



The Blurb



Alan Sands In Auburn, Indiana

“It is easier to tune my Morgan”



Prez Sez

Martin Beer (mpbeer@sympatico.ca)



A very warm greeting. How else can it be in the midst of this heat wave. The Dale-Johnson's have departed from Canada to take up their retirement location of Australia. Good health & best wishes to them all. Vern's "Beast +8" should be in very good company down under. Where else in the world do people put 600 horse power in a small aluminum boat to autocross without pavement or tires?

Thanks go out to Alan & Kathy Lytle for hosting the BBQ to bid Vern & Family fare well. We were blessed with beautiful weather, good food & good friends. Good to see the mosquito's from Dryden didn't leave any permanent scarring, at least none were visible.

Our trip to the annual Mog hosted by the DC club had to be cancelled unfortunately. Plans are to attend next years Mog, that is to be held in May rather than the 4th of July as it has been. Fortunate in some ways, "Murphy's Law" came into affect. The +8 now has a slipping clutch. I guess 300 hours wasn't quite enough for the Mog. It still wants more attention!

There have been two late model +8's brought into Ontario from the US of A recently. We Canadians are still battling the problem of Morgan availability.

Trevor Davies has been observed driving his somewhat less than complete 4/4 around south Brampton Industrial Parks. Witness's say Trevor's "Vroom Vroom" noise is louder from himself, rather than the Mog. All in the interest of having fun. As many are aware, our hard working Editor has increased his Mog power output by going to eight cylinders with four carburetors. The four seater will be missed. Although not going far, Tom has simply transferred his cherished blue and grey to another Wood Gundy ally so watch for Don Allen

Happy Motoring --- Martin



**Blurb Editor****Thomas Van Zuiden (tvanzuiden@sympatico.ca)**

I have just returned from a few weeks in the Czech Republic and Vienna. I spotted two Morgans in Vienna which got me thinking about how much fun the Plus 8 I recently bought would have been on some of the roads in Austria and around Prague! The guy in the silver Morgan must have thought I was under the influence (probably was) when I practically climbed out of my window to draw his attention to the Morgan T-Shirt I was wearing!

I would like to thank the Lytle's for a perfect picnic and send off for the Dale-Johnson's. The weather was perfect the turn out was great. Lynda and I arrived first with Outi Hendriksen not far behind so we promptly displayed three green Morgan's off the bow of Alan's property. The group grew to include the Steven's, Roden's, Shier's, Martin's, Trevor Davies, Kathy Jackson, Hendrik Rens, Tony Doyle and Pat Carter, the Morgan's, Donna, Martin and Reg Beer, Rod Wilkinson and Lori Sculthorp, Dave, Paula and Aron Farmer, Malcolm and Brenda Taylor, Chris Patenden and Amy and our gracious hosts, Kathleen and Alan Lytle. The Vern-Dale Johnson's arrived with Marissa.

The event highlights included President Martin's presentation to Vern of some engine parts from "Beast" to thank Vern for all his contributions to the club over the years. Sharon Roden's announcement that I had proposed to Lori Sculthorp and that we were getting married. This generated a few laughs from Lynda my wife and Rod Wilkinson who actually is going to marry Lori. Best wishes to the happy couple! The regal Brenda Morgan headed off in the driver's seat of Reg Beer's Rolls Royce with Reg as navigator and Brian Morgan in the back minus the champers. I have complained that we don't want anymore kit Rolls' at Morgan events. Hendrik Rens brought a few badge drawings including a design with a couple of beavers that needs some consideration by club members. The food and comraderi made this an excellent day for everyone.



Vern posing with "The Duesy's" Women of Auburn

Thank You Alan and Kathleen!

The group welcomed the arrival of **Moira Schmidt** in her 1979 Red Morgan 4/4.

I understand that Moira has joined the club so **WELCOME MOIRA.**

We will miss Vern, Amanda and Marissa as they make their new life in Sydney, Australia.

See more photos of the picnic on pages 21 and 22 of this issue.



Auburn Indiana

It was a bright sunny morning in Anaster on June 8th where several Morgan cars met to convoy to RM Restoration in Ridgetown, Ontario. When we set off it was Vern Dale-Johnson and his neighbour John in "The Beast", Rod Wilkinson and Lori, Tony Doyle and Pat, Lynda Van Zuiden and myself and the Morgans. Brian and Brenda Morgan had to get parts for their Plus 4 which was running lumpy so they headed to Canadian Tire.

We picked up Malcolm and Brenda Taylor on the 401 just past London and finished the trip to RM. Ted Zurbrigg was in the parking lot at RM waiting for us and the Rodens, Stevens and Sands arrived shortly after having spent the night in Ridgetown. RM were working on some spectacular million dollar plus auto



restorations including a one off Bugatti, a Daimler and a Delahaye. Other exotic toys were scattered around their work floor having meticulous makeovers at what is probably the greatest auto-spa in the country.

We were well received at RM by the tour guide and Don the restoration shop manager came out to introduce himself while Clark Ferguson of RM was out taking pictures of our Morgans in the

parking lot. Most of us got a colour 8X10 of the Morgans in the lot.

We spent an hour observing the various cars that RM had in in-



ventory. This included several Auburns, Duesenbergs and a Cord just to whet our appetites for what was to come in Auburn.

We left RM and Ted Zurbrigg headed back to London and Vern and John to Toronto. The group paused for a quick lunch in Windsor followed by a duty free stop and we quickly crossed the border at Detroit. We were on our way in blistering heat. The group split up as team Wilkinson/Van Zuiden seemed to need more speed to keep air

moving through the rads (that is the excuse and we are sticking with it)!

We arrived in Auburn a little after 5 PM and got settled in. Unknown to the group, the Morgans had taken 3 hours to return to Jordan from Ancaster due to car problems. Brian pirated some parts off of Brad's Plus 4 and they started out for Auburn in the late afternoon and arrived after midnight. I call that enthusiasm!

The following morning the group went off under cloudy skies on the rally that Ken Long prepared for the Mog Midwest group in 2004. The route winds through Amish country and ends up in the town of Grabil.

Grabil is a quaint little town in the heart of Amish country. The general store is an authentic throw back to the 30's and the antique gallery takes up half a block in the town.

Some of the group took the extended Amish country tour that





took in a few more roads than the instructions provided. Cheers to the Rodens, Stevens and Tony Doyle and Pat for getting their money's worth. It was nice to see them finally pull into Grabil and join the group. Brian and Brenda Morgan were the last to arrive in town having stopped at several wrecking yards in hope of finding a replacement gas cap for the one left behind the previous night!

Alan Sands bought a miniature mouth organ in the general store and serenaded everybody with some favorite old tunes. He was still playing during our lunch at the restaurant called Alias Ruff. Brian Morgan suggested that with a little slap on the back that Alan wouldn't need an appetizer as his mouth organ might be fairly tasty After lunch we convoyed back to the hotel with yours truly managing to get us all lost out in the



The Roden's Get Ready to Rally

Alan and Brian both took turns reflecting on their past lives by posing in the prisoners box. We even got a peak at the holding cell.

own. He asked Lynda to try some of his in place of her Cotes du Rhone and she violently spit his brew into the bushes. An hour later when the last of Alan's bottle was gone and during a weak moment when he wasn't looking, I was able to pour out what was left in his glass back into his bottle. I replaced what had been in his glass with some French wine which he drank without complaining. When Alan poured the last of his own wine into his glass and took a mouthful, it was violently discharged into the bushes. Alan accused

The group had happy hour in the gardens behind the hotel and the casual BYOB event was fun for everyone! Alan Sands

Do you know where I might be able to fine some more miles to put on this puppy?



middle of horse country.

The group then travelled to downtown Auburn to tour the old court house building with it's beautiful architecture and stained glass dome. The custodian of 35 years was very proud to take us through the building.

had brought his own red wine and claims that he never drinks the French stuff because it is not as good as his

Two more steps back and I get a new driver and husband!





us of trying poison him with lousy French wine when it was his own blend. A big laugh was had by all!

The following morning we awoke to rain and a mad dash to put on the weather gear. The Van Zuiden Plus 4 has very tight weather gear. I asked Alan Sands how he got his up on his four seater when it was too tight and his reply was "I beg your pardon". Three grown men couldn't get my top properly done up.

Alan had been asked the day before by Lori "how he could do it with that little thing" referring to the tiny mouth organ of course. Alan's comment was "I beg your pardon".

The next day at lunch Alan had to sit across from the paddle mounted on the wall in the photo above. More laughs!

The Saturday schedule had us visit the Auburn, Cord, Duesenberg Museum in Auburn. This museum has one of the most spectacular car collections in the world and I don't think that any-



one was disappointed. Rod got some ideas for a future paint job for his Morgan. We spent several hours touring the museum and viewing the vehicles. A quick pub lunch was followed by a quick run out to the Hoosier Air Museum at the Auburn, Airport.



Morgans sharing the road with buggies in Grabil

This museum is dedicated to the preservation of aviation history and is run by volunteers. One interesting artifact was one of the huge engines from Howard Hughes' Spruce Goose.

the Michigan bladder buster! Bumpity, Bumpity Bumpity , Bumpity, No More Coffee, Can we Stop? Bumpity, Bumpity, Bumpity.



The following morning, the Sands, Rod and Lori and the VZ's headed back to Canada on

Alan and Marlies had bought an antique Italian accordion and had it safely tucked in the back of their four-seater for the 350



mile journey home! Every bump brought a new note!

Postscript

Lori finally learned how to get her hair under control and how to change clothes on the fly in a Morgan.

We got to meet make new friends in Tony Doyle and Pat Carter.

How does Brian Morgan keep smiling despite all his mechanical set backs?

It could be that he finally located a gas cap in Auburn after the Museum tour. It is strange that Duesenberg is inscribed on it?

Marlies informed me that all the reeds were shaken out of the accordion on the rough ride home. She says that none of them were marked so Alan has a giant puzzle on his hands.

I just want to thank everyone who participated in this event for making it so enjoyable.

Special thanks to Alan for the extra laughs and helping me with the article and Malcolm for extra photos.

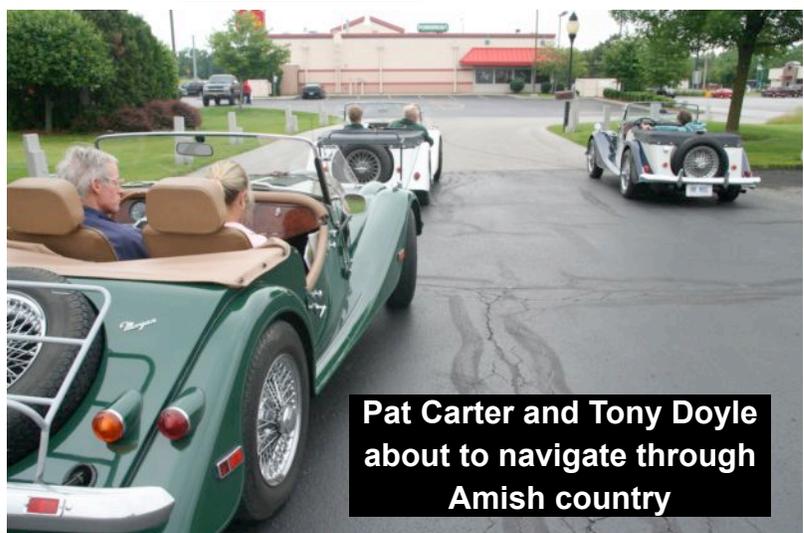
The Auburn Inn did a super job. This hotel provides a great venue and warm hospitality for car clubs. From the Welcome sign to all the little extras. WE NOTICED!



**Rod Wilkinson and Lori Sculthorp
Excellence in Navigation**



**Brother Ray and Sister Elizabeth "Speeding is
against our religion but we always get there!"**



**Pat Carter and Tony Doyle
about to navigate through
Amish country**



Central Canada Morgan Events

- August 13 Ale Trail, Run to Rice Lake, David Farmer, d.farmer@sympatico.ca
Call Dave at 905-278-3219 for more information
- Aug 20 Bootn' Bonnet Club "British Car Day" Kingston "Celebrating 70 years of the Morgan 4/4"
- Sept 8/9/10 Watkins Glen, Sharon Roden and Desi Benet (see add)
- Sept 10 Battle of the Brits-Sterling Heights Michigan - www.detroittriumph.org
- Sept 17 British Car Day, Bronte Provincial Park
- Sept 22-24 Canadian British Classic Charity Run, www.cbccr.org

Eastern Canada Events for MSCCC

- Aug 5-12 BATANS "Bay of Fundy Tour". stay@homeport.nb.ca
Sept 14-17 "British Invasion" Stowe Vermont. www.britishinvasion.com

West Coast Events for MSCCC and MOG NW

- Aug 20th Northern Run, Hugh Dickson, 604-985-8665
- Sept 16th All British Run, Whistler, Win Muehling, 604-299-2425
- Sept. 22-25 Rogue River Run with the California Club "Return to the Streets of the Glen"

Watkins Glen Vintage Race Weekend

Friday Sept 8 in the town of Watkins Glen

Come join club members for a fun weekend at Watkins Glen. **NO! You don't have to race your car!** Register in the rolling car event that you would like in Watkins Glen.

Check out the link

<http://www.watkinsglen.com/promotions/>

IF you wish to attend the Vintage festival at the track, please purchase those tickets separately.

<http://www.theglen.com/>

If you wish to register at the motel that has been set up for the group. Note that we have the party deck overlooking the lake <http://www.chaletleonmotel.com/Home.html>

for camping please see <http://www.theglen.com/> for camping at the track or

<http://nysparks.state.ny.us/parks/info.asp?parkID=105> for watkins glen state park camping. There are also some private camp grounds, but be warned, they can be noisy on a race weekend. A winery tour or two may also be set up, do be determined!

Your editor has signed up for the [Glenora Run Road Rallye](#) on Friday September 8, 2006 (\$65)

Desis has scouted the Stone Cats Cafe for Friday evening which has been written up in Food and Wine Magazine. High quality food in a beautiful, but casual site.

We will agree upon times to tour down together on Sept 7 if we decide to leave as a group.

Please contact Desi for further info or details at 416 901 2712 or desibenet@aol.com





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86 GNP was used in the UK for racing and trials and I have pictures of its early history!

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29 Palmer Road,
Grimsby, Ontario, L3M 5L5
905-309-0850**



Classics Against Cancer

The Morgan Sports Car Club of Canada was well represented at Classics Against Cancer this past Father's Day. From our club were Ray and Liz Stevens, John Roden, Brian Hawkins and his friend Howard Hanes, Neil Young with his Caterham, Glen and Rene Nigh, Ray and Mary Shier, Tom and Thomas Van Zuiden, and Vern Dale-Johnson with his tribe including Marissa, Kim and Peter from Calgary with their three children, Bella, Matt and Andy.

The weather was hot and humid but the field attracted over 300 cars. I felt the most spectacular automobile was the early model Locomobile with the snake charmer horn.



Early Model Locomobile and Neil Young's Caterham on the field Classics Against Cancer



Notes From The West

Rebuilding a Dream

By Pat Miles

In 1973 a young American purchased a very tired and worn 1960 Morgan DHC, the result of being driven in the harsh climate of New York City. Its colour had been changed from white to black but in many places the inevitable rust was showing through the bodywork in many places, the wooden skeleton was rotted, and you could see the ground where at one time there were wooden sills. He never registered the car but proceeded over the years to carefully disassemble every part to its smallest piece. This included things like completely dismantling the switch for the oilers. All pieces were carefully packaged and stored away for the expected rebuild. When he had reduced the car to its smallest pieces he began a collection, a task which must have taken many years, of the new pieces he felt he needed. There were amongst the parts a new chassis, new stainless steel gas tank, renewed gauges and a complete new set of woodwork for the car's skeleton. With all this in hand he began to rebuild his dream. He had the chassis strengthened and began to have the woodwork rebuilt. It must have been a nightmare as wooden inner doorframes turned out to be too small. The wooden framing for the back deck was too small for the metal skin and none of the new frame pieces seemed to fit. As he was having the work done professionally he decided in 2001 it was better to cut his losses, abandon his dream and sell what was left of the car to someone who could reassemble the puzzle.

It was when Ken and I saw the advert for a "1960 +4 DHC in parts" that we became interested and decided we should be able to get the car back together again. We were assured all the parts were with the car, although it was missing the weather gear and upholstery. It was described as "a rolling chassis", which to us meant it had wheels mounted on the chassis. Little did we realize this meant someone had put four casters under the chassis so it could be moved and the rest of the parts were partly attached to the chassis or just stacked on top. All the smallest bits were in a large Rubbermaid container. Unpacking for the first time was a great experience and an eye opener. We found a pair of Lucas Flamethrower driving lights but no headlights. There were stainless steel brake parts but no dashboard or instrument panel and the leather seats although badly worn had not been sent to the junk pile.

Ken Miles(kengmiles@shaw.ca)

Someone had started to assemble the car and the engine was mounted on the chassis. There were, what seemed like a million metal parts, including body parts that had been sandblasted and primed. The woodwork was piled together like a stack of logs.

Our first problem came when the car transporter could not get up the driveway into our US storage location so the "car" was dumped on the side of the road where the wheels -- being casters -- would not allow us to push it so we had to call for a tow truck. It was however very exciting to see "the car" for the



first time and realize the bodywork was not in bad shape.

When the DHC eventually arrived at our home in Surrey, British Columbia we started by totally removing parts that had been added to the chassis, dismantling the whole engine, and sorting through the boxes. Everything was spread around the house in various places. We categorized the parts and made a list of what we could see was missing and then began the hunt for the missing or worn parts. Some were purchased locally and some had to come from the UK but eventually we had all that we thought we needed and started to clean, paint and reassemble.

Firstly we re-sandblasted all the metal parts and painted them in epoxy primer to stop any further decay. We started to rebuild the wooden chassis of the car on the frame. Although it looked as if the wood parts were correct we found most were only correct in size "within an inch or two". No shaping had been done to make the intricately curved back

mate with the metal. The doorframes seem to have been made for a totally different model so we had to start from scratch with new straight wood. You would be amazed how difficult it is to find out what the interior wood frame should look like. If you find a similar car the wood is all covered in metal and upholstery and no one wants to strip it down for you to inspect and measure. Luckily we had help from California, Holland, and Steve Hutchens who had a DHC in pieces. Eventually the wooden frame came together and, miracles of miracles, the metal skin fitted neatly on top.

After spending all the time to assemble the wooden chassis, we proceeded to take it apart, soak it in Thompson's water seal, and then paint each piece a shiny black using industrial enamel unaffected by oil or gas. It looked great and it seemed a shame to cover it with metal. As we worked on the chassis we were having an outside shop work on the engine as it had arrived in rather rusty condition both inside and outside. After lengthy discussions with numer-



ous people we decided we were going to have the engine rebuilt to a higher performance so it would be great for touring but retain the reliability for which the TR3 engine is noted. The engine was boiled, re-sleeved, and new pistons were purchased. The crank was nitrated, the head was shaved, the ports were flowed, the combustion chambers were cc'd, a $\frac{3}{4}$ race camshaft was purchased, the weight of the flywheel was reduced considerably, and finally the engine was balanced so it would run smoothly. We carefully installed it into the newly painted frame / chassis, which was by now beginning to look a little more like a car, and then continued with work on the body. Making the body fit so all the spaces were equal was tedious work - more art than science. We hung, spaced, then rehung the doors; mounted the bonnet; put spacers between the wood frame and the chassis - you name it we did it - until eventually

all fitted really well and we were ready to send the body parts to the painter for painting. When the body parts were returned they looked wonderful. The human stress of putting beautifully painted body parts back onto the car, has to be done to be understood. There were no gentle taps to get the parts to fit, every move had to be done carefully so as not to scratch the finish but eventually everything was back in place. However, when we moved the car off the sawhorse we found the spaces around the doors were all out and we had to start the fitting process again.



Now began the task of rewiring the car and installing the electrical parts of the engine. It was decided to replace the distributor with a Mallory electronic performance ignition system to avoid the problems associate with points and condensers. The S.U. carburetors were entirely stripped and rebuilt with a rebuild kit from Burlen fuel systems with an increased needle size to allow for the increased engine capacity. Our DHC was actually beginning to look a little more like a mode of transportation than a pile of junk.

Our problems however were not over. The chrome strips for along the side of the car were split, badly worn, and irreplaceable so we had to find out how to get them remanufactured, and chromed. It was a task that took us to many repairers and chromers but eventually the problems were solved and like the rest of the chrome they came back looking as good as new. Next, it was the dashboard a task we knew was going to cause us problems as the original part was not with the car and had to be totally built from scratch along with the instrument panel for the switches and some of the instrumentation. We bor-

rowed an old dashboard from Steve Hutchens but as it was from a later model we had to modify the pattern to fit our DHC. With the patterns made we had difficulty finding wood and veneer to make the new part but eventually all fell into place and we had a shiny new dashboard and an instrument panel made by Bob McDiarmid. We were ready to install the switches knobs and instruments. What a thrill when things eventually started to work. The headlights came on, the sidelights worked, so did the panel lights and directional signals. We had a little trouble with the gas gauge but luckily it was the inside of the sender that required repair (after removing the gas tank to get it out). The clock was another problem but this needed only patience to keep shaking it until it kept going for longer and longer times and now it keeps perfect time.

The windscreen we hoped to get installed and finished in a couple of days but the task seemed never ending. Finding the correct rubber for around the



chrome proved to be more difficult than we expected. Eventually, after hours of work with a Dremel shaving small pieces of wood from the frame round the windscreen space, the glass, chrome, and rubber fell right into place and was screwed in. Fixing the wood trim that goes round the windscreen of a DHC was like doing a big jigsaw. We must have had each of the four pieces of the frame in and out a thousand times before they fitted correctly. Each time there were very small adjustments, but eventually the four pieces fitted well and it was time to start on the upholstery. This was a difficult job because although we had the seat cushions and backrest we did not have the remainder of the interior. Information about what the interior should look like was



gleaned from the many digital photographs we had accumulated whilst we were rebuilding and numerous emails asking questions like "Are the bolsters by the door hard or soft?" "What do you think is underneath the covering?" We applied a few new tricks like the use of Styrofoam pipewrap for the elbow rests on the doors, styrene tubing to make draft excluders for the doors, and metal strapping for spring door stops.

Eventually the interior was in place and we were ready to take the car down to the mechanic to pressurize the lubrication system before starting the engine. (This was recommended and was something we had not done on previous rebuilds.) We eventually started the DHC and drove it round so we could get it mechanically inspected and to let the insurance company see the serial number before licensing. It sounded as if a tappet was loose but we thought it nothing to worry about so ran it for around 100 miles before taking it back to the mechanic for final tuning. The final tuning turned out to be a major engine overhaul as one of the tappet followers had a hole punched right through it. This required not only the installation of another tappet follower but also the regrinding of one node on the cam and hence the whole engine had to be removed. What more do you need but more practice in taking an engine in and out without scratching the paint? It all adds to the experience!!!

At this stage the car was still topless, as there was no sign of anything resembling a top in the "junk pile" we had purchased. Luckily our old friend Steve again came to the rescue as he had a top to his DHC that was in pieces giving us the start of a pattern (although his DHC was about 6 months younger and had a curved windscreen). Bob McDiarmid was



a whiz with his metal work and managed to copy the metal bows and bits whilst Ken worked hard on the wooden parts. Eventually we had a frame that fitted the car. The top would stay up in the half position

and we also had a wooden bar to fit on top of the windscreen when we wanted to be fully enclosed.

Making the top itself looked a little difficult and the material was expensive so we left it to a professional who did an excellent job using Steve's old top as a pattern and about a dozen pictures showing how we wanted it to fit on the car. The top fits great and there is very little rain leaking although we are going to put a metal strengthener into the front wooden part where it fits across the windscreen as the pull of the top tends to make the wood bend allowing some air seepage.

Only many little things remain to be done, like the fitting the new doorsill plates, putting on the carburetor air breather box and a final engine tune up

after it is run in. Would we do it again? No question. Although at times it was frustrating and progress was slow the final reward of seeing the whole car together and working is well worth the effort.



Knowing you have a car that is truly the best that it can be and reliable is worth its weight in gold and I cannot wait for its first long distance trip to California. I believe we have finally finished a dream that began over 25 years ago and we only wish Richard Paulson, whoever he is and where ever he may be could see his dream completed.

Thanks to Pat and Ken Miles for this article. Enjoy your car!



From The Web

EDITORIAL

ALAN GARNETT

The Morgan Motor Company recently announced the retirement of Mr. Alan Garnett, MMC Chairman since 2003. The Works noted that Mr. Garnett had decided to attend to his other business interests. His tenure at the Pickersleigh helm is striking in its effect and warrants comment and commendation here.

He arrived on the Morgan scene during a pivotal period. The Company has often admitted to how dire those days were. The decisions of the years leading up to Garnett's assuming the helm had created a series of enormous losses, emptied the legendary Morgan order book and treasury and lead the once cash-rich Works into hard bank financing, a first-ever experience for the 100-year old company. The passing of the incredible icon, Peter Morgan, had thrown a pall over the company and the community.

Alan Garnett stepped into all this with characteristic vigor and enthusiasm, along with an open door and style. He reorganized the decision structure of the Company, dealt with the bankers, rallied the dealers with a new Dealer's Counsel and searched for new energies for the neglected traditional Morgans, the Company's mainstay. He addressed the financing problems, no small task in itself.

The report card is exemplary. He leaves the company with a plump 2 year order book and a blazingly hot-selling 4 seater (who would have thought that was possible a few years ago?!). His recently arranged refinancing brilliantly re-empowers the Company and its shareholders. We have not always agreed with each detail of his decisions but his scores here are unquestioned.

It has long been said that the Morgan family has always been blessed with uncanny luck. There is no more poignant evidence of this than Alan Garnett. He has given the Morgan Family and their company a second chance. Let us hope they nurture it this time.!

!



Malvern, April 2006

As part of a new campaign to market international licenses for usage of the Morgan wings on designer clothing, travel accessories and other items, the MMC has moved to restrict and monitor its use first within the Morgan community itself. Morgan clubs and those with previous agreements to use the wings should henceforth contact the Company with requests for permission for usage on any regalia including the details of their proposal and legal address.

Thanks to Lorne Goldman and Gomog for the information above!



HogMog News



Trevor Davies has solved his overheating problems and his air conditioning issues with his Morgan.

“No Body so No Problems and the power to weight ratio has improved significantly!”



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Rally for Champions

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Nigel Matthews Special to The Province

Wednesday, June 14, 2006

The MCL Motor Cars' first Rally for Champions made a champion out of everyone that took part last weekend.

Race Day was Saturday, but the starter's gun really sounded at a Thursday evening briefing from West Coast Rally Association representatives, who quickly disabused us of any notion that the first past the post wins.

Winning actually boils down to a series of mathematical calculations, communication with your navigator, map-reading skills and, above all, patience and adhering to the posted speeds. Within an hour, most of us were very confused, trying to calculate to the second where we should be at any given time.

Too early on Saturday, we dragged ourselves to MCL's [Jaguar](#) dealership in the North-shore Auto Mall, where we were awakened by countless volunteers and a very cheerful and enthusiastic team of athletes from the B.C. Special Olympics, beneficiaries of the cash raised by the rally. Although only the event's first year, it brought in \$40,000.

The Province and Driving.ca entered two vehicles. My wife Yoki joined me as navigator in a magnificent 1969 Morgan Plus 8, generously loaned by avid Mor-

gan collectors Ken and Pat Miles.

The other car, a [Ford Mustang](#), was driven by Les and Rena Hayes, of Victoria, winners of an online Driving.ca contest.

Perusing the row of vehicles, I began to feel at a slight disadvantage -- a Maserati, two Mercedes-Benz, one of which was a Mercedes-Benz SLR McLaren, three Land/Range



Rovers, five Porsches, one of which was a Carrera GT, two Bentleys and one Toyota.

There was also a collector-plated 1952 [Cadillac](#) driven by Jason Bosa -- at last, another vehicle with a speedo that read in miles per hour and was probably lacking the all-important trip meter than one can set to zero.

We followed the directions to the first timed section of the day, which was at the east end of the Pitt River Bridge. We thought things were going so well and were having great fun and then it

happened -- we were hopelessly lost.

We went around in circles for an hour and experienced the first and only bout of frayed tempers.

To be honest, I said: "Oh to heck with it. Let's just proceed to Harrison for lunch." She who must be obeyed had a different idea.

Eventually, by backtracking, we were back on course and heading for 256th Street and Dewdney Trunk Road for the next staged event.

Most of us live a hectic life and normally travel from point A to point B, so the opportunity to get off the beaten path and travel these country lanes was a real treat. In the back of my mind, I was wondering how the Carrera GT, Mercedes-Benz SLR and the other cars with GPS navigation and all of the other luxury creature comforts were managing.

I was having a serious workout. The Morgan is fitted with a Moss crash gearbox. This means that you have to double-clutch between every shift and have an arm like Popeye to move the shift lever.

The Morgan also lacks power steering as it is fitted with Armstrong steering -- an old automotive joke.

It also lacks a roof, which made it quite chilly in the tree-shaded avenues. However, neither of us would have wanted to travel in anything different though.

Just seeing the smiles on people's faces when they spotted the Morgan gave me as much joy as seeing the smiles on the



faces of the Special Olympians throughout the day.

This is certainly not the first rally in which the Morgan has participated. It has been involved in events in Canada, U.S.



and even as far away as New Zealand.

The Miles' next big Morgan trip with one of their cars will take place in 2009, when Morgan celebrates its 100th anniversary in England.

Part of the rally took us over the Ruskin Dam, through farming country in the Mission area and, before we knew it, we had arrived in Harrison Hot Springs for a one-hour lunch break and a chance to stretch the legs and rest the rear end.

The Morgan was parked alongside the Porsche Carrera GT and the Mercedes-Benz SLR McLaren super cars. However, it seemed to get all of the attention from the spectators.

It was soon time to head back to the city. Two more timed stages took us through the Sumas Mountain area and another

through the Mount Lehman farming district.

In the rally, the total distance travelled was 251 kilometres, out of which 80 kms were timed stages. The only vehicle that did not make it home under its own power was the 1952 [Cadillac](#), which retired suffering from mechanical problems.

The event concluded at the Waterfront Hotel in Vancouver, where the organizers had already tabulated the results.

We had finished last, accumulating a grand total of 2,540 penalty points, out of a maximum 3,000. I suspect missing some of the checkpoints on the first stage in conjunction with numerous in-



fractions for exceeding the posted 45 km/h had something to do with it.

Trying to convert from m.p.h. to km/h did not help. Well, that is my excuse and I'm sticking to it. I know better than to blame the navigator.

The winner of the rally was a [Toyota](#) Yaris driven by Dean Car-

ratt with navigator Chris Donald. The joke at the evening social was that is certainly was the [car](#) that got the best gas mileage!

What happened to Driving.ca winners Rena and Les Hayes? Well, they had a great time. Unfortunately, the navigator, who is constantly looking up and down at a map and reading instructions, can fall victim to motion sickness. Rena was the navigator and even large quantities of Gravol did not do the trick.

All in a good cause, though. The 3,500 Special Olympic athletes in this province face great challenges on a daily basis. The sports programs and competitions offered by the Special

Olympics folks provide them with more than improved health and athletic ability-- they also help them develop social skills and new friendships.

The Rally for Champions can accommodate 40 vehicles, with 18 taking part this year.

I urge you to step up to the plate and start planning for next year's event. With luck and determination, you have time to raise the \$5,000 required to enter the event with your [car](#) and have a very rewarding day out.

Nigel Matthews is the appraiser of vintage and collector cars for the Insurance Corp. of B.C

Whatever happened to ?

by Alan Lytle

When in Napier, New Zealand, I met Jaime Taylor who is the Chairman of the local Vintage Car Club, and the current owner of Greg Kaufman's three wheeler. I took some pictures, and then on my return asked Jaime to send some information on his work on the car since it left Canada as I thought the members here would be interested. This is the result in Jaime's words ...

"Regarding Angus, the 3 wheeler, this was the name given to him by Greg Kaufman, and after reading all of Greg's correspondence I decided to keep his name out of courtsey to the family.

Well after Angus arrived intact in his own custom built aluminium trailer, I set to and bought a 6volt battery, reassembled the radiator that was in a box, filled the oil tank, checked the usual obvious things, ignition/coil plugs, then hand cranked the motor.

Bingo he started, to my amazement, and what a racket, he was so loud my neighbour came over, and as we were admiring the simplistic movement of the valves & rocker arms the atmosphere became slowly dense with smoke, mainly due to me not knowing much & leaving the engine fully retarded and surplus oil burning from the engine & exhaust system.

After checking the oil movement, I braved a drive up the road, An-

gus veered violently to the left and fluid shot across my vision, so I turned straight around and back into the drive. I dismantled the Girling braking cylinders, one was seized the other wouldn't bleed so I had to tap out the bleed nipple and put a larger one in as it wouldn't tighten, also serviced the master cylinder.

Off I went again, stalling at every corner, nearly broke my hand



Angus now residing in Napier New Zealand

twice with the start handle kicking back, after persisting for a few days the car crank handle hit the back of my hand 3 times in one afternoon, which curbed my enthusiasm.

It was at that moment I decided to read all of the correspondence and receipts that Greg had meticulously catalogued.

Two days later I was finished reading, and was saddened to think that he had not been able to enjoy the fruits of his hard labour. He had done an enormous amount of research before attempting any work, and after reading the files I had a basic grounding on the Workings of a 3 wheel Morgan.

After learning that I was attempting to crank fully advanced, the

easy way to do it looked a good option. cranking with my left hand now (the right still bruised) was ok and out again I went, this time cruising at 45mph there was a loud bang at the rear over every bump. Upon close scrutiny I found the wooden tub at the rear was not fastened to the tubular chassis, at that point it was decided to check everything. Greg was thorough with his information and everything looked OK but Angus was unsafe to drive.

After checking the odometer Angus had travelled 286 miles in 2 years since being re-registered, which explained a few detail things that were missing. After many attempts to plug the honeycomb radiator leaks, I decided to send the radiator away to have a new honeycomb shell fitted.

Whilst this was being done my attentions turned to the instrument panel and wiring. The ignition/light rotary switch fell apart in my hand so I replaced it with an original Lucas unit that had the headlight functions & discarded the surplus switches that had been added for the lights, used the original horn and high beam switches and added a Smiths time clock. Most of the wiring was re-routed to suit the new switching.

A wooden template was made by myself to send to a local fabrication shop who cut out an aluminium plate & welded a 30 mm beading in the inside edge to give the dash plate some depth. After deburring & filing a radius along the lower edge I cut out



the holes for the instruments and put the finish on the pillar drill using Brasso and a 30 mm dia felt pad that had been glued into a spigot.

Then the various holes were drilled, nuts & bolts fitted to tighten the chassis.

The rear brake cable was installed upside down & had no outer sleeving so a new cable was fitted and re-assembled, repairing the worn brake cam at the same time.

The upholstery was re-trimmed back to original specs with the drivers seat being 2 inches thicker to supposedly give me more elbow room, the sides & seat cushions to factory specs, also a tonneau cover was made.

With Angus having Hydraulic front brakes (a factory type conversion in 1938), I decided to have a shroud built over the rear wheel to allow for storage. This worked well and prevents the chain oil from entering also keeping the beetleback lid clean.

After a few months the radiator returned and was refitted with new hosing, filled with water and I was back on the road.

This time my confidence was much higher and I began to

enjoy good cruising speeds of 60 mph.

The timing never seemed quite right which was due to the distributor base being oval which caused intermittent backfiring as the points gap closed and



opened randomly. A new base from the UK was ordered, also a 12v starter & mounting bracket, which was fitted with new points & condenser, the 6volt twin coil was a mission to find, the old one failing after a few hundred miles. Fortunately my wife was in England at the time and through the Morgan car club found a scrap dealer who had a coil from a 2 CV Citroen which does the job nicely.

The dynamo, (which is driven

directly off one side of the gear-box) stripped the fibre gear plus the spare gear, and eventually I had new fibre gears cut locally with a metal sprocket made for the dynamo to match, and have had no problems with it since, also I fitted new brushes & bearings in the Lucas dynamo.

I haven't had the engine out prop shaft or gearbox, apart from those the rest has had a good going over.

Through all the hiccups Angus has travelled 6,000 miles in 2 years, over tar sealed & dirt roads, I have hill climbed with him twice & for every mile travelled I am sure there are as many photographs taken of him, as a famous car writer wrote, a Morgan is a Morgan and simply cannot be compared to anything else.

I reckon once a car has been restored it stays that way, so my philosophy is, " I am just looking after him for the next owner", any Mor-

gan 3 wheeler owner will tell you that their vehicles are a work in progress and need constant tinkering but I don't think the Kaufmanns in Ontario will mind the work that has been done on Angus as it is just a continuation of the major restoration that Greg had done."

Thanks to Jaime for his superb article.







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