

Issue 6 - 2001, November



# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



## Prez Sez:

Vern Dale-Johnson (vern\_dj.msn@attcanada.net)

**Events over the past couple of months...** I'm pleased to see several contributions from members for this final 2001 Blurb. Thanks to Brian Prendergast for his write-up on the British Invasion in Stowe, to Edward Burman for more notes on Kingston's British Car Day and GoMoG's own "Moggies at the Farm", and to Mary Shier for her write-up of the British Saloon Car Club's run in the Halton area. Jeremy Harrison's comments on changing his rear axle (actually in the Lilac +8) is valuable info for all owners.

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Within this issue you will find several pieces on the new **Aero 8** including a "first drive" report from MSCCC member **Gerry Willburn** and factory photos taken by **John Collins**. Also **Melvyn Rutter** was kind enough to offer these comments. *"Quite a different car to the traditional design by way of a driving experience. Beautifully put together and well engineered. The Morgan Company have devoted a huge amount of energy and resources into design, build and production methods / rewarded by the large number of orders they have (almost 600). They are currently underway with customer cars, having built the dealer demonstrators".* That should wet your appetite for more info on the Aero 8. We understand cars will be coming to the US in 2002, first cars to Canada??

One item not included in the Aero 8 material is substantiation of the rumour privateers or the Morgan Factory are mounting another run at LeMans next June (with prework done through entering the American and European "LeMans" series)... See the following in response to my request for confirmation:

Vern, Apparently feelings of jealousy prevented Morgans taking part in Le Mans 2002. The budget was OK, the entry was accepted by the ACO without qualifying, but an internal power struggle prevented Morgan going. There will be a Morgan competing on Le Mans for the second time next year, though: TOK 258. This will take part in the historic Le Mans race, entered by new owner Rick Bourne. That is interesting enough in itself, isn't it? Hermen Pol

Hermen, And another Morgan has entered the Le Mans Classic. An identical 4-4 to the one driven to 2nd in class ...1939. Entered by owner and Morgan racer John Clarke (who has been rash enough to ask me to co-drive). Chris Acklam

Hi Chris and Hermen, That is wonderful news Chris! Clarke's choice of co-driver is anything but rash... (more like cunning good taste). I smell a big cheering section forming! Hermen, the Aero LM project story is more involved than you may have been told. However, whatever the reasons, it is an immeasurably fine opportunity lost. Lorne Goldman

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With regards to **2002 events**, the lists are coming together... but outside the MOGNW – MSCCC group in the BC – Alberta area few are coordinated and sponsored by the MSCCC, yet... Exception is Sharon & John Roden's commitment to working to put together our **Fall Weekend in Niagara** the weekend of **Sept 28-29, 2002**. Thanks Sharon. Thanks John. Now, who's volunteering to help?

In the east there is an event coming up that will be a "must see" (and hopefully for some Morganeers a "must do"). Jim Kenzie's article in the Wheels section of the Nov 10 Toronto Star talks about the **"Rock 'n' rally"** – a vintage car rally across Newfoundland next September, starting on Friday Sept 13<sup>th</sup> (allowing time for Toronto area participants to get back for our Fall Weekend!). This event will be patterned after the very successful Targa Tasmania organized by the Newfoundland International Motorsports Limited (set up specifically for the event) and Octagon Motorsports (the Tasmania based division operates the Targa Tasmania). They are looking at a maximum of 200 entrants in 2002.. 75% "from away". The Targa Tasmania draws 300 entrants. Cars from Ford Model T's to new Porsche 911's take part in the Tasmanian event with expectations the same range will apply to run the Newfoundland event. Look for a website soon. If you must enquire now contact the organizer, Bob Giannou at 709-722-2413. Jim's article is included later in the Blurb.



As you may have noted... there was no **MSCCC "Fall Weekend"** this year. For 2002 that will change... Sharon & John Roden have been talking to me about weekends and we have selected the weekend Sept 28-29. We will be returning to the Niagara area for the event (hooray say the southwestern Ontario contingent and those from the North East who have enjoyed the Niagara events in the past). If you can help organize the weekend please contact the Sharon at [jsroden@vaxxine.com](mailto:jsroden@vaxxine.com) or phone 905-892-6907.

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Past events deserving of notation are the **Vintage GP at Watkin's Glen the weekend of Sept 7-9, 2001** (dates for 2002 are Sept 6-8). MSCCC members who attended included Neil Young (with Caterham S7), Vern DJ (with "The Beast"), Doug Turner, and Tony Moon. If others were there and we missed seeing you... our apologies. You could not have missed "The Beast" as it was parked prominently in front of Western NY MOG members Bob & Georgean Abels motorhome prominently displaying their MOG banner. Bob was sans British car for the weekend, electing instead to take his vintage Saab to the Glen. He did lend us his vintage field registration allowing Neil and I to take a tour of the track in the Beast... hardly at racing speeds but definitely fast enough for thrills! Talking about thrills, Friday evening, after watching the downtown festivities including the drives around the old track by vintage race machines it was time for our own tour... in the pitch black! Neil led in the Caterham and that kept us out of serious trouble. I followed in The Beast... aptly named as it bellowed and snorted up hill, down hill, through the corners shooting flames from the disintegrating cross-over pipe out both sides, just behind the front wheels. In retrospect (and after looking at the oily muck in the remnants of said cross-over during a recent exhaust system rebuild) we're thankful we didn't have more than unburned exhaust flames to contend with! Racing was phenomenal... most impressive were an all Ford Cobra - GT40 race, and a race of vintage touring roadsters dominated by Lister Chevrolets, Lister Jags, and a diminutive but very quick Lotus 11. Walking the pits is worth the price of admission - a "must do" for 2002!

**British Car Day was on Sept 16** where we had a great turnout of Morgans despite the mood, as this was the weekend following the terrorist attacks. During the morning, the DJ played a haunting bagpiper tune that stilled and silenced the crowd. When the tune finished no one moved or spoke for at least two minutes - an eerie and fitting tribute. From my notes I recall about 15 of the marque including the usual... Henrick Rens with daughter Inga (4/4), Rod & Linda Van Zuiden (+4), John Collins & Sonya (4/4), Brent & Lenna Wichenko (+8), George Lafford (4/4), Gary McFarlane (+4... not there... blew a head gasket the day before and was "stored" in a local barn awaiting a tow home...), Nyal Wilson (4/4... not there... flat battery used as the excuse), David Farmer (+4), **Rod Wilkinson (+4... took 3<sup>rd</sup> in class)**, Brian & Brenda Morgan (+4), **Glen Nigh (+4... took 2<sup>nd</sup> in class)**, Martin Beer (F-type), Rick McGrath (+8), Vern DJ (+8). Other members at the show included Jenny & Steve Beer (with son Trevor), Chris & Gayle Taylor (**double award winner... 1<sup>st</sup> in class with their 75 Triumph Spitfire & 1<sup>st</sup> in class with their 74 TVR 2500M**), Malcolm & Brenda Taylor (TR3), Phil Whitehouse, John Fitchie, and Paul Whittaker. My notes don't show the Roden's or Shier's in attendance... must be a mistake! Who else did I miss? Three non-MSCCC club Morgans on the field were Gregg Hemsworth (4/4), Brent Walker (4/4), and Rod Hodgson who was challenging Martin's F4 with a 37 SuperSport running a Matchless engine... took 1<sup>st</sup> in class. Toronto Star write-up by Glen Konorowski can be found later in this blurb.

Couldn't resist including this note from Rod Wilkinson... "Vern, FYI, this intrepid Scot, and his equally brave wife took the Morgan back to Prince Edward County the weekend of **Remembrance Day**. It was a great run down east and only rained for about an hour on Saturday evening, forcing us to put the top up. We stayed at the Ganders B&B once again and dined at the Warings pub in Bloomfield. Great food and folk music! The drive home was in perfect sunshine; top down all the way, but COLD. I couldn't get the running temperature high enough to run the heater fan for more than a few minutes at a time!

**British Invasion XI: Sept 14, 2001: Stowe Vermont report by Brian Prendergast:** Just three days after the horrors in Manhattan, the organizers of the British Invasion XI placed notice on their website that read: "The Event is "ON!" Americans will not allow terrorists to change our way of life. The Show will go on! We didn't stop for Hurricane Floyd, and we won't stop for Terrorists..." And so it was; buoyed by that intrepid call to action, Moggie 8 pulled out of the Caledon Hills at 0400 on Sept 14 with yours truly at the





helm and Jeff Hladun proving to be most reliable as Tim Cup holder and navigator. Having survived Floyd ourselves two years prior, we knew we could make it. I even packed the side curtains. Don't know why, we're far too rugged to use them. In fact at one petrol station as we shivered out of the car, the attendant asked why we didn't have the roof up. I told him it was illegal to use in other-than-white-out conditions. But I digress.

We chose to take the scenic route exiting the 401 at Oshawa and cruising along Hwy 20. What a beautiful part of Ontario, especially the gracious old houses between Port Hope and Trenton. The border crossing at Cornwall was uneventful. Despite all the rumors and fears of 20 hour queues, we found ourselves behind eight cars, not a truck in site and we were through, despite Jeff's rather suspicious looking Fly Fishing gear, in 20 minutes!

We then took in Upper New York State and Vermont's countryside & ambiance; so much so that we missed our exit to Smuggler's Notch off Hwy 89! Vermont in its effort to keep the highways clean has done a horrible job of sign-posting villages and tourist sites. Accordingly, we ended up in Essex Junction during Friday rush hour. What the heck, what's another hour and a half in a tiny open car with a recently declared non-smoker!

Capping off the drive with a spectacular high-speed jaunt through "The Notch" we arrived safely at 3:30 PM at The Commodores Inn in Stowe and were ushered directly to the bar by the hotel manager, a charming, vivacious and stunning young woman; whose warmth and generosity manifested itself, not only in witty repartee but more importantly in several large glasses of scotch, on the house. Here is where things start to deteriorate. I went off to get caught up with said proprietor (my sister for those starting to wonder if this article belongs in another magazine!) On my return, my trusted co-driver was holding court with a bar-maid, a local fly fisherman and anyone else who couldn't escape. The evening progressed!

Jeff arose very early on Saturday to do some fishing in the Commodores pond, only to return shortly thereafter, claim foul play from an ice cube served the previous evening and collapsed back into his bed from whence he apparently arose only once during the next 24 hours to throw up at 2:00PM. Good help is so hard to find. I escaped to the parking lot to wash and wax Moggie along with Bruce, owner of both The Commodores Inn and a lovely '67 Plus 4. We were also joined by a very nice chap from New Hampshire who was polishing up his '92 Black Lotus Esprit. Wow, c'mon lotto!

The event, held for the first time on "The Stowe Events Field" was lovely. The weather couldn't have been nicer, the field beautiful, a solid turnout (400+ cars) despite the recent news of the terrorist attack. The entrants into The Concours d'Elegance were absolutely stunning. BEST OF CONCOURS was won by Raymond & Miriam Redshaw, Calabogie, Ontario, Canada with their 1962 Jaguar, Mark II. Importantly another Concours winner was Bill Mancini of Hopedale MA with his immaculate 64 Morgan +4 roadster. (For details and photos of The British Invasion, visit <http://www.britishinvasion.com/main.html>.)

There were 12 other Morgan's on display, mine being the only +8. And herein lies my only beef for the weekend. The organizers decided to combine all the Mogs into one category, as there were so few. But they did not adjust the People's Choice voting cards. Accordingly the endless visitors who ogled my little prize and no doubt marked me down as their favorite +8 did so in vain; the category was deleted. So I came home with one hung over co-driver and no hardware! But I'm not sour!!

Dinner (still sans Jeff) was wonderful and entertaining at "Gracies" in the main village. The next morning found Jeff much better and dead keen to catch some fish. And as I was now a little rough around the edges and still a bit cheezed about the award, we decided to forego the Invasion for the day. Jeff poured himself into his waders and caught/released a dozen of Vermont's finest while I climbed the ski hill with my sister and her two dogs.

At 1:00PM, we bid farewell to the Commodores with a promise to bring down a fleet of Morgan's next year!! and we once again screamed through the Notch, missed another exit, bumbled our way through



the Cornwall border in 30 minutes and arrived safely back in Caledon at 11:00PM on a chilly Sunday evening. Moggie ran wonderfully, drinking only as much oil as Jeff promised to consume in scotch next year. Moggie, Jeff and I heartily recommend The British Invasion as a destination for MSCCC. Respectfully submitted, J. Brian Prendergast



Morgans on the field at Stowe (Moggie featured in lower center). Concoors winning +4 of Bill Mancini. Brian Prendergast screaming through "The Notch". Photos by Brian Prendergast and Jeff Hladun

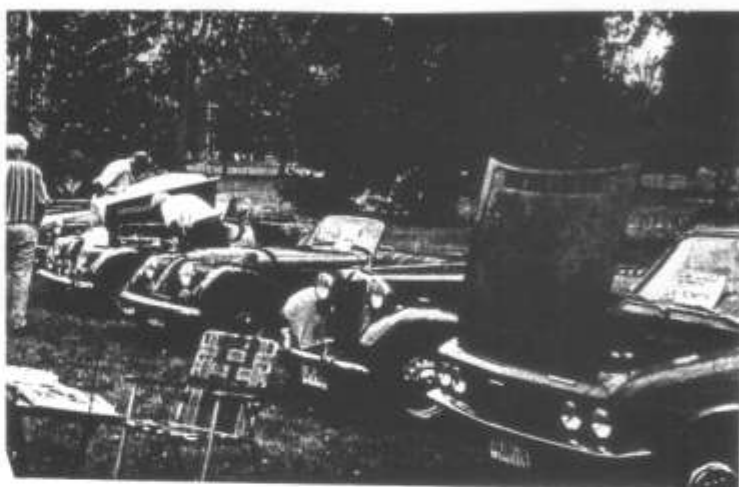
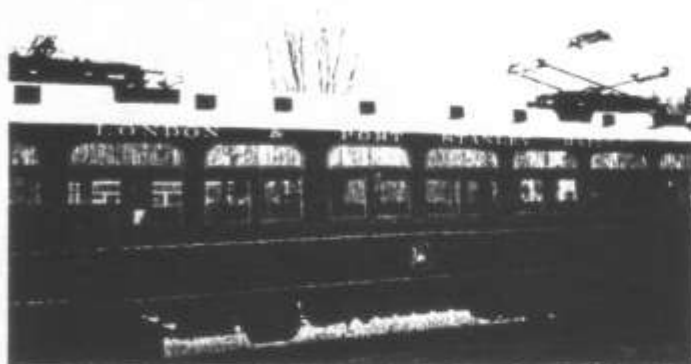
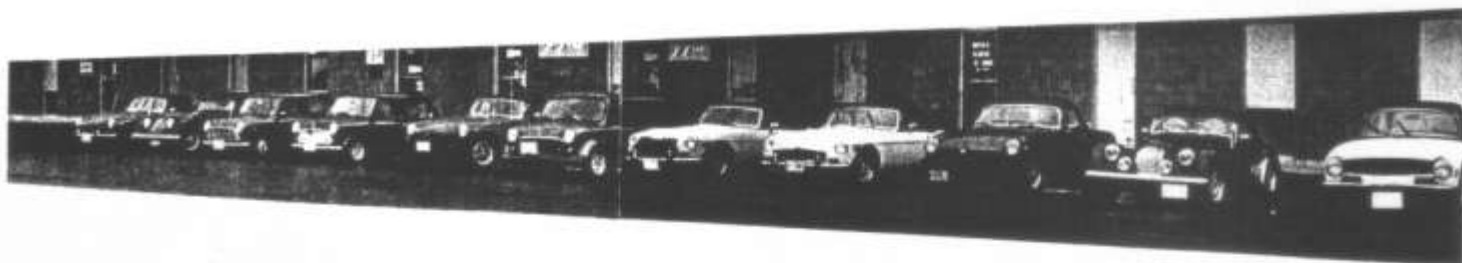
**Caribbean Cruizin in October report by Mary Shier:** In spite of the incessant rain and despite the low attendance of Morgans, with the exception of the Shier's of Limehouse and the Wilkinson's of Elora, about 20 British saloon types began the day with refreshments at Miller's Scottish Bakery in Georgetown and grooved, in the rain, to the wonderfully soothing, swinging music of a live, steel band. Churchgoers drove in to buy baked goods and stayed for the entertainment. Rain was not going to dampen our parade.

We were then led by two well dressed bobbies in their blue Consul with flashing blue roof light and headed west through Halton Hills. The day was definitely overcast but our view was downcast as we were constantly focused on the Mini ahead of us whose tail pipe and muffler kept dancing on the uneven pavement casting the odd spark here and there. Finally, on our way north to the Halton Electric Railway Museum, the said parts departed from the Mini quickly and quietly, much to our surprise, as we were discussing cattle and sheep and missed the whole event... so much for defensive driving.

The visit to the museum involved a ride on two restored rail cars from Ontario's past. The first car was rescued from the London to Port Stanley run back in the late 50's and the second ride was from a TO (Toronto) streetcar dating back to the 30's. We recommend this place for a visit because it is run by dedicated volunteers who strive for an accurate restoration on each car... nostalgia reigns.



We returned to the lovely village of Glen Williams on the Credit River where we feasted on an array of Miller's meat pies and desserts... all in the British tradition of course. Cheers from Ray & Mary Shier.



**Caribbean Cruizin** run participants.  
London to Port Stanley electric railcar at the  
Halton Electric Museum. See Ed Burman's  
report for more on the Kingston B'n'B event...  
Photos by Mary Shier

Don't forget to send in your information on distance traveled between April 1 and the end of October 2001 so application can be made for your 2001 BCCI **Long Distance Award** (I've already rec'd info from Ken & Pat Miles who put almost 8,000 miles on their +8 and over 5,000 on their 4/4). Will they be the winners of longest distance driven for 2001? If you've misplaced your form but have a record of your odometer at the beginning of April, and are a trustworthy soul (aren't all Morgan owners?) send your info in to me for consideration. Again, award "plaques" are prepared for those whose distance is at least 3000 miles or 5000 kilometers.

**2002 dues are now due and payable.** Still only C\$25 (but we do ask overseas and US members to pay US\$25 to cover the increased costs of mailing your 6 Blurb issues each year). Please send your cheques to Jenny. **If you check the mailing label on the envelope containing this Blurb the number after your name will confirm if you have already paid for "02".** If it says "01" your dues are due, if it says "02" or later, you have already pre-paid for 2002. We appreciate your interest and trust we are delivering value for your membership.

The **MSCCC phone number list** will be mailed with the January 2002 edition. Last issue we included the **MSCCC email list** and although we requested information on changes we are getting bounced back from the following who were listed -- **Sands, Jolin, McCrossan, Muehling, Pfahl** -- please email Vern DJ so he can get your correct addresses. Those who don't receive MSCCC email and want to get the latest up-to-date material, please email [vern\\_dj.msn@attcanada.net](mailto:vern_dj.msn@attcanada.net) so you can be added to the list



## Central Canada Morgan Events:

- 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 21 **Ancaster British Car Flea Market & Car Show**, Ron Kielbiski 905-453-5333 (days) or Jim Hilton 905-945-2033
- May 18-19 **Moggie Miglia VI, Stroudsmoor Country Inn in Stroudsburg, PA**. Reservations 800 955 8663, or 570 421 6431. More details below. Book your hotel now!
- May 26 **Classic European Car Show, Fiat 500 club of Canada 5<sup>th</sup> 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 are provided below. 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](http://www.isledegrande.com/2002) Minutes from Niagara Falls New York. Holiday Inn, Grand Island is event hotel 716-773-1111.
- July 28 **MGCCT Annual Glendon Import Invitational Car & Motorcycle Show**. Glendon College, 2275 Bayview Ave. More info will be available in the coming months.

## West Coast Events for MSCCC and MOG NW:

- Dec 8 **MOG NW Northern Pod Christmas Party**, Mike Geluch 604-929-5491
- Dec 26 **MOG NW Boxing Day run & feed**, Mike Powley 604-542-0921
- Jan 26 or 27 **MOG NW Robbie Burns Run**, Mike Powley 604-542-0921
- Feb 9 **MOG NW Annual Banquet** at Port Ludlow, Washington, Ron Theroux 604-576-2957
- Feb 16 or 17 **MOG NW Hearts & Tarts Run**, Steve & Liz Blake, 604-943-6416
- Mar 16 or 17 **MOG NW Irish Lament Run**.... organizer tba
- April 20 or 21 **MOG NW April Fools Run**... organizer tba
- May **MOG NW Van Dusen All Brits**... date & organizer tba
- June 16-17 **Victoria Father's Day Picnic**... details to follow
- June 16-23 **MOG NW Barkerville or Bust**. Leaving from the Victoria Picnic... through Courtney, Port Hardy, to Prince Rupert and on to Barkerville... info, try Mike Powley 604-542-0921

## Eastern Canada Events for MSCCC and GoMoG:

- Dec 13 **GoMoG Christmas**, The Bistro in the Glebe, reservations req'd. Contact Edward 613-839-3041 or Greg 613-832-3620

## Other Events of interest:

**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](http://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!) Regards, Craig Seibert and John Moffatt Co-chairmen.

**MOG32 will again be at the Ingleside Resort in Staunton Virginia, July 3 through July 6, 2002.** This year Ed Herman has taken the organizational reins from Ed Geiger. Featured model will be the 4-seater (so I guess the DJ's have no choice of what they will be taking!). Rate for the Ingleside is US\$63/night (2-night booking needed). Phone the Ingleside Resort at 540-248-1201 to make your reservations. MOG 32 concours will be on Thursday July 4, autocross on Saturday July 6. A gymkhana and rally (TSD) are planned as well as a driving tour to accommodate the serious seekers of sights and antiques. Evenings will include nightly noggins and a pig roast. Thoughts, suggestions, or questions should be directed to Ed Herman at 410-821-1166, email [edherman@concentric.net](mailto:edherman@concentric.net)

**MOG 2002** will be held **Aug 16-18, 2002** at Gaydon... The very small group of volunteers organizing 2002 has no motor sport expertise. However, we have recruited an auto test expert and plan [early days yet] to hold a grass auto test on the Saturday and Sunday at the Gaydon site. Saturday for first timers and those with small experience and Sunday for all-comers. Contact: Peter Forrest [peter@pgforrest.fsnet.co.uk](mailto:peter@pgforrest.fsnet.co.uk) Phil Morris [philmorris@success4business.com](mailto:philmorris@success4business.com) These two worthies are the joint co-ordinators of MOG 2002.

**Morgan Car Club Espana** is inviting all Morgan owners to their first International Event. The event will be centred around El Escorial during the **first week of June 2002**. The Monastery of El Escorial is an architectural Spanish jewel surrounded by idyllic scenery. The base of the event will be the Hotel Victoria at El Escorial. For 7 days you will be joining the group to enjoy drives to nearby villages and wine cellars and to partake in the typical Spanish foods for both lunches and dinners. Interested? Fax Jaime Ben-Nacer at 91 411 85 91 or 91 448 17 83 or email [comunicacion@glowpubli.com](mailto:comunicacion@glowpubli.com) or [mccc@itmc.net](mailto:mccc@itmc.net)

The **Morgan 100th anniversary definitely will be in 2009**. With the 60th and even 70th anniversary, they were still "counting wrong". That was why the 75<sup>th</sup> Anniversary in 1984 (the event with the most beautiful badge ever) took place 4 years after the 70th! Hermen Pol

## **Morgan Memorabilia:**

For those who have been waiting, we've reordered the **MSCCC grill badge**. 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 used this new "Morgan Canada" motif on **zippered nylon tote bags** for 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.**







We've still lots of **MSCCC pins and crests available**. Pins with either a "safety pin" or "tie-tec" closure 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, white – 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).

And our latest memorabilia... **self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles**. These are available in black, white, yellow, and dark green. Each is about 5 inches (13 cm) in length. **Price is C\$3 (US\$2) per label (add return letter postage to any order up to 4 labels)**. Ideal for those "special" items you want identified like... decoration on the daily driver, dressing up helmets, "morganizing" regalia items, etc... Styles are:



← Race script



← Classic script

The Automobile Club de Monaco has faxed through a note to our Liaison officer, Audrey Beer announcing the preparation of a **"Morgan Drivers Who's Who"**. The information in this limited first edition will make it easier for Morgan owners worldwide to contact each other and exchange ideas and/or memorabilia. To be a part of this project please send in a registration form (see enclosed) and return it with a photo of your Morgan and yourself (please note names on the back of photos!). If you want a copy of the :Who's Who when published, include payment of 600 FF (about C\$120) payable to the Morgan Club de Monaco. The Who's Who will be published in July 2002. Note you don't have to buy the Who's Who to be included in the publication.

## **For Sale:**

**Rod Wilkinson's +4 is still for sale.** Rod 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 Webbers, etc. Rebuilt (cream) gauges and panel switches. New Michelin XZX on 15" wheels with 4 extra (original) 16" wheels and tires. Well maintained throughout. Records available. Cdn.\$35,000. Tel: 905 893 0037 or email [awgang@idirect.com](mailto:awgang@idirect.com)

**For personal reasons I am selling my two three-wheelers. 1936 Super Sports Barrelback with Matchless MX2.** Rebuilt to a very high standard, in perfect condition and probably the best in country. If you see it I am 100% sure you would agree. It's as original as possible and ready to enjoy at a cost less than if you did the rebuild yourself. Brunswick green with oxblood interior and black cloth hood and tonneau. Full photo documentation. US\$30,000. The Beers did the final sheet metal and paint work and also sorted out the car. They know the car.

**1935 Super Sports Barrelback with Matchless MX4.** I started on this one and have the chassis and wood body partially complete. The engine is rebuilt properly and has been test run on another three-wheeler for 100 or so miles. It's better than new. Have almost every part needed to complete. Starter and dynamo rebuilt already. Also with this car will come extra parts including a gearbox, patterns and literature. If you want to work on a good project this is it. US\$15,000.



I am located near St. Louis, Missouri about 25 miles south. Reply directly and I will send further details and pictures, etc. Bert Varady (636) 933-0970 [varadyb@sapphire.jcn1.com](mailto:varadyb@sapphire.jcn1.com)

**For Sale: 1962 four seater.** I completely refinished this car about three years ago. It is in excellent condition with 63,000 miles. This is my third Morgan (I bought the first one new in 1958) and unfortunately my last as I had a total knee replacement in March and have extreme difficulty getting in and out of it. Consequently I will have to sell. I live not far from Tottenham which is easy to get to from Toronto for anyone wanting to view it..

The engine was rebuilt. Steel frame is original, body has new wood (oak) added where needed. The wood frame was then treated. The interior is completely new as is the hood. The front seats are in leather. I am not certain about the rear ones. The body was disassembled so that the bonnet and all the panels could be sanded and painted separately. I had it appraised two years ago by North York Appraisal Service Ltd. and they valued it at C\$27,000. I would make copies of the report (and photos) if anyone wanted them. Also, I have kept all my receipts for work done on the car - which are extensive - and would make them available also. Paul Tacon 905-936-2959 [tacon@primus.ca](mailto:tacon@primus.ca)

#### **5<sup>th</sup> [Orange] edition of Fred Sisson's Morgan Bedside Reader now available!**

Fred Sisson, well known Morgan aficionado, racer, mechanic and experimenter, is pleased to announce that the latest, revised and expanded edition of the **Morgan Bedside Reader** is *still* available for purchase and the latest batch just arrived from the printer! This edition contains over 260 pages of wisdom drawn together by Fred with contributions from many Morganeers. No "well, I think this oughta work" speculation, but real garage floor, road tested reality! Hundreds of tips, scores of illustrations and diagrams, step-by-step instructions for many modifications and improvements to your classic LBC, sources of supply for hard-to-find parts, and more.

While the Reader focuses on the +4 model, it offers insights and inspiration to current and aspiring owners of any model Morgan. It should be on the bookshelf if not the bedstand of every Morgan owner. Even owners of previous editions will want to add this edition to their existing library. The Reader is 8 1/2" x 11", three-hole punched for easy insertion into a standard three ring binder, shrink-wrapped.

This edition of Fred Sisson's Morgan Bedside Reader is just US\$50 + shipping and handling via USPS [\$6 US only, Canada and rest of world extra]. Overnight or express extra. Reference product MOG-101. Please allow two weeks for delivery. **The NETWORK Inc., 136 Fenno Drive, Rowley MA 01969-1004 USA 978-948-7764 or 800-877-5400 [US only] 978-948-7836 [fax] Credit cards accepted.**

Cuthbert J. Twillie's **A Yank at Malvern** available. For Morgan owners who can't get enough new ideas for improving their favorite mount, The NETWORK is now able to also supply a top-quality companion to the justly famous **Morgan Bedside Reader**. **A Yank at Malvern** reflects the down home wisdom and consummate draftsmanship of Cuthbert J. Twillie, the *nom de wrench* of author Gary Bell, longtime Morgan mechanic and esteemed [?] member of the Northwest Morgan Owners Group. Formerly available only as fugitive documents and sporadic appearances in selected Morgan club newsletters, Cuthbert's tips and tricks have now been compiled in a handsome, 70 page, comb-bound book that includes five foldout drawings to accompany the pithy text on such improvements as: solving the dreaded wing lamp wiggle, build your own Super Sport seats, plus scores of other enhancements big and small. Just when you thought there couldn't be any more cool ideas you wish you'd done to your Morgan, here comes **A Yank at Malvern**. Not to be missed and only \$20 + \$5 s/h to US customers. Reference MOG-103. Buy 'em both and you'll be able to make it through the winter! To order, make checks payable to or provide credit card information [Visa, MasterCard and Discover accepted]: **The NETWORK Inc., 136 Fenno Drive, Rowley MA 01969-1004 USA 978-948-7764 or 800-877-5400 [US only] 978-948-7836 [fax]**



**Morgan Owners Group**

## HOG MOG MATTERS:

Leading up to the pre-British Car Day BBQ at Chris & Gertha's place, Gary Macfarlane was seen to be blowing his top... literally. Thankfully there was a barn nearby to store the Morgan overnight after a diagnosis by the accompanying Triumph posse... Later querying of Gary rec'd this reply "Yep, back on the road. The Triumph guys did a great job of diagnosing the head gasket problem. Turns out also have a cracked valve seat, which has been that way for a long time. May not get any worse so we left it alone".

Another MSCCC Mog is off the road... the ex Rees-Potter Lotus twin-cam +4 now owned by Claude Jacques has a broken crank. We feel for you Claude... Hope the car is back in top form very soon.

### **The dedicated wine maker.... Or just a man with a huge thirst!**

Hi Vern -- there's a story behind this pic as you must be aware. The a.m. we were leaving for Kingston, we had to pick up an item in our friend's mailbox in Georgetown, so as not to wake them. Ray soon realized this was the day for the townfolk to put out items other than regular garbage for pickup...an activity that does not occur in the rural area in Halton Hills. Ray, being Ray, and holding onto everything he ever owned, immediately became very distracted and excited about the various roadside items. When he spotted these very dirty wine/ wicker jugs, he was overcome...stopped and turned around... went back and retrieved them. What a goldmine for his winemaking endeavors! It was my job to hold these two jugs on the back of the car until we arrived at our friend's home. It was a very tricky exercise, as the streets in Georgetown are not known for their even pavement. Ray decided that our friends could store them for us until further notice as we were heading east for the weekend.



Later that a.m. our friends awoke to find these two decrepit containers parked in front of their garage with a note from Ray. Our friends still have these vessels.... we think.

*Note by Mary Shier, photo by Chris Taylor*

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Stopped at a friend's shop the other day and found him stalkin' around with a fly swatter. When I asked if he was gettin' any flies, he answered, "Yeah, 3 males and 2 females". Curious, I inquired as to how he could tell the difference. He answered, "3 were on a beer can, and 2 were on the phone."

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### **Quotations from women about women...**

- A male gynecologist is like an auto mechanic who never owned a car. -Carrie Snow-
- The hardest years in life are those between ten and seventy. -Helen Hayes (at 73)-
- I refuse to think of them as chin hairs. I think of them as stray eyebrows. -Janette Barber-
- Whoever thought up the word "Mammogram"? Every time I hear it, I think I'm supposed to put my breast in an envelope and send it to someone. -Jan King-
- Laugh and the world laughs with you. Cry and you cry with your girlfriends. -Laurie Kuslansky-
- My second favorite household chore is ironing. My first being hitting my head on the top bunk bed until I faint. -Erma Bombeck-
- Old age ain't no place for sissies. -Bette Davis-



*Bootleback*

- A man's got to do what a man's got to do. A woman must do what he can't. -Rhonda Hansome-
- The phrase "working mother" is redundant. -Jane Sellman-
- Every time I close the door on reality it comes in through the windows. -Jennifer Unlimited-
- Whatever women must do they must do twice as well as men to be thought half as good. Luckily, this is not difficult. -Charlotte Whitton-
- Thirty-five is when you finally get your head together and your body starts falling apart. -Caryn Leschen-
- I try to take one day at a time, but sometimes several days attack me at once. -Jennifer Unlimited-
- If you can't be a good example, then you'll just have to be a horrible warning. -Catherine Aird-
- When I was young, I was put in a school for retarded kids for two years before they realized I actually had a hearing loss. And they called ME slow! -Kathy Buckley-
- I'm not offended by all the dumb blonde jokes because I know I'm not dumb . . and I'm also not blonde. -Dolly Parton-
- You see a lot of smart guys with dumb women, but you hardly ever see a smart woman with a dumb guy. -Erica Jong-
- If high heels were so wonderful, men would still be wearing them. -Sue Grafton-
- I'm not going to vacuum 'til Sears makes one you can ride on. -Roseanne Barr-
- I think—therefore I'm single. -Lizz Winstead-
- When women are depressed they either eat or go shopping. Men invade another country. -Elayne Boosler-
- Behind every successful man is a surprised woman. -Maryon Pearson-
- In politics, if you want anything said, ask a man—if you want anything done, ask a woman. -Margaret Thatcher-
- I have yet to hear a man ask for advice on how to combine marriage and a career. -Gloria Steinem-
- I never married, because there was no need. I have three pets at home, which answer the same purpose as a husband. I have a dog that growls every morning, a parrot that swears all afternoon, and a cat that comes home late every night. -Marie Corelli-
- If men can run the world, why can't they stop wearing neckties? How intelligent is it to start the day by tying a noose around your neck? -Linda Ellerbee-
- I am a marvelous housekeeper. Every time I leave a man I keep his house. -Zsa Zsa Gabor
- Nobody can make you feel inferior without your permission. -Eleanor Roosevelt-

### The Male Language...

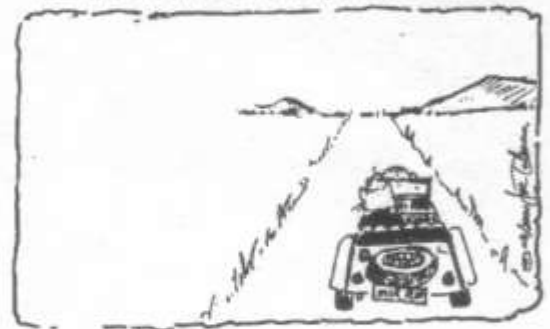
- "I'M GOING FISHING" Translated: I'm going to drink myself dangerously stupid, and stand by a stream with a stick in my hand, while the fish swim by in complete safety."
- "IT'S A GUY THING" Translated: "There is no rational thought pattern connected with it, and you have no chance at all of making it logical".
- "CAN I HELP WITH DINNER?" Translated: "Why isn't it already on the table?"
- "UH HUH", "SURE, HONEY", OR "YES, DEAR" Translated: Absolutely nothing. It's a conditioned response.
- "IT WOULD TAKE TOO LONG TO EXPLAIN" Translated: "I have no idea how it works."
- "TAKE A BREAK HONEY, YOU'RE WORKING TOO HARD". Translated: "I can't hear the game over the vacuum cleaner."
- "THAT'S INTERESTING, DEAR." Translated: "Are you still talking?"
- "YOU KNOW HOW BAD MY MEMORY IS." Translated: "I remember the theme song to 'Z cars', the address of the first girl I ever kissed and the vehicle identification numbers of every car I've ever owned, but I forgot your birthday."
- "I WAS JUST THINKING ABOUT YOU, AND GOT YOU THESE ROSES". Translated: "The girl selling them on the corner was a real babe."
- "OH, DON'T FUSS. I JUST CUT MYSELF, IT'S NO BIG DEAL. " Translated: "I have actually severed a limb, but will bleed to death before I admit that I'm hurt."





- "I HEARD YOU." Translated: "I haven't the foggiest clue what you just said, and am hoping desperately that I can fake it well enough so that you don't spend the next 3 days yelling at me."
- "HEY, I'VE GOT MY REASONS FOR WHAT I'M DOING". Translated: "And I sure hope I think of some pretty soon."
- "WHAT DID I DO THIS TIME?" Translated: "What did you catch me at?"
- "I CAN'T FIND IT." Translated: "It didn't fall into my outstretched hands, so I'm completely clueless."
- "YOU KNOW I COULD NEVER LOVE ANYONE ELSE." Translated: "I am used to the way you yell at me, and realize it could be worse."
- "YOU LOOK TERRIFIC." Translated: "Oh, Gosh, please don't try on one more outfit, I'm starving."
- "I'M NOT LOST. I KNOW EXACTLY WHERE WE ARE." Translated: "No one will ever see us alive again."
- "WE SHARE THE HOUSEWORK" Translated: "I make the messes, she cleans them up."

#### *The Adventures of Raymond the Cat*



We will miss you . . .

### Interclub Events:

Ed Burman ([elburman@cyberus.ca](mailto:elburman@cyberus.ca))

**Two Eastern Ontario Events...** Two events in Eastern Ontario within a week of each other. On **August 19<sup>th</sup>** what used to be called Moggies on the Grass was transMOGrified (couldn't resist using that word) into **Moggies at the Farm**. This was held at Diamond Link Farm owned by Edward's son and daughter-in-law about 40 km west of Ottawa. Six Morgans, and one lookalike Morgan turned up plus about five other interesting British cars. The event consisted of a pot luck combined with a barbeque and was considered a success especially as it ended well before the rain started. Morgan participants included Virginia Anne, Greg and Cathy Kaufman, Edward and Margaret Burman, Andrew Grant, Bernie and Ann McIsaac, Claude Jacques and his daughter Emma, as well as Luc Charette with Danielle Grenier, Craig Johnson (Mazda powered Morgan lookalike), Claude Gagnon (Lotus), Jeff Patterson (TR8), and Julio Benko (TR3).

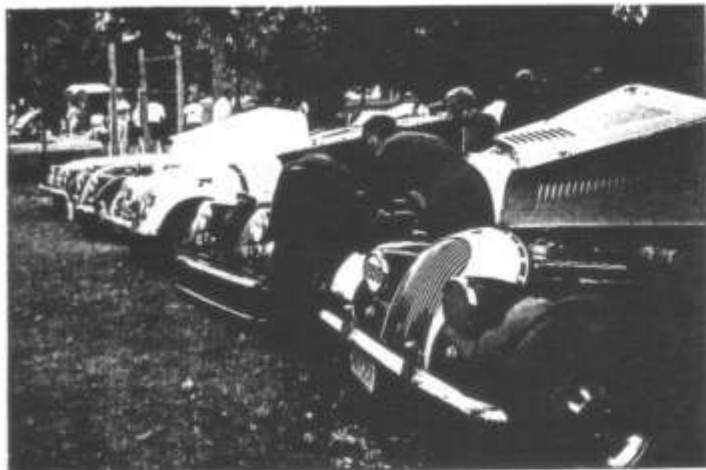
The **Boot 'n Bonnet British Car Show** in Kingston **August 26<sup>th</sup>** had a total of 150 mostly pristine British cars, including at least six Morgans (and maybe there were seven!). A barbequed hot dog, chips and a drink were included in the registration fee and there were numerous draw prizes. The location was Kingston City park, with lots of shade trees and in close proximity to the Lake where one could watch the wind surfers. Morgan participants included Vern D-J (+8), Greg and Cathy Kaufman (who drove Edward B's Dolomite while Edward drove the 4/4), Lorne and Audrey Goldman (+8), David Farmer (+4), Peter & Dorothy Pfahl (+4 - **winner of "best under bonnet" award**), Ray & Mary Shier (4/4), with other MSCCC members John & Sharon Roden (TR3), Chris & Gayle Taylor (TVR), Malcolm and Brenda Taylor (TR3), and Norm Mort (Allard) also in attendance. A race prepared 1957 +4 owned by Dick Odgers also appeared with New York State plates... he won best "race car".

There was an excellent collection of British cars including a 1937 Alvis tourer (won best of show), a 1936 Austin Nippy, as well as copious quantities of triumphs, MG's, Lotus's, Mini's, and Jaguar's. Also one of each of Rolls and Bentley. Next year's event should be given more advance publicity and we will try and have a larger contingent of Morgans from the east. Hopefully the Toronto contingent can be increased also. It is a well run event with good representation of most British marques, and is certainly worth a visit. Hope to see you there! (Editor's note, MSCCC member Norm Mort's write-up in Old Autos is reprinted later in the Blurb).

Epilogue: Had a good drive back from Kingston, but had passed Fort Henry and crossed the 401 before I realized that I had the keys to the Dolly in my pocket! Turned back and was able to catch Greg before he

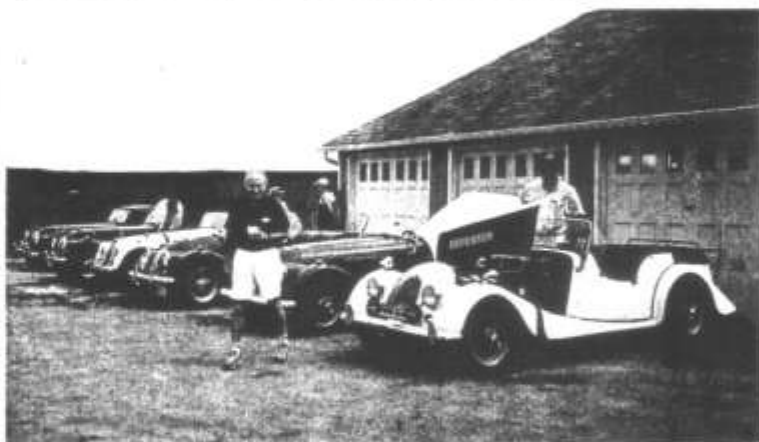


left (although of course he couldn't have) and gave him the keys. I got punished though, as it started to rain really hard when I was about five minutes from home, and I didn't bother to stop to put up the top. If I hadn't had to go back with the keys I would have made it totally dry. Hope that your drive back was a good one. Edward.



More Morgan's at B'n'B Kingston (bonnets up for inspection!), Moggies (and others) at the farm. Edwards "Dolly".

Photos by Edward Burman



### Notes from the West:

Ken & Pat Miles (kengmiles@shaw.ca)

Besides the annual ABFM held in Portland, Oregon (attended by 14 Morgans), the highlight of the fall period in the past has been the annual **Vancouver to Whistler** run which generally attracts over 300 British cars with at least 15 to 20 Morgans. Unfortunately only about seven Morgans attended the event due to the first planned joint event held between MOGNW and the Morgan Sports Car Club of Northern California (MSCC NC) at Crater Lake Oregon on the same weekend.

**Crater Lake** was a great event with 39 Morgans in attendance evenly split between the two clubs. It was basically a 5 to 6 day event depending on whether you started in the US or in Canada. On Thursday Sept. 20<sup>th</sup>, 14 Morgans met at an old restaurant known as Charlie's southeast of Seattle for breakfast. After breakfast we proceeded towards the Gorge (Columbia River) driving along some roads that were selected for their driver's appeal and scenic beauty. Thursday night was spent at a motel on the Columbia River east of Portland where we all sat down for dinner and were joined by Davee of Hood River fame (on emog). Friday we were up early and drove to Klamath Falls and booked into the Flying Y resort where we were to spend the next three nights. Friday night there was a great barbeque party that allowed for many of us to meet old friends and make new ones in both clubs. Saturday morning the group drove to Crater Lake where we picnicked and split with some doing the drive around Crater Lake and others heading



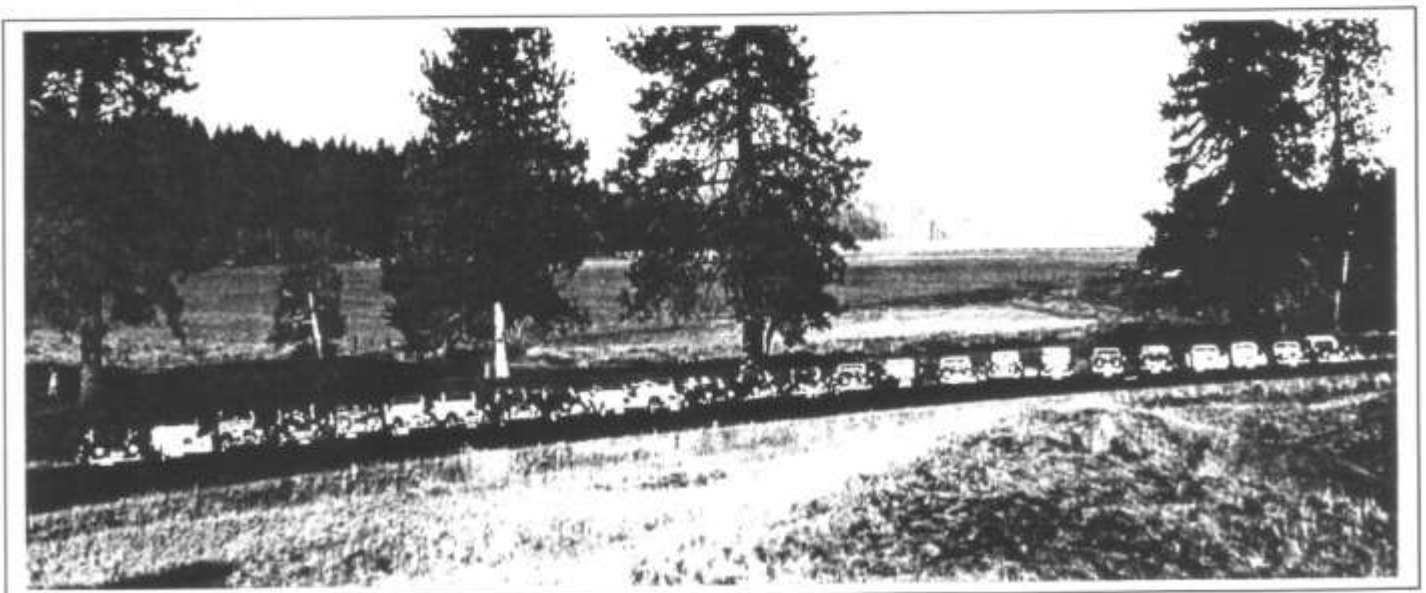
back to the resort after viewing only some of the lake. That night a banquet was held with approximately 80 people sitting down for dinner. Presentations were made to Presidents David Haines and Ron Theroux of the MSCCNC and MOGNW respectively along with numerous draws for other door prizes. Sunday some people departed and others stayed on for a drive to Jackson, Oregon where we had a tremendous champagne brunch at the Jackson Inn. The drive back was a delight as the road selected was a series of hills and hairpin turns that would test any Morgan's cooling, compression, and / or brakes. The remaining Morgans gathered that night for a dinner at the Running Y and reminisced over the sights and experiences of the past two days. On Monday the remaining people departed for their homes. The event was a great one and thanks for the organization of it go to Bill Button, Gil Stegen and Craig Runions of the Seattle Pod of MOGNW. For interest sake Pat and I put over 1700 miles on the 4/4 in this six day event and there was only three breakdowns of which two resulted in people having to leave their cars or stay an extra day on the road which isn't bad considering the mileage and the age of some of these cars.

For those of you lucky enough to go on the real London to Brighton run we will think of you as we on the west coast of Canada have had our annual Ladner to Bellingham run (our version of London to Brighton) cancelled due to the delay of having to pass through customs. (Another reason to hunt down Bin Laden for screwing up our vintage car runs). Instead we will journey from Ladner to Mission and not have that excitement of entering another country as we have done on this weekend (Nov 4) for the last 5 years.  
Regards, Ken Miles



Mog NW & MCC Northern California at Crater Lake, Sept 2001.

Photos by Pat Miles



## Notes from the East:

Greg Kaufman ( toad@storm.ca)

Toast given by Sandra Clatworthy at the Morgan Three Wheeler, AGM at Malvern 2001.

It is a Morgan Thing  
Let me show you my M---organ  
Said Grahame one day.  
I'll get it out and then we can play.  
Oh it's a car I exclaimed,  
But where is the fourth wheel.  
He said, "Climb inside and I'll give you a feel.

In we got and the lesson began  
Us women know what it is like  
To be taught by a man.  
"You pull this bit out  
You push these bits in."  
And when it starts up  
There is a terrible din.  
The clutch is here --- the gear is outside  
So where on earth is the accelerator?  
I then replied.  
"It is there on the steering wheel, he went on to say,  
And we call it, "Advance and retard by the way."

The car got going and off we went.  
I drove straight off the road and onto the pavement,  
Grahame's face was a picture and I thought  
it would crack,  
But after some distance I then got the knack  
Of driving down-hill and up an incline,  
Double declutching , one gear at a time.  
By the end of the lesson the car was a mess  
I had mud on my face and dirt on my dress.  
But the Moggie had worked, I told him I was hooked.  
He said Daryl Moor next time and I'll get it booked.

So the world of the racers  
Then came into view  
I saw men scratching their heads  
And other parts too  
As they worked out their problems  
And what should they do  
I am quite happy as it's got a good loo.  
I met all sorts of people -- women and men  
And among them our friends David and Jen  
But there in the midst of this male dominated place  
A figure emerged dressed in leather and lace  
A woman who drives and makes us all cheer  
It is the lovely and famous Sue Derbyshire.  
My first actual race was at the Monblery Track  
I had Barb at my side

Shopping bags in the back  
The lipstick was on, war paint in place  
And we started off at a hectic pace.  
Then a huge Bentley passed us  
Her nose in the air  
And Barb shouted, "Bitch" -- that gave her a scare.

Now the non-racers too  
Are just as proud and as keen  
They fettle their engines  
They polish and clean  
-- I often find parts in the washing machine  
And when I am busy cleaning  
Can you resist the charms  
Of a man dressed in overalls  
With sunburned arms.

There is also the phone calls that go on all night  
As they pick each others brains  
And tell of their plight.  
"My flywheel keeps shifting" they cry in dismay.  
And here's a few more of the things they say.  
Pistons and con-rods, rockers and pins  
F-types and Matchless, Anzani and V twins,  
Elephants ears and whitworth threads,  
Sliders, sumps, and block-pattern heads  
Speedo, magneto, aeros and spokes  
This is the jargon used by the blokes.  
And every month at our meetings in Send  
They say, "Evening old chap -- how's your big end?"  
Then later at home as Grahame takes off his socks  
He asks me to look at his own bevel-box.

Well dear ladies a small inside view  
Of what their men say  
And what their men do  
They are quite unique  
Definitely not fools  
That's why they have  
The words, "King Dick on their tools."

So take them or leave them  
I know what I'll do  
I love their Morgans and hope you do too.





## Notes from the Web:

DearVern, We have been off line for three weeks. We had a second lightening strike on our house in two weeks resulting in the cable phone lines and the computer being ruined again. Just got 34 e-mails to catch up on!

The +8 is still in bits. The engine is done. Solid lifters, tweaked heads, warm (hot) cam, adjustable push rods, strong clutch etc. The back axle limited slip diff was not repairable because no spare parts are available. I have been forced to buy the new Australian made axle now fitted by the factory. This cost £1550 trade price. All the brackets, spring hangers, hand brake lugs etc had to be taken off the old axle and re-welded to the new one.



Morgan Moose  
(eMOG mascot...)

The axle was fitted by R.E.D, a rally preparation firm in Widnes, near Liverpool which is owned by a good friend of mine, Peter Littler. They prepare rally cars of all sorts including Ford Pumas, Metro 6r4, Escort Cosworth etc. Peter has just bought the Works Hyundai driven this year by the younger Mc Cray. It is an amazing BEAST! 0-60 in about 2 seconds!

The axle proved difficult to fit even for R.E.D. mechanics. The axle arrived bare of all the brackets for the springs, hand brake etc. which had to be cut off the old axle and then welded to the new one. The old brake back plates did not fit and had to be welded and re drilled, but the prop shaft was the correct length. I had 3 ratios from which to choose; the same, higher or lower final drive. I chose the lower final drive to give more acceleration. When assembled on the car, the rear track was a little wider which gave more space past the rear tyres for the new in-house fabricated 2 1/2" polished stainless steel exhaust system but not too wide that the tyres fouled the rear wings. The speedo now reads 5 mph SLOW all the way up, so 25 indicated is actually 30, 65 is 70 and 95 is 100. This is unusual for the usually optimistic Morgan speedos.

It proved to be a job I would not undertake myself unless the body was removed from the car and then I'd need specialist help with the welding and fitting. Hope this helps, but if you want more details of costs etc I will be pleased to give them to you.

I hope to drive it down to Goodwood in two weeks time for the Revival Race Meeting. If you are near Liverpool next year, we would love to have you all staying with us (for a short time anyway!) Love and kisses to that girl I.L.S.M, Jeremy Harrison

---

Piergiorgio and Morgan travellers. As a follow-up to the discussion of the Morgan Agent Anselmo Armando in Italy a few months ago, it will be of interest to note that a new second Italian Agent has been appointed and a better choice could not have been made.

After some months of negotiation, it can finally be announced that Luigi Borghi of Borghi Automobile, the famed British automobile specialist and restorer, has been named. (not yet listed on the Morgan Company site Dealer pages). For Italian Morgan owners he represents a fine option for those travelling in Southern Europe and looking for some help (Borghi speaks perfect English among other languages) or just a place to stop, park and chat, a better choice could not be made. Lorne

As a very brief background... I had mentioned that, until recently, it had been Morgan's habit to stockpile new spares. This system served the community well for many years but, as noted, times are changing.

Stockpiling for decades means one loses track of what one has and most of this happened long before the days of any inventory control in company not famous for it (grin). Over time, most of the older, unknown items were put stacked in a building and called "the Rough Stores". Other extremely choice parts are stored above Peter Morgan's office.

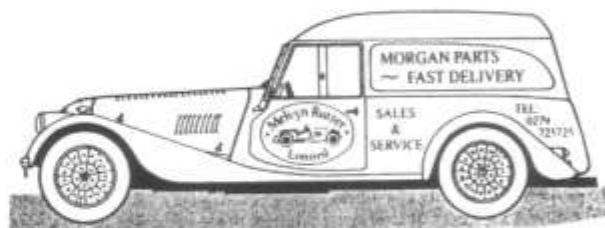
A few weeks ago, the Company decided it needs that warehouse space and they invited Melvyn over to take a look and express an interest in the Rough Stores. Melvyn jumped at the opportunity and made two trips with a 7 ton lorry. The result is a short term gold mine for Morgan owners owning 50s and 60s Morgans as all the parts are original and new..not rebuilt. Most of the parts have been reported as "unavailable" for the last 30 years. They even found new trike parts!! The list includes;

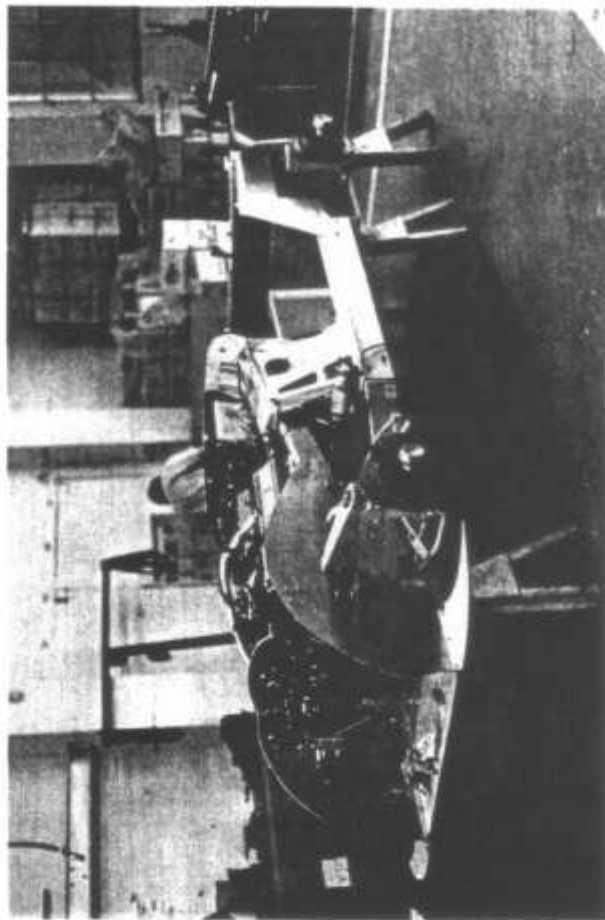
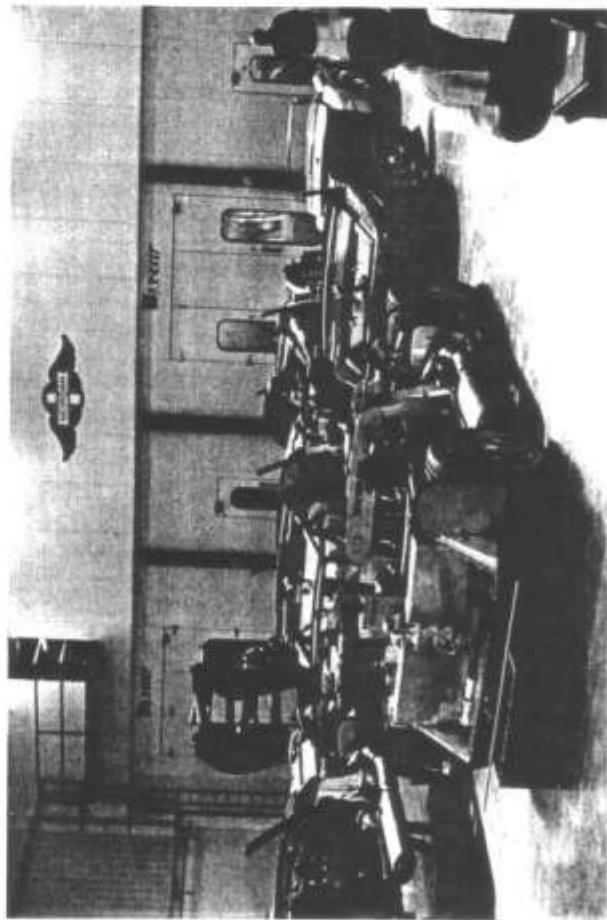
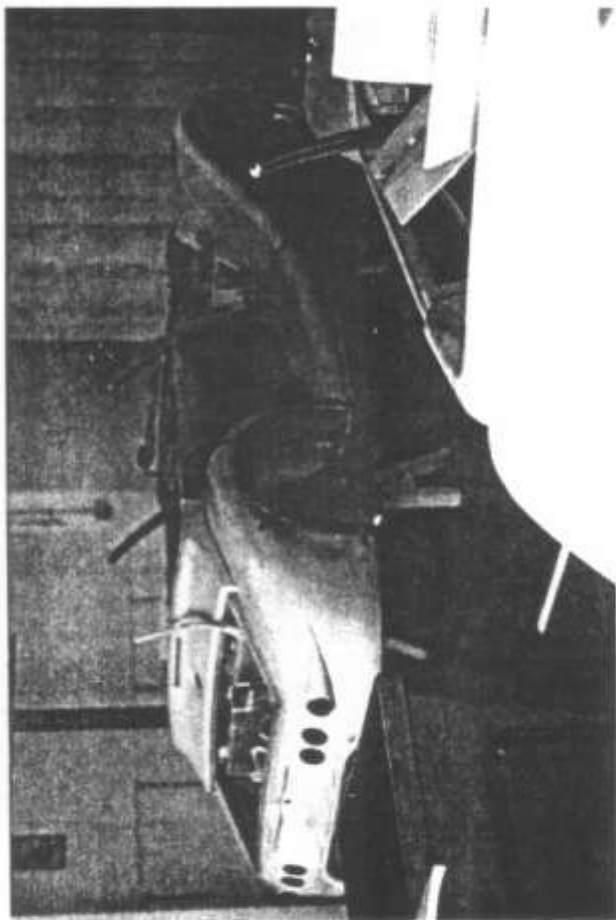
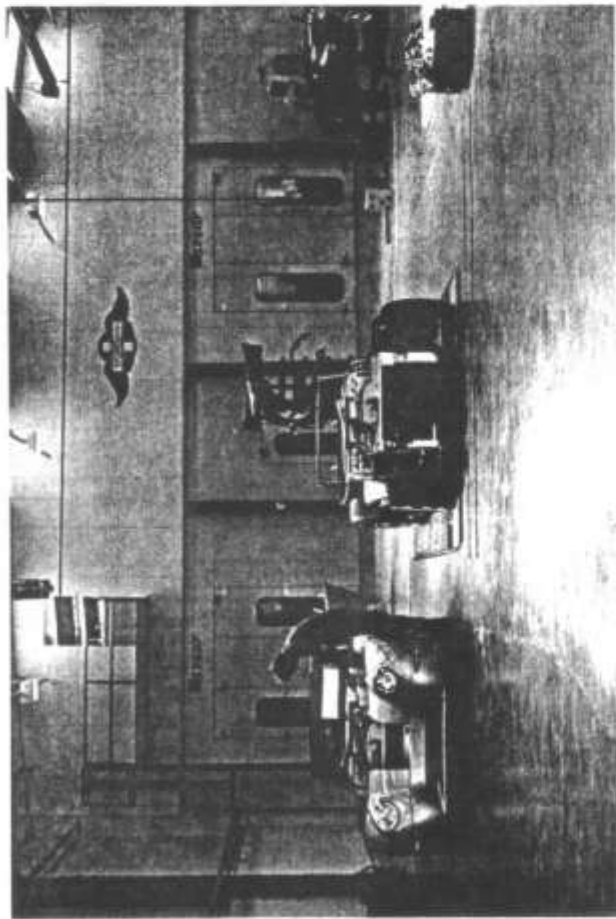
- Front wide brake drums, 1954 to 1959
- Rear brake drums 1954 to 1959
- Stub axles (100s)
- Front and rear brake back plates (100s)
- Hood frames 1951 to 1956A
- Alloy bellhousings 4/4 (series 3, 4 or 5)
- Coupe steel front hood rails
- Wiring looms
- F type propshafts (2)
- Two speeder sprockets (3) (been there since 1930)
- Series 1 transmission short shaft with muff coupling
- Series 1 axle diff cases (3) (these would bolt into the axle casing)
- TR engine water pump housings (these bolt onto the front of the block)
- Brake and clutch pedals
- Coupe chrome body mouldings
- Original Plus 4 TR starting handles

This is sort of like opening one of those "time capsules" buried for posterity.

BTW, the image of Melvyn was taken by one of our ex-KGB operatives in Malvern (the one with the duelling scar and the leather overcoat trying to blend in). You will forgive the lack of clarity as the shot was taken with the latest digital Boranovitch shaped like a monocle.

It is my understanding that after the shot was taken, Melvyn was able to sell the fellow the newest Rutter Olympus Digital (the one in the form of a CranMog Club lapel pin) three sets of front drum brakes and two stub axles. Lorne Goldman





Aero 8 production line, summer 20000 (building the dealer demonstrators)

Photos by John Collins

## AERO 8 Driving Impressions

By Gerry Wilburn

Where do I start? What an amazing car is the Aero 8! On the one hand it is so very un (traditional) Morgan yet on the other it is so very much a Morgan. List what you do not like about a Morgan and it is probably fixed. List what you truly do like about a Morgan and it is mostly still there and amplified.

The first image is the visual impact. I must join with many others and say that the Aero 8 looks MUCH better in person than it does in photographs (like the Ferrari 308GT4). Some cars (and people) just do not photograph well. Most of the photos I have seen are at unflattering angles taken with lenses bordering on distortion. The Aero 8 does retain a tremendous amount of product identity through the use of a dummy grill (the actual air intake is under the grill). There is no doubt at all that it is a Morgan!

The Aero 8 (unlike its appearance in pictures) is really a very small car. The wheelbase, which we measured at 100 inches, is only four inches longer than a Plus 8 (five inches overall). It is also about five inches wider than a Plus 8 with the extra width all being in the fenders (wings). The body seems about the same width. The Aero 8 is quite a bit lower than a Plus 8, which adds to the impression of size in pictures. When seen in line with other Morgans, the size difference is hardly noticeable. Of course, styling is always a matter of personal preference, but being a Drophhead enthusiast, I like it. It strikes me as very much a New Millennium Drophhead Coupe - with a bit of a Fignon touch. I must say though, that I think it would benefit from a rakish chrome strip on the side (like the Drophheads of old).

Entrance (and egress) is somewhat hampered by the wide wings under the door, particularly if one makes the attempt not to drag your heels across them (perhaps tread strips?). Once inside with the doors closed, the view across the bonnet (hood) is very much Morgan with the long tapering bonnet and the vestigial headlamp pods between bonnet and wings. Visibility is excellent. The wings do seem a bit broad (Wing mirrors or Side Lamps?), but that is the modern thing. The tasteful amount of wood trim on the face and doors amplifies the Drophhead feeling. I personally would like the wood trim in the darker mahogany shade rather than the bleached oak. The aluminum instrument panel adds a retro (is that a bad word?) touch. I wonder how it would look in wood? I think that the instruments could (should?) have a bit more contrast in the dials. They are a bit hard to read with a quick glance. The doors are hollowed out a bit (like the older Drophheads) to provide a bit of elbowroom. That combined with the smaller steering wheel provides quite enough room for very spirited arm movement. The seats themselves are probably the most comfortable that I have ever sat in. They are a bit more "laid back" than the buckets in our Plus 8 and have higher side supports. You would not move much in those seats, even without seat belts. The driving position is less "bolt upright" than an old Plus 4 and even more laid back than a Plus 8 with buckets. The steering wheel comes right to hand and if you just let your hand drop off of the wheel, there is the gearshift lever - right where it should be. No reaching.

On the road, it is a real experience. The engine is quiet. Very quiet! One of the problems I had was finding the right shift points. As I mentioned, I could not read the instruments at quick glance. That coupled with the quiet engine and awesome acceleration, made it difficult for me to keep from bouncing the engine off the rev limiter. Of course, traveling a bit quickly on a two lane road with traffic did not leave me much time to study the instruments - but I do think a bit more contrast would help, maybe even a "shift" light. The six-speed gearbox is very smooth and the gates are precise. Only once did I find the wrong gear and start in fourth rather than second. It did not seem to make much difference once the car was rolling. It seems one hardly ever uses low and most starts are made in second. As well as being quiet, the engine is remarkably tractable. Once in sixth gear, one can slow to twenty MPH or so and then accelerate away in sixth faster than most cars can by using the gearbox! I wonder what it would be like with an automatic.

The suspension really works! It feels smooth and while firm, it is very comfortable. The steering is very precise (not like an old Plus 4). It goes where you point it. It did seem a bit "twitchy". Rather like a decambered Plus 8. On most any surface, it feels much like a Plus 8 on glass. I was unable to upset the suspension at all but later on Rick showed me that you could (a bit).

It is surprising how easily one gets the feel of this car. In general, I find it difficult to just jump into a car I have never driven before and become comfortable. In England I usually bounce a rental car off the curb a couple of times before I am really sure where the corners of the car are. Not so with the Aero 8. Perhaps it is because it has so much of the Morgan feel that I think with a couple of hours I would feel quite comfortable driving it very quickly. Needless to say, with the amount of time I had in it and the traffic conditions (and in someone else's car!), I did not begin to explore even my limits in the car, let alone the actual potential of the Aero 8.

After about fifteen minutes I turned the car back to Rick Bourne, he of Brands Hatch Motors. Rick is much more familiar with the traffic conditions, the car and is a far superior driver to me. He was then able to demonstrate the real performance of the Aero 8. For starters, it stops as well as it goes! With just a short gap in 50 MPH traffic on the A20, Rick could get the Aero 8 up to nearly 100 MPH and then back down before we climbed over the back of the car in front. There was no slowing, just a phenomenal deceleration. It was pretty easy for him to show the handling qualities by just slowing down a bit until the car in front was about 100 yards ahead and then accelerating to whatever speed he wanted to take a particular curve. We found his favorite roundabout, backed off a bit to clear traffic then accelerated enough to go in at about 70 MPH. The initial left/right into the roundabout caused no noticeable change in the car's attitude as it settled into the curve. The final left out of the roundabout caused a huge camber shift and as the rear went light then settled down on the right rear, it upset the suspension such that as Rick nailed it you could feel an ever so slight tendency to kick the rear end out. Not much, but it was there. In every other curve the car was as if on rails. The Aero 8 is an amazing automobile!



THE TORONTO STAR

# WHEELS

Saturday, November 10, 2001 Section G [thestar.com](http://thestar.com)



RICHARD BECK FOR THE TORONTO STAR

## Rock 'n' rally

Vintage cars will race across Newfoundland next September in big, new event

In my Prestige Wheels story last May about the Targa Tasmania — the ultimate tarmac rally for vintage cars that has been a huge financial boon to Australia's island state — I wondered where else in the world something like that could be contemplated.

I concluded it would have to be somewhere that needed the tourism dollars, that had lots of roads and not many people, and that had a warm, welcoming population who would appreciate, support and help run something so wacky. Being an island would help, since isolation tends to generate independent thinking. In other words, Newfoundland.

Well, folks, a press conference will be held later this month to announce the first, and hopefully annual, Targa Newfoundland will take place next September.

The rally will be run by Newfoundland International Motorsports Limited

### Carte Blanche

JIM KENZIE



(NIML), a body specifically set up for this event, and Octagon Motorsports, the Tasmania-based division of Octagon International that operates Targa Tasmania.

Bob Giannou of St. John's, one of two principals in NIML, is a long-time car racer and race organizer. He put together the Formula Atlantic race in St. John's back in 1976, and has been a multi-decade volunteer official in Canadian motorsports.

Doug Mephram, owner and driver of the 1970 Volvo 142S in which I was ballast for this year's Tasmania rally, is a long-time friend of Giannou's. He sent him my story, then called him for his comments.

"What are you talking about?" asked Giannou.

"Didn't you read the story?"

"Not yet."

"Read it, especially the last paragraph, and call me back."

He did, and the wheels were set in motion. In a few short months, Giannou and his group have signed a contract with Octagon. They have general agreement from government officials at all levels. They have even mapped out a proposed route. It really looks like this is going to happen.

"Everyone has been incredibly helpful," Giannou told me.

NIML has signed up Tom Snooks, clerk of the course for Targa Tasmania (that's like head referee for those of you unfamiliar with motorsport) to fulfill the same function for Targa Newfoundland. Into the mix they have added John Large, who initiated Targa Tasmania more than 10 years ago, to make sure the principles of the original rally are upheld.

"Among our strongest supporters have been the Avalon Convention and Visitors Bureau in St. John's, and the Zone Economic Boards across the province," Giannou said. "There are 20 of these, and they are always looking for initiatives that can lead to economic benefits for rural Newfoundland."

☛ Please see Targa, G2



COAST TO COAST: The rugged shores of Newfoundland, top photo, will confront vintage rally cars.



# Targa may be a boon to tourism

Continued from G1

"With the proposed route we have mapped out, fully seven of these 20 zones will be impacted. They can help us line up staff, organize volunteers, do training — all the details that an event like this requires.

"It is estimated that the direct benefit of Targa Newfoundland — dollars coming into the province that otherwise would not be here — will be about \$5 million," Giannou noted. "The roll-up, ancillary benefits that result from the event could double that."

Not bad for an economically challenged province — most of it in just about nine days.

"To ensure safety and liability issues were covered, the first people I contacted were K and K, the company that insures most motorsport events in this country," said Giannou. "They are on board. We have contacted both the Royal Newfoundland Constabulary and the RCMP. They are on board. The rally route planners from Australia suggested we choose the 'knottiest' roads — the twistiest ones — we have, to keep the speeds down. We have lots of those."

We don't have as many small towns to run the event through as Tasmania does, so spectator safety won't be as big a concern. And the towns we will be going through have been alerted to the revenue-generating potential for this event, so they are on board.

"We're looking at a maximum of 200 entrants the first year. We expect about 75 per cent of those will be from off the island. (Giannou, a St. John's native, did not say "from away.")

"Targa Tasmania draws the majority of its 300 entrants from only about 25 million people: the combined populations of Australia and New Zealand. We have about 150 million in the eastern half of North America alone, to get half as many entrants. We don't see that as a problem."

Mephram stressed events like these are not restricted to full rally cars like his Volvo.

"In this year's Targa Tasmania, we had a 1914 Ford Model T board track racer, several brand new Porsche 911 Turbo four-wheel drives, and everything in between. I mean everything."

If the car runs on its own power, passes a safety inspection and has at least some historical significance,



STAR ATTRACTION: Targa Tasmania draws thousands of fans.

chances are there's a class and category for it. "One team in this year's Targa had never been in a rally before. The owner had a roll bar, racing seats and safety harnesses installed in his new Porsche Boxster, enlisted the aid of a mate as naviguesser, and they had the time of their lives."

Giannou outlined the schedule.

"The event will start on Friday, Sept. 13 — auspicious day, eh? — with a ferry ride for off-shore competitors from North Sydney, Nova Scotia, just like the Targa Tasmania ferry from Melbourne, followed by tech inspection and registration on Saturday.

"There'll be a show 'n' shine event for spectators at Mile One Convention Centre in St. John's on Sunday.

"Monday, we'll run the prologue, a short stage to seed the field according to speed." As with Targa Tasmania, the slower cars will run first so the 'crocodile' contracts as the day wears on, rather than expands. This helps keep the rally on time, and reduces the traffic impact on local communities.

"Tuesday, Day One, will run through the North Avalon Peninsula along the Baccalieu Trail, returning to St. John's that evening.

"Wednesday: the Burin Peninsula, leading to Marystown. Thursday: the Bonavista area along the Discovery Trail to Clarendville. Friday: along the Kittiwake Trail through Gander and back to Clarendville. Saturday, the toughest leg of the rally, is the Irish Loop into the South Avalon Peninsula, returning to St. John's.

"Sunday, we'll have another show event in Mile One Centre, then the

awards banquet that night.

"We will run about 400 to 420 kilometres a day, with about 20 per cent of that being timed special stages. We will have fewer stages than Targa Tasmania, but they'll be longer.

"We keep getting support and encouragement from different sources, Giannou adds. "I went to a Rotary Club meeting the other day with my dad, and met a woman there who was in St. John's to attend her daughter's graduation from Memorial University. She was from Launceston, Tasmania, and told me the Targa Tasmania was a huge deal down there, and that her local Rotary Club raised thousands of dollars for their programs from their participation.

"And a couple of people from one of the zone economic boards were attending a program in Dallas, Texas, just a couple of weeks ago. They met some government officials from Australia there, mentioned the Targa to them, and those guys were so full of praise for the rally.

The Aussies said the Targa had saved Tasmania with the money it brought in."

I'm not sure Newfoundland needs saving. But there's going to be one heck of a party there next September.

If you have a car that qualifies, contact Giannou at (709) 722-2413 or fax (709) 722-1116. The Web site should be up within a couple of weeks.

If you don't have a car that qualifies, go get one.

Trust me.



## WHO'S WHO REGISTRATION FORM

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E-MAIL .....

MORGAN OWNER SINCE .....

CONSTRUCTION DATE OF PRESENT MORGAN/S .....

DESIGN .....

MOTOR .....

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SHORT HISTORY ON PRESENT MORGAN .....

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AUTHORIZATION TO PRINT FAX /E-MAIL ADDRESS IN "WHO'S WHO"

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Section: Morgan Club de Monaco,  
Attn: Dani Carew (President),  
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MC 98012 MONACO



# British Car Day draws crowd

## Rare Triumph event's highlight

By GLEN KONOROWSKI  
SPECIAL TO THE STAR

For English car lovers, Sept. 16 marked a special day: the 18th annual British Car Day sponsored by the Toronto Triumph Club.

Not only is this one of the biggest British car meets in Canada, it is also one of the biggest in North America. Although attendance seemed slightly down this year (rumours of a cancellation), a good variety of cars and trucks did show up.

They ranged from the majestic Rolls Royce to the simple Ford Prefect. The car highlighted this year was the E Type Jaguar and a great number of this make showed up at the event. Actually, there was a very good selection of all types of Jaguars.

All shows have vehicles that seem to draw a crowd, and this show was no exception. Probably one of the most popular was a custom stretched Mini limo.

Done in white with a white vinyl roof, this car measured almost three standard Minis in length. The interior was tastefully appointed in blue velvet, which really suited the car.

The next big crowd pleasers were a couple of three-wheeled Morgans. No matter where you go, Morgan three-wheelers will always attract a crowd, especially if they are in pristine condition. One yellow and one red, these were probably the best two examples of Morgans I have ever seen.

Another car drawing a lot of attention was a Jaguar-powered Austin-Healey 3000.

If you didn't know that Healeys didn't come with Jag double overhead cam, straight six cylinder engines, you could almost believe it came from the factory that way. Done in a red and white colour scheme, this car was gorgeous.

I am generally not attracted to Rolls

Royces, but a lovely Mulliner-Park Ward bodied two-door coupe really caught my eye.

These early '60s Silver Cloud III Rolls were a departure from the stately, curved lines used on other R-R models. These cars had smooth sides with clean lines and slanted quad headlights, making them quite distinctive.

While we are on the topic of Rolls Royce, the find of the day for me was a Triumph Mayflower. These were little Rolls/Bentley pint-sized look-a-likes made by Triumph for those who wanted a Rolls on a pauper's budget.

Unfortunately, they were not a major sales success, so not many survive today. This Mayflower was a 1951 model with about 10,000 miles (16,000 kms) on it. With just a few scuffs and scratches over the years, it was a diamond in the rough.

If you have never been to a British car show, British Car Day is a good place to start. There are cars at this show that you will see for the first time and might never see again.

It's always held around the third weekend in September, so keep an eye on the Autodata listings in Wheels for the date of next year's show.



Old Autos — Monday, October 1, 2001

## What's a British car without a little rain



GLEN KONOROWSKI FOR THE TORONTO STAR

BRT WHEELS: 1937 Morgan 3-Wheeler.

by Stu Brownlow

LONDON, ON - Sunday August 26th didn't stop about four hundred British car enthusiasts from attending the fifth annual British car and motorcycle show at the St. George's Society grounds in London.

Mother Nature was kind for about four hours in the morning only to attempt to drench the crowd with a ten minute down-pour. Fortunately, it was just about lunch time and all headed for the clubhouse to take in a great lunch and their favourite quaff.

The quality of cars was fantastic as usual, however, a new entrant stole the show with his red 1937 Morgan three wheeler. J. Rodney Hodgson of Forest was bombarded with enthusiastic onlookers who wanted the entire story of how he acquired the car and how long he had been the owner.

Mr. Hodgson obliged me with the entire life story of the car. Originally, it was registered as a tricycle in England and had eight owners before it made the trip over the pond care of a Mr.

R. T. Benning of Windsor who imported it in 1969. Later the car was sold to Mr. Winterburn who did the initial restoration work, later this work was completed by the present owner who bought it in 1982.

Learning to drive this little beauty took time, considering the accelerator is on the steering wheel and the foot brake works only on the single rear wheel you have to be a bit of a contortionist to handle the very direct steering at the same time. Now add to the confusion the need to brake the front wheels, no problem just add another hand lever to double as the hand brake and away you go. Oh, by the way, she has to be treated gently, the crash three-speed gearbox has no synchro, so don't go rushing things through the quarter mile. To compliment the car sits a front mount Matchless 990 cc twin air-cooled engine that J.R. needed to rebuild. This story goes on and is best told by J.R. himself who is a member of the Blue Water Auston Healey club. Photos compliments of digital artist Roger Montgomery.





Richard Cosentino's stylish 1937 Alvis.

## British car day B&B style

by Norm Mort

KINGSTON, ON — The Kingston-Belleville-Pictou-based Boot 'n' Bonnet Club held their annual British Car Day East in the part in Kingston, Ontario.

This is a perfect central setting with shade and sun. This year over one hundred and twenty British cars arrived from all over the area, the US, Montreal, Ottawa and Toronto.

There are many other British car clubs that support this event including the Toronto Triumph Club, the Mini Club from Montreal and a slough of Morgans from the Morgan Sports Car Club of Canada. As well there were numerous vendors selling parts and regalia.

Host Wes Myers orchestrated a precision event full of fun, good food and lots of camaraderie.

There were no Allards present. Roger Allard was hoping to attend with his latest J2X model prototype from the Allard Motor Works in Montreal, but perhaps the threat of rain discouraged

him. (Three and a half hours driving an open car in pouring rain would "dampen" most people's spirits.)

Some British car enthusiasts brought more than one vehicle and the most rare and unusual combination had to be Ed Burman's (Carp, Ontario) 1969 Morgan 4+4 and his 1973 Triumph Dolomite sedan. I was interested in the four-seater Morgan, as it would be my next choice if the Allard turns out to be a "not-so-much-fun" car to drive. I'm certainly hoping it won't, but one must think of alternatives for the future.

As for the Triumph Dolomite, which is virtually unheard of over on this side of the pond, I happened to have driven one when new in Scotland. It was my wife's uncle who had recently purchased the very fast, red with black vinyl top, Triumph saloon. It had plenty of acceleration, good handling and lots of stopping power.

Ed Burman's Triumph Dolomite has been in his family since new. His aunt purchased the Triumph in England and then

took it home to New Zealand. It was used on a regular basis for shopping and going to her bridge club each week. The car was only driven locally and never made it as far as the nearby city of Auckland. Sadly his aunt passed away in 1998 and Edward's cousin was the executor of the will. He quoted a price and the Triumph was placed in a container and shipped to Canada. Edward has enjoyed trouble-free motoring with his Triumph since its arrival.

Another truly unique British car was the 1937 Alvis 4.3-litre drophead of Richard Cosentino. Richard has owned this coachbuilt Offord-bodied Alvis for the past twenty-five years. Alvis had an excellent racing record in the 1920s and 1930s. It was a prestige marque that eventually became part of Jaguar. Although car production ceased in the 1960s, Alvis military armoured vehicles continued in production until the early 1990s.

Owen Bird of Arnprior, Ontario brought the lone Lotus I saw. It was a bright red 1972 Europa Twin Cam. The Lotus Europa was recently polled as the number one collector car in Japan. These Renault-powered Loti have never reached that vaulted height in popularity in North America or Europe, but maybe Japanese collectors know something we don't.

Another lone example of a marque was Chris and Gayle Taylor of Burlington's 1974 TVR

2500 M powered by a Triumph straight six engine.

As well as sporty cars there were numerous British saloon cars - or sedans, to those not into English cars, including Wayne Bush's 1959 Austin. One of the "most" popular marques at the Boot 'n' Bonnet British Car Day was MG. Back in the 1960s, 1970s, and 1980s that would have been the MG T-Series, but today the MGB is by far the most popular model. The MGT-Series models are the quintessential, traditional British sports car. Its styling cues of folding windshield, cut down doors, slab gas tank and vertical radiator have endeared itself to collectors for decades.

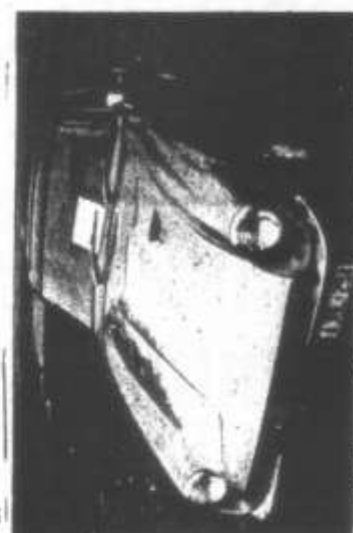
The MGB's popularity is based on the traditions of the marque, its handsome, ageless styling and rugged dependability.



Dave Farner's 1959 Morgan 4+4 and Lorne Goldman's 1984 Morgan +8.



Edward Burman's 1969 Morgan 4+4, like all Morgans has a traditional folding hood.



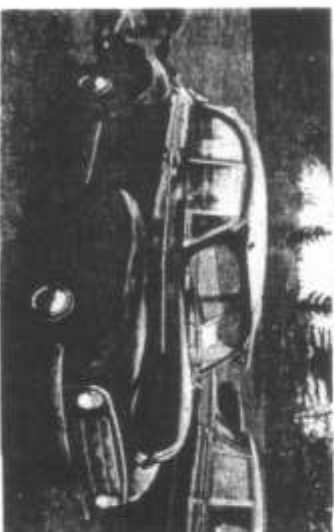
Chris and Gayle Taylor's 1974 TVR 2500 M.

ity as a modern "old car" fan. British cars have an undeniable charm which makes them the favourite foreign marque amongst collectors.

Awards were as follows: Long Distance - Bill and Judy Gunshannon from Lucerne, PA; Most Recent Restoration - Hans Wesenberg, 1957 Jaguar XK 140; Best Tire and Wheels - Kevin and Linda Chappell, 1963 Austin Mini Pickup; Best Exterior - Scott Robertson, 1976 Austin Mini; Best Interior - Donnie Neron, 1973 Austin Mini; Best Under Bonnet - Peter Plant, 1962 Morgan Plus 4; Best Boot - Grant and Cheryl Buss, 1978 Triumph Spitfire; Best Race Car - Dick Odgers, 1957 Morgan Plus 4; Best Jaguar E Type (featured marque) - Barry and Irene Stephens, 1965; Best in Show 3rd - Tom and Bernice Popke, 1967 Triumph Spitfire; Best in Show 2nd - Raymond Redshaw, 1962 Jaguar MK II 3.8; Best in Show 1st - Raymond Cosentino, 1937 Alvis; Most Coveted - Glenda Meyer, 1962 Daimler SP250.



A well restored 1948 Austin A-40 2 door.



1949 Morris Minor.



A beautiful 1955 Jaguar XK140, with a sign thanking all those who worked on the car.



A nice dark blue 1965 Sunbeam Tiger - top up for rain showers.



Overall view - TR-3 in foreground.



Morgan Row - 1970's Morgans.

## How many car shows is it possible to attend in one day? . . .

### IS TWO OUT OF THREE NOT BAD?

by Earl Clements

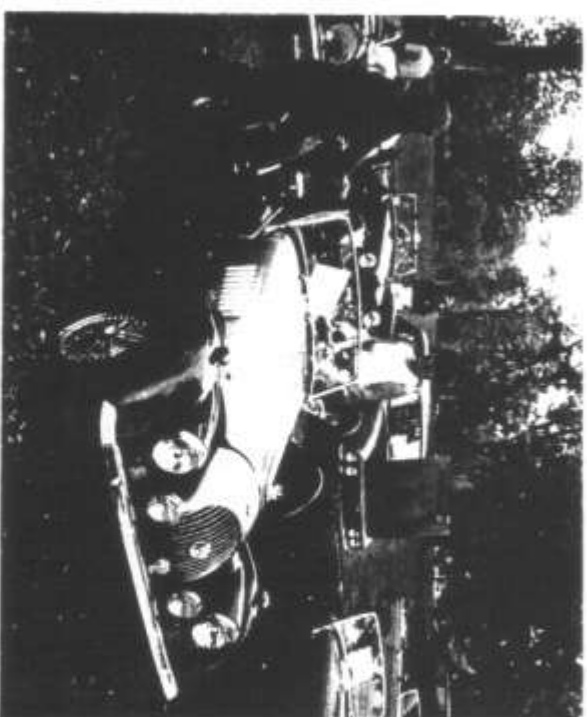
A lot of us know the feeling - another weekend is here and if you are in the old car hobby, each weekend in the summer, there are several old car events to attend, several even on the same day. These are the ones you can reach easily, as there are many more a little further away. So which one should you go to? Why not see if you can get to two (or more) of them? So this was my intent, on Saturday June 16, and after spending the early morning hours doing maintenance with the streetcars at Fort Edmonton Park, I was ready to take in the Annual British Car Meet, which just happened to be taking place very conveniently on the front grounds of the Park.

### THE ALBERTA BRITISH CAR MEET

The Alberta British Car meet generally rotates each year between Edmonton and Calgary, and this year it was Edmonton's turn. The meet is actually organized by a committee set up for just this purpose only, and organizers of the meet, and each of the individual clubs of British cars put in their entries. This year again there was lots to see amongst the 100 or so cars on the front lawn of the park. They ranged from Rolls-Royces right down to Minis, and were all grouped together with their various marques. I always like to see the variety of cars of British manufacture, and the rows of sports cars are truly impressive.

When you can see several of each model of the Triumph TR series, and the same with the MG's, you know you are looking at a lot of automobile history.

On site, there was a couple of Austin A-40s, which used to be as common as mailboxes 50 years ago. But one of them in particular was a 2-door car, which, considering the overwhelming majority of them were 4-door, was a real collector's piece to see. My own favourite, a 1966 Sunbeam Tiger, with the 289 V-8 in dark blue was there. I would have liked to have one of these, but in 1965 they cost about \$4,600, which was rather expensive then. There was also a row of Morgans, which is another sports car I like.



Kingson, the +8 we recognize as belonging to the Goldmans. Looks like Audrey but who's on the left?

Photo by Mary Shier

C. M. C. ENTERPRISES (1990) Inc.

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# MOG 32

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NUMBER OF EXPECTED ATTENDING:

150 people.  
75 Morgan Automobiles.

## preview

Ed Herman, vice-president Baltimore, has taken the reins from Ed Geiger as MOG 32 coordinator. One of the first decisions was to make the four-seat Morgan the featured model. The configuration of the family car has examples from '20s bias thru '02s. A/Vs. Notices to the auto press have been mailed! Schedule posted is July 3 thru July 6, 2002 at the Ingleside Resort, Staunton VA. A block of rooms will be held until June 3 at \$40-249-1201. We have negotiated a very favorable rate of \$63 per night, with a two night booking. Other accommodations are available, at somewhat higher rates.

The MOG 32 concert will be held on Thursday, July 4th with an Autocross on Saturday, July 6th. The Gymkhana may be held on the grounds of the Ingleside on it's own time. Along with the TSD rally, a driving tour will accommodate the various sight seats and antiques. We plan to have an entertainment coordinator to run the lun events. A theme will be created for the banquet and featured model parade to kick off the cocktail party. We are working on a pig roast and of course the nighty NOOGINS! A meet and greet staff will be on hand to put you in the right spirit and answer your questions. If you have any thoughts or suggestions give Ed Herman a call: 410-828-1166; e-mail: [edherman@concentric.net](mailto:edherman@concentric.net)



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Presents...

## EUROCAR DAY 2002

SUNDAY, JUNE 9, 9:00 a.m. TO 3:30 p.m. Rain / Shine

At the Rose Garden Restaurant Grove 2753 Wehrle Dr., Williamsville, NY

(Grove is behind restaurant) (716) 623-9871 Restaurant



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| C. Jaguar XK120/140/150 | J. MG BGC (rider)   |
| D. Jaguar E Type        | K. MG Midget        |
| E. Jaguar Saloon        | L. Morgan           |
| F. Jaguar XJS/XJG       | M. Sunbeam          |
| G. MG T Series          | N. Sunbeam          |

- |                        |                    |
|------------------------|--------------------|
| N. Triumph TR25        | U. Alfa Romeo      |
| O. Triumph TR4/250     | V. Fiat            |
| P. Triumph TR6         | W. Ferrari         |
| Q. Triumph Spitfire/16 | X. Mercedes        |
| R. Triumph Other       | Y. Porsche 356/911 |
| S. British Sports      | Z. Porsche other   |
| T. British other       | AA. Volkswagen     |

- |                       |
|-----------------------|
| BB. French            |
| CC. Swedish           |
| DD. European Other    |
| (incl. Kit/Roadsters) |



DIRECTIONS: NYS Thruway Exit 49, Left (north) onto Rt. 79, (Transit Rd.),  
5.70 mile Right on Watline Dr., 6.70 mile Right and Rose Garden  
Restaurant (Grove)  
Sound System Courtesy of Whelan Disc Sounds, Inc. DJ Tim Hardner

REGISTRATION  
9:00 am til  
NOON  
AWARDS  
3:30 pm  
(No awards mailed)

### Euro Car Day 2002 Registration Form

Entry Fee \$7.00 Before June 5 \$15 after June 6 Payable to British Car Club of WNY

Mail to: EuroCar Day, David Kroy, 30 Belvoir Rd., Williamsville, N.Y. 14221 Info (716) 662-1696

MAKERS of EUROCAR DAY, ALSTHEIM, NY, NY, 14221 Info (716) 662-1696

EVERY member of EUROCAR DAY, ALSTHEIM, NY, NY, 14221 Info (716) 662-1696

Entrant's Signature(s) \_\_\_\_\_ Date \_\_\_\_\_

Entrant's Name \_\_\_\_\_ Phone# ( ) \_\_\_\_\_

Address with State/Province and Zip/Postal Code \_\_\_\_\_

Marque \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Class \_\_\_\_\_ Club Affiliation(s) \_\_\_\_\_

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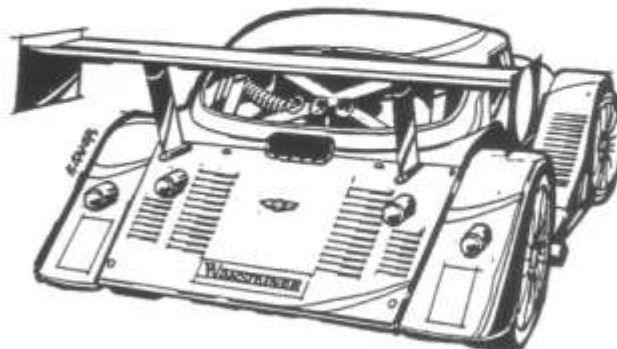
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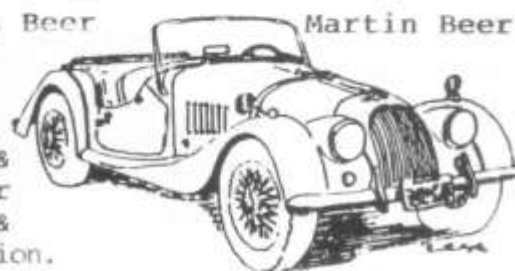
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**Membership fee \$25.00\* for the year:** \_\_\_\_\_ Payable January 1 of each year.

(\* Canadian \$'s for members in Canada, US\$'s for all other members to cover postage)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:

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