



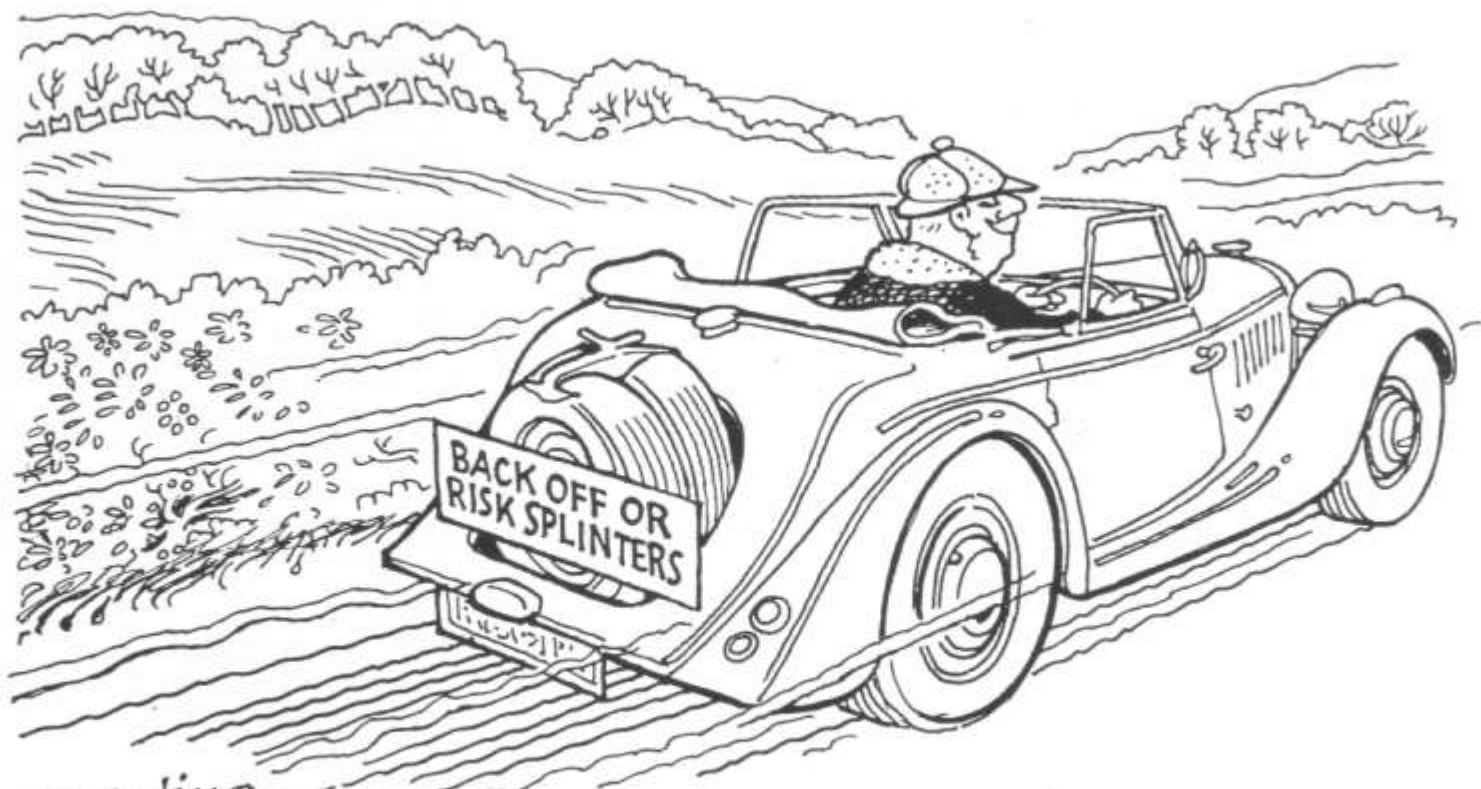
Issue 2 - 2002, March

# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



**DHC Collage**  
in memory of  
**Brian Rumohr**  
1944 - 2002



*Reading*

## Prez Sez:

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

With sadness our first item is to report the passing on March 11<sup>th</sup> of a fellow HOG MOG / MSCCC member – **Brian Rumohr** who for many years, with his wife Linda, was an active participant in Toronto area Morgan events. Brian was 58 years old. The Rumohr's +4 DHC could often be seen touring around the city on sunny afternoons. Brian will be remembered for his quiet manor, "Morgan" pipe, regalia collection (of Morgans and "pigs" – he was always asking what new regalia I'd found and was quick to buy one of the "Mickey Mouse Morgans" I'd found at EuroDisney), humour and friendship. Many MSCCC Christmas parties were held at the Rumohr's – Brian & Linda were the recipient of the Doug Price award in 1996. Martin Beer kindly made the email announcement to MSCCC members so connected – his comments were:

*Vern has asked that I inform all club members of the bad news that Brian Rumohr passed away suddenly, March 11 at Mt. Sinai Hospital. Donations to Mt. Sinai Hospital or charity of your choice.*

*Brian & Linda have not been active in the club for the past few years. Many of us have enjoyed their company at numerous club functions whether it be local, US or even in the UK. I am at somewhat of a loss for words to appropriately express my feelings. The memory of Brian, his humour and friendship will always be with us. Brian could & always did bring a smile from people. Martin Beer*

*The memorial service, on March 22, was attended by Audrey & Reg Beer, Martin & Donna Beer, Steve & Jenny Beer, Lynn & Fred Kuzyk, John & Sharon Roden, Allan Sands, and Ray Shier (apologies to any MSCCC members who were in attendance and not noted).*

*Alec Knight kindly commented on Brian as well... "Brian and I both smoked pipes and shared a fill or two. But I remember the laughs and the good times at gatherings when we were all relaxed, the Canuck Contingent parties at the MOGs."*

*"Every time I travelled south on Dufferin I said to myself, Pheobe Street is around here. I'd better get in touch with the Rumohrs but I only did it once and that was quite a long time ago. Yesterday the attached poem entered my computer and I think it really applies, certainly to me". Alec*

### **IF I KNEW**

If I knew it would be the last time  
That I'd see you fall asleep,  
I would tuck you in more tightly  
and pray the Lord, your soul to keep.

If I knew it would be the last time  
that I see you walk out the door,  
I would give you a hug and kiss  
and call you back for one more.

If I knew it would be the last time  
I'd hear your voice lifted up in praise,  
I would video tape each action and word,  
so I could play them back day after day.

If I knew it would be the last time,  
I could spare an extra minute  
to stop and say "I love you,"  
instead of assuming you would know I do.

If I knew it would be the last time  
I would be there to share your day,  
Well I'm sure you'll have so many more,  
so I can let just this one slip away.

For surely there's always tomorrow  
to make up for an oversight,  
and we always get a second chance  
to make everything just right.

There will always be another day  
to say "I love you,"  
And certainly there's another chance  
to say our "Anything I can do?"

But just in case I might be wrong,  
and today is all I get,  
I'd like to say how much I love you  
and I hope we don't forget.

Tomorrow is not promised to anyone,  
young or old alike,  
And today may be the last chance  
you get to hold your loved one tight.

So if you're waiting for tomorrow,  
why not do it today?  
For if tomorrow never comes,  
you'll surely regret the day,

That you didn't take that extra time  
for a smile, a hug, or a kiss  
and you were too busy to grant someone,  
what turned out to be their one last wish.

So hold your loved ones close today,  
and whisper in their ear,  
Tell them how much you love them  
and that you'll always hold them dear

Take time to say "I'm sorry,"  
"Please forgive me," "Thank you," or "It's okay."  
And if tomorrow never comes,  
you'll have no regrets about today.



*Thank you Martin & Alec, and all others who  
responded to the notice of Brian's death.*

---

A welcome to new members – Don & Joan Martin (Tucson Arizona and Barrie Ontario), Adrian Diamond (Orangeville Ontario and the new owner of a '62 +4, 4-seater), and welcome back to Millie Adams of Arlington Virginia (her 4/4 was rebuilt last year up in Bolton so she no longer has to share Uncle Al Marsh's +4 at the MOG's).

---

Since our January newsletter there has been lots of action in Canada both to prepare for the upcoming "season" (relative term for those on the west coast) and to reset the MSCCC. Events are coming together across the country – thanks to those who have stepped up to organize and help in organizing.

---

With respect to the MSCCC structure, over the past year Rod Wilkinson has been working "pro bono" to pull together a suggested set of bylaws for the club (if we previously had any they have disappeared) and to complete the registration started back in 1994 of the "Morgan Sports Car Club of Canada" name. Registration protects the name, bylaws ensure we have at least a broad roadmap of how we should be operating as a club. The bylaws are included as a separate section to this Blurb. Comments are welcome and will be accepted up until the end of April at which time we will be finalizing and formalizing our club / name registration. Comments can be sent via email, fax, phone, or snail-mail to Vern Dale-Johnson, President, Morgan Sports Car Club of Canada at [vern\\_dj.msn@attcanada.net](mailto:vern_dj.msn@attcanada.net) or [vern.dale-johnson@medtronic.com](mailto:vern.dale-johnson@medtronic.com), faxed to 905-826-6643 (please include a cover sheet addressed to Vern Dale-Johnson), left on voicemail at 905-816-5258 or 416-530-4599, or mailed to 1532 King St W, Toronto, Ontario, M6K 1J6. With all those options there should be no excuse putting your concerns forward.

Along with the bylaws comes the requirement for improved reporting of our finances. Roughly we have 100 members paid up and this generates about \$2500 a year in dues. In addition advertisers in the Blurb generate another \$250 or so giving us working capital of some \$2750 per year. Our biggest expense is the Blurb, published 6 times a year. At present costs for this run about \$270 / issue for materials and postage – about \$1600 / year. Although events have historically relied on individual members for support (we do thank all who have contributed to club events over the years) items the club has supported include event regalia and incidental costs. For the half dozen or so events / year this represents about \$500 in expenses. All excess funds remain in the account for use during leaner times or when Blurb publication is not "subsidized". Currently we are running a bank balance of about C\$8500.

With a Morgan group spread across Canada it is often difficult to organize "regional" events everyone can participate in. A few years ago we did indicate there were "funds" available, on application by members, to support regional events but this suggestion seems to have gone unnoticed or been forgotten. Perhaps a more formal approach is needed? When responding to the proposed bylaws of the MSCCC we invite your

suggestions and comments on how we should be supporting "events" either organized by members or attended by members. The MSCCC does have a tradition of supporting events that in turn support charities and it is suggested this tradition be continued.

---

Feb 3/02 PUB BRUNCH meeting at the Queen's Head in Burlington. Notes come from Tom Van Zuiden (thanks, Tom)... Audrey & Reg Beer, John & Sharon Roden, David Farmer & Son Aaron, Nyal & Christine Wilson, Teresa & Andrew Flint, Chris Taylor, Glen Nigh & Rene Roberts, Adrian Peters, Thomas Van Zuiden, Oliver Dawson from "The Beer Lover's Tour Company" attending.

1. Tom VZ discussed the upcoming **Saturday June 22, 2002 run** from Oakville to Eden Mills, Eremosa and Puslinch and on to Greensville. (Details later in this issue of the Blurb).
2. Oliver Dawson discussed the "**Ale Trail**" run for **Sunday June 2, 2002**. The group would meet in Guelph at the historic Albion Hotel and drive to Neustadt near Hanover. Neustadt has a fantastic historical brewery and is the home of John Diefenbaker. We would spend about 3 hours in Neustadt including lunch and return to Guelph to the Woolwich Arms Pub for a "Beer Lovers Banquet". This is a fixed menu where 6 different beers are paired with food (\$20-30/person). Oliver is going to try and get a brewery or two to sponsor so costs may be reduced. The event would end around 9:00 PM. (Details later in this issue of the Blurb).

Cheers, TVZ

---

The March 3, 2002 MSCCC Pub Brunch / meeting at the Queen's Head in Burlington was attended by Vern Dale-Johnson, Ray & Mary Shier, Gary MacFarlane, John Fitchie, John Roden, Dave Farmer, Peter Toma, Stu & Ria Harvey, Chris & Gayle Taylor, Tom Van Zuiden, Adrian Peters, Rod Wilkinson & Meg Angevine, Mike Hughes, Alec & Gayle Knight, and late but not forgotten... Luch & Lilliana Ghislanzoni. Discussion at the meeting included:

- 1) Tabling of the above mentioned MSCCC bylaws by Rod Wilkinson (see enclosed center section of this Blurb)
- 2) Regalia - Vern Dale-Johnson noted the new Brookland's Portfolio is available (1968-2001, includes mostly articles written on the +8, 4/4 and +4's but there are three early articles on the Aero 8 - check your local bookseller or order online from [sales@brooklands-books.com](mailto:sales@brooklands-books.com)). A new key-fob is also available, this is a unique hand-crafted fob based on the MSCCC "pin" designed for over-the-belt use - priced at \$25, limited availability... MSCCC badges are still available priced at \$80 while MSCCC pins are \$12. Don't forget the new die-cut labels in black, green, yellow or white (choice of classic script or race script) for \$3 each.
- 3) Events - discussion of the "Fall weekend" by John Roden; MSCCC "Ale Trail" run on June 2 from Dave Farmer; MSCCC Luncheon run on June 22 by Tom Van Zuiden; "Classics Against Cancer" on June 16 (Ray & Mary Shier have invited MSCCC attendees back to their place for a post-event BBQ, please RSVP to 905-877-1427, [shier@bserv.com](mailto:shier@bserv.com)). Non-MSCCC events noted were the MGCCT-TTC "Spring Fling" May 24-26; MOPS "Moggie Miglia" May 18; MCC DC MOG 32 July 4-7.
- 4) Business from the floor included a question on the financial position of the MSCCC. Vern Dale-Johnson committed to requesting a financial statement and information on current account balances from Treasurer, Jenny Beer. A second question asked about deposit of 2002 dues cheques as many had not yet been cleared. Again, Vern Dale-Johnson will request that Treasurer, Jenny Beer be more timely in her clearance of cheques. It was noted Tom Van Zuiden volunteered to stand for the position of treasurer (will be tabled until the MSCCC AGM during the last quarter of 2002).

It has been some time since we've mentioned the MSCCC "website". This is now on the "Hemmings" website - <http://clubs.hemmings.com/msccc/>. If you've misplaced your Blurb and want to know about upcoming events you can find a current listing on the site (with opening comments from the latest Blurb). Also useful in steering others who have an interest in what we are doing to information on the club. Can't remember this site then remember [www.GoMoG.com](http://www.GoMoG.com) - you'll find the same info listed there (usually opening comments from the latest Blurb and events listings) courtesy of GoMoG webmaster, Lorne Goldman.

---

It's also been some time since we reviewed our advertising policy. First, we will continue to offer "business card size ads" (3.5 inches by 2.0 inches) to all paid up members of the MSCCC with the following change. **Effective January 2003 you must resubmit your business card, to the editor of the Blurb, if you want**





to retain your ad space. Many of our ads have been running for years, unchanged (and perhaps out of date). This change will ensure we always have "fresh" ads and fresh information... Policy on commercial support remains unchanged but rates have been increased to reflect increased mailing costs.

Advertisements will be placed in **6 consecutive issues** only (advertising includes a 1 year subscription to the Blurb). **Pricing is in Canadian \$'s:**

**1/8 page (about 4 inches by 3 inches), \$75 / 6 issues**

**1/4 page (any shape) is \$125 / 6 issues.**

**1/2 page (any shape) is \$200 / 6 issues.**

**Full page ads are not accepted. Flyers (ie, full page inserts) are \$100 / insertion.**

Copy ready artwork must be forwarded to the editor with a cheque for the above amount made out to the Morgan Sports Car Club of Canada (Canadian or US cheques are accepted). Decisions on inclusion of advertising and location of the ads are at the discretion of the editor.

---

Last month Harry Hogmog noted Matthew Parkin did a tour of the USA where 4 new "Main Agents" were nominated. Shortly thereafter we received this note from Linda Eckler: *"Morgans of New England new showroom will be located in the town of Copake, famous for it's annual vintage bicycle auction, and is located about 5 miles from our present location. Ok, it's still in New York, but we can spit on the mountains of Mass and CT. The showroom will be right off of Route 22 and is right on the CT and Mass border. A 2-hour drive north of New York City. We hope to have the showroom ready by late spring/early summer and in addition to the new Morgan +8, we will also have a nice display of cars on consignment. Thanks again for all of the support and please plan on a visit"*.

And from Dan Ehrmann [danehrmann@attbi.com](mailto:danehrmann@attbi.com) Phone: +1 847 478 8644 came this note on the formation of a "Chicago Morgan Users Group"...

*"To all Morgan owners and fans in the Chicago area, nothern Illinois, Wisconsin, Indiana, Michigan, Iowa, etc. Over the years, there has been periodic talk about setting up a Morgan club in Chicago. With our climate, there are fewer Morgan owners here and less opportunity for monthly meetings. But now that we have our own dealer, the time is right to make it happen"*.

*"This morning, I had a wonderful chat with Norb Bries, owner of Northshore Sportscars and the new Morgan agent in the midwest. Norb has been selling and restoring British cars for more than 15 years and is very knowledgeable about Morgans. He has an established facility in Chicago northern suburbs (Lake Bluff, Illinois), plus a couple of cars on order for the showroom. He's excited about finally becoming a dealer (it took 9 years of discussion and only finally happened when the factory moved NAS modifications in house.) I asked him if he'd be interested in hosting the kick-off meeting for a Chicago MOG and he very enthusiastically agreed"*.      Regards, Dan Ehrmann

---

### **Upcoming events:**

**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](http://www.mgtoronto.com)

---

**Moggie Miglia, Morgans of Philadelphia... May 18, Stroudsburg Pennsylvania:** The membership and staff of the Morgan Owners of Philadelphia (MOPs) extend a warm invitation to all to join them on Saturday, 18 May, 2002, to not only participate in this unique day-long event but also help then celebrate the 25th Anniversary of the MOPs Group.

The Moggie Miglia has already established itself as one of the Premier Morgan events on the East Coast and this year promises to be "more of the same" but "different"! The format of the event is unique in that it is a day-long, action-packed day, of driving your Morgan and participating in a number of tests along the way.



"Historically" we start out with an informal breakfast concours at a historic church in a quaint village in Bucks County, PA. The "church ladies (& gentlemen)" come in and prepare our getaway breakfast for our early departure. We start with a short odometer leg so you can figure out your OD "error". You may need this info later on... Three more "tests" occur in the morning. In the past we have had: a stop at a "weigh" station, a limbo test, a hound&hare rally, a shortest-distance leg, a "regularity" run, and a parking lot sprint. THEN, a welcome lunch stop at someplace interesting with war stories and alibis exchanged. The final test is a traditional TSD (Time-Speed-Distance) Rally to our ending point, a welcoming Inn on the Southern edge of the Pocono Mountains of Pennsylvania. Day over, you have done five tests, had a nice lunch, and put about 100 miles on your Morgan by gradually working your way North. IF you enjoy driving your Morgan on quiet (some say lonely...) two-lane blacktop roads, with only the sound of the exhaust (and maybe your navigator...) in your ear, then this is the event for you.

The evening features an awards dinner in our private room at the Inn. Food is gourmet buffet. Next morning is a massive buffet breakfast (included in your room rate) and farewells.

Oh yes... there are awards... Each stage receives 1st-2nd-3rd Place ribbons. And at the end of the day, our busy but smiling support staff tally up all the results (they're cumulative throughout the day) and "Overall" awards are given (none of this ribbon stuff...) to the first six places. A longest distance traveled to the event award too. "Consistency" throughout the day is important. The Moggie Miglia V overall winners did not garner a single ribbon but were highly placed in all the tests all day long.

Odds&Ends: Each entrant receives an event program in advance of the event. Everything you wanted to know... The program cover is done by a well-known automotive artist especially for the Moggie Miglia. The poster originals are collector's items themselves. Rally door stickers adorn each car and come from a well-known UK Rally specialist.

So... what must YOU do to attend? Let me say that time really IS of the essence. We do limit the number of entries to 35. We like to keep the event cozy, intimate and manageable! Our Inn, the Stroudsmoor Country Inn in Stroudsburg, PA has but 29 rooms. [www.stroudsmoor.com](http://www.stroudsmoor.com) When these rooms are gone, you will have to either spring for their expensive suites across the street or stay in a local B&B or "modern" hotel/motel two miles away in Stroudsburg. The phone number is 800 955 8663 or 570 421 6431. Mention the "Morgan Club" of course. Oddly, although you can check-out and pay your bill with a credit card, you MUST send a check to hold your room. This is our fourth visit to the Stroudsmoor and previous participants have made it quite clear they are very pleased with the price, location, fine food, huge breakfast, and enthusiastic staff.

An event Registration form will be in the soon-to-be mailed MOPs Mania newsletter. Non-MOP members can secure the form in a couple of days from: Craig Seibert [ckchapel@fast.net](mailto:ckchapel@fast.net) fax: 610 253 3394 phone: 610 253-5327 (this is Eastern Standard Time) or Bill McCarthy - Editor, MOPs Mania [guinness@erols.com](mailto:guinness@erols.com)

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! Event Co-coordinators: Craig Seibert & John Moffatt (and our cast of thousands . . . .)

PS Please note any/all rooms at the Stroudsmoor not booked by 17 April, will be "released" back to the Inn. Also note that ALL registration forms and monies must be received by 15 April.

At the Feb 3 Pub Brunch Oliver Dawson discussed the "**Ale Trail**" run for **Sunday June 2, 2002**. The group will meet\* in Guelph at the historic Albion Hotel (10:00 a.m.) and drive to Neustadt near Hanover. Neustadt has a fantastic historical brewery and is the home of John Diefenbaker. We will spend about 3 hours in Neustadt including lunch and return to Guelph to the Woolwich Arms Pub for a "**Beer Lovers Banquet**". This is a fixed menu where 6 different beers are paired with food (\$20-30/person). Oliver is going to try and get a brewery or two to sponsor so costs may be reduced. The event will end around 9:00 PM so be prepared to stay over at the Woolwich Arms or local motel, or drive home under cover of darkness.

\* For those coming from Toronto and points east, we will meet at the Shell Station, Trafalgar Road, North of Hwy 401 at 9:00 am. Convoy will proceed via scenic roads to the Albion Hotel, Guelph.



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 Dennys (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.
- Registration fee of \$10 will include welcome reception and regalia for 2 attendees.
- Sharon is open to any suggestions - just let her know what you think. More details to come.

---

**Vintage GP at Watkin's Glen** dates for 2002 are Sept 6-8. Still warm enough to camp if you want to save your pennies to shop at the large vender area in the paddock however you must reserve your camping spot. 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. Check out the Glen website at [www.theglen.com](http://www.theglen.com)

---

As mentioned in previous newsletters 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](http://www.targanewfoundland.com) with a detailed brochure included later in this Blurb. Early entries closed the end of January, applications close May 31, 2002. If not planning to "drive" plan a mini-vacation to "watch" and rub shoulders with the participants. Armchair rallyists are welcome! If in need of assistance contact Robert Giannou at [rgiannou@nfl.com](mailto:rgiannou@nfl.com) or phone the organizers at 709-722-2413.

---

My apologies to David Farmer. The "Car Collector and Car Classics" article "**The Right Reply**", from the November 1980 issue didn't make the last Blurb. Other inclusions in this issue of the Blurb include several "runs" to whet your appetite and spur you into that "spring maintenance". Happy Morganeering!

Thanks also to Marlies Sands who continues to forward newspaper clippings received from her "friends" in the UK. Several are included in this issue of the Blurb. Thanks also to John Collins who sent in photos from his visit to Pickersleigh Road about this time last year... These, along with notes on Charles Morgan's recent talk at Wrexham College arranged by the Welsh Automotive Forum (reported by eMOG's Richard Norman) give further insight into happenings around the Morgan factory. Thanks to all contributors.

---

## **Central Canada Morgan Events:**

- |           |                                                                                                                                                                                                                |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| April 7   | <b>Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon</b> (416-530-4599, <a href="mailto:vern_dj.msn@attcanada.net">vern_dj.msn@attcanada.net</a> ) (thanks to Rene Roberts for her phone rounds)      |
| April 21  | <b>Ancaster British Car Flea Market &amp; Car Show</b> , Ron Kielbiski 905-453-5333 (days) or 905-828-6810 (evenings), <a href="mailto:bugeye@sympatico.ca">bugeye@sympatico.ca</a> or Jim Hilton 905-957-2429 |
| May 18-19 | <b>Moggie Miglia VI, Stroudsmoor Country Inn in Stroudsburg, PA.</b> Reservations 800 955 8663, or 570 421 6431. More details above.                                                                           |





- 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.
- May 25 – Jun 2 **British Car Week – GET OUT AND DRIVE!**
- May 26 Classic European Car Show, Fiat 500 club of Canada 5<sup>th</sup> International Meet. Boyd Conservation area, Woodbridge (Islington Ave & Hwy 7). Starts 9 am, info call 905-856-7237, email fiat500@home.com
- June 2 **MSCCC Ale Trail run**, organized by David Farmer and Oliver Dawson. More info phone Oliver at 905-850-9570, email oliverco@interlog.com
- June 9 EuroCar Day, Western New York. Williamsville, NY Info 716-662-1696
- June 16 **Classics Against Cancer**, Georgetown [www.classicsagainstcancer.on.ca](http://www.classicsagainstcancer.on.ca)
- June 22 **MSCCC Lunch – Run**, Tom & Linda Van Zuiden, 905-627-3991, tvanzuiden@sympatico.ca
- 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 19-21 Toronto Triumph Club Canadian Driving Classic, Starts in Peterboro on Friday evening. Takes in Brits in the Park on Sunday. Contact Doug Hughes 416-444-5993 or cdnclassic@torontotriumph.com
- July 26-28 Grand Island Sequicentennial Automotive Events (All European car show, Solo 2, Grand Island Grand Prix (1952) re-enactment. [www.isledegrande.com/2002](http://www.isledegrande.com/2002) Minutes from Niagara Falls New York. Holiday Inn, Grand Island is event hotel 716-773-1111.
- July 28 MGCCT Annual Glendon Import Invitational Car & Motorcycle Show, Glendon College, 2275 Bayview Ave. 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
- Sept 27-29 **MSCCC Fall Weekend**, Niagara-on-the-Lake, contact Sharon Roden at jsroden@vaxxine.com or phone 905-892-6907

## West Coast Events for MSCCC and MOG NW:

- April 7 **MOG NW April Fools Run**, Larry Sharp, 604-986 6621
- April 13 21<sup>st</sup> LaConnel Daffodil Tulip rallye. Mount Vernon Washington. Contact Ken Bottine 425-883-9615, Dave Wellington 360-387-8770, or Ken Miles 604-576 8036
- April 26 Tradex Car show at Abbotsford. Contact Ken Miles 604-576 8036
- May 19 **MOG NW Van Dusen All Brits**, Ken Miles 604-576 8036
- May 26 Mission Race Way Contact Al Allinson 604 985 5451
- June 15-16 Victoria Father's Day Picnic... details to follow, contact Woody Thomson 250 479 7743
- June 16-24 **MOG NW Barkerville or Bust**. Victoria to Port Hardy, ferry to Prince Rupert and on to Barkerville... 13 cars have committed info, Mike Powley 604-542-0921
- June 22-24 **Devil's Punch Bowl VII**, Newport, Oregon, Heinz Stromquist 503-224-9576
- June 29 Scottish Games Contact Mike Powley
- July 5-7 **Rally in the Valley**, Penticton... Limited registration see [www.obcc.com](http://www.obcc.com)
- July 27 **14<sup>th</sup> Bellevue All-Brit Field Meet**, Arnie Taub 425-644-7874
- Aug 31 **26<sup>th</sup> Portland All-Brit Field Meet**... details to follow.
- Sept 21 **MOG NW Whistler Run**, meet at Park Royal at 9:00 am. Contact Colin F. for details 606-253-4145

## **The Alaskan Highway Experience, August 2003**

**Ken & Pat Miles**

One of Pat's and my objectives in life for several years now has been to drive the Alaskan Highway in a Morgan. Preliminary planning is now done. We leave Vancouver in early August 2003 and drive to Prince Rupert through the BC interior. Catching a ferry from Prince Rupert for two days and one night of cruising through the interior waterways of southern Alaska arriving in Haines, Alaska. From Haines we head to Alaska driving first to Anchorage and then Fairbanks. Leaving Fairbanks we pick up the Alaskan Highway, driving





through Whitehorse, Watson Lake, Fort Nelson, Fort St. John ending up in Dawson Creek. Here we turn southwest and proceed through Chetwynd and end up in Prince Rupert where we turn west to Jasper and Banff. From Banff we head south to pick up hwy. 3 where we turn west and proceed along the southern route back to Vancouver. The trip as presently planned is 5000 miles of pure Morgan driving and spectacular scenery. The trip will take at least 21 days including the ferry ride. Estimate costs are in the range of C\$9 to C\$10,000 including the ferry, which is expensive.

If anyone is interested in joining us for this experience, please email Ken Miles at [kengmiles@shaw.ca](mailto:kengmiles@shaw.ca) or alternatively write me at 15410 Kildare Dr., Surrey, B.C., Canada, V3S 6B9. (home phone 604 576-8036). If enough people are interested, we could turn this into a great event. There is reason to believe that three separate countries and two continents could be represented on this drive.

## Eastern Canada Events for MSCCC and GoMoG:

June	Richmond Car Show,
June 1-2	Rendez-vous British Quebec. Check out <a href="http://www.rendezvousbritishquebec.org">www.rendezvousbritishquebec.org</a> or call Andre Labbe 418-660-7452 for details.
July 12-14	PEI British Car Days across the Bridge. Check out <a href="http://www.bmapei.com">www.bmapei.com</a> for details or contact Bob Bentley 902-964-3294, <a href="mailto:rtbentle@isn.net">rtbentle@isn.net</a>
July 21	<b>Brits in the Park</b> , Lindsay... details to follow... Contact Jim Nesbitt 705-324-7574
Aug 18	<b>Moggies at the Farm</b> , Contact Ed Burman or Greg Kaufman for details
Aug 25	<b>13<sup>th</sup> Annual British Car Day, Kingston</b> . Hosted by the Boot 'n' Bonnet Car Club. Contact Brian & Linda Thomas 613-385-1947 or <a href="mailto:thomasl@post.queensu.ca">thomasl@post.queensu.ca</a>

## Other Events of interest:

**MOA IV...** the event is starting to take shape. Will be held in 2005. The team of Steve Roake, Jeremy Harrison and Elaine Fisher are at it again for your enjoyment. Tell your friends, mark your calendars, inform us of your level of interest, and save up your dollars/pounds for the GREATEST MORGANS OVER AMERICA yet. Start your preparations:



### **ANNOUNCING MORGANS OVER AMERICA IV SEPTEMBERISH 2005**

Drive from New York to San Francisco  
via  
**THE GREAT ROUTE**  
Drive the Great Lakes  
Drive the Great River (Mississippi)  
Drive the Great Prairies  
Drive the Great Southwest  
and  
Drive the Mother Road, Route 66



The **Morgan 100th anniversary definitely will be in 2009**. Interested in shipping your Morgan to the UK for the "big event"... Planning is already underway, contact Vern DJ if interested.

This years **British Car Week** will take place from **May 25 through June 2**, so be sure to mark your calendars. It's an opportunity for all British car owners to get their cars out on the roads in their part of the world at the same time, and show them off to the people who are not aware of them. It's also a great opportunity to get together with other British car owners in your community, regardless of marque, and display your cars to the general public. I guarantee you'll meet some great people.



There's no mistaking, British cars of the past are becoming more and more special with each passing year partly because they represent a very interesting and exciting time in automotive history. A time when a body design could be scribbled on a piece of paper straight from the human brain, then brought to life by the bare hands of a skilled panel beater without the use of modern robotics or computers. It would truly be a shame for anyone to miss out on the chance to learn more about these very interesting machines and how they came into this world. To many people, these cars are a genuine work of art. They are as much fun to drive as they are to step back and take a few moments to appreciate their beauty. In fact, several years ago the Jaguar XKE was entered into the Museum of Modern Art in New York City, and is on permanent display. The Jaguar was the third automobile in the history of the museum to have this honor, and the very first to be permanently displayed there. This sign of appreciation is for all British automotive designs of the past.

Very recently I had the opportunity to visit the Chicago Auto Show where the enthusiastic crowd hovered around the new Mini. A sure sign that old designs are very much appreciated today. People of all ages were crawling all over the car, yearning for the chance to sit in the drivers seat. You might say there's no replacement for the original, but there's no mistaking that Sir Alec Issigonis' original design is what makes the new car so enticing. Other than a few standouts, there are no modern car designs that capture my emotions like the British cars of the past.

The old British motoring days are still fresh in the minds of many I guess, and maybe they're slightly taken for granted by those who have been around for a while. But for those who have never had the chance to experience the joys of vintage British automobile motoring, it is an opportunity that will not easily be forgotten. The thrill of seating ones self onto a bargain sized bucket seat and holding onto a truck sized steering wheel in the cockpit of a sporty little car that could be purchased on Wednesday, raced at the track on Sunday, and then driven to work on Monday is a thrill to behold. The sound of the rumbling engine that lets you know that it is a significant part of what you are about to do. The smell of the hot engine reminds you that something important is taking place under the bonnet. The gages on the facia are doing things that might disturb the casual observer, but they are all a part of a great symphony to the seasoned British car owner. There is nothing timid about these cars, and no one can forget they are present.

But if you're looking for a cushy ride, then you've come to the wrong place. There is no GPS in case you get yourself lost, no electric windows in case you're of the faint hearted, and no intermittent windscreen wipers unless, of course, you have an electrical problem. The heater always works best during the hottest of days of the summer, and the electrics may drive you goofy if you're not careful. Your clothes will most likely smell like exhaust, and in many cases you may have to pull off to the side of the road, and turn off the engine in order to listen to the radio.

But be there no mistaking that these treasured automobiles are an extremely exciting pleasure to own and drive, and as time goes on they are becoming less known to the common public. If it weren't for the great efforts of those who get them out on the roads regularly every year, they would become long forgotten by many more. Cheers to those people who keep them on the roads!

So grab your goggles and driving gloves, and be sure to top off your dashpots! It's time to have some fun!  
See you on the road.... Scott Helms <http://users.arczip.com/zntech/britishcarweek.html>

## **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:

*Morgan*



Classic script

*Morgan*



Race script

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:

I've decided to sell my Morgan's to try to create some garage space for motorcycles and daily drivers. Thanks, Tom Smsiek 651-699-0014 or tsmtm@mr.net - Minnesota. **+4, 1961** US\$11,000. BRG, good condition, poor top, rock chips, but a nice driver. **+4 4 seater**, 1959 \$4,250 project car, usual sad story, more invested than I'm asking, lost enthusiasm sandblasted & epoxy primed frame & inner fenders wire wheels, scuttle, etc. new top, toneau, AMCO sliding side curtain set, wiring harness, kingpins, tie rod ends, bushings, & many other little parts engine was professionally freshened up and oiled down body tub needs work.

A three-wheeled Morgan is being offered for sale. It's a **1935 MX-2** model with air cooled Matchless V-twin engine. The car is apart. Professional restoration has progressed to the point where there's a rolling chassis. Car is located in Stockton, NJ Interested parties are advised to call Joe at 609-397-9457.

## 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."



WE ARE CANADIAN! So, what do Canadians have to be proud of? CHECK SOME OF THESE ITEMS OUT FOR YOURSELF.... IT'S QUITE AN EYE OPENER!

Smarties

1. Crispy Crunch & Coffee Crisp
2. The size of our footballs fields and one less down
3. Baseball is Canadian
4. Lacrosse is Canadian
5. Hockey is Canadian
6. Basketball is Canadian
7. Apple pie is Canadian
8. Mr. Dress-up kicks Mr. Rogers butt
9. Tim Horton's kicks Dunkin' Donuts butt
10. In the war of 1812, which was started by Americans, Canadians pushed the Americans WAY back... past their beloved 'White House'...then we burned it...and most of Washington. All of this was done under the command of William Lyon McKenzie who was insane and hammered all the time. He got bored because they ran away, so he came home and partied.... go figure!
11. Canada has the largest French population that never surrendered to Germany.
12. We have the largest English population that never ever surrendered or withdrew during any war to anyone, anywhere.
13. Our civil war was only a bar fight that lasted a little over an hour.
14. The only person who was arrested in our civil war was an American mercenary, who slept-in and missed the whole thing ...but showed up just in time to get caught.
15. We knew plaid was cool far before Seattle caught on.
16. The Hudson's Bay Company once owned over 10% of the earth's surface and is still around as the worlds oldest company
17. The average dog sled team can kill and devour a full grown American in under 3 minutes.
18. We still know what to do with all the parts of a buffalo.
19. We don't marry our kin-folk.
20. Kentucky Fried Chicken founder, Colonel Harland Saunders abandoned the USA and came North to retire in Canada (Mississauga, Ontario).
21. We may say "eh" a lot but we know how to pronounce ROOF!!
22. We invented ski-doo's, jet-skis, velcro, zippers, insulin, penicillin, zambonis, the telephone and short wave radios that save countless lives each year.
23. We ALL have frozen our tongues to something metal and lived to tell about it.
24. BUT MOST IMPORTANT! ...The handles on our beer cases are big enough to fit your hands with mitts on.

We ARE Canadian!!!

---

**British Marque News** (an excellent publication and source of info on what is going on in the North American British car scene) picked up on earlier Harry Hogmog articles "Porsche funnies" and "Rocks: the meaning of life". MSCCC members Andrew and Teresa Flint got their photo in the article... congrats on your 15 minutes of Morgan fame! Thanks BMN, you're welcome to lift from our writings anytime!

---

After the spring break, a teacher asked her young pupils how they spent the holidays. One youngster offered the following:

*"We always used to spend the holidays with Grandma and Grandpa. They used to live in a nice big brick house, but Grandpa got retarded and they moved to Floriduh. Now they live in a tin box and have rocks painted green to look like grass. They ride around in huge tricycles and wear nametags because they don't know who they are anymore.*

*They go to a big building called the wrecked centre. They must have fixed it because it looks pretty good now. They play games and do exercises there, but they don't do them very well. There is a swimming pool, too, but they all jump up and down in it with their hats on. I guess they don't know how to swim.*



*At the gate, there is a dollhouse with a little old man who sits in it. He watches all day so nobody can escape. Sometimes though, they do manage to sneak out. Then they go cruising in their golf carts.*

*Grandma used to bake cookies and other neat things, but I guess she forgot how. Nobody cooks, they just eat out. They eat the same thing every night, Early Bird, whatever that is. Some of the people can't get past the old man in the dollhouse. The ones that escape bring food back to the wrecked centre and call it "pot luck."*

*My Grandma says Grandpa worked all his life to earn his retardment and says that I should work hard so I can also be retarded someday too.*

*When I earn my retardment, I want to be the old man in the dollhouse. Then I'll let people out so they can visit their grandchildren".*

---

This is in the current catalog from Lee Valley Tools... The incident in which the craftsman was injured began when his son used his bench mounted belt sander to remove the heads of some aluminum pop rivets. This loaded the sander belt with fine aluminium particles and deposited more on the surface of the grinder stand. When he then used the sander to smooth the edge of a piece of rusted angle iron, the conditions were right for the existence of what was, in effect, a small amount of thermite. Thermite being a compound used for welding large items like railway rails and in wartime for incendiary bombs. A brilliant two-foot diameter fireball erupted, then instantly vanished, leaving dense white smoke with little odor. The intense heat blistered his hands and arms and removed a good bit of his hair and mustache. Fortunately he was wearing eye protection, so has fully recovered.

The message here is any time you are grinding aluminum, be sure to clean the belt or wheel thoroughly before moving on to other metals, as well clean up any accumulation of material on or around the sander/grinder. Polish Safely. Dave Farmer '59 +4

---

## **Interclub Events:**

**Ed Burman (elburman@cyberus.ca)**

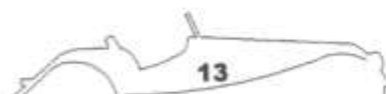
Edward will probably be annoyed at me for this however... as many of you will remember Edward underwent surgery for cancer of the bladder a year or so back. Unfortunately that was not a cure and he has been receiving therapy for the condition, sapping his energy. The good news, he seems to be winning the battle – we wish you well, Edward.

Some time ago Edward sent a story on "Dolly" to the Toronto Triumph Club's "Ragtop". You'll find this contribution in the issue as a replacement for "Notes from the East". Also, for those in the Ottawa area, you may have caught a TV interview of Edward with his Morgan "Megan" – included some driving footage.

---

This "March" issue of the Blurb is a week or so late. The editor apologizes... a March Break family trip to Oz knocked the schedule awry. On that visit the DJ's had the opportunity to meet with long-time MOCA friends Stan & Jenny Jodeikin whose "yellow" +4 was the basis for the recent Morgan Muster badge. Stan was kind enough to pick up one of these badges, a pin with the same motif, and two of the very desirable wine glasses from the Muster banquet for the DJ's regalia collection – much appreciated, Stan. Another piece was a "stamp" of Stan & Jenny's Morgan... OK, time for us Canadians to get in the act. Last Blurb it was Jeremy & Gill Harrison showing off the Lilac +8 on a stamp, this Blurb it's the Jodeikin's +4.

Canada Post does have a program where they will put a picture of your choice on real stamps! Time for us Canadian Mog owners to show our stuff. Pick up a "Stamp the Occasion with Picture Postage" form from your local Canada Post retailer and send me a sample (why not on an envelope enclosing a contribution to the Blurb?)



For those interested in the Morgan Muster Vol 1 Issue 5 of "**The Morgan World**" contains a multi-page spread of text and photos written by Mark Alchin with help from Craig Atkins and Noel Bryen. Over 130 Morgan's were at the meet – the largest Morgan event ever in the Southern Hemisphere.

Unfortunately Stan & Jenny were tied up at a family wedding March 17<sup>th</sup> so couldn't make the "**MOCA Social Run to Berrima**". Nonetheless instructions were given to MOCA Club Captain Graham Mitchell to ensure I received a "ride in a Morgan". John Hurst enthusiastically obliged and we set off in his recently restored '61 +4 roadster. Beautiful car, an x-racer that John was prepared to campaign in the local vintage racing series but has since determined it will be a road car. That will mean a return to the shop for some "real" rear shocks and other minor mods. The car ran beautifully until we were pulling in for the mid-morning "tea" stop... it stopped dead... and muscle power got it the last 30 meters to the parking lot. Up with the bonnet and after some fiddling with wires it fired up – Lucas gremlins live in Oz as well. Thank you John, Graham, and all those on the MOCA run who made the morning enjoyable.

Prior to our Oz visit contact was made with eMOger Roger Shawyer who, like the DJ's, had just acquired a +8 from Jolly Old England. Roger & Linda's car arrived with considerable shipping damage to the wings so Roger had decided to do a "bit of a touchup" before putting it on the Aussie roads. The "touchup" turned into a total rebuild that has been chronicled on the eMOG chatline. I had to take the opportunity to meet Roger. March 20 was selected and after a 2 hour cross-Sydney drive from Cronulla (south reaches of the Georges River) to Gosford (north reaches of the Hawkesbury river) I was sitting in Roger's office exchanging regalia and talking Morgans. Of course the trip had to include a trip up the mountain in Roger & Linda's 85 4/4 4 seater to visit the restoration shop – what a shop! Besides Roger's +8 and a Series 1 4/4 there were innumerable Bentley's, Rolls-Royce, Alvis, Rover's, Ferrari, Aston-Martin, Cadillac, etc... etc... under restoration with sheds full of projects in the back 40 – including the remains of an early flat-rad DHC that Roger has now claimed (a very sorry collection of bits that had been pulled out of field some years earlier). The +8 will be fabulous post-restoration, Roger... enjoy! Thanks, again, Roger & Linda for the visit and instant friendship.

By the way, Morgan's are imported into Oz. The newly appointed agent is Chris Van Wyk whose Melbourne shop is reported to be the destination of at least 2 Aero 8's – one already sold for some A\$200,000. Can Canada be far behind??

---

A note about Frank Reisner... on **Intermeccanica**. We have at least one of our members rebuilding an Italia and I've friends with a 356A replica so this is relevant. Frank died back in October 2001 but his company, still producing some 30-50 vehicles a year, continues on in the Vancouver area. Enclosed is an article from Bill Vance on Intermeccanica, a reminder to look for Bill's "**Reflections**" books when your visiting the stalls at Ancaster or other events. Volume II has a section on Morgans that we've been given permission to reprint.

---

## Notes from the West:

Ken & Pat Miles (kengmiles@shaw.ca)

**Robbie Burns Run:** Sunday January 27<sup>th</sup> arrived and it was time to go on the first run of the New Year. No luck as it was snowing heavily with about 10 inches on the ground by 9:00. Mike Powley calls and say "What we do?" I suggest cancel the run but let's go the pub anyway. Mike agrees and say he will phone everybody that he knows is going and suggest the alternative. I am delegated to head to the meeting place Clan McDonald and meet any people that Mike does not know is going. At the Clan I meet Bob and Judy McDermid and than proceed to do the drive to Sharkey's in Ladner. (I guess this means that Mike's efforts in planning the drive were not totally wasted.)

At Sharkey's we are joined by Steve and Liz Blake, Ron and Yvonne Theroux, Stu and Marilyn Rulka, Mike and Rosemary Powley, Dave and Ruth Collis, Steve Hutchens, and our new member Brien and Tina Thomlinson for a total of 16 people. Good turnout for such a miserable day and the first time I have had to shovel my driveway this year. Too bad we had to leave the Morgans in the garage but such is life. Ken Miles



**Hearts and Tarts Feb 16:** Just enough rain to wash the winter's dust off our cars! A jovial group of 26 Northern podders met at the Campbell River Store just north of the truck border crossing. Eight hardy couples in Mogs were Ron and Yvonne, Ken and Pat, Mike and Rosemary, Les and June, Bill and Don, Win and Christine, Steve and Cecilia, and Steve and Liz. James brought his Tiger and there were several support vehicles (Al and Helen, Rod and Anne, Sharon and Bob, Walter and Linda, and Bob).

Steve and Liz led our drive along the country roads to Domaine de Chaberton, an estate winery nestled in the farmland of Langley. This winery grows its white wine grapes in Langley and red wine in the Okanogan. All are brought to the Langley location for processing. Claude and Inge Violet, the owners, are a blend of French and German who are from families producing wines since 1644. Prior to emigrating to Canada, they had vineyards in Spain and Germany. They have been producing wines since 1991 in Langley and win about 80 awards per year in North America and Europe. The most recent was a gold medal from a competition in California. We had a tour of the winery and then were given five different wines to taste. After purchases to restock our cellars, we returned to the road.

Our drive took us out past the Abbotsford Airport and back down the Fraser Highway to Cruiser's Pit Stop. This diner is done up in 50's diner motif. Lots of old cars and gas pumps. Liz handed out the traditional Purdy's chocolate hearts. Kudo's to Win for driving his Mog with a cast on his arm. True dedication! Also great to see Steve and Cecilia make the trip up from Washington to join in the fun. Steve Blake

**The Irish Lament March 9:** At eight o'clock Saturday morning, the snow had stopped coming down but there were a couple of inches of the white stuff on the lawn and, more importantly, on the road too. The Irish Lament included a planned run through some fairly twisty hills in the Fraser Valley and, snow removal being what it is in this part of the country, things were not looking good. The early morning phone calls lead to the only sensible decision; bring the Detroit Iron. Now, it's just before eleven and Ann and I are at the Clayburn Store, the designated starting point, when we realize that the luck of the Irish has suddenly kicked in. The sun is out, the snow has melted off the roads and the first arrival is a stalwart soul in a blue Morgan. Dave Collis is on the scene, top down, snow be damned! Before long, Ted & Judy Carew-Gibson show up with their Morgan too. Meanwhile, the rest of us just feel shown-up. After a quick sit down for tea and scones, our five car convoy (40% Morgan) heads for the hills. Ken and Pat Miles, Ron & Yvonne Theroux, and Les & June Burkholder in the daily drivers, round out the pack.

An hour later, at the Yorkshire Rose in Abbotsford, everyone wishes they had brought their Morgan and there is talk of doing it all again on a more auspicious day. We were joined for lunch by Al & Helen Allison, Steve & Celia Hutchens and Stuart & Marilyn Rulka. Good friends, beer at just below room temperature, roast beef & Yorkshire pudding, fish and chips, treacle sponge for dessert and lots of talk about our favorite topic-- does it get any better than this? Oh, and tea and scones too -- does it get any more British than this? Rod Lafond

### Notes from the Web:

I have been developing kits for people wishing to replace those gungey O-rings that go between the dash and the gauge. I now offer a complete kit, including the never-in-the-catalog O-ring that goes between bezel and glass. Currently I only offer MGB, Sunbeam Alpines & Tiger, Austin Healey and Hillman sets. They are functional not concours.

I need information to develop kits for other cars so if you wish to assist please contact me, Barrie Robinson [barrier@bconnex.net](mailto:barrier@bconnex.net)



**Morgan Moose**

(eMOG mascot...)

### **Charles Morgan's address at Wrexham College March 20, 2002**

A Report on Charles Morgan's Address to an audience at Wrexham College arranged by the Welsh Automotive Forum - eMOG's Richard Norman reports...

CM began by acknowledging Chris Lawrence's work on the Aero 8. He then referred to a lunch he attended a few weeks ago where Daryl Rees, automotive industry pundit, had said that 2.5M cars were sold in the UK last year and of these, 2M were made in the UK with 4.5M engines produced in the country. CM mentioned the new BMW engine plant at Hall Green (?). He has not been there but was looking forward to a tour of the facilities.

He went on to say that automotive history has progressed in 30 year cycles:

- 1900 = one or two manufacturers
- 1930 = lots of manufacturers
- 1960 = less manufacturers with companies consolidating e.g. BL
- 1990 = even fewer manufacturers

Mr. "Honda" predicted before he died that there would be 5 manufacturers in the whole world by the year 2000. Actually by 2000, we found 7. However, there are still a few independents. MMC is one, and it relies on good suppliers.

The MMC, as well, runs on 30-year cycles:

- 1910 = the first three wheeler
- 1936 = four wheels
- 1968 = the +8
- 2000 = the Aero.

Why the AERO 8? Well, the +8 was fast, an exceptional driving experience but what was wanted was a modern car - with more power. The three-wheeler's success was down to its power to weight ratio - it was very light with lots of power. This was in no small part due to the fact that HFS had to drive over the Malvern Hills twice daily to get from home to work and back. In fact, many of the other carmakers in Birmingham came to Malvern to use the road on Worcester Beacon (hill) to test their cars as well.

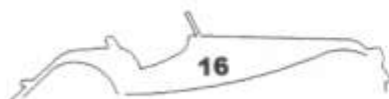
So the design aim with the AERO 8 was for a lightweight car (now 1152 kilos). MMC examined the possibilities of carbon fibre - but this was excluded on the ground of cost (Jaguar, Walkenshaw) and another factor came in the car would be expected to last for 50 years (well 15 at least). The aluminium honeycomb used in aircraft was also examined but passed due to the difficulty of fixing other components (Ciba Geigy) and the loss of space due to its thickness (1").

Finally, the MMC took a visit to Alcan at Banbury to see the AIB technology. This is patented surface treated aluminium, which is bonded (or glued) and has been under test (gave examples) for 30 years. The MMC took out a licence to use the product and the AERO 8 is the first AIB production car. (The aluminium "shate" is made at Bullhoff (?) in Germany. Radshape in Birmingham makes the chassis, which is bonded and riveted. The adhesive curing temperature is critical and these are recorded for every chassis. In fact it has been found from some tests at Notts University that fewer rivets make the frame stiffer - but there will still be rivets (it will not be a glued together car!). The cause for the lack of stiffness with more rivets is probably that the rivets distort the glued surfaces.

The project started in 1996-97 when the first chassis was put through its racing trials in the International GT series. It was not competitive as it only had the +8 power plant but whilst at the Nurburgring (competing with McLaren F1 and BMW with the GTR) Charles met Dr. Wolfgang Reitzler and Karl Ha (??) (who has now taken up the Rolls Royce challenge) and this is where the idea of using the BMW V8 arose.

BMW supplied samples and access to their technical facilities, particularly three key technicians, and also introduced MMC to Bosch who make the software for the EMS and another German company for their exhausts. BMW also allowed the MMC access to their test track at Miromas in Southern France.

There are several tracks there: a tyre test track 8 miles long and the track where BMW do their temperature trials for the Middle Eastern market. The road car will do 130 to 140 mph but the test cars were taken up to 155 on the track (the car was so all out that a tank of fuel was used up in 20 minutes!).





Next the two prototypes were taken to Spain where all the manufacturers road test their cars on the public roads of the Sierra Nevadas in Granada - the hottest place in Europe. Continual trails up and down hill. The guys from another (nameless) company testing met in a café in town one night complained that they did one run for MMC's 20!

The EMS software is the most expensive for any Morgan; the +8 was the Land Rover program modified. However, for the AERO 8 Charles wanted the possibility for optimal performance. It was suggested that traction control could be added but Chris had said that there was no need as the suspension was able to take the power alone and so it proved when at Goodwood on the hill climb tests the AERO 8, driven by Chris, beat the Z8 (I think that is what he said) times with and without traction control driven by racing driver Tony ?? The AERO 8 had a limited slip diff but the Z8 did not at that time - (now the M3 has an LSD!).

That is the story, Alcan and BMW - but the question must be how much of this came from the John Harvey Jones shows. Well some... but not much - that was a only TV show and Sir John spent little time and some of the things he said had they been done would have broken the company. For example, only a few years after the show, the market softened and had production capacity been increased as Harvey had suggested...

But whilst things have changed - MMC has retained the important features, the core of the business is still with the people, the committed skilled MMC craftsmen. This is now rated as the modern phenomena. An article in the Guardian listed MMC in the top 100 Most Visionary UK companies, according to the Cranfield School of Management, together with the John Lewis Partnership and the Eden Project.

Some of the major recent changes were the new paint shop and the expanded facilities to build the Aero. The old paint booth was a bottleneck and the company did not wish to run it 7 days a week and 24 hours a day. It had to be replaced and moved. As well, the AERO 8 had to have a separate build shop. The production of the traditional cars had to continue whilst the new processes for the new car were blended in.

The new car has influenced the traditional cars in many ways. For example, the new car's super-plastic formed wing process is being used for all cars. In fact there have been 17 improvements based on the AERO 8 experience and this has brought the build time down. CM is aware that the industry talks of lowering production days even further but the present 15 days is good for MMC.

This is a moment to talk about the Aero's shape. After it had been designed, two groups of people, the Factory staff and the dealers, were asked to view a plot of the shape for the new car. 85% loved it and only 15% violently disliked it. He then took an Aero 8 down to London for 2 days and parked it in a car park where many new cars were parked. When he picked the car up, the attendants said that it had generated more interest than any other car they had seen there.

Whilst it had not been one of the design aims to "start fights in pubs" the car had to be noticed and that was what has been achieved. The MMC have been aware of their imitators and this has led to MMC being the first car company in history to be (allowed) to register the Morgan shape and grille. This is only possible for things such as the Coke bottle.

Much time was spent to get the shape aerodynamically efficient. This was done on the full size air tunnel at MIRA testing facilities with bi-weekly visits to collect the data - a lot of data and then two weeks to analyze it. You may ask why when the F1 cars look so "un-aerodynamic". Chats with Frank Williams at Le Mans say that they will sacrifice aerodynamics for down force so the aim from the MIRA test was to reduce lift.

He went on to discuss the Aero 8 race car(s). Three chassis were sold to Chris with the aim of entering LeMans, an event that a Morgan has not won since 1962 when TOK won the 2L class. "De Walt" have agreed to sponsor the car for the next two years - but there are 69 cars for 49 places so the competition for this year is tight. Never the less the FIA guys came to Pickersleigh and they do wish to encourage more genuine road cars back into the race.

Recently, a couple of racing journalists have been having some fun at MMC expense with claims that Stirling Moss is in the running for the car's driver and mentioning that the car is entered into 5 races that were



discontinued in the 50s! However, this "old" car had done 176 mph downhill when it was still in its +8 shape with a drag factor of .55 whereas the AERO 8's is .39.

30 "demonstrator" cars were made for the dealers and they became the quality control cars. The resultant dealers' comments and suggestions together with the Works' team have produced the road car that you all see now. The 120th car left the factory this week. And currently the factory is turning out 6 Aeros and 9 traditional Morgans per week – 700 vs 500 cars per year up to this year. The aim being that no customer should wait more than 2 years for his car.

In summary, he declared that he has been privileged to work with some of the top suppliers in the world; with Chris Lawrence and his team and thanked all for coming and listening.

There were then questions - e.g. about a +6 but Charles was cagey – but did not rule it out.

One new owner of a Aero 8 and a member of the Chester club, had taken delivery of chassis 58 or 59 in December and is very happy. He says that the build is excellent and he loves it (sold his +8 for it - both were there). Golf clubs fit in boot and only very minor leak problem at the lower rear of the side window. General impression is that build quality has improved on all cars.

I would like to thank Richard N. on behalf of all of us for taking the time and making the effort to present us with this précis of CM's address. It is deeply appreciated. Lorne Goldman

---

### **The legend continues... Morgan's Aero 8 GT(N) heads for Le Mans.**

Exactly 40 years after Morgan's last competitive entry at Le Mans, when Christopher Lawrence, now Chief Development Engineer at Morgan Motor Company, drove a Morgan Plus 4 through the chequered flag to win the 2.0-litre class, a Morgan is set to return to the world's most prestigious race.

The recently launched Morgan Aero 8 GT(N) race car will compete at this year's Le Mans 24-hour race and the British GT Series as a private team entry by Race Sports Salisbury (RSS). The team, headed by Richard Stanton and Denis Leach, has secured major sponsorship from DEWALT and Barclays. Morgan Motor Company will provide additional technical support.

Powered by a 4-litre, Mader-tuned BMW M62 engine, the aluminium-chassis Aero GT(N) will line up alongside Porsche 911s and Ferrari 360s in the LM-GT category.

"I am absolutely delighted Richard and his team have chosen to run a Morgan after looking carefully at the advanced technology the Aero 8 offers " comments Charles Morgan, Managing Director. "The RSS team is a young, committed and very enthusiastic one. If the car lives up to its impressive theoretical performance, they have a good chance of putting down some markers this year, and I believe the outlook for the future is very promising indeed."

The 2002 GT racing development continues a process that began in 1962 with Chris Lawrence's Le Mans Class win. His long association with Morgan continued through the following decades through his own business, Lawrence Tune. In 1996 he joined the Morgan Motor Company full time to lead the engineering team developing the car that was to evolve, via the racetrack, into the revolutionary Aero 8 road car.

Richard Stanton comments, "I was immediately struck by the Aero 8 GTN, which is a superb piece of engineering. We think the combination of its advanced chassis and suspension technology with the fantastic BMW engine is a winning one. The chance to drive one of the world's most famous marques and to work with Chris Lawrence and the technical team at Morgan was simply too good to miss."

Richard's recent record includes a successful outing in the 2001 British GT Series, driving a TVR along with his co-driver Steve Hyde. The season's results included 7 podium appearances, 1 class win, 2 fastest laps, and 1 pole position.



In 1973 my Aunt Sybil, was in England on a vacation, and fell in love with a brand new bright blue Triumph Dolomite, which was to replace her Ford Consul. She and my Uncle (he drove a Delage!) arranged the purchase and had Dolly shipped to Auckland, where they lived. She drove the car for 103,642 miles, mostly to bridge games, shopping and the like. To the best of my knowledge, the car never went more than 100 miles from home base. I purchased the car from my Aunt's estate in 1998, and had it shipped to Ottawa. It took three months to get here, and cost over \$7,000 for the shipping. It came in a container



from Auckland via Sydney, Perth, Singapore Hong Kong, Seoul, and Yokohama to Vancouver, and then by rail to Montreal. The final trip to Ottawa was on a flatbed, with an arrival date of February 7th. Poor old Dolly was not used to Canadian winters (it never freezes in Auckland), so we did not attempt to start her until early in May. No problem at all!

I have extracted some information from a test report done by MOTOR mag-

azine on Jan 8 1972, which included a road test and incredibly detailed statistical data. This came to me from my cousin in Auckland, along with a shop manual which runs to almost 250 pages! They cover everything, even to how to replace the headliner! This is the 1854cc model, which is described in the article

## A KIWI Transplant...

as "having the long-tailed body of the Triumph 1500 in embellished form, the driveline and basic suspension of the Toledo, the interior appointments of the 2.5PI and a twin carb version of BL's (British Leyland) light alloy slant four engine that has hitherto appeared only under the bonnet of a Saab (unless you count the doubled up version of it in the Stag). At a price of \$1,600 it was rated impressive, but in fact it sold for \$1,399 including almost all the equip-

ment which many cars charge as extras. Top speed of 100 mph and 0-60mph in 11.3 seconds are quite respectable, and massive low speed torque encourages brisk driving. Trim and equipment are described as 'lavish'. Performance figures for the Dolly are extensive, and comparison with similar vehicles are also provided with Triumph coming in the mid range on speed, third on acceleration and second on fuel consumption. The comparatives were Fiat

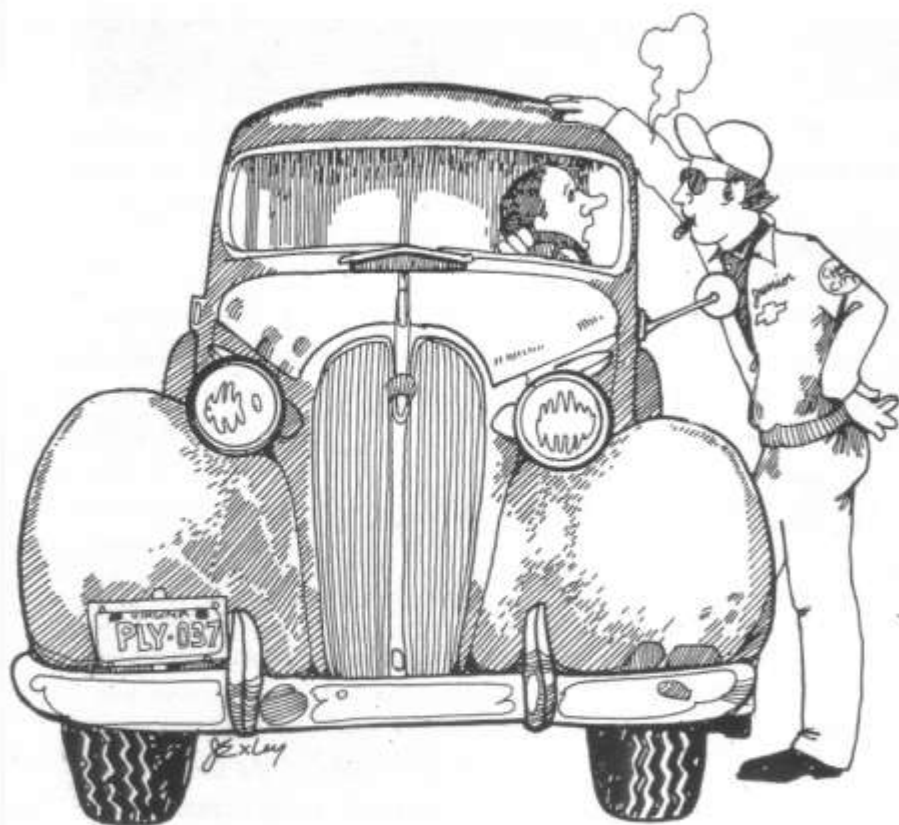
125S, Cortina 2000, BMW 1600, Vauxhall 4/90, Humber Sceptre, and Saab 99. Only the Fiat is cheaper than the Dolly, but is not as well equipped.

Comfort and control are at the top of all models produced in the UK or on the Continent, in the under \$1800 price range. It even provides a telescopic and adjustable steering column, quite a feature in 1972.

There is also an electrically heated back window. The dash is wood veneer, with real walnut door cappings, and facia. There are pockets on the backs of the front seats and a parcel shelf which extends right across and under the dashboard (perfect for cell phone storage!) The engine has a chrome-iron block and aluminum alloy head, with four cylinders in line inclined at 45 degrees from vertical. There are five main bearings, OHC, and a compression ratio of 9.0:1 with max power of 91 bhp @ 5200rpm. Front discs and rear drums are provided for stopping, and fuel tank capacity is a substantial 12.5 gallons (56 liters). The boot is enormous for a car of this size, and four adult passengers ride in considerable comfort. Even by current standards, this is a very well equipped and enjoyable means of "transportation."

Edward Bowman, Carp, Ontario





IT WAS GREAT-AUNT AGATHA'S FAVORITE CAR ...

# The Right Reply

or

## Don't Let The Lobrots and Fewaps Get You Down

by Rick Busenkell

As select members of the Brethren of Old Car Collectors, we are used to the public adulation that our pride and joy usually elicits. We love such attention — don't lie — as it allows us to pontificate about our superior wisdom and eclectic taste. We can also indulge ourselves in flights of fiscal fancy, ever alert to the possibility that somebody might actually believe our outrageous assessments and whip out a checkbook, right then and there. If the light of your life is a high-performance car, then "Whuttle she do?" provides another opportunity for delicious verbal hyperbole.

But, occasionally, there comes the killjoy.

"Betcha can't get parts for it."

"Kinda slow, ain't it?"

"Whaddya want that old thing for?"

O fellow believers in the One True Faith of the Righteousness of the Old Car, we must learn to handle these heretics properly. There is no reason why you should mumble apologies or why they should escape swift retribution; forbearance is not one of our commandments. What you need is the *right reply*: swift, sure, crushing. The right comeback immediately puts an upstart in his place and also throws him on the defensive. We must learn them well.

The Prime Rule in such encounters is to pretend that you are filthy, carelessly, stupefyingly *rich*. Your adversary will have something *new*, while you clearly have something *old*. His foolish mentality equates newness with value and value with position. Therefore, by his lights, he is superior. Your object is to reverse these positions in his estimation. He must be convinced that, to you, something old is of much greater value, and that you couldn't care less for something new, like his car. So repeat to yourself: New is *bad*, Old is *good*. Repeated often enough, this handy little aphorism has a salutary effect upon the nervous system, bracing you for the moment when you find out that no one makes your distributor rotor anymore.

Feigning incredible wealth may not come easily at first, but remember that all the rich are eccentric. Therefore, any *gaucherie* on your part will be interpreted as mere eccentricity. By definition, your tormentor is a lowbrow and, therefore, unlikely to know a single filthy rich person at all, so how is he to know you're not one?

Since you are now filthy rich, you must always avoid giving your lowbrow tormentor (hereinafter abbreviated

CAR COLLECTOR



*lobrot*) the impression that your treasured vehicle is your only automobile. There are only two types of people who own old cars: those who can't afford anything else, and those who can afford lots of elses. You must always radiate that special aura of those in the latter category.

"Where d'yuh get parts for that thing, anyway?"

There are two answers here, depending on whether your car is foreign or domestic.

Foreign: "Zurich. I have them flown in."

Don't even add, "by Air Express." Leave the impression that it might be your corporate Learjet which zips over the Atlantic to pick up spark plugs.

American: "Can't anymore, you know. I have my machinist make them."

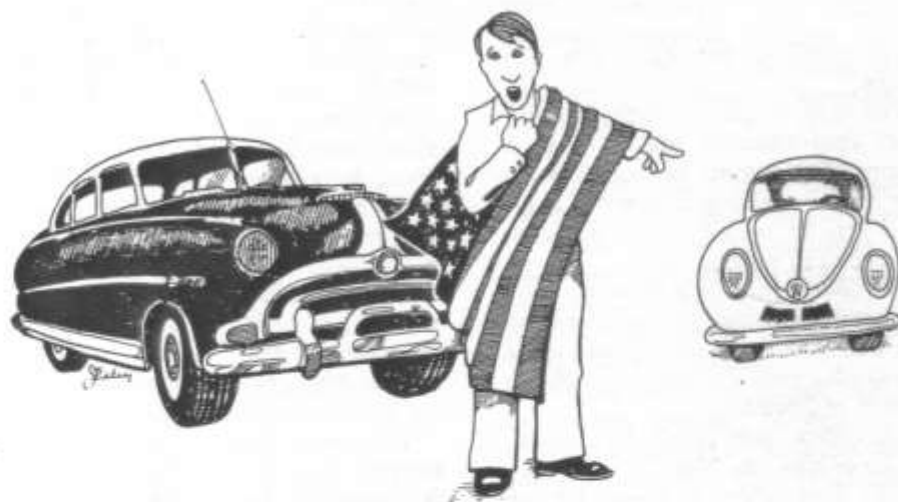
If the *lobrot* persists with, "Well, whaddya drive while yer waitin' fer all these parts?", he's really asking for it. "One of my other cars, of course." And then rattle off your three favorite dream cars — the more obscure, the better. The *lobrot* may even plow on like a torpedoed ship, sinking but still moving, and try something desperate. "But they're *expensive*, ain't they?" Ah, sweet victory. Put on your best bemused smile and artfully shrug your shoulders. "Of course." What care you, the Baron of Bigness, the Earl of Expense, the Titan of Tax Shelters, about such trifles as the cost of a Weber four-barrel carburetor? Piffle; you once platinum-plated one as a paperweight. Only peasants who worry about money care about the cost of their toys and, as your *lobrot* slinks back to his pitiful car, he knows he is now firmly branded by you as one of them.

Other crude comments are handled in similar cavalier fashion.

"Whaddya want that old crock for?"

Stifle the immediate impulse to shoot back that it's better than whatever new crackerbox he's driving. You may be correct, but to come right out and say so is a tactical error and shows want of subtlety. It is a mark of the lower orders, like politicians and Baptist preachers, who habitually blurt things out without thinking about them. Remember that *lobrots* are ignorant, disputatious, and bellicose; you will simply be drawn into an argument over the merits of his new car versus your old car. So never contradict a *lobrot*. Say something which deflects his aim, puts you in a good light, and is unarguable.

"It was great-aunt Agatha's favorite car. She had it for years and willed it to



... AND I WOULD NEVER BUY A CAR FROM AN AXIS POWER!

me, dear soul, so I just keep it in the family. She was a grand old lady, a Pemberton of the Kiplinger Square Pembertons. Did you know them? No?" (Feign surprise.) "Ah, too bad."

You have now disarmed this *lobrot*. He is unable to badmouth your car without dishonoring poor old great-aunt Agatha. Furthermore, he is forced to admit that he never heard of the Pembertons of Kiplinger Square, a social *gaffe* you consider roughly equivalent to wetting his pants in public. How is he to know that nobody else ever heard of them either? In formal debate, a similar tactic is called *translocation*; if you are losing, you shift your position to one which, while irrelevant, is absolutely impregnable. If it's good enough for William F. Buckley, Jr., it's good enough for you.

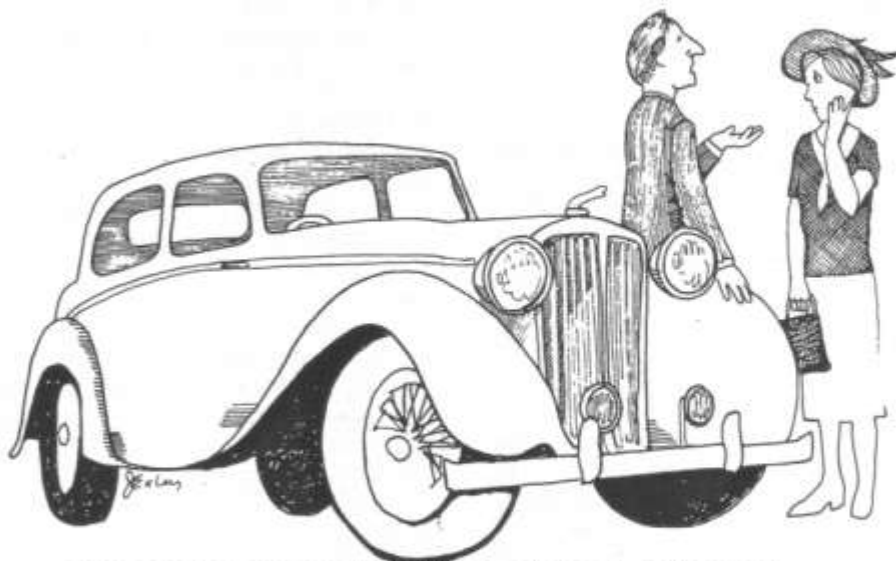
"What a slowpoke that big old clunk is."

Overweening Corvette and Porsche owners are prone to this low tactic, knowing that their wondercars are much faster than your laughable old heap. You should know, by now, that the last thing to do is blow your cool and race them. Unless you have an Allison aircraft engine lurking under your hood, you will lose badly and become the butt of lowlife smirking. Worse, you could throw some valves, which would really convulse the *lobrot* and cripple your pocketbook. No, since *speed* is important to this thrill-crazed fool, you must let him beat himself in his imagination.

You: "Of course it's slow. Besides, my machinist just put in a rebuilt transmission."

Lobrot: "Oh."

You: "When I want to go fast, however, I drive a *really* fast car, not something like *that* thing."



YOU DO KNOW THE BRITISH INVENTED ENERGY, DON'T YOU?

Lobrot (bristling): "Oh, yeah? Like what?"

You (smiling sweetly): "My 427 Cobra."

You may, of course, substitute any other four-wheeled rocket of your dreams. But it must be streets faster than his car, so there is no doubt in his mind that he would lose if you condescended to race.

The *lobrot* may then blow *his* cool, suspect you of lying (the cad!), and call you out. Fear not, for righteousness prevaleth, even in the face of the Demon of Speed.

"A Cobra, huh? Well, let's see it. Put up or shut up, Mac."

"My dear fellow, it happens to be one of my *racing* cars. For safety's sake, I think that all really *fast* cars should be used only on *racetracks*, don't you agree?"

This *lobrot* is now handcuffed. If he disagrees with you, he incriminates himself as a reckless speeder, a common highway hoodlum; if he agrees, he's admitting that his car isn't fast enough for a racetrack, since he's driving it right there on the street. And, abiding by the Prime Rule, you have implied that you have many cars and can afford to use the right one for each job, while he, poor wretch, has to make do with a compromise car. You can even point out that *real* racing studs drive ordinary sedans on the road; they don't play around with Corvettes. Phil Hill even drives *Packards*. If it's good enough for A. J. Foyt, Phil Hill, and Mario Andretti, it's good enough for you. So, just drive gently away, and laugh at this *lobrot* if he attempts to recover lost face in a cloud of tire smoke. You'll catch him at the next traffic light anyway.

We now come to an adversary more worthy of our steel: the *ecologist*. This person is more formidable because his attacks are not motivated by jealousy or spite but, rather, by something he believes to be a real issue: fuel economy. He is identified by a strident tone, a stern visage, and a "How dare you?" attitude. "How dare you drive such a gas hog! Don't you know we are supposed to be conserving energy?"

Let us be frank and admit that we are vulnerable on this score, for our old beasts were designed when gasoline cost less than two-bits a gallon and fuel consumption was not important. And everyone knows that we now have to import much of our crude petroleum. So you, O Gas Glutton and Stealer of Senior Citizens' Heating Oil, are made to feel not only like a wastrel but an

unpatriotic wastrel, as if garaging your car would have immediately freed the hostages in Iran. The ecologist, naturally, will be ostentatiously driving some wimpy motorized shoebox, with an eyedropper for a fuel pump. It would seem, despicable one, that now you are really backed up against the wall with your ponderous Pierce, blubbery Buick, or pachydermic Packard.

Trust in your Faith. There are several ways to handle the Fanatical Ecologist Who Worries About Petroleum (*fewap*).

Case A: your car is domestic, *fewap's* car is imported.

Your tactic here is straightforward: simply assume the I-am-a-loyal-American-whereas-you-are-but-a-tool-of-foreign-interests position.

"You would not be worried about fuel economy, my friend, if gasoline were cheap. The problem of fuel, therefore, is really a problem of *money*. Did you know that most of the money received by American oil companies stays inside the US, creating jobs for *Americans*? The money you paid for

---

*"The Prime Rule is to pretend that you are filthily, carelessly, stupefyingly rich."*

---

your *foreign* car (don't say "imported", which has a bland, neutral tone; emphasize *foreign*, which has a deliciously sinister and alien connotation) left this country forever, taking *American* jobs with it and contributing to our balance-of-payments deficit. Have you no shame? This car may not get 40 miles per gallon but, by God, at least it's a good *Amurrican* car (rap fender smartly for emphasis) which supports a lot of *Amurrican* jobs." (Puff chest out proudly.) Duesenberg owners get a special bonus here, as they can patiently explain that their car is *not* German.

If the *fewap's* car is from Germany, Italy, or Japan — and almost all case A *fewap* cars are — you can *really* be underhanded and add, "And I would *never* buy a car from an *Axis* power!" Never mind that Hitler, Mussolini, and Tojo are long gone; seize the patriotic high ground. Remember *The Sands of Iwo Jima*, *They Were Expendable*, *From Here To Eternity*, and show that heroes like John Wayne and Monty Clift live on in your loyal memory. Don't let the *fewap* off the hook. Lord

Louis Mountbatten specified that no Japanese attend his funeral. And, if it was good enough for Lord Louis Mountbatten, it's . . . you got it!

Case B: your car is an import, *fewap's* car is domestic.

Here the situation is reversed, so now you must speak of your car as a "European classic" or, at worst, an "import", never *foreign*. Refer to your opponent's car as "domestic", never "American".

The best tactic here is to take advantage of the average American's vast ignorance of alternative measuring systems. Only NASA scientists and smart-aleck high school valedictorians will understand you, for example, if you speak metric.

"Bet that thing gets lousy mileage, hey?"

"Actually, it's been rather good. I've been averaging about four-and-a-quarter times ten to the fourth power ( $4\frac{1}{4} \times 10^4$ , or 42,500) hectometers per kiloliter lately."

"Huh? Wazzat in miles per gallon, pal?"

"How should I know, my dear man?" (It's 10mpg.) "The speedometer is calibrated in kilometers per hour and the fuel gauge reads in milliliters. You figure it out."

This ploy is even more effective with British cars, as no one — including a modern Briton — understands the more obscure British terms. In an unforgivable fit of modernism, Elizabeth II and Parliament dragged British measurements out of the Age of Chaucer a few years ago and instituted the metric system, as well as a dreadfully efficient decimal monetary arrangement, but the good old stuff was still in effect when *your* proper British motor-car was built.

"How dare you drive such an old gas hog in this time of international crisis!"

"Actually, madam, it happens to be comparatively efficient." (Compared to James Watt's original steam engine, it is.) "I can attain 1.28 ton-furlongs per thousand BTU in ordinary motoring. Long tons, of course." (Yes, that's 10mpg again, if your car happens to weigh exactly 4480 pounds.)

"Er, ah. . . what's a BTU?"

Act surprised. "Why, *British* Thermal Unit, of course. Measures energy. Thought everyone knew that." Flick an imaginary dust mote from the bonnet of your gleaming Alvis Firefly drophead, fully equipped with hooter, trafficators, dickey, and wing valances. "You do

*Continued on page 22*



PSSST, COMRADE YOU WANT BUY NICE AMERICAN CAR ?

know the British *invented* energy. don't you?"

"W-what?"

"Certainly. You've never heard of an *American* thermal unit, have you?"

"N-no, but. . ."

"Why the very word *petroleum* is related to the British word *petrol*, did you know that?"

"Well, uh. . ."

"And, as for reliability, *this* car can go for a *dozen* fortnights without needing a decoke, a recellulose, a nave plate replacement, its accumulator charged, its earth strap renewed, its

valances balanced, its scuttle scuttled, or a new N.D.V. friction plate bracket bearing ring installed. Just a few quid, a bob, a tanner, thruppence, and a ha'penny will buy me a stone of Duckham's, which this car wouldn't even use between Michaelmas and St. Swithin's Day. Can you possibly say the same for *your* car?"

"Gosh, I certainly couldn't."

If obfuscation was good enough for Talleyrand, Metternich, and Churchill, it's. . . *right*.

Case C: your car and *fewap's* car are both domestic or both imports.

Here, there is no possibility of hiding behind a terminological smoke screen. The best argument seems like a strange one at first: your antagonist is not the true conservationist, you are. Oil, you see, is not the only precious commodity depleted by automobiles. There is plastic, steel, rubber, copper, aluminum, and glass, and each new car incrementally reduces the resources we have left. And the most conspicuous of these materials is chromium, used in the alloying of stainless steel as well as in the familiar bright trim. There is no chromium ore in the US, and we get it from some strange places, which gives you the opening you need.

"How dare you drive such a gas glutton. . . etc."

"Ah, sir, I see you have a nice new Pontiac Phoenix, one of the revolutionary front-wheel-drive compacts from GM."

"You bet. Gets 33mpg, too. No supporting those ripoff oil companies, heathen A-rabs, and !!#&!#! Ayatollah

what's-his-name for me."

"How refreshing to meet such a patriot. Tell me, how do you feel about supporting the Russian invasion of Afghanistan?"

"The *what?*"

"The invasion of Afghanistan, not to mention the invasion of Czechoslovakia, the exile of Andrei Sakharov and Alexander Solzhenitsyn, and the general threat to world peace."

"What the !#&\*#!#! has all that got to do with my Phoenix?"

"Simply this, my friend. All the chrome on your car, as well as the chromium used in its stainless steel, has to be imported. Most of it used to come from Rhodesia, but we have boycotted that country ever since 1965, when it declared independence from Britain."

"So?"

"So, since then, our principal chromium supplier has been the only other nation in the world with a big supply of the stuff, which happens to be none other than. . ." (Assume stern countenance.)

"No!" Gasp. Choke. "Not. . ."

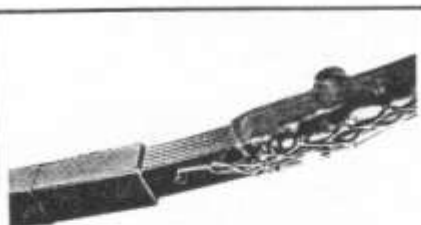
"Yes!" (Make eyes gleam fiercely.)

"The *Soviet Union*, suppressor of dissidents, cradle of Communism, abode of the ungodly. And *you*, scurrilous scoundrel, have helped our country's mortal enemy by buying a *new* car."

"Arrghh! Say it isn't so! Forgive me! I. . . I knew not what I did!"

Forbear adding "fellow traveler", "innocent dupe", "pinko", or other choice epithets, which the late Senator McCarthy would have unhesitatingly heaped upon such errant fools. Enough is enough. The ignorance of *fewaps* is boundless, and you have made your point.

All of this suggests, gentle old-car lover, that the *fewap*, who buys a new car every few years to obtain slightly better fuel efficiency, is not the true environmentalist, not the true lover of the earth and all that is in it. You are, for you are content to take someone else's discarded old automobile and return it to beauty and usefulness, making no demands upon the ecosystem for the soon-jaded thrill of owning a new car. Yours is the true preservationist instinct: keeping what already exists and asking not for more. Bless you, my son. Let not *lobrot* nor *fewap* tempt your foot astray from the path you have wisely chosen, nor harden your heart and diminish your ardor for the One True Faith.



## METAL LEATHER

Spring cover gaiters custom-made from metal or the very best leather preshaped with genuine jute padding. Call or write for further information and our new color brochure.

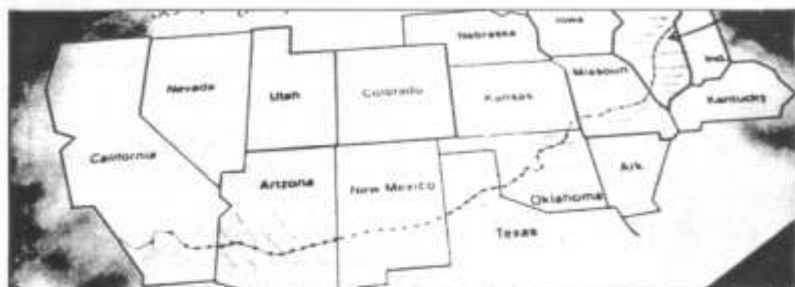


WHITE POST  
RESTORATIONS  
White Post, VA  
22663

703-837-1140

COMPLETE RESTORATIONS OF  
CLASSIC AND ANTIQUE CARS





A tabletop map at a roadside diner traces the famed Route 66 from Chicago, Ill., to San Bernardino, Calif.

## Timely tips If you go

■ The path of Route 66 has changed over the years, with some states now having three or four different "alignments" of the highway. The alignment closest to the original

(that can still be driven) is usually used in guidebooks. However, Route 66 auto clubs often vary the alignment they travel on their annual tours to take in different



Memorabilia on a diner wall.

scenery each time.

■ You can drive Route 66 on your own, using a guidebook. If you prefer the camaraderie of some great folks on an organized tour and would like to become a Route 66 "roadie," here's some info:  
• The Canadian Route 66 Association is at [www.route66.tgo.com/can66.html](http://www.route66.tgo.com/can66.html).

• The Arizona Historic Route 66 Association is at [www.azrt66.com](http://www.azrt66.com).  
• The U.S. National Route 66 Association is at [www.national66.com](http://www.national66.com); this is an extensive site with many links.  
■ Tourist Boards:  
• Arizona Tourism: 1-888-520-3448; offers Canadian Cactus Days discount program; [www.arizonaguide.com](http://www.arizonaguide.com).  
• Albuquerque, N.M. CVB: [www.abqcvb.org](http://www.abqcvb.org).  
• St. Louis Tourism: 1-800-916-0040; [www.explorestlouis.com](http://www.explorestlouis.com).  
• Texas has the Buckaroo Bucks discount program for Canadians; [www.travelstx.com](http://www.travelstx.com).  
• California Tourism: 1-916-322-2881; Maple Leaf Days program; [www.gocalif.ca.gov](http://www.gocalif.ca.gov).

# Get your kicks on Route 66



ROB & WENDY LINDSAY  
ROADS LESS TRAVELLED

Old Route 66 celebrated its 75th anniversary this year. Avid fans and folks who were simply curious took in special celebrations and enjoyed the freedom of the open road.

Motorists rediscovered great home-made pie and doughnuts at Mom and Pop diners with good coffee and "real" burgers — those joints with the black-and-white tiled floors and chrome furniture — far removed from the moulded plastic of the fast food chains.

It seems the Mother Road has a growing number of new fans.

The Official National Diamond Jubilee Festival for Route 66 was held in Amarillo, Tex., with thousands attending the three-day party July 20 to 22. But we are getting ahead of ourselves: in our June column we left off at the Illinois-Missouri border with more than 3,000 kilometres still to motor to the California shore. Let's skim the highlights en route so you can plan a winter trek to the sunshine. Remember, many states offer winter discount programs to encourage Canadian visitors.

Imagine the top is down on your red '57 Corvette. You're motoring along with the wind in your hair. Your first stop is St. Louis, Mo., home of the Blues.

Perhaps the most famous Route 66 spot in Missouri is Ted Drewes Frozen Custard, offering a creamy delicacy that has been pleasing folks for decades. The Old Chain of Rocks bridge, which spans the Mississippi River, was recently re-opened as the world's longest pedestrian and biking bridge. Both attractions first opened on famous Route 66 back in 1939.

The St. Louis Gateway Arch towers 192 metres (630 feet) over the city skyline. The ride to the top of the stainless-steel arch is worth it for the breathtaking view of the river and the city that is said to have more working blues musicians than any other place in the world.

Unlike most urban centres, where

every attraction has an admission price, St. Louis has Forest Park, where citizens and visitors alike have free admission to the art museum, science centre, history museum and zoo.

Back on Route 66, about an hour west of St. Louis are the Meramac Caves, the oldest attraction on the Mother Road. They'll give you a look at the region's history and geology. Legends say Jesse James hid men and loot in these caves.

During the Second World War, military training bases were established in southwestern states. US 66 was used to transport personnel to the military bases along its route and into California for transport to the Pacific. After the war, many of these service personnel settled in towns through which they had passed, or made their way to the boomtowns of California.

In 1946, one of those GIs was musician Bobby Troup, who penned the now-famous tune instructing you to "Get your kicks on Route 66," which embodies the road's spirit and traces the route.

Across the vast plains of Oklahoma, Texas and New Mexico, shuttered cafes and rusting gas pumps were fixed up — and memorabilia was hunted out — to celebrate the Mother Road's 75th. It was good timing: recent world events have made travellers feel more secure on the ground, behind the wheel of their own vehicle. Added to that is the nostalgia factor. Life seemed much simpler and safer in the heyday of Route 66.

Arizona has wisely designated the old Route 66 an historic highway. Enthusiasts across the state have restored many of the old haunts. For example, east of Gallup, N.M., watch for exit 339 near Sanders and follow it half a kilometre or so south to the Route 66 Diner, complete with authentic 1946 stainless-steel exterior and famous large burgers served in a retro setting.

And old Route 66, now with I-40 superimposed over it in places, passes right through Flagstaff. That's where the old Santa Fe train depot has Route 66 memorabilia and gifts, along with tourist information.

A picturesque side-trip south of Flagstaff is Highway 89A, winding south to Sedona. Its switchbacks are fun in good weather. At the scenic overlook, in addition to a great view, you can deal directly with the craftspeople of the outdoor Native Ameri-



A classic red 'Vette may be the best way to travel the open road.

Courtesy, Arizona Tourism

can Arts Co-op.

The route winds through a spectacular 30-kilometre gorge and brings to lush Cedar Creek Canyon, a truly beautiful spot on the northern edge of Sedona.

After driving it, you will understand why Rand McNally calls it one of the most scenic drives in America. The red rocks look spectacular at sunrise and in the warm rays of the setting sun.

Further west, Williams boasts the Route 66 Magazine Shop, home of the largest selection of Mother Road merchandise between Chicago and L.A.

From Williams, a one-hour drive will bring you to the south rim of the incomparable Grand Canyon.

You can circle back through the immense Navajo reserve with its mesas, desert scenery and ancient Hopi community in the centre before returning to Flagstaff, Williams and continuing west on Route 66.

From Ashfork, west of Williams, to Topock, on the Arizona-California state line, is the longest continuous

stretch of original Route 66 highway in any state. It is also an area populated with some keen Route 66 historians, so allow time to stop and chat.

In Truxton, the Frontier Cafe is a good place for a coffee break and a chat with the congenial owner, Mildred. Hackberry General store, on the roadside a little west of Truxton, is a treasure trove of Route 66 memorabilia. You name it, they likely have it — coffee mugs, pennants, postcards current and historic, and oodles of stickers and paraphernalia to decorate your vehicle.

As you approach Outman, you'll see signs warning you of wandering burros. Sure enough, they're wandering the streets of the Old West town, mooching carrots from tourists as they await the daily mock gunfight. These burros are descendants of those turned loose in the 1930s when the mines closed.

Finally, it's off through the soft hues of the California desert to Needles, past Amboy with a peek at its crater, to Barstow, with a stop at its Calico ghost town.

You motor into San Bernardino and the end of Route 66 on the Pacific coast in Santa Monica, some 4,000 km (2,448 miles) from Chicago. A long trip, sure, but well worth the drive.



# ROAD TRIP

BY IAN CRUICKSHANK

It was always going to be an ambitious day. An hour after the sun splashed above the peaks of the Rockies, we teed up at legendary Fairmont Jasper Park Lodge, then hopped in the car for a dash down the Icefields Parkway, picking up Highway 1 — the Trans-Canada Highway — outside of Lake Louise, cutting down to Hwy. 93 and into British Columbia for the loop southwest to the Columbia River Valley, trying to make a 7 p.m. dinner reservation at the mountain village of Panorama.

As a self-described Toronto guy, I find the Rocky Mountain landscape stunning and a little intimidating. It is like coming face to face with a supermodel. The beauty is relentless, almost surreal. Adding to the otherworldly atmosphere is the wildlife. Along the road from Jasper to Lake Louise, I have seen bears, elk, sheep, goats and coyotes. The road is mostly wide, but in mid-summer it can be dotted with wheezy camper vans. We got caught behind a line of traffic at the Athabasca Glacier and thought about trying to

zigzag our way to open road, but in the end decided to settle back and enjoy the scenery, pulling off with the rest of the gang to snap pictures of the glacial lakes.

On the day of our dash, the weather was benign, although I know it is not always this way. A friend of mine, originally from Calgary, remembers driving this road in winter with his new American bride. They were living in Napa, Calif., at the time and had come north to visit his family. Halfway into their journey, they found the road smothered in snow. They thought about turning back, but it would have taken another eight hours to reroute through Edmonton and then south, so instead he thumped down on the accelerator and punched right through the wall of snow. Looking back, he thinks this might have been one of the silliest things he has ever done, but at the time it was incredibly exhilarating.

Just above Banff, we turned west and climbed through the Vermilion Pass into British Columbia and Kootenay National Park. It is another stunning stretch of road and was almost deserted until we hit the outskirts of Radium Hot Springs, a village famous for its mystical waters. Starting in 1841 when Sir George Simpson, governor of the Hudson's Bay Company, came for a soak in the springs, celebrities, including Sir Winston Churchill, have come to the village to rinse away their aches and pains. (Radium's most famous citizens, however, are the estimated 140 Rocky Mountain bighorn sheep that live in and around town.)

In the 1920s, the federal

government sent a scientist out to uncover the mystery of the waters. When it was determined the springs contained low levels of radioactivity, the village adopted the Radium name. In those days, it was a lumber centre, but for the few tourists who did make the trek, the cost of visiting the springs was a dollar a day, and, for just \$2 a week, travellers got space in a tent equipped with straw beds.

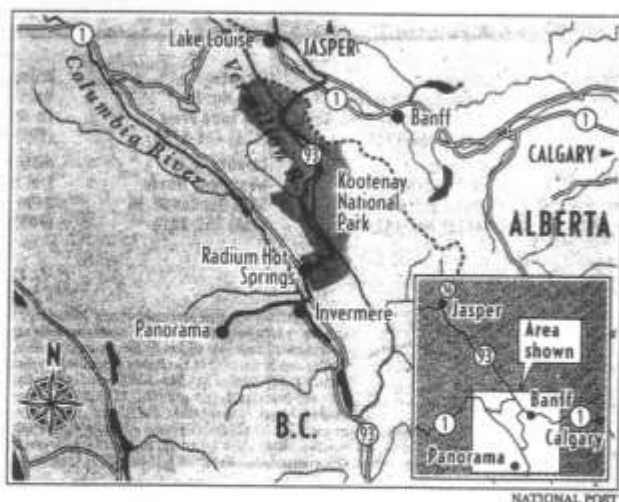
At Radium, we hooked up with Hwy. 95 and drove past the Columbia Wetlands. This is where the mighty Columbia River begins, rolling north for a couple of hundred kilometres before bending back toward the Pacific, eventually emptying into the ocean at Astoria, Ore., 2,000 km from its source. The wetlands span 180 km and are the largest continuous ones in North America. Each spring, 250 species of birds flock there.

We were almost to Invermere when we turned west again and followed Toby Creek up the side of the Purcell Mountains to Panorama.

The town started out as a ski hill in the 1960s, but it has blossomed into a four-seasons resort, especially with the opening of Greywolf, a spectacular new golf course perched on the edge of the wilderness.

Nearly six hours after leaving Jasper, we pulled into Panorama's base lodge with 15 minutes to spare. After the meal, our group slipped outside for an after-dinner drink on a verandah that jutted out above the white water of Toby Creek. At 11 p.m., the charcoal gloaming began to encircle the surrounding mountaintops. I made a note to myself to get out of Toronto more often.

National Post



*The highway from Jasper, Alta., to Panorama, B.C., runs through some eye-popping terrain*

Cuthbert J Twille  
Morgan Oasis Garage  
Hoodspout, Washington  
98548 360-877-5160

# Friends

Fred Sisson's books have been a treasure to me in rebuilding my own '61 Plus 4 Mog. The instructions for converting to a GM alternator were followed exactly. BUT, when I tried to use the ammeter in the cluster gauge to register those splendid fresh new amperes it wouldn't even wiggle. So I called my favorite gauge rebuilder to ask why, and I'm awfully glad I did. Margaret at MO-MA in Albuquerque told me that converting to an alternator is a popular mod. And she has heard of many classic under-dash fires caused by sending sixty plus amps to a gauge intended for less than half those amps. Thus burning up those hundred grand Ferraris, and raising their poor owners' tempers and temperatures too. Talk about a classic pain in the axle! Moggers take care.

There are two answers to this dilemma. One is not using the original gauge, and adding an aftermarket gauge, which can easily handle the extra amperage. For those of you with too many dollars-kroner-pounds-yen, the original gauge can be converted to handle the extra amperage. This morning I talked to Ted Sapieja at Alfa Instruments in Downswlew, Ontario Canada (416-736-4267) and Margaret Lucas in Albuquerque, New Mexico (505-766-6661) and both of them will convert the ammeter segment in the original Morgan cluster gauge to handle the 60 amps the GM alternator produces. The Ballpark price for this service is a hundred scoots.

When I find that spare hus I'll send off to one of these two sterling characters my ammeter segment. Until then I'll keep to the working man's procedure that follows.

An aftermarket gauge (\$ 10.00) from a parts house and a Ford/GM side marker lamp (\$ 4.00, that fits perfectly in the original Ignition warning lamp holder, by the way) solves all the parts requirements. The older GM alternator that Sisson recommends needs a little electrical "juice" to "prime the pump". The original Morgan ignition warning lamp does not provide enough of this "juice", though the Ford/GM side marker lamp does this admirably.

In the drawing that accompanies this article there is a schematic of how to wire the aftermarket ammeter gauge and the Ford/GM side marker lamp into your wire system with the new alternator. You may notice that this reflects the conversion to a negative ground system. It will also illustrate one way of displaying the aftermarket gauge on the dashboard of your darling Moggie.

The GM alternator that Fred recommends is not the latest mod to come down the pike. Greg Solow uses a Bosch, but two of his shop guys have failed to send me the skinny on how this is accomplished. This may fall in the category of "You expect me to tell you my hard earned secrets and lose my axle while you amanoors fix your own Mogs?"

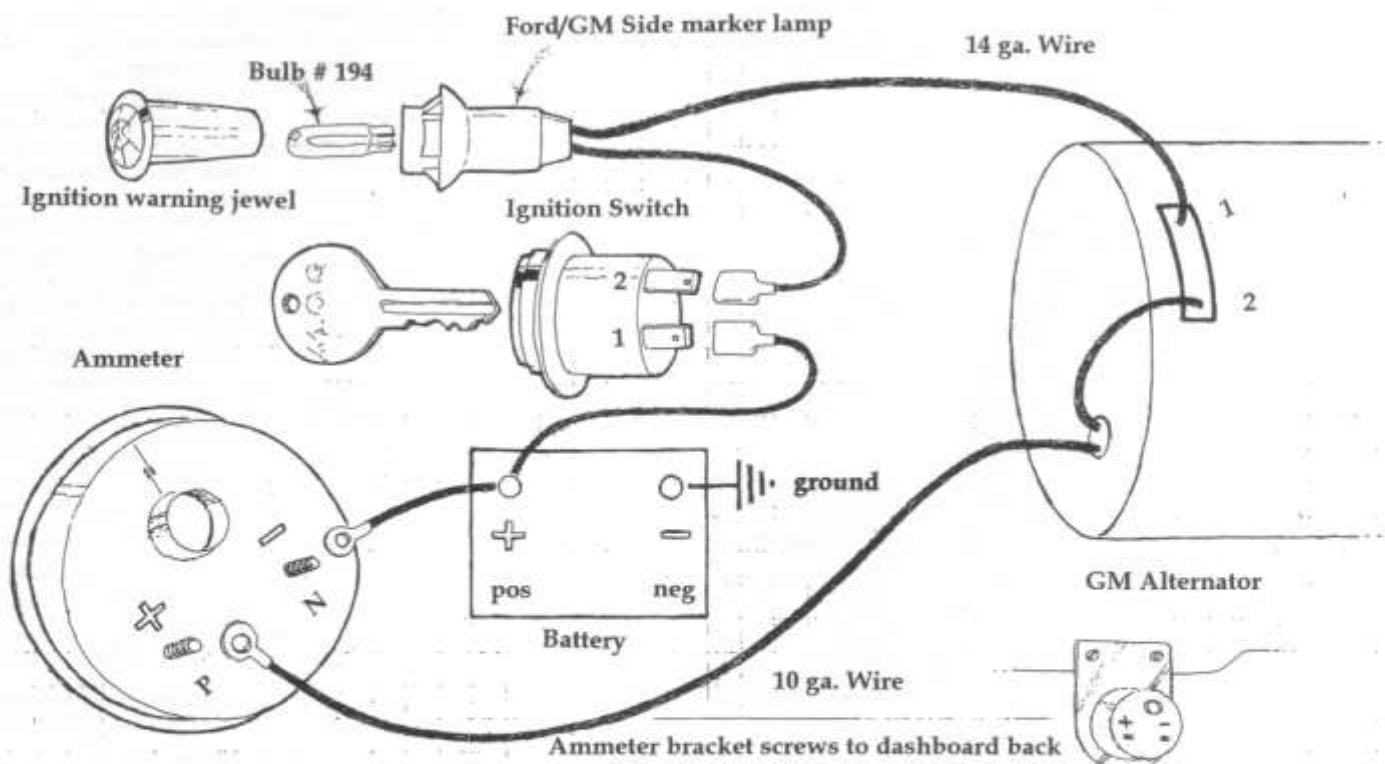
Let me again recommend Fred Sisson's "Morgan Owners Beside Reader". You can ask anyone, they all love it. Call Doctor Dave Candall @ 800-877-5400 for the bool.

*Cuthbert*

## Cuthbert's Epistles to the Mognoscenti

Adding an ammeter to an alternator without tears.

Battery is negative ground



Cuthbert, a Yank at Malvern MMII

eswheels 3

## first drive

by Simon de Burton



## Morgan Aero 8

**T**HE traditional Morgan sports car must be one of the most recognisable vehicles on British roads — but from this month we can start looking out for the rather more unusual shape of the 90-year-old British firm's latest offering, the Aero 8.

After several postponements, the first production Aero 8s are now leaving the line at the Worcestershire factory where the order book is full until well into 2003. While retaining the recognisable Morgan style (complete with running boards), the new car is noticeably wider and is characterised by the unusual "cross-eyed" headlamp arrangement which met with mixed reactions when the prototype was unveiled in Geneva last year.

Whether you like the look or not, the car has extraordinary presence on the road and will attract disbelieving glances for some time to come. Powered by the same 4.4 litre vee-eight used in BMWs twice-as-heavy X5 off-roader, the six-speed Aero 8 will hit 60mph from standstill in less than five seconds, accelerating on to a governed maximum of 160mph — not quite the sort of performance normally associated with Morgans of the flat-cap-and-tweeds days.

One of the new car's main features is its exceptionally strong aluminium alloy bonded chassis, which not only keeps the engine's 286bhp controllable but makes for fine road holding and cornering capabilities. Braking is up to competition standards thanks to all-round ventilated discs with AP Racing calipers.

The plush cabin, which has none of the rattles and knocks often associated with open-topped motoring, is finished in top-grade leather and wool carpeting to the customer's specification and offers plenty of leg room, a small area for luggage behind the seats and space for a couple of overnight bags in the boot. The hood can be quickly raised and lowered, but in the up position is more claustrophobic than cosy.

At £50,000 plus various extras, the Aero 8 puts Morgan into supercar territory; only time will tell if it is up to the fight with such competition as Porsche, BMW and TVR.



## Morgan Aero 8

How to modernise the engineering and the aerodynamics of the classic Morgan without sacrificing the Thirties styling that is core to its appeal? That perennial dilemma has been answered in the form of the Aero 8. Based on Morgan's 1996/7 GT2 racers, the Aero 8 has a 40 per cent better drag coefficient than the existing Plus 8 and actually generates downforce at speed. All-aluminium (by Alcan) construction provides enough lightness to ensure explosive acceleration (0-100 km/h in well under five seconds) from the 4.4-litre, 282-hp BMW V8 and 6-speed manual gearbox. Do those headlamps look familiar? They're VW Beetle units, transposed to blend with the body contours but giving the car an unfortunate cross-eyed appearance.

The Sunday Sun, October 26, 2001

## Driver has first crash, at age 100

**LONDON (Reuters)** — One of Britain's oldest drivers is raring to get back behind the wheel of her brand new car despite having her first crash — at age 100.

Scottish charity worker Lady Morton enjoyed 74 years of trouble-free driving before hitting a traffic island when she went for a spin in her 100th birthday present — a new car complete with personalized plates.

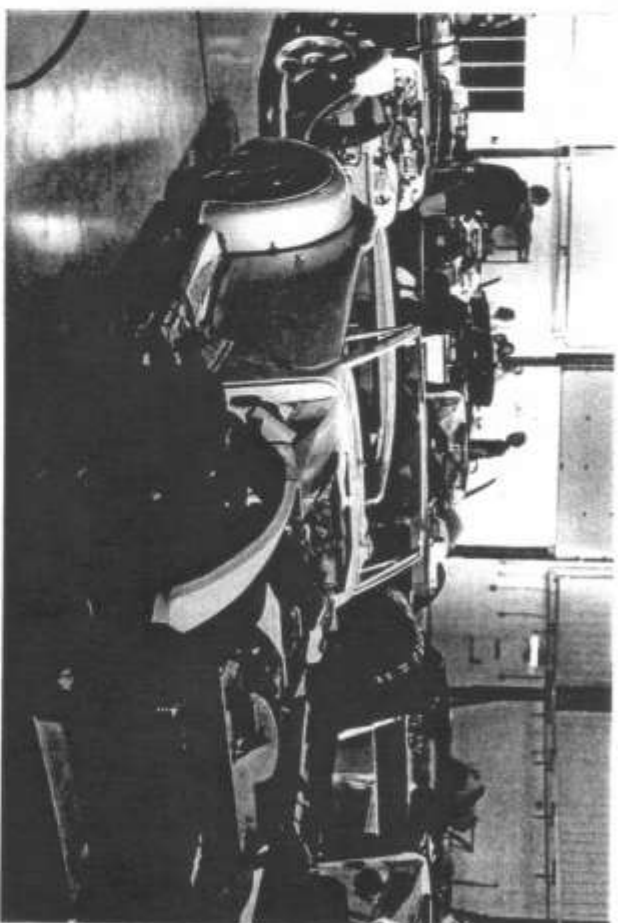
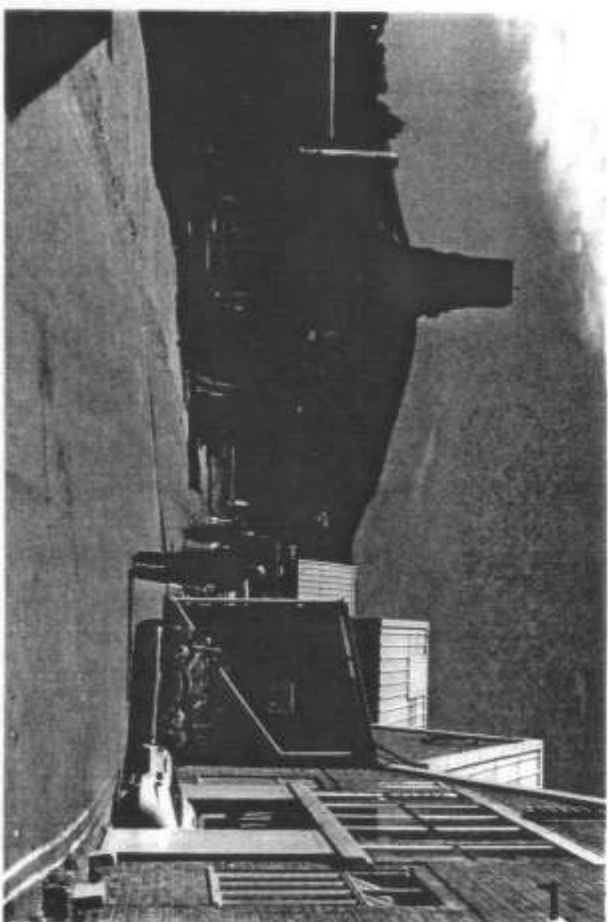
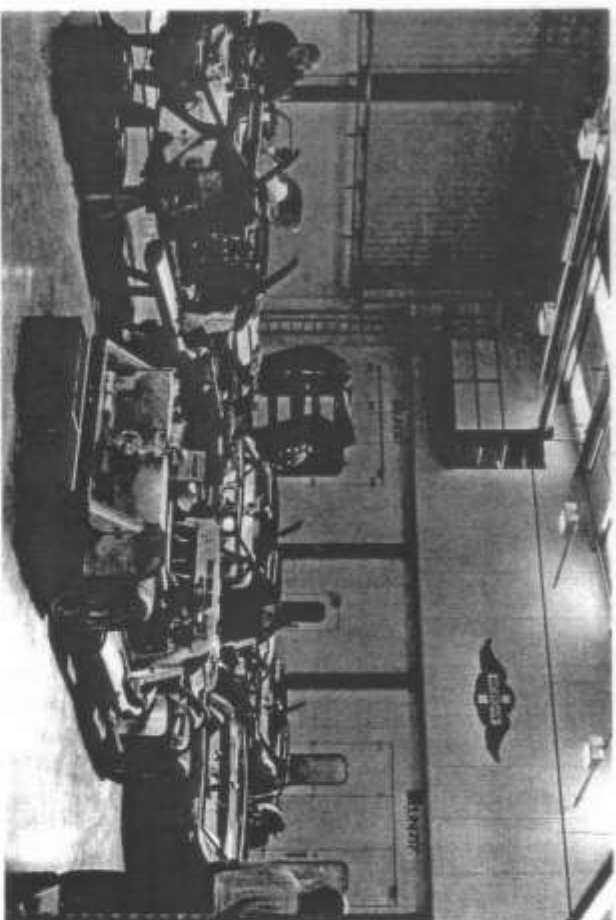
"It had no lighting, which I think is ridiculous. But I am all right, thank you very much," she told *The Times* newspaper. "I was not going very fast and it is all a bit unfortunate."

The centenarian, a well-known Scottish socialite, said she bought her first car in 1927. She never took a driving test but took to the road "like a duck to water," she said.

Lady Morton said she has no intention of giving up driving, noting her licence doesn't expire until 2004.

# Aero 3 Production

photos by John Collins





# A Porsche by any other name

Labour of love turned replicas into a family business



**BILL VANCE**  
Auto-biography

Vancouver-based Intermeccanica International Inc., was Frank Reisner's brainchild, a family business and a labour of love. Until his death in October, 2001, Reisner was president. His wife, Paula, was secretary-treasurer, and son Henry vice-president. Henry is now president.

Intermeccanica builds replicas of the 1959 Porsche Convertible D, the 1955 and '58 Porsche Speedster, and the Second World War Volkswagen Kubelwagen.

Frank Reisner came to Canada from Hungary with his parents as a boy and graduated from the University of Michigan in chemical engineering. A paint industry job led him into the auto business.

A nostalgic 1959 European tour with Czech-born Paula started an automotive odyssey spanning three countries and more than four decades. Reisner found Italy, with its skilled metal formers, fabricating shops, design studios and component suppliers, a delight for a would-be car builder. They stayed to pursue a dream, and a three-month visit became 17 years.

Reisner established Concostruzione Automobili Intermeccanica in Turin in 1959 to make such parts as special manifolds, high-performance camshafts and Stebro exhausts for cars such as Renaults and Simcas.

He had soon built a rear-engine Formula Junior racer, followed by 21 little 500-cubic-centimetre alu-

minum rear-engine, two-seater, high-performance (160 kilometres an hour) coupes called IMPs (Inter Meccanica Puch), based on a Steyr-Daimler-Puch model.

With Intermeccanica's quality reputation established, the next car, the Apollo, really launched Reisner into car building. Intermeccanica built the Apollo's sleek, two-passenger, grand-touring coupe and convertible bodies and shipped them to the United States, where they were fitted with Buick aluminum V8 engines. An Apollo received the Best of Show award at the 1965 New York auto show.

The U.S. firm failed, so Reisner began completing his cars in Italy, using Ford V8s and running gear. He called them Italias, and by 1970 Intermeccanica had built more than 500. Along the way, Intermeccanica also built many special low-production and one-off projects. By 1969, three Intermeccanica cars were displayed at the New York auto show.

Intermeccanica's next customer was Opel, General Motors' German subsidiary. It commissioned Reisner to produce a version of the Italia fitted with Opel Diplomat running gear and a 5.7-litre Chevrolet V8.

Called the Indra, 125 coupes and convertibles were built between 1971 and 1974 before GM developed its own version.

Intermeccanica's former German distributor, Erich Bitter, marketed it as the Bitter CD, and it was indeed a bitter pill for Reisner. His future looked dim until he was lured to California by the City of San Bernardino, which offered to finance his production of a specialty car. Two Ford-engined prototype Indras were shipped, a deal was consummated, and Intermeccanica moved tooling and cars to California in 1975.

Within a month of Reisner's arrival with his wife and three children, the financing evaporated. Undeclared, Reisner and a Santa Ana, Calif., businessman formed Automobili Intermeccanica to produce 1955-'58 Porsche Speedster replicas based on a prototype Reisner developed.

Between 1976 and 1979, some 600 were produced, and then his partner bought Reisner's half in-

## Wasaga Beach Cruise Nights



Located at:  
The Bayside Mall; Wasaga IGA

Monday, May 20th, 2002  
Monday, June 3rd, 2002  
Monday, June 17th, 2002  
Monday, July 1st, 2002  
Monday, July 15th, 2002  
Monday, July 29th, 2002  
Monday, August 12th, 2002  
Monday, August 26th, 2002  
Monday, September 9th, 2002



FOR INFORMATION CONTACT: RICK OR MICHELLE AT (705) 429-2211 OR 429-4348

terest. Still enthralled by Porsches, Reisner developed a replica of the 1959 356A Convertible D. Urged by his former Montreal Italia importer, now in Vancouver, Reisner came to Vancouver in 1981 and formed Intermeccanica International Inc. to build replicas.

Early Canadian Intermeccanica Porsche replicas used shortened

or Mexico are used in several sizes and horsepower to power the Roadsters, Speedsters and Kubelwagens.

Annual production out of the 700-square-metre plant is 30 to 50 vehicles. Eight regular staffers, plus some contract workers, do everything except moulding the body and final painting. All are built to order, with approximately 75% exported to the U.S.

Because Transport Canada rigorously applies the Motor Vehicle Safety Act to the tiny company, Intermeccanica cannot sell its cars outside British Columbia in Canada, but it can sell in all U.S. states and many other countries. Prices for the Intermeccanica Roadster RS range up to \$40,000-plus depending on options.

Reisner began production of the replica Volkswagen Kubelwagen, Germany's "Jeep," at the request of his Japanese distributor. Reisner agreed to do it because, "The Japanese market is very important to us."

While many hopefuls tried to start a car company and failed, Canadian Frank Reisner succeeded. Although total production would not match one day at General Motors, Frank Reisner's enterprising spirit, uncompromising engineering, and drive and determination produced a legacy of wonderful specialty cars.

National Post

### ANNUAL PRODUCTION OUT OF THE PLANT IS 30 TO 50 VEHICLES

Volkswagen Beetle floorpans with a sub-frame added. Reisner designed a stiffer tubular-steel frame, providing a solid platform for the body and torsion-bar, trailing-arm suspension.

Using shorter torsion bars moved the engine/transaxle 75 millimetres forward for improved weight distribution and better handling than the original Porsche.

The high-quality, one-piece fibreglass body resists cracking, creaking and flexing. Attaching it to the chassis with aircraft-quality rivets produces a very rigid fibreglass-steel monocoque.

Volkswagen air-cooled, horizontally opposed, overhead-valve four-cylinder engines from Brazil



# Morgan Car Club

Of Washington D.C.

## EVENT CALENDAR:

MOG 32

## DATE:

July 3-6 2002

## TYPE:

Annual Morgan sports car gathering

## FEATURE CAR:

Morgan 4 Seaters.

## LOCATION:

Ingleisle 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 tour-seat Morgan the featured model. The configuration of the family car has examples from '20s trikes thru '02s. 4x4s. Notices to the auto press have been mailed! Schedule posted is July 3 thru July 6, 2002 at the Ingleisle 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 concur will be held on Thursday, July 4th with an Autocross on Saturday, July 6th. The Gymkhana may be held on the grounds of the Ingleisle on its own time. Along with the TSD rally, a driving tour will accommodate the serious sightseers 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 nightly NOGINS! A meet and greet stall will be on hand to put you in the right spirit and answer your questions. If you have any thoughts or suggestions give Ed Herman a call: 410-821-1166; e-mail: edherman@concentric.net



# 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 for the early bird arrivals at the Port Darlington Marina (this year's headquarters) in Howe's Point 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 costs are \$75 for each night. Only 26 rooms are available here, with overflow accommodations available at the Howard Johnson's (a 2 minute drive away) for \$69 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 clubby).

At 9:30am, 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 Heritage 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.

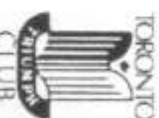
Get back to the motel (back road maps will be provided, or backtrack the morning route) to relax before dinner. The dinner will be held in the dining room "Duckside", at the hotel. On Sunday we are organizing a "Punchbowl" to test the patience and humor of those staying over. This promises to be a great 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 prizes. A confirmation letter with "Get there" route maps will be sent to all who pre-register. Check out the MGCCT website ([www.mgctc.com](http://www.mgctc.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  
905-623-4923  
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 \_\_\_\_\_ Club Affiliation: \_\_\_\_\_ Car Model/Year: \_\_\_\_\_ (name).

I would like \_\_\_\_\_ event tickets (\$47.50 per person, includes lunch and dinner).  
I would like \_\_\_\_\_ dinner/lunch tickets (\$15 per person).

Enclosed is my cheque for \_\_\_\_\_  
Visa #: \_\_\_\_\_ 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 Ave.  
Scarborough, Ont.  
M1L 1Z6

## 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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place plaques, and draw prizes will be presented at 3:00 PM.**

Selling of Goods is not permitted in 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.

### Classes with Name, Years From To

1. Production and Classics 1890-1930
2. Pre-War Production 1931-1945
3. Production Vehicles 1946-1954
4. Production Vehicles 1955-1959
5. Production Vehicles 1960-1969
6. Production Vehicles 1970-1979
7. Production Vehicles 1980-1989
8. Production Vehicles 1990-1999
9. Production Vehicles 2000-2009
10. Production Vehicles 2010-2019
11. Production Vehicles 2020-2029
12. Production Vehicles 2030-2039
13. Production Vehicles 2040-2049
14. Production Vehicles 2050-2059
15. Production Vehicles 2060-2069
16. Production Vehicles 2070-2079
17. Production Vehicles 2080-2089
18. Production Vehicles 2090-2099
19. Production Vehicles 2100-2109
20. Production Vehicles 2110-2119
21. Production Vehicles 2120-2129

### Map to Georgetown's Cedarvale Park



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 5<sup>th</sup>.

**CLASSICS**

AGAINST CANCER

Want your photo?  
Print Clearly!

Name \_\_\_\_\_  
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: \_\_\_\_\_

3rd Annual

# BRITISH CAR



Summer Picnic

GATES OPEN 9:00am

## SATURDAY JUNE 29 2002



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

**FREE Admission for spectators**

**VENDORS WELCOME**

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

**Over 100 cars last year**

Waterloo West Park, Waterloo, Ontario  
(enter at Westmount Road just south of University Ave)

Proceeds to support

The K-W Foodbank and St. John Ambulance





# Introducing the Ultimate North American Tarmac Rally

## What is Targa Newfoundland?

**Short answer: The adventure of a lifetime!**

Targa Newfoundland is the first Targa-style rally in North America for historic, classic and modern cars. The rally follows the proven format of Targa-style rallies run successfully in other countries – a mix of leisurely touring through breathtaking seaside country and flat-out rally competition on closed roads.



This seven-day event covers 2,300 kilometres of paved road in the Canadian province of Newfoundland, including approximately 500 kilometres covered as competitive Targa Stages. Starting and finishing in the capital city of St. John's, the route will cover the eastern and central portions of the island – the Bonavista, Burin and Avalon Peninsulas.

Targa Newfoundland is designed to allow the owners of historic, classic and modern sporting cars to drive their cars the way they were intended to be driven – safely, in an atmosphere of goodwill and great competition.

## Two Competitions

With two separate rallies staged at the same time, Targa Newfoundland offers something for every enthusiast.

The Targa Newfoundland competition is a serious, red-blooded competition for prepared cars. Competitors will tackle more than 35 Targa Stages where the roads are closed and speed counts! Because of high speeds, cars must meet stringent safety requirements, and competitors must be licensed for motorsport competition. Individual classes will separate the competitors into categories based on age of the vehicle, engine displacement and the level of modification.

The Newfoundland Trials competition is a leisurely tour of the same route used by the Targa competitors. Newfoundland Trials entries do not require competition-prepared cars; any street-legal vehicle can enter. Competitors must have regular driving licenses. In addition to the competitions, there will be displays of the competing vehicles, parties and a gala post-event bash – good times with new good friends.

## Competition Format

The Targa format is similar to the format of special stages rallies in Europe, United States and Canada. The accumulated scores

earned on Targa Stages determine the competition. Each Targa Stage has three important timing elements: a Targa time, an actual time, and a maximum time.

**Targa Time:** The time limit established for each class of vehicle that represents a fast, safe drive over the stage, registered in minutes and seconds. If you cover the requisite number of Targa Stages at or under the Targa Time, you will have earned a Targa Plate award, representative of a very high degree of driving skill and competition ability. The number of Targa Stages you must complete within the allocated time will be posted in advance.

**Maximum Time:** This is the slowest time organizers set for each stage, for a competitor who may have had an incident on the stage or suffered a mechanical problem.

**Actual Time:** This is the elapsed time taken on the Targa Stage for each competitor, from start to flying finish, and is used to determine overall and class positions.

Competitors will start the Targa Stages at one minute intervals (subject to conditions) with the slowest cars starting first.

The timed Targa Stages are connected by Touring Stages (transits) with very liberal time allowances, which permit competitors to travel the route safely. Time will be built into this schedule for vehicle service.



## Secure Overnight Parking

At each overnight stop, competition cars will be parked in a secure facility that will be *parc ferme* (with liberal opportunities to service your car). Your car will also be on display, as community groups along the way host a car show that will generate important income for the host communities in Newfoundland.

## Entry Fees, Accommodation Packages and Ferry Service

Entry fees vary by class and substantial discounts are available for early application. Entry fees include seven days of rallying, secure overnight parking for competition cars, breakfast and lunch each day of the competition for the driver and navigator, route books and service crew instructions, event insurance, a welcome reception and an end-of-rally party, as well as a package of Targa Newfoundland merchandise such as hats and jackets.

In cooperation with Maxxim Vacations, one of Atlantic Canada's



largest travel and destination agencies, special accommodation packages are offered at substantial discounts for competitors. One reservation will take care of all accommodations for competitors, their support crews, friends and families. Competitors are urged to book early!

## How to Enter Targa Newfoundland

Entering Targa Newfoundland is a simple two-step process:  
**Step 1:** Obtain the application form from the Targa Newfoundland office. Call (709) 722-2413 or fax your request to (709) 722-1116 or you may download an application form from our website at: [www.targanewfoundland.com](http://www.targanewfoundland.com)

**Step 2:** Complete the application, including all pertinent data for driver, co-driver (if you have selected a co-driver) and vehicle, then return the form, with photographs of the vehicle and deposit cheque for CDN \$1,500.00 (approximately US \$950.00). Once received, your application will be reviewed by the organizers and the vehicle selection committee. You will be notified as quickly as possible of the eligibility of your entry (usually within two weeks). You will then be given a Targa Newfoundland competition number.

Once approved for entry, you will be sent Entry Form documents which will include a request for detailed information about your car, including declaration of class and category. When fully completed, these forms should be returned to the organizer. In the unlikely event your application is denied, your deposit will be returned.

## What About Licenses?

Newfoundland Trials competitors do not require competition licenses, but Targa Newfoundland competitors must have a recognized motorsport license. The supplementary regulations published by the event include all the details. Special provision has been made for novice entries from Canada and the U.S. (Contact the organizer for details.)

Offshore competitors are required to have the equivalent of a national rally or road race license in their country of residence AND a letter of permission to compete from the ASN or applicable authority of that country.



THE ULTIMATE NORTH AMERICAN TARMAC RALLY



MSCCC is a non-profit organization. Not only that, we intend to stay a non-profit organization. Accordingly, each paid-up member may advertise in one "business card" space at no charge. Members may also have a "flier" enclosed with THE BLURB by paying that issue's postage.

[illegible][illegible]

*Alfa \**



INSTRUMENTS &amp; MARINE SERVICES

Specializing in

Smith's Instrument Service

- Auto & Boat Instrument Repairs

- Compasses - Sales & Service

- Antique Auto & Boat Instrument Restoration

4801 Keele Street, Unit 37  
Downsview, Ont. M3J 3A4  
(416) 736-4267

*Ted (J) Sapieja*

### Technical Specialist

J. KOKAL

BUS. 233-8093

RES. 231-0402

*Specializing in Classic  
and Antique Car*

39 CHAUNCEY AVE. (at rear), TORONTO, ONTARIO M8Z 2Z2

Special Cars For Special Occasions

**Mike Browning 905 352 2282**

2727 Philmont Avenue Suite 350  
Huntingdon Valley, PA 19006

PENNY BATES

(215) 947-8720

FAX (215) 947-8722

**Tony Moon**

## Gentry Lane



[www.themechanics.ca](http://www.themechanics.ca)

770 Dupont Street  
Toronto, Ontario  
M6G 1Z6  
tel. 416.233.4787  
cel. 416.822.1203



### MSCCC affiliated organizations



Bryan Readings

SCCC \* MSCC \* MSCC \* MSCC \* MSCC \* MSCC \* MSCC \* MSCC MSCC \* MSCC \* MSCC \* MSCC \* MSCC \* MSCC \* MSCC \* MSCC

Advertisements and fliers are provided as a service to members. Morgan Sports Car Club Canada has no opinion on the products or services offered.

MSCCC is a non-profit organization. Not only that, we intend to stay a non-profit organization. Accordingly, each paid-up member may advertise in one "business card" space at no charge. Members may also have a "flier" enclosed with *THE BLUEN* by paying that issue's postage.

156 DUNCAN MILL ROAD, STE. 6  
DON MILLS, ONTARIO  
M3B 3N2

BUS (416) 447-9191  
FAX (416) 447-4494  
1-800-461-6096

**R.A. (TONY) LANT**  
PRESIDENT

Lant & Co.  
Insurance Brokers Ltd.  
SILVER WHEEL PLAN

[illegible]

Financial Products

**SPEIGHT INSURANCE AGENCY**  
Gilbert Speight C.L.U.

Tel:(416) 443-0377

Fax: (416) 449-6673

Suite 200 - 895 Don Mills Rd. Don Mills, Ontario, M3C1W7

Licence Sponsored By Canada Life



*Heather Farmer*  
Make-up Artist and Stylist

*ElegantFaces.com*

201-40 Asquith Ave, Toronto ON M4W 1J6

Tel: (416)-972-1291, [Heather@Elegantfaces.com](mailto:Heather@Elegantfaces.com)

Stephen Beer

Martin Beer



vintage,  
classic &  
sportscar  
service &  
restoration.

Reg Beer Coachbuilders Corp.  
RR#3, Bolton, Ontario  
L7E 5R9 (905) 857-3210



AUSTRALIAN WINES  
HARDYS  
RENMANO  
EMU  
HOUGHTON  
CHATEAU REYNELLA  
LEASINGHAM  
STANLEY  
MOONDAH BROOK  
BAROSSA VALLEY ESTATE  
BERRI ESTATES

FRENCH WINES  
DOMAINE DE LA BAUME

**AMANDA DALE-JOHNSON**  
CANADIAN TRADING DIRECTOR  
(Access varies by province  
Please contact your local LCR)



1059 Plains Rd. E.  
(905) 634-1591  
*Lynn Kuzyk*

**C.M.C. ENTERPRISES**  
1990 INC.



SALES • SERVICE • PARTS • RESTORATION

12994 Albion Vaughan Rd.,  
R.R. 3, Bolton, Ontario L7E

Ring/Fax (905) 857-3210



**NORM MORTIMER**  
Automotive Historian

**NORM MORT**  
(Automotive Historian)

(613) 399-3608

## CAR INSURANCE APPRAISER

Advertisements and fliers are provided as a service to members. Morgan Sports Car Club Canada has no opinion on the products or services offered.

We have it all:  
Mechanical, Electrical,  
Stainless Steel,  
Race and  
Performance items.



Your Direct Connection To The Morgan Motor Co.

We have it all:  
Complete Body Assemblies,  
Sheet Metal, Wood,  
Interiors, Weather Equip,  
Clothing & Accessories.

There's no better source outside Malvern to acquire spares for your Morgan!

- The Largest Stock 1936-1999
- Large Inventory Good Used Parts
- Many Parts No Longer Supplied By Morgan
- Manufacturing Of Obsolete Parts To Original OEM Specs
- The Best Technical Service Anywhere: Peace Of Mind Knowing That You Will Get The Best Assistance And The Right Part
- Complete Mechanical Rebuilding Service: Exchange and non Exchange
- The Most Comprehensive Web Site [www.morgan-spares.com](http://www.morgan-spares.com)

And As Always The Best Prices!

The Original Illustrated  
Parts Book

Morgan Motor Company Authorized

225 Simons Road, Ancram NY 12502  
Toll Free (888) 345-MOGS Tech (518) 329 3877  
Fax 329-3892 E-Mail [morganspares@taconic.net](mailto:morganspares@taconic.net)



**CANTAB**  
**MOTORS**

S40 338-2211  
Fax: S40 338-2944  
Valley Industrial Park  
12 E. Richardson Lane  
Paceville, Virginia 20122 USA  
E-Mail: [Morgan@cantab-motors.com](mailto:Morgan@cantab-motors.com)  
Web Site: <http://www.cantab-motors.com>

USA PURVEYORS OF  
MORGAN MOTOR CARS  
Sales Service  
Restoration Spares



**Melvyn Rutter Overseas Limited**



Established 1976

The Morgan Garage  
Little Hallingbury  
Nr. Bishops Stortford  
Herts CM22 7RA  
ENGLAND

INTERNATIONAL SALES,  
SERVICE, PARTS AND  
RESTORATION FOR  
MORGAN CARS  
1936 TO PRESENT DAY

Tel: 011 44 1279 725725  
Fax: 011 44 1279 726901  
Fax: 011 44 1279 600498  
(direct parts dept)



FACTORY



MAIN DEALER



The 'One Stop' shop for the best sales,  
service, parts & restoration

### Exchange Rate

For North American customers it has never been so good. Now is the time to buy direct from England and save yourself money.

### Fast Parts Service

Factory parts and our special "Rutter" parts, same day despatch, quote a credit card by telephone or fax. Send order by E-mail



### 7th Edition Catalogue NEW Now on CD

The Rutter catalogue on CD. Full range of parts and accessories for your Morgan. Lots of other interesting pictures and stuff.

The very first full colour Morgan parts catalogue, 56 pages packed full of goodies. Just send \$10 cash for a return air mail copy or quote us a credit card number. IT'S REALLY GREAT!  
When requesting a catalogue, state if you want the New CD or the printed version.



### WORLDWIDE WEB

Find us on: <http://www.rutter.clara.net>  
E-mail: [melvyn@rutter.clara.net](mailto:melvyn@rutter.clara.net)

THE WORLD'S FAVOURITE MORGAN DEALER

### GET IT NOW!



A New 50 page  
magazine by Melvyn  
Rutter, in full colour  
ISSUE 3 OUT NOW

Lots of interesting articles,  
technical tips, Moggie stories and  
more from around the world.

### AVAILABLE QUARTERLY

Back order copies available  
Subscription Overseas (air post)  
.....£25  
Website: [www.the-morganworld.com](http://www.the-morganworld.com)  
Email: [mogs@the-morganworld.com](mailto:mogs@the-morganworld.com)

FULL IN-HOUSE INSTRUMENT  
• RESTORATION SERVICE •

INTERIOR TRIM KITS MADE  
HERE TO ORDER, QUICKLY

- Accessories •
- Badges •
- Bearings •
- Body •
- Books •
- Brakes •
- Bumpers •
- Chassis •
- Cables •
- Carburettors •
- Clutches •
- Chrome •
- Dashboards •
- Electrical •
- Engine •
- Mirrors •
- Radiator •
- Rubbers •
- Stainless •
- Steering •
- Sidescreens •
- Suspension •
- Switches •
- Tonneau •
- Transmission •
- Trim •
- Weather eqpt. •
- Wheels •
- Wipers •
- Wiring •
- Wooden parts •

## Membership Renewal:

Name: \_\_\_\_\_  
Spouse: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Home: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Business: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Fax: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ email: \_\_\_\_\_

### Morgan(s) owned:

Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_

Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_

Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_

Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_

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

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

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:  
**Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario L0N 1E0**

### PRESIDENT, BLURB EDITOR & REGALIA:

**Vern Dale-Johnson**  
1532 King St West  
Toronto, Ont M6K 1J6  
416-530-4599  
Fax: 905-826-6643  
vern\_dj.msn@attcanada.net

### TREASURER:

**Jenny Beer**  
30 Parsons Ave  
Caledon East, Ont L0N 1E0  
905-584-0619  
sj.beer@sympatico.ca

### INTERCLUB EVENTS:

**Ed Burman**  
156 Robertlee Dr  
P.O. Box 268  
Carp, Ont K0A 1L0  
613-839-3041  
elburman@cyberus.ca

### VICE PRESIDENT & ONTARIO REGION SCRIBE:

**LYNN KUZYK**  
1305 ESTER DRIVE  
BURLINGTON, ONT L7P 1L2  
905-336-0251  
k3@home.com

### CLUB LIAISON:

**Audrey Beer**  
RR#3, Bolton, Ontario  
L7E 5R9  
905-857-7320  
905-857-3210 (fax)  
cmcmog@idirect.ca

### WESTERN SCRIBE:

**Ken & Pat Miles**  
**MOG NW** (Northern Rep):  
15410 Kildare Dr  
Surrey, B.C. V3S 6B9  
604-576-8036  
pat\_miles@hotmail.com

### EASTERN SCRIBE:

**Greg Kaufman**  
**GoMoG, Ottawa MOG**  
P.O. Box 385  
Woodlawn, Ont K0A 3M0  
613-832-3620  
toad@storm.ca

### PAST CO-PRESIDENT'S:

**Lynn & Fred Kuzyk**  
1305 Ester Drive  
Burlington, Ont L7P 1L2  
905-336-0251  
fkuzyk@cgocable.net

### ROAMING SCRIBE:

**Dr F. (Art) Sharpenwessel**  
Techoing Temple  
Techoing, Tibet (for now)  
Phone: none  
Email: you have to be kidding  
Duties: depends

**Morgan**

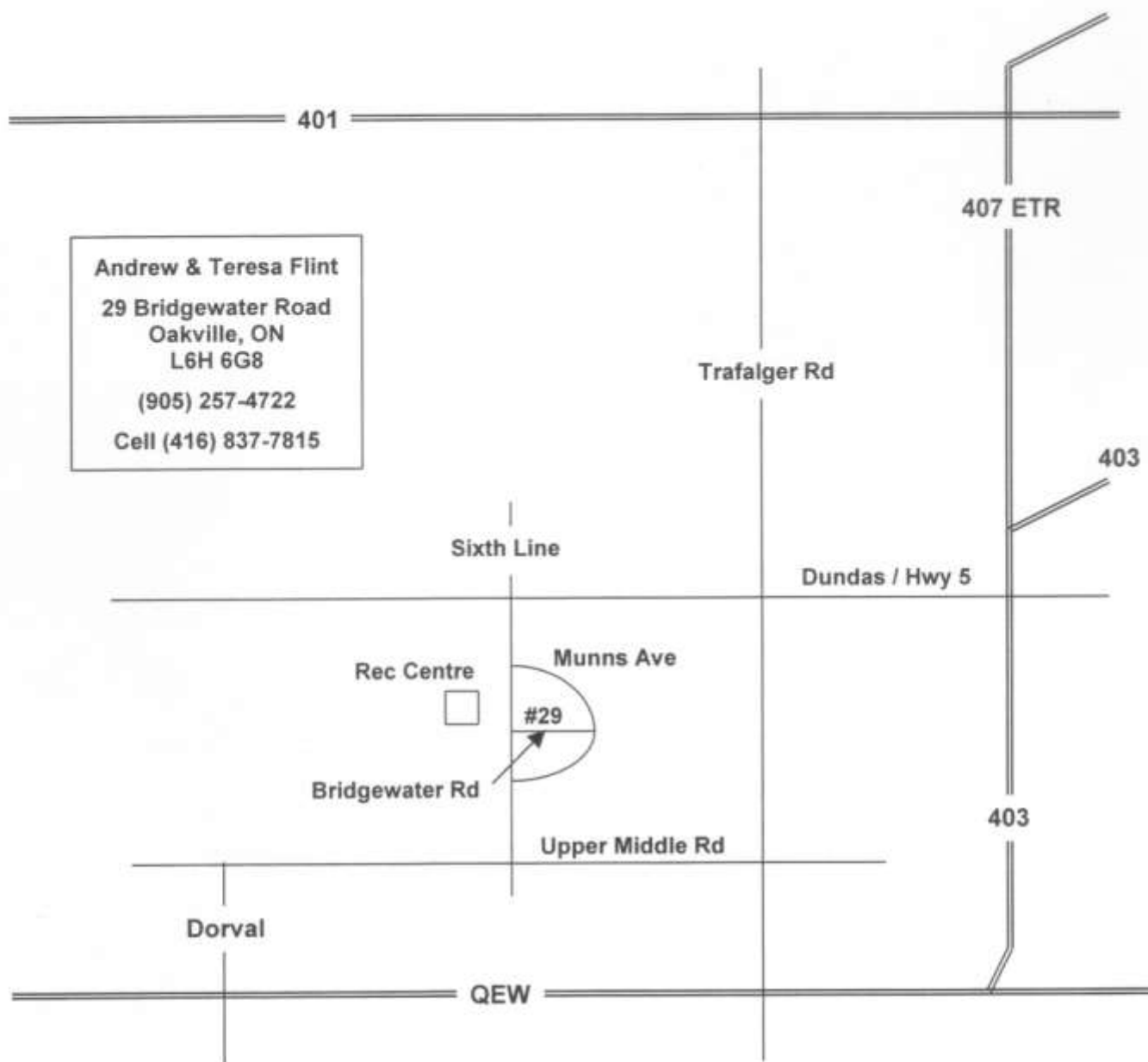
**First of the real sports cars**

**Dues are payable before Jan 31 of each year to the treasurer.**

**THE BLURB** is published 6 times/year. Address changes should be directed to the **Editor**.

Material is not copyrighted, however please note author & source if using. We do not intentionally infringe on copyrights of material borrowed for publication.





**June 22, 2002**

**The Van Zuiden luncheon run...**

Gather at the Flint's on Bridgewater Rd at 8:30 am. Run will include lunch (provided), and a late afternoon snack. Is 8:30 to early? Join the run at the Halton County Radial Railway 13629 Guelph Line (N of 401) at 10:00, entry pre-arranged at \$6 / car.