miles on the clock. It serves its purpose well, and although it isn't worth too much any more there is virtually nothing that can go wrong with it that I can't get fixed for far less than it would cost to buy another car that's remotely comparable to it in handling or performance."

And a final comment:

"The Porsche is a marvel of engineering and solid dependability. They handle with precision and panache and a person has to be pretty petty to find a problem (Porsche brings out the "p's" in me!). I enjoyed my many years with them. I prefer a Morgan to a Porsche only because I have more fun in the Morgan than the Porsche (a totally inane subjective criteria). I can speculate why this is 'til the moose comes home but still wouldn't make any sense to many outside this group".

Performance Comparison*:

bhp / ton

1999 Morgan 4/4	111 hp	1909 lbs	116.3 p/w
1999 Mazda Miata	140 hp	2299 lbs	121.8 p/w
1999 Morgan +4	136 hp	2024 lbs	134.4 p/w
1998 Porsche Boxster	201 hp	2822 lbs	142.0 p/w
1999 BMW Z3 2.8	189 hp	2844 lbs	132.9 p/w
1999 Mercedes SLK	185 hp	2921 lbs	126.7 p/w
1999 Morgan +8	218 hp	2072 lbs	210.4 p/w
1999 Turbo Carrera	285 hp	2654 lbs	214.8 p/w
1999 Corvette	345 hp	3246 lbs	212.6 p/w
1978 Morgan +8 "Beast"	300 hp	2000 lbs	300.0 p/w
2001 Morgan Aero 8	286 hp	2200 lbs	260.0 p/w

* modified from the original prepared by Lorne Goldman