



Issue 1 – 2002, January

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



MSCCC Christmas 2001 Toronto "wine & cheese"

← Meg Angevine, Donna Beer (see inside for news on camera-shy Martin), and Brian Morgan

↓ Malcolm Taylor, Brenda Morgan and our resident "storyteller" – Alan Sands



← "Bevy of Morganistes" – Sonya Kokal, Lilliana Ghislanzoni, Amanda Dale-Johnson, Linda Hughes, Marlies Sand and (in front) Gayle Taylor. Inset Christine Wilson, Sharon Roden, Mary Shier
(photos by Sharon & John Roden)



Prez Sez:

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

First order of business is to welcome **new members**... Steve Hutchens & Celia Obrecht, Bellingham Wash. ('59 & '62 +4 4-seaters, '61 +4 DHC), Stu & Marilyn Rulka, Burnaby B.C. ('68 4/4, 83 +8), John Tysall & Wendy, Toronto, Ont. And a "welcome back" to Ian & Sarah Fyfe from London Ontario, and to Carlos Yep & Sylvia Lai from Toronto Ontario (Carlos paid me a visit in early December to show off Sylvia's new Porsche Boxster... traded the Honda S2000 off to get the Boxster.. OK Carlos, where is the classic machinery?)

Doug Price Award... After wading through the plethora on nominations for the MSCCC's Doug Price Award, we have a decision... **Congratulations to Martin Beer**, who has been selected to receive the award for 2001. Martin has been a MSCCC member since he first learned to drive (I won't embarrass him with the details but he did attend his first Morgan meet 28 years ago!). Over the years he has contributed not only to our enjoyment of events but helped us with a myriad of Morgan related problems. Some examples:



Doug Price Award 2001 Martin Beer

- Has MC'd 3 Niagara Meets (as well as Fall Weekends in Tobermory and Bala).
- Has been "Head Judge" @ Niagara for two of those meets.
- Repaired numerous Morgan's @ meets & roadside to & from meets. Even supplied telephone technical assistance while drinking wine in his pool one sunny afternoon.
- Represented the Morgan Marque & club @ Washington DC, Ohio, & Great Lakes events.
- 1st over-all @ Christie Sprints, 2 consecutive years.
- Hosted along with his family a pool party and spring BBQ's.
- Once got stung by a wasp (in an un-mentionable area) (OK it was the right one) while driving another club members trike. And he didn't get offended or upset by the 1) finger pointing, 2) laughing, & generally being the sole person responsible for many tears of laughter, including the Doctor in the Emerg.

Twenty years of ownership, Twenty eight years since his first Morgan Club event (the Smith's Xmas gathering in 1973) And he's still looking forward to seeing his son Jeremy drive his Morgan, after he & Jeremy restore it. The enthusiasm may vary at times but always returns with a vengeance at about 7500RPM in PDQ (Morgan 4/4). For 2002 Martin is considering representing the MSCCC at the Targa Newfoundland.

Thanks, Martin... no further justification needed! You are truly a suitable recipient of the Doug Price Award designed and developed to recognize our "most enthusiastic members". Thanks again for all the help to the club and personal thanks for all the help to my efforts. Targa Newfoundland... Sounds good, seems like we have a team! How many Mogs will fit in your trailer?

Doug Price Award Winners

| | |
|-----------------------------|--------------------------------|
| 1991 – Audrey Beer | 1997 – Vern Dale-Johnson |
| 1992 – Chris Charles | 1998 – Peter & Heather McCowan |
| 1993 – Al Sands | 1999 – Ray & Mary Shier |
| 1994 – Lynn & Fred Kuzyk | 2000 – Ron & Yvonne Theroux |
| 1995 – Dave Smith | 2001 – Martin Beer |
| 1996 – Brian & Linda Rumohr | 2002 – |



"Completely by chance (the kids had left the TV on) I stumbled across a program on the Discovery Home & Leisure Channel yesterday about classic car restoration which featured the Beer brothers (Martin and Stephen) and their very impressive Morgan collection - trikes, 30's Series 1, SuperSports etc etc" Ray Westwood (UK)
(editor's note... has this program run recently in Canada as well? Second note - Steve's old Series 1 has resurfaced - see "Hog Mog Matters" for details.)

As mentioned in the last newsletter there is an eastern event coming up that will be a "must see" (and hopefully for some Morganeers a "must do"). Details of the **Targa Newfoundland Rally** are now available on the rally organizers website www.targanewfoundland.com Early entries close the end of January, close of applications is May 31, 2002. Besides Martin there has been interest voiced by Ted Zurbrigg and the Prez.. but unfortunately the Prez has agreed with the family that the timing is really wrong... 3 weeks in September won't cut it! Besides they are looking for historic rally vehicles driven by historic rally teams and as the Prez's only true rally trophy was a win in the novice class at the BC Centennial Rally (1968) I'm not sure we'd be high on the list!

MSCCC "Fall Weekend"... We've selected the weekend Sept 28-29 in the Niagara area. Preliminary agenda looks like arrival at our hotel - the **Day's Inn 7280 Lundy's Lane, Niagara Falls** - on the Friday evening, scheduled events from Saturday am through Sunday am, departure Sunday afternoon. If you can help organize the weekend please contact Sharon at jsroden@vaxxine.com or phone 905-892-6907.

Details so far from Sharon are as follows:

- 25 rooms have been reserved at the **Days Inn, 7280 Lundy's Lane, Niagara Falls, Ont.** They will hold until August 27/02. **To reserve call 1-800-461-1251 and ask for the Morgan Car Club, Reference: Sharon Roden. Package deal of 2 nights at \$189.00 + tax.** This includes the 2 nights stay, plus Dinner for two at Montana's Steak & Seafood Restaurant (\$50.00 value), 2 Breakfasts for two at Denny's (attached to the Day's Inn) and free shuttle pass for two. I think this is a great deal.
 - Next door to the Days Inn there is a factory outlet mall for those interested in shopping.
 - **Friday evening** - open. People could take the free shuttle bus to the "Falls" and walk around or go to the casino.
 - **Saturday** - breakfast at Denny's. Run to Niagara on the Lake along the parkway to Kingsbridge park in Chippawa. Park car (Niagara Parks has confirmed Kingsbridge Park, in Chippawa for Saturday, Sept. 28th 11am to 3 pm) for our fun concours and enjoy Chippawa with lunch in the local hotel or bring your own tailgate picnic. If there is time we could continue the run along parkway to Ft. Erie and visit "Old Fort Erie". For those inclined, the racetrack in Ft. Erie has slots.
 - **Saturday Evening** around 7:30pm catch the free shuttle bus from the Days Inn to Montana's Steak & Seafood Restaurant for Dinner (and Morgan fun).
 - **Sunday** - breakfast at Denny's. Catch shuttle bus to falls and go on the Maid of the Mist Boat ride and return to hotel. Convey to the Roden's for a B-Q lunch. It's BYOB.
 - Sharon is working on t-shirts or golf shirts for the event.
 - Sharon is open to any suggestions - just let her know what you think. More details to come.
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Vintage GP at Watkin's Glen dates for 2002 are Sept 6-8. This sort of goes with the above two events... Now, for the really adventuresome that means we could gather in Watkins Glen for the weekend then head off through New York, Vermont, Main, New Brunswick (OK, maybe the ferry to Yarmouth) to Nova Scotia in time to catch the ferry to St. John's Nfld, take in the Targa Newfoundland, then meander back to Niagara for our Fall Weekend. Who's interested???

Alternate is to get a larger group to the Glen for the GP. If interested, and you don't want to camp, select and make your hotel reservations now... space won't be available once the summer is upon us.



Before we get too far into the fall events we do have spring & summer central Canada events to consider, lots of West Coast events to take in if you live there (or plan a visit)... the **Shire's are on their way [via Morgan, of course] across Canada in May to attend a wedding at Whistler and play roving ambassadors for the MSCCC.**

First, David Farmer and Oliver Dawson are working on an **"Ale Trail" run for early June...** stay tuned for details (hic!) in the March Blurb.

MSCCC luncheon – run June 22: Tom & Linda van Zuiden will be organizing and hosting a club run on June 22nd. Details will be fleshed out at the Pub lunch on February 3rd. (This will be a closed MSCCC event open to members and guests).

The run will start somewhere in Oakville, land in Dundas for an 11 am walk-swim-lunch leaving about 1:30 to circumnavigate the next set for a Mad Max Movie (some call it Hamilton) and end up at the "wine farm" in Winona about 3:30 for wine & cheese. The lunch stop will feature a pre-arranged light lunch -- i.e. sausages and salads. Children will be able to swim (indoors) at the lunch stop location; adults can walk the Bruce Trail to a waterfall or talk cars. Expect to meet somewhere near Highway 5 (Dundas St) and Trafalgar Rd about 8:30 am and finish at the farm around 5 pm.

MG Car Club of Toronto – Toronto Triumph Club, Spring Fling May 24-26: This year the event will be taking place in Northumberland County, east of Toronto (especially relevant for our Toronto east members...). The event will encompass some of the best driving roads in southern Ontario. More info is included later in this Blurb or, check the MGCCT phone message on 416-410-5464, website at www.mgtoronto.com

Classics against Cancer, Father's Day, June 16: This annual event, held in Georgetown, not only is an ideal event for the MSCCC to "gather" for a Moggin and noggin, but an excellent event to view some incredible machinery. Entrance is limited to classics (over 20 years old) but we do have two British classes – up to 1966 and 1966 to 1981 (I note their registration form uses last year's "1980" cutoff). Mark the date, check their website for details and register early. www.classicsagainstcancer.on.ca

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

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

MOG 32, MCC DC, July 4-7, Staunton Virginia: Who will be joining the Dale-Johnson's at MOG 32? (PS we are taking both Morgan's and will need a driver for the +4 or +8!). **MOG32 will again be at the Ingleside Resort in Staunton Virginia.** This year Ed Herman has taken the organizational reins from Ed Geiger. Featured model will be the 4-seater. 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



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, also info from Malcolm & Brenda Taylor who accumulated over 7600 miles on their TR3A, and Ron & Yvonne Theroux who put over 6900 miles on their 59 +4). 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 (or in process), if it says "02" or later, we've already recorded your payment for 2002. We appreciate your interest and trust we are delivering value for your membership.

The **MSCCC phone number list** is included with this January 2002 edition of the Blurb. In November we included the **MSCCC email list** and although we again 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 (on events, cars for sale, tech tips), please email vern_dj.msn@attcanada.net so you can be added to the list. Ditto if your phone number is not on the enclosed list or has changed.

In this issue of the Blurb you will find several articles. Thanks to MSCCC member Bob English for the permission to reprint his article from the Jan 10 issue of the Globe & Mail "**Running out of air**". Under-inflated tyres are one of the major causes of traffic accidents with a staggering 1 in 4 tyres underinflated. Check your tyres on all vehicles regularly! Also, a nostalgic article, "**The Morgan 75th**", a prelude as we begin the run-up to the 100th anniversary of Morgan. This comes from the April 85 issue of "Car Collector and Car Classics" written by MSCCC member Win Sharples of Cantab Motors (thanks to Malcolm Taylor for spotting this issue at a recent flea market and contributing it to the MSCCC archives, and to Win for the permission to reprint). Another "Car Collector and Car Classics" article "**The Right Reply**", this time from the November 1980 issue comes to us courtesy of MSCCC member David Farmer. These articles should brighten up a long, cold winter evening and get you thinking about those Morgan maintenance projects you've been putting off... And finally, from World of Wheels January 2002 comes a news article on the Aero 8 by Jeremy Walton, "**Morgan Aero 8 - When Morgan met Munich**" with quotes from that intrepid "sales manager" up at CMC Motors -- is it possible Martin knows more about the upcoming release of the Aero to North America?

From the **SVAO (Specialty Vehicle Assn of Ontario)** comes the following note on Ontario "**year of manufacture**" plates: This "how to" process is abridged from the MOT web site. *"The process of registering for YOM licence plates is expected to take 2-3 weeks. To be eligible, vehicles must be at least 30 years old and remain substantially unchanged or unmodified from the manufacturer's original product. Vehicle owners must locate suitable plates and send them and the vehicle's registration permit to the MOT by registered mail or courier. The MTO will authenticate the plates and send a letter of approval to the vehicle's owner. The owner may then bring the ministry's letter of approval to the local licence issue office, pay the permit fee of \$10 plus the annual validation fee (currently \$74) and with registration in hand can then attach the plates to the vehicle. YOM plates will entitle vintage vehicles to unrestricted use of the province's roads".*

Other news from the SVAO newsletter is on Ontario's "**Drive Clean**" program. Effective January 1, 2002 the approximately 500 "kit cars" registered in Ontario will be exempt from Drive Clean testing. This is a boon to owners of Caterham's and other vehicles (including, we understand, a few Morgan's) who have been having trouble getting their cars to pass.



Central Canada Morgan Events:

- Feb 3 **Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon** (416-530-4599, vern_dj.msn@attcanada.net) (thanks to Rene Roberts for her phone rounds)
- March 3 **Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon** (416-530-4599, vern_dj.msn@attcanada.net) (thanks to Rene Roberts for her phone rounds)
- April 7 **Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon** (416-530-4599, vern_dj.msn@attcanada.net) (thanks to Rene Roberts for her phone rounds)
- April 21 **Ancaster British Car Flea Market & Car Show**, Ron Kielbiski 905-453-5333 (days) or 905-828-6810 (evenings), bugeye@sympatico.ca or Jim Hilton 905-957-2429
- May 18-19 **Moggie Miglia VI, Stroudsmoor Country Inn in Stroudsburg, PA.** Reservations 800 955 8663, or 570 421 6431. More details above. Book your hotel now!
- May 24-26 **Spring Fling**, hosted by MG Car Club of Toronto. Accdtn's at Bobby C's, Port Darlington Marina 905-623-4925 and the Bowmanville Howard Johnson Motel 905-623-3373. See flyer in Blurb.
- May 25 – Jun 2 **British Car Week – GET OUT AND DRIVE!**
- May 26 **Classic European Car Show**, Fiat 500 club of Canada 5th 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 16 **Classics Against Cancer**, Georgetown www.classicsagainstcancer.on.ca
- June 22 **MSCCC Luncheon – Run**, Tom & Linda van Zuiden, 905-627-3991
- June 23 **British Car Summer Picnic**, Waterloo West Park, Waterloo Ont. Sponsored by Sterling Motors, Kitchener. Info, Chris at 519-742-6861 or John Baillargeon johncb@sympatico.ca
- July 4-7 **MOG 32, MCC DC, Ingelside Resort, Staunton, Virginia.** Reservations 540-248-1201. more details are provided above. Book your hotel now!
- July 21 **Brits in the Park**, Lindsay... details to follow...
- July 26-28 **Grand Island Sequicentennial Automotive Events** (All European car show, Solo 2, Grand Island Grand Prix (1952) re-enactment. www.isledegrande.com/2002 Minutes from Niagara Falls New York. Holiday Inn, Grand Island is event hotel 716-773-1111.
- July 28 **MGCCT Annual Glendon Import Invitational Car & Motorcycle Show**. Glendon College, 2275 Bayview Ave. Gates open at 9 am. More info will be available in the coming months.
- Aug 17 **St George's British Car Show**, London, Marian Bishop 519-268-2797, hank53@rogers.com
- Sept 6-8 **Watkin's Glen Vintage GP...**
- Sept 14-15 **British Car Day**, Bronte Park... details to follow

West Coast Events for MSCCC and MOG NW:

- Feb 9 **MOG NW Annual Banquet** at Port Ludlow, Washington, Ron Theroux 604-576-2957
- Feb 16 **MOG NW Hearts & Tarts Run**, Steve & Liz Blake, 604-943-6416
- Mar 9 **MOG NW Irish Lament Run**, Rod Lafond, 604-850 7725
- April 7 **MOG NW April Fools Run**, Larry Sharp, 604-986 6621
- May 19 **MOG NW Van Dusen All Brits**, Ken Miles 604-576 8036
- June 15-16 **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, Mike Powley 604-542-0921 detail sheet included later in this Blurb, important to reserve your ferry spot now... see below:

On the Barkerville or BUST tour the way you must commit to this event is to **book now for the Inside Passage** - the key link in this Tour for the week following the Sunday June 16th Father's Day Picnic in Victoria, Vancouver Island. **BUT you must book the space on the Queen of Prince Rupert NOW.** Here's how (note I cannot risk a block booking at \$431.00 a shot). Call for out of B.C. 1-888-223-3779 - locals pay for the call - your number is ...1-(250) 386-3431 or access the information web site www.bcferrries.com/res/inside for general information go to www.bcferrries.com and go to a "on line" registration or see their fax numbers at this site. If you call and get JENNIFER after pressing "O" she took my reservation & knows about the event, otherwise just get the person to



get you "on-board" for **Wed. June 19th, 2002 - 7:30AM sailing.**

Have your credit card ready and your costs are as follows \$99.00 each person + \$233.00 for the car so 2 persons & Mog. = \$431.00 (you check in at the boat @6:30AM). Rooms in Port Hardy are being arranged this week. You can cancel 30 days prior to the event after that it will cost you \$30.00 service fee. State Rooms (very small are available @ \$50.00 or \$60.00 but the best bet for us will be to reserve seats in the Reserved Seating area @ \$15 per person as it takes over 13 hours to sail to Prince Rupert. (we will make a block reservation once we have a group formed).

Eastern Canada Events for MSCCC and GoMoG:

Yes but a well kept secret! Watch this space for details... or contact Ed Burman (see back page).

Other Events of interest:

We've been asked to note the **Morgan Sports Car Club of Holland** will be celebrating their **30th Anniversary** from May 10 through May 12, 2002 at the De Rosep Estate Hotel <http://www.rosep.com/main.htm> The MSCC Holland, one of the world's largest Morgan clubs, has planned a fun and elaborate program for the weekend with everything from a gymkhana and whisky tasting to a fashion show and a dixieland band (and much more!). Details are available at www.mscch.nl/evenement/index_30 (Click the UK flag for english)

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, they have recruited an auto test expert and plan 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 Phil Morris 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 or mscc@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 75th 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.

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:



We've used our 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.

For Sale:

One new entry, check previous Blurbs and CMC Motors for Morgans wishing to adopt new owners.

For sale: **1958 Morgan +4 DHC**, carnation red, disc wheels, ground up restoration with new wood tub, ss exhaust, asking US\$22,000. Harry Miltner, East Wenatchee Washington 509-886-0208, shteam@cpucafe.com

"I have been pestering Sheally II for the last few weeks in an effort to get a peak at the cover of his new Morgan book entitled **"The Rare Ones"**. Happily, it arrived in Suffolk, Virginia a couple of days ago and found its way via the web to the Quebec Mountains. Richard Rollins, publisher of Rank and File Publications, had approached John to do a book on the Plus 8 a few years ago but John offered an in depth study of the unique and rare Plus Four Plus instead. As you probably know, John has owned two of these intriguing cars, prime examples of the MMC foray into a new body design in the tumultuous 60's. He has restored four others.

The book has a foreword written by Peter Morgan and is dedicated to Peter as well. We at the "pub" get a first peek!" Lorne Goldman

HOG MOG MATTERS:

Subject: **Beer and Natural Selection**. I have not seen anyone explain this as well as Cliff Clavin, on Cheers. One afternoon at Cheers, Cliff Clavin was explaining the Buffalo Theory to his buddy Norm. Here's how it went:

"Well ya see, Norm, it's like this...A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members".

"In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."



At the recent MSCCC central Christmas party Brian Morgan mentioned there was a new "**Morgan**" in the family. Brian & Brenda's son Brad has recently purchased a **1938 Baby Blue 4/4**. Details, direct from Brad are as follows:

"Vern, you had asked about some info on the recent purchase. It is a Series I 1938 4/4 equipped with a Coventry Climax engine. It was restored approximately 20 years ago. How I came across the car, I think, is probably most interesting. Presently I am in my 2nd year in the Avionics program (Aircraft Electronics) at Canadore College in North Bay. In the fall of 2000 I was talking with a friend and in conversation he had mentioned that his neighbour across the street had quite a fine collection of automobiles. In that collection was a Morgan. He had said it was an older model, but never said what type of condition it was in or if it was even for sale. I was certainly curious about this Morgan in North Bay that was within walking distance from my apartment. Since the garage back home had no room I didn't even think about going and asking about it. Well, in the fall a space opened up in the garage. A week later my parents came up to visit me for the weekend. I gave them the tour of North Bay and since that didn't last long, I started showing them the visible "cool cars" of the neighbourhood. Then since we were on the subject cars of course the Morgan came up. We drove over to his house and knocked on the door and mentioned that we had heard that he owned a Morgan and we were just wondering if his was for sale or if he knew of any others for sale. When he said that his was for sale, I'm sure my eyes lit up. He showed it to us and said to go think about it and give him a call."

"Well, after much thought, I ventured over to his house in the rain on my bicycle due to car troubles. On a handshake I said I'd purchase the car and that I'd try to pick it up the next weekend. I hopped back on my bike and headed for home. He told me the next weekend that he thought it was quite funny that he had sold his 1938 Morgan that he had owned for 20 years to a college student who rode his bike over to close the deal."

More on this story is the **38 Morgan** Brad has purchased was sold to the seller by **Steve Beer** some 20 years ago... Steve needed the money to buy his +4 Super Sports. And so another Morgan comes out of hiding and back into the hands of an MSCCC club member. Congratulations, Brad!

The Dale-Johnson's hosted a very busy **MSCCC Christmas wine & cheese party on December 2** – 39 attendees, see photos elsewhere in the Blurb with most attendees noted there. It was so busy our scribes failed to get any real dirt.. except the note on Brad Morgan's recent purchase. Later in December "the Prez" helped celebrate the year with the MOG NW – MSCCC group at the Mile's home in the Vancouver area. Ken includes notes on this meeting in his "Notes from the West". Stuart & Marilyn Rulka have joined the MSCCC – those with good memories may know Stu from his infamous photo in C&D some year's ago, one of the most horrific crashes. A previous Blurb included that report – the Mog has been rebuilt...

The **January 7 MSCCC Toronto region Pub Brunch** brought out long-time member Adrian Peters from Caistor Centre (actually, just up the road from the Pub). Adrian project car is a 66 +4 roadster under rebuild. Those present (just to embarrass those who weren't) were Tom VZ, Ray & Mary Shier, Dave Farmer, John & Sharon Roden, Glen Nigh & Rene Roberts, Chris & Gayle Taylor, Nyal Wilson, Alan & Marlies Sands, Vern DJ and, sporting fresh tans from their stay in Florida, Malcolm & Brenda enjoyed the Florida "sun" and reports are Buster was overfed, overloved, and overwalked.

For all those with **Triumph powered +4's** this is a head's up... the Moss Motors sales brochure today lists the **gear reduction starter** at a price of US\$167.95 (TR3A from TS50001 - through TR4A) and US\$237.75 for the earlier TR3's and TR2 engines... The discount price of US\$167.95 is not far off what I paid last fall while at "The Glen" for mine. Highly recommended if you are in need of a new starter or think your starter has about had the biscuit. Of course, it doesn't look or sound like the original Lucas unit and fortunately doesn't perform like it either. Vern DJ

Happy New Year Vern. Nice to hear from you. Thanks for the news about starters. Mine sure does struggle. I suppose the new compression ratio doesn't help either. What a nice thought for the new season... reliable starting. Also for this year's exciting opportunities, the top of the list sounds like the Targa Newfoundland



scheduled for September this year. I'm working on my application, but given the forms it seems they want competition history, and mine may be too light! no competition licence for example. The last competitive rallying I did was back in University days, and though my navigator is still alive and kicking, I doubt he's had any recent experience either. But I am committed to registering anyway, if they'll have me. The route looks fantastic! The participants likely to be the same. For details see www.targanewfoundland.com Regards, Ted Zurbrigg

Dear Group... common sense is always becomes clear after the event. One day last summer, I (the mechanical genius) placed the **bonnet prop rod** (just like 200 times before) in the electrical cluster on top of the scuttle while I was lovingly cleaning my car. I presume some contact was made because when the fire was out it had only taken 13 seconds to burn my wiring harness and create a noxious mushroom cloud over my house. My horn and lights wouldn't come on!

My wife was shocked that I calmly walked in the house and said "you must come out and see this". The toxic cloud lingered in the sky. She convinced me that the soot would only come off my face in the shower (never try to blow out an electrical fire with your lungs and lips).

I had our 69+4 (now Charcoal Grey) rewired (wrong colour) and cleaned up in two hours. I was so shaken I left my wallet at the auto parts store. I should have left it there because they could never spend as much as I do on this car. Someday I will rewire in the proper brown colour but for now the royal blue stays as a reminder.
Cheers Thomas Van Zuiden

Tom, there are two popular variations on the "bonnet prop rod" theme if you want to get away from the use of "broomsticks". The first is more common and consists of a small threaded fitting on the top of the scuttle, a second small "holding piece" bracket attached to one of the screws holding on the rear bonnet latches and a ss rod, threaded at one end. These are screwed into the threaded piece and held in place by the little bracket at the latch. The rods, when not in use, are stored at the bulkhead or on top of the scuttle. To stop them from rattling or scratching the underside of the bonnet, use some clips or rubber hold downs.

The second variation is sold by John Worrall of Heart of England Morgans (and other agents including Melvyn Rutter, CMC Motors, Morgan Spares, Cantab). Here, a longer stainless rod is attached with a swivel to the rear bonnet latch bracket on the wing and, when not in use, is folded down with the other rod end held by a stainless clip permanently attached to the forward bonnet latch bracket.

I have a variation of the first system on the +4 using small commercially available curtain rod clips on the scuttle and jamming the other end of my stainless steel rods into the back of the spring of the rear bonnet latch. The rods are covered with vinyl tubing to guard against the "VZ" problem and keep them from rattling when stored. The +8 came with the John Worrall system and is much better. Of course, don't trust any system in the wind!

This brings up a modification that one day I will make – study the bonnet latch and note there is a "hook" that latches into the fixed piece on the wing when you extend the spring. Near the "hook" are the nuts holding the two small bonnet latch bolts. Use your imagination – use longer bolts with a small spacer beside the "hook" and then make your rods with small shepherd's crooks in the end that can be held in the space between the hook and extended bolts (now finished with a ss washer and nylox nut forming a shallow "groove" for the shepherd's crook to fit into). As you have to pull back the hook to get the shepherd's crook in place this will hold the bonnet in the wind. Vern DJ PS there is no substitute for the liberal use of in-line fuses!

From the Daily Telegraph, December 2001 *"In another break with tradition, the Morgan Motor Company has announced reductions in waiting times for its cars. Matthew Parkin, sales and marketing director, said: "We have been able to bring down the current waiting time for UK customers to under two years in all cases, and in some instances a customer ordering now could take delivery in time for Christmas 2002."*

"The introduction of the Aero 8 has enabled us to make major improvements in production of the Plus 8, 4/4 and Four-Seater models. In particular, the new paint shop eliminates a bottleneck."



Matthew Parkin has just presented his report on his recent North American trip to the Works. Mr. Parkin had a very busy 11 days "stateside" and is proposing the creation of four (4) new Main Agents, in Los Angeles, northern New York, Chicago, and Detroit. There were also some previous discussions of another in Florida.

Morgan exports to the lucrative US market have been frequently interrupted by changing legislation. Local Agent mods to the cars structure and fuelling, and success with the authorities, have kept Morgans on US roads. There is now and will remain ongoing US compliance issues to resolve and it is to be hoped the Works will be able to deal with these as well and with the same unfailing enthusiasm and skill that has been a characteristic of the US Morgan representation since the 70's.

Considering this expansion, it is the Works' intention to produce a single, fully compliant "world" car, (the first in decades) with a plan to increase US sales many fold. Lorne Goldman

P.S. It would be also great to have Morgans back in the land of the eMoose.

Harry Potter Fans: There was one automobile advertised in "The Philosopher's Stone"... did you notice the Morgan sign in the "hidden alley scene"? Watch for it when you get the DVD...

And a note from our own club sorcerer, **Jeremy Harrison** who has managed to get his **Morgan on a stamp** (from Rwanda)... Careful, Jeremy, as the Mayor of Toronto will tell you "they have cannibals in Africa". Sorry, Jeremy, the stamp (and the lilac colour) doesn't reproduce very well. PS, do you want your Morgan on a stamp? Check out Canada Post's "portrait" option for your stamps!



Interclub Events:

Ed Burman (elburman@cyberus.ca)

The following exchange was taken from the eMOG chatline – Keith Ahlers discussing his first long-distance drive in his new Aero 8 (one of the first cars delivered) and Brian Vickers, a neighbour of Keith's who got an expansive taste of Morgan's during an afternoon with Keith...

With apologies to those waiting on a report, at long last, here is the news on the Aero. Back from Germany it now has 1,926 miles on the clock.

Firstly the looks. Distinctly odd to most of us "traditional" Morgan drivers it is incredibly well received by the general public. I have never driven a car that has attracted such attention or such favourable comment. Many people know what it is and say how nice it looks. Initially skeptical myself I now have to say the looks are pretty good and that maybe Charles Morgan has got it right. And I'm not saying this because it's paid for and in my garage! The looks do grow on you.

The driving experience is fantastic. The handling and brakes are to racecar standards. The best I have driven, Porsche & Lotus included. You can fly through corners, brake later and deeper in to corners than anything else I have driven and change direction in a flash. The power steering is perfect.

We hit 155 mph, 5,300 rpm in fifth, and it was still wanting to do more. Interestingly, you can tell how much better the aerodynamics are than the traditional cars. In my experience, lift off the gas in a Plus8 at 100 mph and it slows quite quickly. Indeed on a Motorway you rarely need to use the brakes because when someone pulls out in front of you, lift off the throttle and the aerodynamic drag slows the car quite sufficiently. Not so in the Aero, lift off the throttle and the speed barely drops and this is not caused by the momentum of extra weight. It is really slippery. This is also reflected in the fuel consumption which is 22.8 mpg to date and over 20 mpg when running



Notes from the West:

Ken & Pat Miles (kengmiles@shaw.ca)

Northern Pod 2001 Christmas Party: The annual Northern Pod Christmas Party was a potluck dinner held at the home of Ken and Pat Miles on December 8. People in attendance were from both sides of the border for a total of 30 people. Before dinner and as an interlude to the many conversations taking place, a presentation was made to Steve Hutchens of the famed "essence" award from the Olde English Car Club in honour of his many contributions to that group. (Congratulations Steve). The food was delicious and many thanks to all those who brought their favourite dishes, especially to Stu Rulka who brought a Haggis and came resplendent in Highland attire complete with a dirk that he used to pierce the Haggis. (What happened to your kilt Bert?). After we had consumed all the food present, we sang Morgan Christmas Carols led by Celia Obrecht on the cello. Mike Powley exclaimed that it had been a long time since he had heard as good a rendering of the carols. Many people stayed late in the evening reminiscing over events of the past years and discussing the intricacies of Morgans, with the final people leaving at midnight. To join with many of the west coast members of the club, we were pleased to welcome Vern Dale-Johnston President of the Morgan Sports Car Club of Canada and a distant member of our club. Ron Theroux, President of MOG NW, reminiscing his address to the MOG NW club gave us a bit of nostalgia and a sense of the tone of the evening with his comment "... at one point in the evening I looked at friends gathered about the kitchen island and they were all old (in the kindest sense) members of the Royal City Sports Car Club - Vern Dale-Johnson, Ken Miles and his neighbor Eric Eastick, Ted Carew-Gibson, Frand and Kay Gruen and Stu and Marilyn Rulka, and oh yes, Yvonne and myself... This has to say something about the very special interest we have in Morgan's and our long time commitment and enjoyment of this hobby".

2001 BOXING DAY RUN: Boxing Day dawned with a clear blue sky although there was a thick frost on the ground. However, one realized it was a beautiful day to drive a Morgan having had so much rain over the past weeks. It had been organized to meet at Art Knapp's on the King George Highway and by 11:30AM ten Morgans had responded to the call and one car in disguise as his real car had the doors off. We were pleased to see Buttons, Hutchens, and Wellingtons brave the border guards and come to visit us. After looking at the garden trains and the sale items in the store and availing ourselves of their facilities Mike Powley led us on a great drive thru southern Surrey, along Marine Drive and terminating at his new abode.

RoseMarie welcomed us with a cup of mulled wine and hot chilli to go with the food brought by the members. At the Powley's an eleventh Morgan and two cars in disguise joined us. It was the largest turnout for the Boxing Day run in several years. Maybe this was due to the good weather, the chance to see the POT's new house, or we have learned that Rosemary and Mike always work hard to make the Boxing Day run a success.

We remembered all our eastern cousins as we proceeded down the salt free roads with tops down and engines well lubricated. (Note Eastern Cousins please remember to start your engines occasionally)

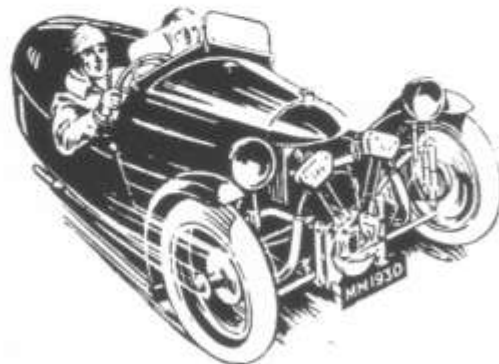
Notes from the East:

Greg Kaufman (toad@storm.ca)

With regards to the MTWC and **books on Trikes**, I suggest you get the two CDs of "The Bulletin" - every issue for 55 years - full of wonderful information (£15). Done in Adobe format with text search etc. However it is just wonderful to browse each issue - especially good reading for winter evenings in the northern hemisphere, and wet summer days in Further Down Under. I've dropped my copies onto the hard drive for instant access whenever. Gary Moles (New Zealand)

The Regalia contact of the Morgan Three Wheeler Club is:

Pat Cross
5 Leighton Road
Leighton Buzzard
Bedfordshire, UK
LU7 0PB Phone 01525 270503



Notes from the Web:

Ok, perhaps its a second cousin twice-removed but there is a hint of familiarity to it...

www.corbinmotors.com/products_merlinroadster

Mike



Morgan Moose

(eMOG mascot...)

The brains behind Corbin Motors have a vision of a very green world, but happily it's not one that lacks style. The company has been creating environmentally friendly vehicles for years, and is currently taking orders for its newest product, the Merlin Roadster.

The three-wheeled, single occupant step-in vehicle will be classified as an ultra low emission vehicle and unlike Corbin's other products, will use an internal combustion engine - more specifically a twin cam, 100-cubic inch, air and oil cooled engine. It has a four speed manual transmission, and the stylish design, which harkens back to the classic roadster, is a Don Varner/Corbin creation with a tubular steel frame that wraps the plush leather interior. Available in 2002, the company is taking reservations at www.corbinmotors.com and has a list price of \$23,900 US.



I'm surprised there are aren't more eMog members expressing this type of **enthusiasm for the Aero 8 race car**. Its a purposeful looking machine and should give MMC and the production Aero good publicity whether it races this season or not. It is a lightweight, tuned race car, yet it's not radically different from the production car -- sounds like the Morgan tradition to me. Also, the original TOK 258 raced successfully as a privateer before getting noticed and supported by the factory, and it sounds like there are several parties interested in racing the new car.

I might add that the production Aero 8s were looking fantastic in the new assembly shop last week. It was interesting to see the Aero's in a wider variety of colors than the various light metallic colors seen so far on the demonstrators and press cars. Most memorable were an outrageous looking Ferrari "Fly-Yellow" one and another looking great in very traditional "Connaught Green". Fit and finish was excellent on these cars.

I found myself looking at a basic 4/4 outside the dispatch bay that looked like it was about to be picked up by an agent or the owner. I began to study it closer as I realized I was looking at near flawless paintwork. I think the finish on the car would have fared very well in classic car concours judging. Happy new year everyone and spare a positive thought or two for MMC. Steve Manwell

...Curiously Achim, the Lamborghini Diablo GT Racer boasts 575 bhp and a weight of 1460 kilos compared to the proposed Aero 8 GT Racer at 500 bhp with 1008 kilos. That gives comparison power-to-weight ratios (the only measurement that matters) of 358 bhp per tonne for the Lambo and 450 bhp per tonne for this Aero GT.

With these figures and all other things being equal, this Aero could turn out to be the far better buy, (though with due respect to Morgan, I think that the car is being shown prematurely [again!]). A fully working model with hard performance figures could well have sold itself. Post-presentation figures rarely have the same degree of public and media impact.

For all this, I firmly believe that there is a very important place in the Morgan line-up for a limited production all-out road racer and this car may fit the bill far beyond any other. Power, acceleration and speed are everything in a GT racecar. Aesthetic arguments, leaks and scuffed trousers are not. Only winning is important in racing and if this car does that, whatever it looks like, it will shed lustre on all our cars. I regret that the Factory is not organizing and/or participating in a racing program for the car. Lorne Goldman

21/01/2002 Technical Specification - Aero 8 GT(N) Racing car full details of the show stopping GT car launched at Autosport International.

Type: Morgan Aero 8 GT(N) is based on the Morgan Aero 8 production car, listed and homologated by the FIA as eligible in international racing as a production sports car, and approved by the ACO for entry in the Le Mans 24-hour.

Chassis: CAD-designed aluminium alloy. FIA-certified roll cage

Body: Aluminium alloy side/rear bodywork; extended front splitter to FIA regulations; one-piece bonnet cowl and front wing assembly in two part epoxy & kevlar; carbon composite hard top; aluminium alloy/carbon composite aerodynamic adjustable rear wing to FIA regulations; electrically-heated glass all-round.

Engine: Heini Mader-prepared, dry-sump BMW M62, with water/oil heat exchanger. Configuration: V8. Valve mechanism: 4-cam, 32 valve. Lubrication: Morgan dry sump, 10-litre tank and anti-surge system. Fuel system: Bosch fuel injection. Engine management: Magnetti Marelli. Engine capacity (cc): 4398. Max output: Approx 500bhp @ 6,900rpm, max torque: 420 ft lbs @ 6,300rpm. Exhaust system: Mader-designed, Piper-built, ceramic-coated stainless steel crossover system into single outlet. Cooling: Fully-ducted front radiator assembly with remote header tank. Electric fan. Fuel System: 100-litre Premier bag fuel tank with four-pump anti-surge and reserve system.

Transmission: Xtrac 6-speed 091 dry sump with sequential change Morgan bell housing with AP Racing 4-plate carbon clutch assembly. Oil cooling circuits for gearbox and rear axle.

Steering: Hydraulic power steering with electrically-driven pump system.

Suspension: Morgan low ride height front and rear uprights with rose-jointed linkage throughout. Front: Independent, cantilever upper arm with lower wishbone, and inboard Eibach coil springs over Koni double adjustable spherical mounting shock absorbers. Rear: Independent, transverse wishbones with full floating Eibach coil springs over Koni double adjustable spherical mounting shock absorbers.

Braking: AP Racing long distance. Twin master cylinder with adjustable balance bar. 6-pot front caliper, 4-pot rear caliper. Ventilated cross-drilled discs front and rear. AP Racing lining material front and rear.

Wheels/Tyres: 18" x 11" front and rear forged OZ magnesium. Dunlop tyres.

Equipment: Magnetti Marelli dashboard digital read-out. Radio reception shield built into roof. 2kg four-outlet fire extinguisher system. Four air jack piped system. Full race pattern driver's seat with six-point harness. Quick-fit removable steering wheel.

Kerb weight: 1008kgs/2218lbs.

Cost/Delivery: To above specification, ex-factory: £180,000. Delivery: 4 weeks from order.

Hi Gentlepersons, whilst gazing out of my rain splattered office window, I thought that I would cheer up by thinking about this year's trip and pilgrimage to La Sarthe circuit at **Le Mans for the 24hr race** that takes us 6 days to cover and weeks to re-cover. 2002 is special as it is the 40th anniversary of TOK 258's triumph (oops, that's confusing) in winning the 2 litre class. The car is currently being sympathetically restored back to its 1962 spec following its recent purchase by Rick Bourne of Brands Hatch Morgans. The plan is to drive it down to Le Mans and feature it in the pre race cavalcade of past historic race cars. We have a party of 50 Morgans and aspiring Morgans in the shape of an MG Midget and a TR 6 driving down together. A further 10 cars will join us at the Expo Campsite where hopefully an advance party has been able to rope of enough cow sheds for us.

There has been a good response to the Saturday morning track drive where there is the opportunity to drive the full 13.4km circuit for some laps. At the last count, 30 Morgans are taking part with more still to book. A



number of cars are also taking advantage of the full hotel package that was advertised in Miscellany, as well as owners making their own travel arrangements. This June will see Le Mans swamped by Morgans. A number of emoggers are on the trip, but if anyone wants to contact me OOG for hints and tips on the event, I will be happy to share a few thoughts. To save any disappointment bear in mind that the group I organize is already full with a waiting list. Isn't it marvelous how our cars bring everyone together from different backgrounds, professions and interests. A camping trip in a Mog is certainly a great leveler. Especially the way we do it. There, that feels better. I am smiling again and the rain has stopped. Dream over.

Dallas Jones



Christmas "wine & cheese" at the Dale-Johnson's, Dec 2, 2001

↑ Paula & David Farmer, Rod Wilkinson, Stu Harvey / Vern Dale-Johnson, Jenny & Steve Beer
 ↓ Sharon Roden, John Collins, Rene Roberts / Meg Angeuine, Tom & Linda Van Zuiden, John Roden



↓ Ria Harvey, Lilliana Ghislanzoni, Gayle Taylor / Luch Ghislanzoni, Julia, Linda & Mike Hughes, Glenn Nigh ↓
 (photos by Sharon Roden)





← Steve Hutchens & Celia Obrecht (new MSCCC members)

→ Rose Marie Powley serving up the Boxing Day chili

↘ Ken Miles coaxing the 4/4 to life... that's frost on the ground!

↙ Boxing day run participants.



MOG NW – MSCCC Christmas events



the MORGAN 75th

by Win Sharples

PHOTOS BY AUTHOR UNLESS OTHERWISE ATTRIBUTED

Looking back, it was, of course, entirely appropriate that one would have to change trains at Oxford. The train out from London's Paddington Station had been altogether far too grand to have been expected to bear us all the way to Malvern Link, by way of Charlbury, Ascott-under-Wychwood, Moreton-in-Marsh ("a small market town on the Roman Fosse way, complete with a set of stocks and the old Curfew Tower... King Charles the First once stayed at the White Hart Inn...") and Honeybourne. And so it had left us, a bit bewildered, surrounded by a vast pile of well-traveled luggage and the precious souvenirs of our few days in London town, to seek for ourselves its far more modest cousin, while off it went about its way, self-importantly, without a look back over its shoulder or a hesitation in its pace.

But in due course the proper train appeared, and willing British hands appeared as if by magic to reach up to us a bag or two. So off we went aboard the Cotswold Line, quite soon to wend its way through those enchanted hills, beginning its day in the ancient univer-

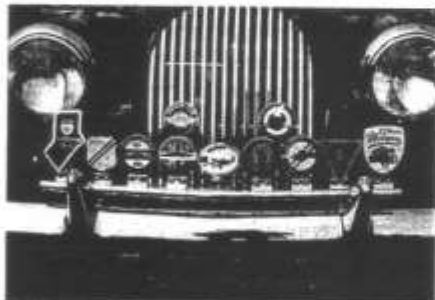
sity town and ending it, well satisfied beyond a doubt, in the Welsh border town of Hereford, renowned above all things for its famed museum of Cider.

During much of the journey up to Malvern Link, a single track sufficed to bear the three sunny and pleasant cars past rolling hills, placid streams, and golden fields of wheat. My wife took to herself the task of scouting out the train's north side where in due course the lovely Avon soon appeared to amble by; while I settled snugly down to view the sunny southern side, where soon the warmth settled into my inner soul and drew my thoughts both forward to the town that lay ahead and backwards into time. I thought, of course, of HFS.

The Morgan Motor Company can be dated back to 1909, founded by a most remarkable man, son and grandson of English vicars, who had begun his studies at the Crystal Palace Engineering College, apprenticed at the Great Western Railway works at Swindon

(fount of more than one sterling career in automotive engineering), and then most ingeniously constructed for himself, in the basement workshops at Malvern College, an original motorcar of his own design. He was aided and abetted in this inventive project by the college's engineering master, a gentleman of the most delightful name of Mister Stephenson-Peach. The designer-builder of this automobile was Harry Morgan, but to all he was and ever shall be "HFS."

We are told today that the car was meant simply for HFS's own use, and nothing more, finding — as he did — those autos then available to him to be of less than satisfactory design. But, one thing led to another, and friends and friends of friends and then friends of those friends came to him to ask if they too might obtain one of these wondrous vehicles for themselves. And so, when no existing manufacturer could be found with the courage to take on so speculative a venture, young HFS,



Prescott was a Christmas morning of chrome, brass and enamel — and no one took more pride in his clubs than this fellow.



Judging the Black Watch. Holland's Kiel and Ingrid Kalf with their famed "Black Watch," First in Class (Contemporary 4/4's).



Built up from spare parts left over from prewar, this 1946 Le Mans Replica (one of six built) is the rarest Morgan of them all.

Morgan President, Peter Morgan, at his desk on July 25th, 1984. (John H. Sheally II photo)



Peter Morgan's personal car, the injected +8 (MMC 11), sits in front of the Morgan Works on Pickersleigh Road in Malvern Link. (John H. Sheally photo)



Morgans from all over the world park in front of the beautiful, vine-covered Abbey Hotel in Malvern, England, for the 75th Anniversary. (John H. Sheally II photo)

with the backing of his vicar father, took the challenge on himself.

HFS was, of all things, an eminently practical man, and so he began the Morgan at the rather irreducible minimum of two cylinders and three wheels with a stark, simple ladder chassis and a frame of Belgian ash. So was born the famed Morgan Trike (Purdy, along with many others, listed it among the ten greatest car designs of all time), with its Vee-Twin cycle engine incongruously, if pragmatically, perched out in front, valves whirring away for all the world to see, and with a simply wonderful economy of design that granted it from the beginning a superb power-to-weight ratio, which stood it ever in good stead.

Out of some deep corner of his soul, HFS had created a car that was not only eminently practical, available to the common if adventurous man, but also wonderfully competitive. Indeed, for decades it was virtually unbeatable not only upon road but also track and hill. Through its early years, invariably with HFS himself at the wheel, the car set an astonishing number of marks in a variety of tests, trials, and races throughout England and the Continent. And, although I am certain with no conscious plan, he also managed to create a car that had about it from the very beginning that indefinable but absolutely vital quality that we call style.

As anyone who knows the Morgan would understand, the most remarkable quality of this most remarkable man was the stubborn persistency of his vision. Having reached mid-stream, he knew quite well enough not to seek out another horse, but kept on producing these cars, year after stubborn year, with virtually no stylistic change whatsoever. Of course, beneath the bonnet there have been a number of significant changes (three wheels were one day joined by a fourth, and two cylinders yielded to four and ultimately eight), but no change was ever made merely for the sake of change and, God knows, never for the sake of fashion. And so one day the Morgan found itself alone, the last, as well as it had been the first, of the true sports cars. To this day, each Morgan is built with HFS's ingenious sliding pillar front suspension, the same frame of seasoned ash, the same achingly beautiful, long louvered bonnet, the same uncompromising shape meant to bludgeon the wind into stunned submission rather than to slice through it.

When the Morgan had been upon the earth for just short of fifty years, HFS left us. He must have known by then that his car was here to stay, and that as a craftsman, he had done his job. The future of his car he placed into the hands of his son, Peter, who had grown up beside it, his spiritual older brother, and to this day in his hands it has remained.

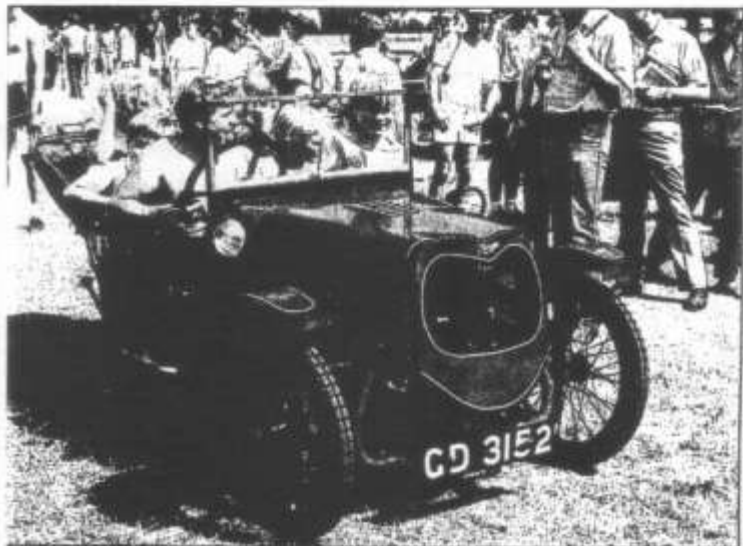
HFS's death, coming just short of the car's golden jubilee, brought with it a sad irony. Years ago, I remember the gifted lyricist Oscar Hammerstein telling me that he had broken, to his great regret, a cardinal rule of lyric writing in ending that lovely song from *Carousel*, "What's the Use of Wonderin'..." not on an open vowel, but on the constrictive consonant of "... all the rest is talk."

our chance to cheer was not to be denied.

Then, with that, a lurch of the train, as it swung round the bend, brought me back to the reality of present. Along the track ahead lay Malvern Link and my confrontation with a legend that had nourished me for over twenty years.

When I had learned that there would be a celebration of the Morgan 75th. I had known immediately that I must go, but truly not precisely why nor surely what I'd find. But one thing I was certain of was that I'd see there countless friends. It has been a great delight of mine to correspond all over the Morgan world and to swap back and forth badges and mementos. And I had quickly learned that virtually all of these friends were coming. My own home base, the Washington, D.C., Morgan

Most of us from across the seas arrived a week before the meet, scheduled for the 27th and 28th of August, some quickly scattering to distant corners of the Isles with kids atow and underfoot, most of us heading for the venerable and wonderful Abbey Hotel, where our own room looked out beyond a frame of wind-stirred ivy upon an ancient priory whose bells were to sound us to sleep each night. Faces I had never seen before, except in faded photos, appeared in extravagant abundance and, incredibly, proved more wonderful in reality than in treasured letters. Side journeys of all sorts were quickly planned, to Stratford, to the Light Car and Cycle Restoration works, even for a walk along the heights of the Malvern Hills, from the British Camp — a Celtic fort predating even Roman



"To carry all to places of exuberance." The family model of the Morgan Runabout... It cost £116 in 1925 and it is still going strong.



The Brian Aaron's of Dartford, Kent, arrive for a family outing — and to garner a Best-in-Show for their 1933 Super Sports three-wheeler.

"Always end on the open vowel," ("... all the things you are are mine!"), he said pounding the table for emphasis, "it gives the audience a chance to cheer! If you deprive them of that, they shall never forgive you."

So too had HFS's departure deprived us of the chance to cheer, to tell him all that his achievement had meant to us, how proud we were of all that he accomplished. Nor would it have been appropriate to lavish praise upon his son and heir, for he was newly at the helm. Such praise would have to wait achievement. And so the Morgan Fiftieth was a time of muted satisfaction and of little joy.

But now, twenty-five years had passed and there was Morgan still. The 75th was truly Peter Morgan's, and this time

group, was to send a hundred strong, and others were traveling from Michigan, from New York, from Philadelphia, from Texas and the South. A sizable contingent was on its way from California and from Canada, from France, Germany, Austria, Luxembourg, Belgium, Holland (among my favorites!), from Italy, Denmark, Spain (a brand new club!), Australia, Switzerland and Japan. A plethora of Moggers, a thesaurus of friends! Wherever we were from, whatever our professions in the mundane, workaday world, all things were put aside, and we set off for England — for the sceptered isle, royal throne of kings and earth of majesty, home of Morgan — where we would join together with two thousand Englishmen in homage to the car.

times — down through waves of wind-swept bracken to pass by ancient yews who surely had been there to give the wood for longbows held in British hands at Agincourt.

And, most wonderful of all, thanks to the generosity of good Swiss friends Monika and Werner, the serendipitous loan of their sturdy Plus 8 for one glorious day in Wales, which brought us to castles spoken of by Shakespeare and, finally, to the pinnacles of the Black Mountains where for the first time I understood what it meant to say that one felt as if one could reach up and touch the sky.

At night, of course, there were tall tales and roars of laughter in the Abbey Pub, and by day, Morgans, Morgans everywhere, in incredible profusion,

roaring through the streets of once placid Malvern and shattering the silence of the hills. Their badge bars were a glorious Christmas morning of chrome, brass and enamel — a feast for a collector like myself. All manner of trikes put-putted happily about, and a hairy beast or two (invariably, or so it seemed, from Germany) snarled arrogantly by the admiring crowds that lined the streets. Elegant drophead coupes vied for attention with pragmatic four-seaters, and effete 4/4's stood bonnet-to-bonnet with awesome Super Sports. But all this was only a sample of the days of the meet itself.

Saturday dawned bright and sunny, and I quickly leapt from my bed, threw water on my face, and hurried to the nearby hotel where lived the Swiss contingent. After a battlefield planning

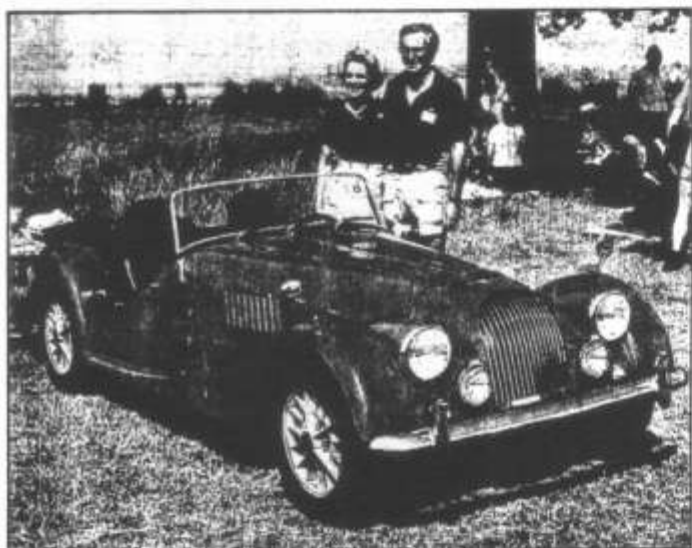
Sunday brought the climax of the meet, a concours on the grounds of Eastnor Castle, and once more the day dawned bright and hot. I needed no priory bells this day to waken me, and I was up alongside the sun to join a group of concours judges hurrying to the site where, it was said, over twelve hundred Morgans were on their way to join us on the field.

Arriving early gave me the chance to once more roam about with camera from the beginning, to watch the silent fields come alive as Morgans of every shape and hue arrived, and on and on they came, in wave upon wave of color and excitement. Early on, as I stood beneath a gnarled oak, three trikes were driven smartly up and parked together side by side. From each clambered kerchiefed wives and happy chil-

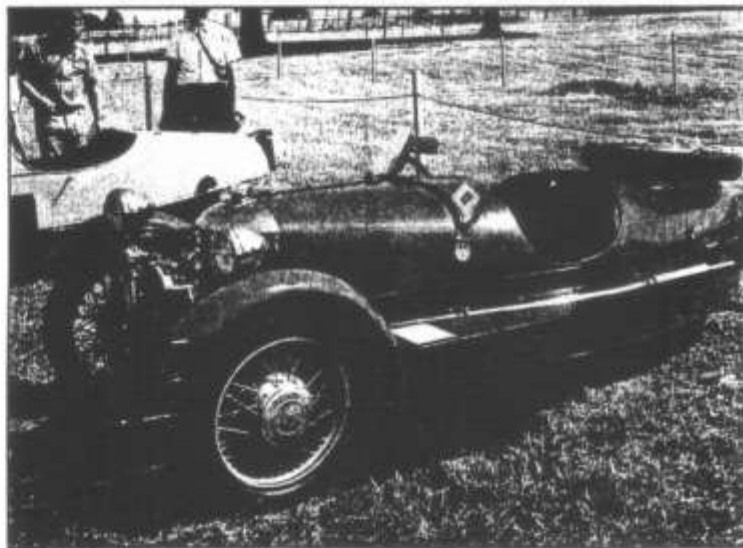
of exuberance. A Morgan is to be driven and delighted in.

The judging this day was headed by noted Morgan author and historian Ken Hill, and his chief assistants were John Sheally II, himself a fine Morgan author and a first class driver of the breed, and Gerry Willburn, president of the Southern California Morgans and the man to whom all turn with questions of the workings of a Mog. Famed Morgan author and mechanic Colin Musgrove presided over all, and each judging team was nicely made up of one stalwart from the British Club and one from foreign lands. British Club general secretary Barry Iles, from the start with all his comrades, made each one of us feel welcome throughout the meet.

Yes, there was an acknowledged



Bill and Sharon Gould of Wilton, Connecticut, and the Washington, DC Morgan Club, proudly display their trophy-winning 1972 +8.



Spare wheel in "halo" position on this Super Sports dates it to '33-34. In '35, position changed to "cork-in-the-bottle" style on the barrelbacks.

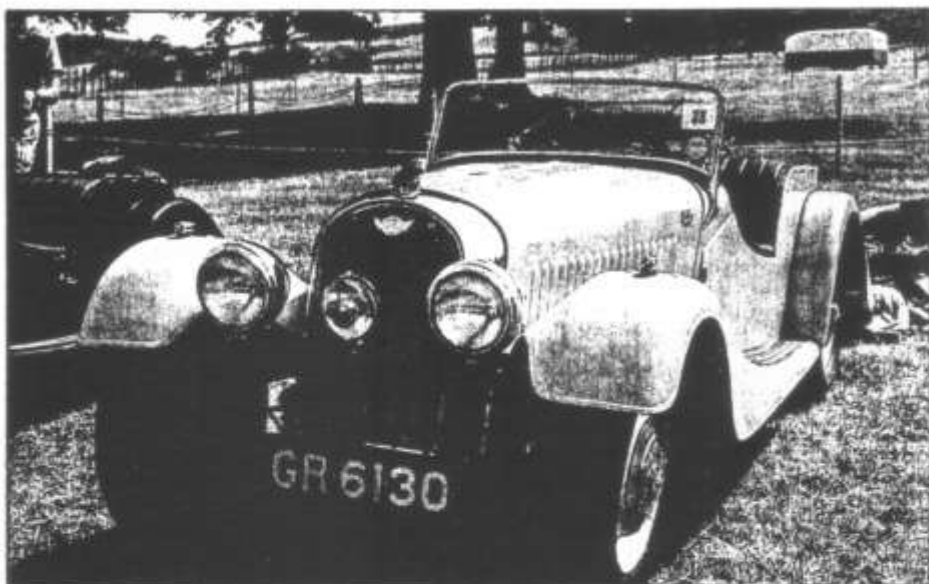
over maps that rivaled that of Wellington himself, off we set in convoy for famed Prescott, where the Bugatti Club of England has long maintained a superb, paved course up a hill of magnificent, majestic oaks. This day we were to be treated to a regal parade of the finest Morgans to be found and learned, not entirely to our surprise, that well-maintained trikes could still show their heels to far more modern Mogs.

But if this hill parade was grand, the row upon row of parked Morgans were a moveable feast in themselves, and I spent hours roaming among them with my camera, delighting in every car I saw, laughing to note that as soon as one purchased a car that he felt close to perfection, he immediately set out to alter it to suit himself!

dren, and from their nethermost recesses soon came picnic baskets, blankets, and the various impedimenta of the family outing. I snapped a photo of this happy gathering because it seemed the perfect embodiment of the joy of Morgan. Then, much later, looking back through my photos of the meet, something clicked and I was startled to discover that one of the trikes of this family caravan had taken Best-in-Show! But then, why not? There had been few pampered, trailered darlings upon the field that day. Many have attempted to define a sports car, but the Morgan defines it perfectly. It is a car of pride and joy, to drive and to delight in. Of all things the Morgan is a great, loyal friend that shall always stand ready to carry ourselves and friends to places

Best-in-Show, but my own special pride was for two friends who carried the Morgan banner high that day: Bill Gould of Connecticut and our own Washington Club, the *only* American to dare to transport coals to Newcastle on this occasion, who brought with him an absolutely superb Plus Eight, lovingly restored by my friend Bob Couch whom I have long thought of as the finest Morgan restorer in this country. Best-in-Class to Bill and Bob, and the words of Colin Musgrove, "a perfect job, understated, exactly as it should have been, authentic and original."

Best-in-Class for Bill and Bob, and the same in the 4/4 Class for as beautiful a car as there was upon the field that day, the stunning Black Watch from Holland, the car of teacher/watch-



Bumpers were an option but a folding windscreen was standard equipment for this 1938 Morgan 4/4 "Flat Rad" owned by David Mathison of Benfleet, Essex, England.

maker/Morgan editor Machiel Kalf (oh, yes, and very much the car of teacher Ingrid Kalf as well!), a deep, deep midnight blue and black down to its gleaming wire spokes — an exquisite example of the marque. Well done, my friends, well done!

At the center of the day, at the heart of this Morgan family from throughout the world, was the Morgan family itself: Peter Morgan, Heather, his wife, son Charles to whom we shall one day look for leadership, and Aunt Dorothy Morgan, the loveliest lady upon the field that day. Throughout the day they were often seen together, delighting in each other and the moment, then moving about to share with others, for such has always been this family's way.

A noted film director once said that every great motion picture must leave its audience with four or five absolutely indelible images, moments so powerful that the spectator shall carry them with him throughout his life. So too can a great event impress upon us a few stunning, unforgettable moments, and of the ten times ten that I shall cherish always, there is one that shall always stand out among the rest.

It had come at Prescott as the long and mellow day was drawing to its close, and the sun had neared the hills, slanting down amidst the ancient oaks, and we had begun to know that it was time to turn to home. Over the loud-speaker came a voice saying that it would be quite a lovely way to end the

day if Peter Morgan would, perhaps, wish to take the last run up the hill, driving the famed MMC 11, the Factory stalwart, although (it was acknowledged) he had not yet been asked and might, perhaps, not wish to. How wonderful that no one had thought to anticipate this perfect moment, and that it was to happen spontaneously!

Quickly I ran towards the start and stood upon the infield grass, looking back at the long, long line of people along the fence, as from all over the field people hurried to the start. Then came the words, no, he would not wish to drive MMC 11, and then that lovely car did appear, revved, and was gone past us up the hill. Then, perfectly, came a drophead bearing Charlie Curtis, legendary chief tester for the Works since time immemorial, and majestically it made its way past the waving, laughing crowd. And then I turned, and there was Peter Morgan upon the grid, but of course, in the brand new Morgan flagship, the Vitesse Plus Eight — the car he has called the very best that Morgan has ever put upon the road. I stood absolutely still as wave upon wave of people swept down upon the fence and lined it as far as the eye could see. The engine snarled, the car leapt forward and then was past. I swung with it as a roar swept over us from the huge crowd. People were still running from all over to join the moment, and all were cheering. The car flashed into the first bend and then diminished into the haze of the setting sun and was gone up into the forest, although the roar lingered behind for some time, even through the cheering of the crowd. Somehow I managed to click the shutter, but I knew that this time I would need no photo, for this moment would be forever etched into my mind. Before the car had reached the top the moment had passed beyond us into myth, and I had been present for it.

This was why I had come to England, to stand before the fence that day and cheer for something I believed in, for a car hand-hewn in a college basement workshop, meant to please one man, himself, and then adhered to with stunning, stubborn persistence because somehow old HFS had gotten it right and then had the courage to stick to it. It was to cheer for Peter Morgan and, twenty-five years after he had gone, for HFS, to thank them for what they had given to me. "Old father, old artificer, stand me now and ever in good stead."

✠✠



Michael Leete's '56 drophead coupe 4-seater is one of the rarer Morgan birds. It placed 2nd in the cowled +4 class to the '57 +4 owned by Francoise Lecaille-Taboulet of Grenoble, France.

MORGAN AERO8 WHEN MORGAN MET MUNICH

When traditional British sports car company Morgan decided to reinvent itself in the high-tech era, it chose a BMW V8 and 6-speed gearbox to build a Flyweight Grand Tourer. We probe the Aero8's credentials for North American sale in January 2003.

STORY AND PHOTOS
BY JEREMY WALTON

Morgan was a family motor company as cosy as a tea cosy. Based near the England/Wales border in the water town of Malvern (where they extract ingredients for Schweppes) Morgan has long created handmade cars in 90-year-old buildings.

Morgans were the most antiquated Grandfathers amongst British sports cars, with styling and chassis engineering virtually unchanged since the 1930s. Think jarring ride, surprising acceleration (low weight) — and delivery times measured in years.

What is Morgan now?

It remains in fourth-generation family hands, employing 160. It will make around 700 sports cars in 2001, split between ancient (the existing model lines) and modern (the new Aero8).

Today it's not just Brits who queue for "Moggies". Germany buys into the legend and is the biggest European customer. Cool Audi TT and original quattro designers owned Morgans. Heck, even the high-tech Japanese nibble a Morgan candy now and again.

As for Canadian sales, "there are even more rules than in the U.S. and they require several additional Aero8 tests. These will be done as part of the Aero8 approvals for the U.S. some time early 2003. Currently we can't sell anything new in Canada, although we do get a lot of enquiries," commented a compa-

ny sales manager wistfully. CMC Enterprises in Bolton, Ont., represents Morgan in Canada.

Founded by HFS Morgan, the firm made its first production cars in Malvern in 1909. Like Porsche, this family business does not borrow cash. Unlike Porsche it has only just discovered current assembly technologies. A new factory unit houses six modern paint booths and an assembly area dedicated to making Aero8. Current waiting lists were quoted at 18 months.

The first Morgans were three-wheelers powered by single-cylinder IAP motorcycle engines. Morgan's highest production (just 30 cars a week) was achieved in the 1920s with three-wheeler designs (two front, one rear). Today Morgan makes around eight two-seaters and 2+2s a week, targeting 12 cars a week when Aero8 is established.

Morgan made its first four-wheeler in 1936 as the 4/4 (4 cylinders and 4 wheels). Nothing seemed to change — except the waiting lists grew to more than a decade — until 1968. Then the first of the +8 (Rover/Buick V8) Morgans appeared, but they still used wood and alloy panel construction with a unique sliding-pillar independent front suspension and a live rear axle.

Flyweight Morgans were always successful in club motor sports and are popular in UK and US national racing. In 1962 a Morgan 4/4



Super Sports won the 2-litre class at Le Mans. The Aero8 newcomer was based on a 1996 GT racing project, the first contacts with BMW being made when the two companies were racing in adjacent Belgian pits.

There have been more detail changes and many engine suppliers (Triumph, Ford, Fiat and Rover) over the years. Now the Aero8 with 4.4-litre BMW V8 from the 540i marks the first time the company has imported a German engine, built a chassis in aluminum (although wood is still used in a supporting upper structure role) and incorporated double-wishbone independent rear suspension.

Morgan got a terrific BMW package. Not just the advanced 32-valve V8 of 286-hp and 322 lb. ft torque, plus that slick six-speed, but also engineering from both Bosch and BMW. That supported the motor transplant and the need to meet European and (by 2003) American emission standards. BMW seconded engineers to the two-year task and provided its track at Miramas in Southern France. "Better than 1g lateral cornering" from the skeletal 1,000 kg package was reported on the Dunlop SP 225/40 ZR18 tires.

So how does this rare Anglo-German alliance drive? Surprisingly well, but there are still flaws to this unexpected diamond, which is currently priced at £49,950 (about C\$115,000).

Driving is dominated by the suave delivery

of 286 horsepower in a tonne curb weight. The amiable six-speed gearbox is a nice showroom feature, but not vital, as acceleration is strong in every gear. Independent tests support claims of 0-100 km/h in 4.8 seconds, along with a 256 km/h maximum and fabulous flexibility, without the usual intense sports car need for gearshifts.

If there's a complaint about the drag strip performance, it is that it's too low key for many sports car nuts. The noise levels are almost as restrained as those of a BMW sedan, thanks to enormous catalytic converters, and there is little sense of speed.

Capable cornering, a quality ride and stunning brakes (massive vented iron discs from AP Racing) are Morgan-given rights in this new concoction.

The downsides lurk inside the narrow, cramped two-seater cabin. Just operating some of the other cockpit systems (hand-brake and radio) is hazardous. You stretch down into the bowels of the under-fascia and hope you'll master the underground service department without skinning your knuckles. Fittings and furniture — including excellent quality Connolly leathers, innovative use of proper wood finishes (no shallow veneers here) and thick pile carpets — are wonderful exceptions to the motor-industry norm. A patterned aluminum dash panel and a squad of seven instruments are also individual as-

tractions, and the air conditioning is effective, strangling condensation on a damp day.

Outside, Aero8's "cross-eyed" headlamp look was a key factor in delivering outstanding aerodynamics that defy the retro shape. The 0.39 aero drag factor (other Morgans run as bluff as 0.66 Cd) remains intact whether the top is up or down. Morgan crew are better shielded than in many convertibles with their fussy little air nets in place.

A cockpit chore is a three-step start procedure covering the familiar American "clutch-to-the-floor-or-you-don't-go-anywhere" routine. Plus a twist of the ignition key and a stab at the green starter button.

Folding and erecting the soft-top is complicated even by the standards of other convertibles that lack power assistance. Hood up, our pre-production example did not have window fits and seals, but yawning crevasses marked: "RAINFALL ZONE, please enter."

Levering the long snout through 180 degrees and hauling underpowered steering assistance makes parking and associated manoeuvres a muscular chore. But once the Morgan whuffles beyond 20 km/h, the steering relays rewarding messages. Then, its minimalist three turns lock-to-lock and seamless sensitivity become prime assets for some great country miles.

Canadian address: CMC Enterprises, 12944 Albion Vaughan Road, Bolton ON L7E 5B9 Phone: 905 867 3210



BMW's V8 and the Aero8's double-wishbone suspension are visible on this part-built Morgan. There's now a dedicated facility to produce Aero8 using 2001 technology.



The Aero8's starting procedure includes this green button in addition to foot-on-the-floor clutch routines and the ignition key.



Old English pub backdrops the Aero8's equally Olde World Morgan look. Deceptive, as this Morgan has modern aerodynamics and a sophisticated 6-speed BMW powertrain.

Morgan Races into the Future

Thursday 10 January

dailysportscar.com

January 10, 2002



Hundreds of journalists jostled for position at Birmingham's National Exhibition Centre to see the world premier of Morgan's new GT(N) race car. The car's impressive specification line-up includes 500bhp and a kerb weight of 1008 Kg. Read the full story at www.dailysportscar.com

Quote of the week: "The Aero 8 is extremely fast, recording a 0-60mph time of 5 seconds. But it's the outrageous in-gear acceleration that's the real star of the show. Even the TVR is off the pace as the Aero blasts from 50-70mph in top gear in 6.5 seconds, nearly 4 seconds ahead of the Porsche."

"Morgan Races into the Future".

That's what the press release says as the wraps were this morning removed from the brand new, aluminium alloy chassied Aero 8 GT(N) – at AUTOSPORT International.

The new car adds a carbon composite hard-top, huge carbon-fibre rear spoiler and an FIA certified roll cage to the already distinctive looks of the Aero 8 road car. The good news is that the car already has FIA and ACO approval for 2002 so ALMS, FIA GT and Le Mans entries are possible. The bad news is that there are no plans at present for a factory entry. Morgan Motor Company Chairman Charles Morgan was upbeat however. "The Aero 8 road car is proving to be a huge success and we have a large number of concerns who are interested in running the car in 2002."

There will be one change to a long standing Morgan tradition. "Our waiting list for a road car is around two years, but we'll be doing rather better than that for the race cars. A dedicated team will be able to deliver the GT (N) four weeks from order." Sharing the unveiling duties was Chris Lawrence, Chief Development Engineer and 1962 Le Mans class winner for Morgan. "It's a proper turn-key race car, delivered fully race-prepared – the first production competition car to have been conceived, built and homologated by the factory."

The Aero 8 GT(N) is powered by a 4.4 litre Heini Mader prepared BMW V8, claimed to produce over 500bhp at 6,900 rpm, through a six speed sequential shift. Kerb weight is 1008kg... and the price? Yours for £180,000.

Morgan Motor Company unveiled its latest motorsport offering at the 2002 Autosport International Show (January 10-13, 2002). The new GT(N) racer has been developed from the acclaimed Aero 8 road car under the guidance of Chief Development Engineer and 1962 Le Mans 24-hour class winner, Christopher Lawrence. It features a Heini Mader prepared M62 BMW V8 engine producing in the region of 500bhp, a weight of under 1000kgs, a carbon fibre hard top and aerodynamic alterations to the original shape. The GT(N) production sports car has already been fully homologated by the FIA and approved by the Automobile Club de L'Ouest (ACO), organiser of the Le Mans 24-hour, ensuring its eligibility for international racing.

"Motor racing has been an important part of the Morgan heritage from the outset when my grandfather, HFS Morgan, designed the three-wheel 'runabout' which won the French Grand Prix in 1913," explains Charles Morgan, Managing Director. "Now the Aero 8 has entered full production, we've turned our attention and expertise back to the track to develop what I am sure will be a truly successful international racer."

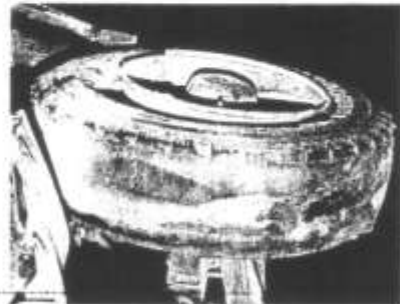
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Running out of air

Under-inflated tires can be bad news all around

By Bob English



Studies found that nine per cent of cars on the road have at least one bald tire and these are twice as likely to be under-inflated.

Legally Blonde may make a funny title for an over-inflated movie comedy, but legally bald isn't at all amusing when it relates to under-inflated tires.

And it turns out a staggering percentage of cars in North America are being operated on under-inflated and legally bald tires. This is bad news any time of the year, but a reason for real concern when you throw in Canadian winter driving conditions.

Tires may be the easiest thing to maintain on a car, sport-ute or light truck, but the simple truth is they are often the most overlooked. In fact, it's probably a safe bet that most people will wash their vehicles more often this winter than they check tire pressures.

A U.S. National Highway Traffic Safety Administration (NHTSA) study last year revealed an astonishing 27 per cent of passenger cars

driven on U.S. highways had one or more substantially under-inflated tire(s). The number of light trucks, including sport-utes, vans and pickups, was even higher at 32 per cent.

With something approaching a billion tires in daily use (on non-commercial vehicles) in North America, that's a lot of under-inflated tires. A tire was considered under-inflated if it was eight pounds per square inch (psi) below the recommended pressure - in practical terms, about 25 per cent below the common inflation pressure of 32 psi.

The study also found that nine per cent of cars on the road have at least one legally bald tire and, as if that wasn't bad enough, these are also almost twice as likely to be under-inflated. A tire is considered legally bald when remaining tread depth measures 1.5 mm or 1/16 of an inch.

These statistics are likely every bit

as valid this side of the border, says Mike Cosentino, Goodyear Canada's product manager for consumer tires. He says a recent survey by the Rubber Association of Canada showed that while 96 per cent of Canadians consider checking tire pressure important, less than half - just 45 per cent - do so on a monthly or more frequent basis.

So what's the big deal? Goodyear says a tire that is being run 20 per cent under-inflated - six to seven psi low - increases fuel consumption by a significant 10 per cent, and its tread life is reduced by 15 per cent. That's just the economic bad news. The danger to life and limb factor climbs dramatically, as an under-inflated tire builds up heat very rapidly and this can cause catastrophic failure. A blowout or tread separation at highway speeds can be potentially fatal.

Keeping tires inflated to their proper pressures during winter is particularly important as the tire's performance can be reduced by some 30 per cent in cold conditions. The rubber compound, which is already not interacting with the pavement as well as it does at warmer temperatures, may not even be contacting the road fully since low tire pressure distorts the "footprint" or contact patch.

Even a tire that isn't actively leaking air (and they all lose air to some extent over extended periods) will lose pressure in winter conditions. Inflation pressure drops one psi for every five degree Celsius drop in temperature, says Cosentino. So, a tire that is already down to, say, 25 psi from its recommended 32 psi at 20°C, may be running at a dangerously low 21 psi at 0°C.

A worn-out tire presents its own problems too, particularly in wet or snowy conditions. Its lack of tread doesn't allow it to clear water effectively, leading to aquaplaning or slushplaning (where the tire rides on top of a wave of water or slush). And tires may not wear evenly, further affecting their capability. Bald tires are also more prone to damage from sharp objects on the road.

"People just don't pay attention to their tires."

"My dealers tell me customers come in complaining about steering problems and, when the mechanic gets the vehicle up on the hoist, we find the front tires are worn out. When this is pointed out, the customer is often amazed. People just don't pay attention to their tires," says Cosentino.

Even if they are paying attention, the cost of replacement is often a cause for delay, but motorists delay tire purchases at their peril.

Checking tire pressures is a bit of a chore, but at least it's an easy one. Don't rely on eyeballing your tires. A radial tire can lose up to half its air pressure and still not look flat. Equip yourself with a tire pressure gauge (they're inexpensive) rather than relying on the gauge at gas station pumps. The NHTSA survey found 30 per cent of these pumps had inaccurate gauges.

The recommended tire pressure

for your vehicle can be found on a placard, usually posted on the door frame or B-pillar, or in the owner's manual. The inflation pressure marked on the side of the tire is not the recommended pressure for driving, as one-third of driver's surveyed by the rubber association believed.

Keeping an eye on tire pressure is about to get easier, however, as the U.S. congress has just passed a new act mandating installation of pressure-monitoring systems on vehicles produced after 2003. These systems, which will cost about \$66 U.S. per vehicle, will warn the driver if a tire's pressure is too low. They will likely be included on vehicles sold here.

Meanwhile, when you're down there checking pressures, cast an eye over the tread. All tires now have diagonal "wear bars" cast into the treads to let you know when they are down to minimal wear levels.

Also, look for uneven tread wear on the shoulders or centre of the tread or other unusual patterns that could indicate alignment or suspension problems.

For more information you can visit a tire dealer, who will have various informational brochures on hand, or visit the Rubber Association of Canada's Web site at www.rubberassociation.ca.



Bob English is Associate Editor of Carquide magazine

Contact: bob.english@sympatico.ca



ancaster british sportscar flea market & car show

SUNDAY, APRIL 21, 2002

Hosted By:
Austin Healey Club Of Southern Ontario
British Sports Car Club.

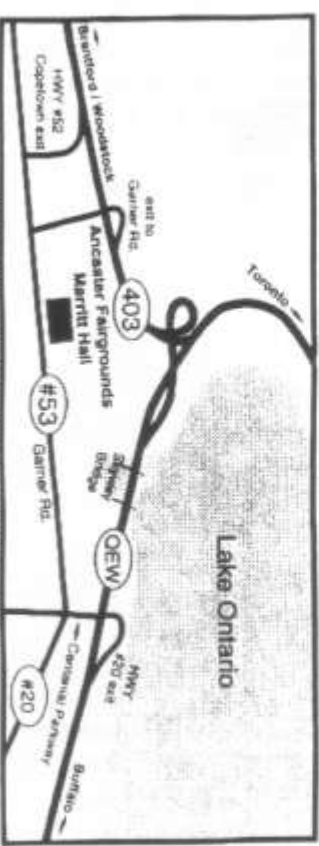
INFORMATION:

Vendors:

Carol Ouellet (905) 937-2429
General Information:
Jim Hilton (905) 945-2033
Ron Kuchinski (905) 453-5333 (8:00-5:00)

ADMISSION:

Children: \$4.00
Adults: under 12 free
Vendors: \$20 HOST CLUB MEMBERS
\$25 NON CLUB MEMBERS



Hours: Public 10:00-4:00. Vendors 8:00-6:00. Snack Bar

SPRING FLING 2002

The year's first driving event is approaching and the MG Car Club of Toronto has chosen beautiful Northumberland County as the venue. Last year's great success will be hard to outdo, but the MG guys insist they can match it.

The fling will kick off with a greeting at the early bird arrivals at the Port Darlington Marina (this year's headquarters) in Bowmanville on Friday May 24. There is a small motel at the marina (Bobby C's), and they are offering special rates for our weekend. The rooms are \$75 for each night. Only 36 rooms are available here, with overflow reservations available at the Howard Johnson's (a 2 minute drive away) for \$89 per night. Bobby C's has asked if reservations can be made as soon as possible (we are hoping to book all the rooms at Bobby C's for the club).

At 9:30 a.m. Saturday May 25 the tour will commence from the marina, with a cruise through the back roads to Port Hope and then on to the great driving roads of the region. Lunch will take place at the Northumberland Highlands Country Inn, where the popular judging will take place. After lunch, those wishing to continue on the cruise will follow the twisty roads cross-country to the Rice Lake Scenic Road, eventually working our way south back to the marina. Others may wish to sample Northumberland County's many other tourist treats. Total driving distance is estimated at 100km.

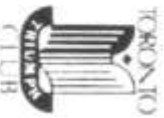
Get back to the motel (back road maps will be provided, or backtrack the morning route) to relax before dinner. The dinner will be held in the dining room "Dockside", at the hotel. On Sunday we are organizing a "Funthana" to test the patience and humor of those staying over. This promises to be a great weekend, and a superb way to kick off the driving season.

The ticket price of \$47.50 covers the lunch, as well as the dinner and greens. A confirmation letter with "Get there" route maps will be sent to all who pre-register. Check out the MGCCCT website (www.mgtoronto.com) for pictures of this exciting venue, as well as a downloadable entry form.

Accommodations available at:

Bobby C's
70 Port Darlington Rd., Bowmanville
905-623-4925
Friday/ Saturday \$75 (plus taxes)
Please make your own reservation.

Howard Johnson Hotel
143 Duke St., Bowmanville
905-623-3373
Friday/ Saturday \$89 (plus taxes)



Please reserve a place for _____ (name).

Club Affiliation: _____ Car Model/Year: _____

I would like _____ event tickets (\$47.50 per person, includes lunch and dinner).

I would like _____ drive/lunch tickets (\$15 per person).

Enclosed is my cheque for _____

Via #: _____ Exp. Date: _____ Signature: _____

Name on Card: _____

I am aware of the hazards associated with motor vehicle events and specifically release the MG Car Club of Toronto, The Toronto Triumph Club, and other attending Clubs and their officers, heirs and club members from any claims and actions on account of any injury, death, or damage occurring before or after the 2002 Spring Fling held at Bowmanville, Ontario, May 24-26, 2002.

Signature(s): _____

Please make cheques payable to: MG Car Club of Toronto

Please send your cheque and return address to:

John Barton
11 Fairfax Cres.
Scarborough, Ont.
M1L 1Z6

MAY 24 2002

Classics Against Cancer

The Show: Dedicated to raising funds for the benefit of the Cancer Assistance Services of Halton Hills, it is a spectacular public exhibition, held on the scenic lawns of Cedarvale Park in beautiful downtown Georgetown.

The Vehicles: Antique and Classic Road Cars, Modern Exotic and High Performance Automobiles, Race Cars, Kit Cars, Trucks, Military Vehicles and Modified Cars. Open to any road or race vehicle built in 1980 or earlier. **Classics Against Cancer** is an excellent opportunity for relaxing while supporting a very important cause.

Show Entry: \$25.00 per vehicle which includes judging, awards, photo, dash plaque, goodie bag, and food tickets! The first 100 entries received prior to the show qualify for a special draw! Entries also accepted on the day of the show.

Best-of-show and 1st, 2nd and 3rd place plaques, and draw prizes will be presented at 3:00 PM.

Selling of Goods is not permitted on the grounds or parking lots without the express permission of the Organizing Committee.

Exhibitor registration starts at 7:30 AM and closes at 11:00 AM. Judging begins at 9:00 AM.

Awards presentation at 3:00 PM - at the bridge. The gates are open to the public from 7:30 AM to 4:00 PM.

Judging and Awards

1st, 2nd, and 3rd plaques for each class. Due to space limitations, registration will be refused to vehicles newer than 1980. Vehicles not meeting our standards will be refused admittance.

Map to Georgetown's Cedarvale Park



- Classes with Name, Years, From To**
- 1. Production and Classics 1800 1930
 - 2. Pre-War Production 1931 1945
 - 3. Production Vehicles 1946 1954
 - 4. Production Vehicles 1955 1959
 - 5. Production Vehicles 1960 1963
 - 6. Production Vehicles 1964 1967
 - 7. Production Vehicles 1968 1970
 - 8. Production Vehicles 1971 1973
 - 9. Production Vehicles 1974 1976
 - 10. Production Vehicles 1977 1979
 - 11. British Vehicles 1980 1989
 - 12. Imported Vehicles 1990 1999
 - 13. Mustangs 1964 1980
 - 14. Factory High Performance 1957 1970
 - 15. Factory High Performance 1971 1980
 - 16. Commercial Vehicles & Trucks 1953 1980
 - 17. Commercial Vehicles & Trucks 1981 1989
 - 18. Rods and Rat Fenders 1950 1940
 - 19. Street Machines 1950 1980
 - 20. All years
 - 21. Kit & Hand Crafted Vehicles

Send your entry to: Classics Against Cancer, 10 Oak Ridge Drive, Georgetown, ON L7G 5G6. For more information, please call 905-877-8664. Advance entries must be received by June 5th.

CLASSICS

AGAINST CANCER

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Print Clearly!**

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Company/Sponsor _____
Address _____
City, Prov., Postal Code _____

Entry fee of \$ _____ (\$25.00 per vehicle entered) plus an additional voluntary contribution of \$ _____ is enclosed.
A charitable donation receipt will be issued in the amount of \$15.00 per vehicle entered plus voluntary contribution.
Payment is by _____ cheque (made payable to the Classics Against Cancer), _____ VISA, or _____ MasterCard.
Card Exp. Date _____ Card No. _____ Signature _____

| CAC Registration No. | Year | Make | Model | Judge |
|----------------------|------|------|-------|--------|
| Vehicle 1 | | | | Yes/No |
| Vehicle 2 | | | | Yes/No |
| Vehicle 3 | | | | Yes/No |
| Telephone (Res.) | | | | |
| Telephone (Bus.) | | | | |

3rd Annual

BRITISH CAR



Summer Picnic

GATES OPEN 9.00am

SATURDAY JUNE 29 2002



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

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The Great Morgan ODYSSEY TO THE WILDS OF THE NORTH FOR
THE YEAR 2002 - Billy Barker's town or "BUST" Revised itinerary
Jan. 10th due to the odd/even sailing days for the Queen of the North

| Day & Date for the year 2002 | Movement | Activity | Cost and Comment |
|--|---|--|---|
| 1) Sat. June 15 th | Arriving from all over for the Sea, Victoria Foresters Day event | Arrive U.S.A. via several ferry options or just drive up as usual | |
| 2) Sun. June 16 th | Celebrate Foresters Day with the Picnic and the Cars | Approximate 3:00PM leave for driving north to over night at Courteney | Block of rooms at the _____ Bill Steene to book & we will visit with the Steene's Sunday night |
| 3) Mon. June 17 th | From Courteney to Campbell River | Early run as the sailing only takes place on odd numbered days so we need to stop for that | As at Jan. 20, 2002 we have established that we can only sail on odd numbered days this means we sail Wed. June 19 th down! Hotel will be selected soon |
| 4) Tues. June 18 th | Campbell River to Port Hardy to be "on board" for 7:30AM sailing June 19 th in the inside passage cruise to Prince Rupert arrive about 11:00PM | First option is the THUNDERBOLT 20V, Box 88, Port Hardy, BC V0N 2P0 (250) 949-7767 right by the dock but we will have others as recommended by the Mayor in Port Hardy | You must reserve the berth for the car visit the site @ http://www.seafarers.bc.ca/stevedes/bk/index/06-current.html Basic costs are \$16 @ adult \$99.00 each & car @ \$ 233.00 but think of the gas you save |
| 4) Wed. June 19 th | Start at least at 7:00AM for a Day of sailing the inside passage on the Queen of the North | Arrive in Prince Rupert about mid night a stay at the Terren Lodge Motel in Prince Rupert due to late arrival hour | Reserve this room for about \$75.00 Can. Call 1-800-550-0178 or USA may need to call LD @ (250) 624-6761 |
| 5) Thurs. June 20 th | Prince Rupert to Mount Loryton Port Springs check in and drive to Kluane for the smelter tour @ 1:30PM | Mount Loryton Play of the First Springs after the tour of the Kluane Aluminum plant before pushing on to Vanderhoof long drive - the next day | About 2 hours 176.5 K. Mt Springs is tricky but the rooms are small and clean - you will LOVE IT! dinner here and the night is about \$75.00 Can with a 5% off corporate rate |
| Phase 2 of odyssey - the LONAS HALL (lunch location based on time of run that day) | Mount Loryton to Vanderhoof | Vanderhoof | 3 hours before lunch and 3 hours after 7 hours likely for 598.2K |
| 6) Fri. June 21 st | Arrive for over night at Vanderhoof | Staying at the North Country Inn | Reserve room for about \$45.00 Can. Some have cooking units all new and nice. High light will be dinner at their German themed restaurant |
| Phase 3 of odyssey - Tour of historical adventures in the North | Vanderhoof to Fort St. James 08:00 | At 9:30AM tour then out in 1 hr. for lunch at Prince George | Fert St. James to Berneville 529.1 K arrive early afternoon with lunch in Prince George |
| 7) Sat. June 22 nd | Drive Fort St. James to Berneville or BUST | Visit Historic Berneville on Saturday meet of the day | Hope to book into the White Cap Motel in White B.C. 10 to 14 rooms (7%) off \$45 single \$79 two beds \$79 For 2 beds - 2 bed kitchen \$84.777 Got Bunchy too |
| 8) Sun. June 23 rd | At end of visit about 3:00PM we move to Williams Lake for overnight | Visit Historic Berneville on Saturday meet of the day | Book into the Fraser Inn Hotel have farewell dinner at their "EGG" like restaurant The Great Carbon Street Co |
| 9) Mon. June 24 th | Say our good-byes some may go one | For Vancouver Seattle or where ever | Get two full weekend days to get back home for work Tuesday |

Four Sealer



Morgan Car Club
Of Washington D.C.

EVENT CALENDAR:

MOG 32

DATE:

July 3-6 2002

TYPE:
FEATURE CAR:

Annual Morgan sports car gathering
Morgan 4 Sealers.

LOCATION:

IngleSide Resort,
Staunton, VA.

SPONSOR CLUB:

Morgan Car Club of Washington D.C.

CONTACT PERSON:

Ed Herman
1001 Cromwell Bridge Rd.
Suite 108
Baltimore, MD 21286
edherman@concentric.net
410-828-0818
Fax 410-828-0831

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-seal Morgan the featured model. The configuration of the family car has examples from 2000 trucks thru 02s 44s. 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 \$40-248-1201. 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 serious sight seers and antiquers. We plan to have an entertainment coordinator to run the fun 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 NOGGINS! A meet and greet staff will be on hand to put you in the night spirit and answer your questions. If you have any thoughts or suggestions give Ed Herman a call: 410-821-1166; e-mail: edherman@concentric.net

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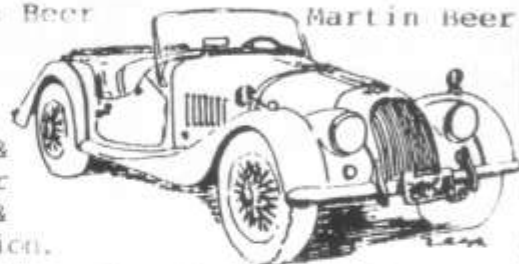
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Vern Dale-Johnson

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Toronto, Ont M6K 1J6
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vern_dj.msn@attcanada.net

TREASURER:

Jenny Beer

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905-584-0619
sj.beer@sympatico.ca

INTERCLUB EVENTS:

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L7E 5R9
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