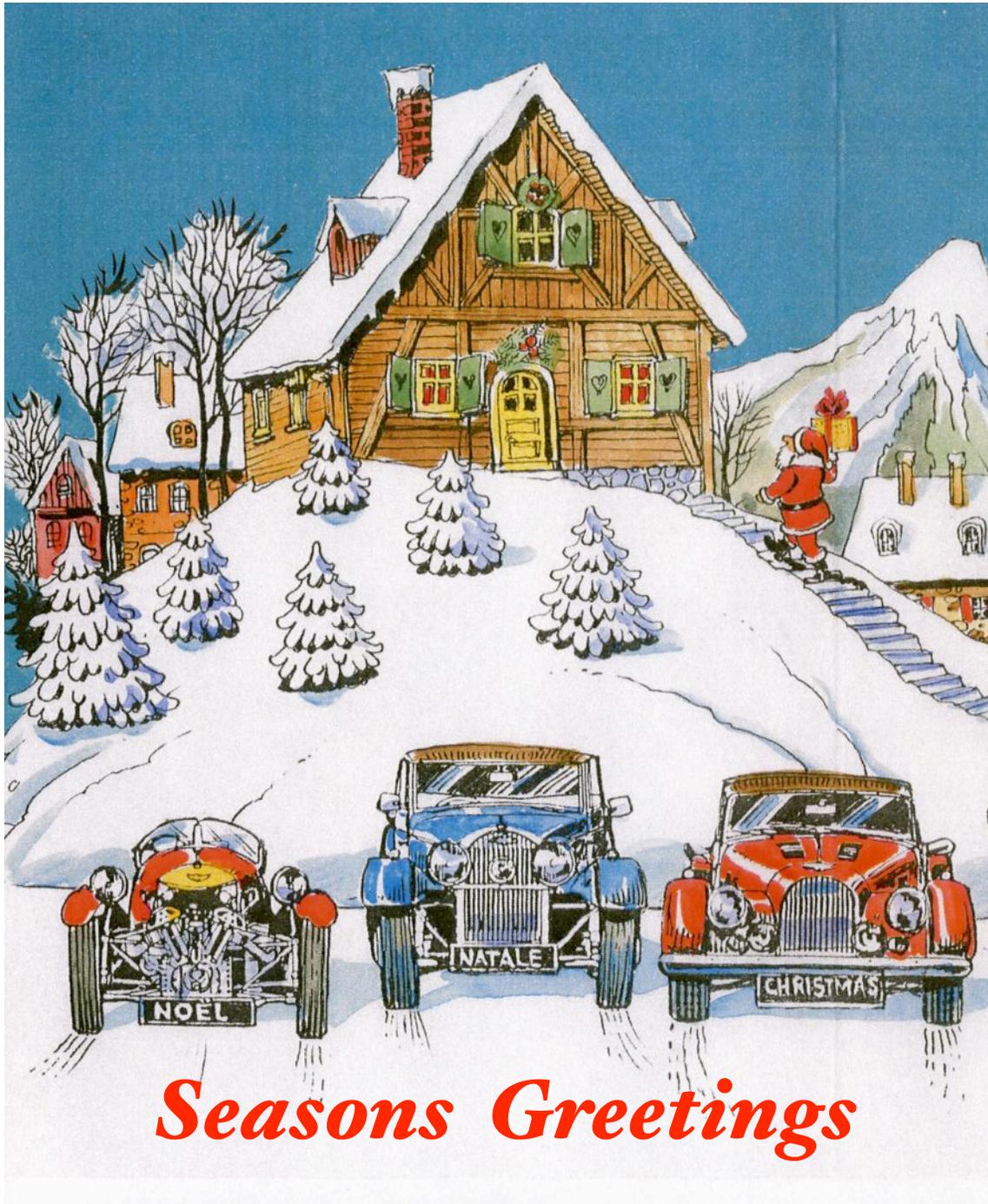




The Blurb



Seasons Greetings



Prez Sez

The frost is upon us every morning it seems. Everyone is waiting for the last final drive in their Mog for the season. Some die hards (Trevor Davies) are logging on the mileage despite the weather. Even myself, confronted with no vehicle to drive one morning elected to make use of the +8. To no avail the battery protesting the cold & lack of use would not bring the monster to life? It's room mate the Trike, sitting quietly having not been started since late August wouldn't likely be any better. Worth a try how



ever. Isn't there something about the neglected becoming the strongest. To my amazement & delight there was sweet noise coming from the exhaust. Cutting through the fog & frosty air. The delight & smile soon vanished from my face. I think it was at about 45 miles per hour, when



Martin Beer(mpbeer@sympatico.ca)

my cheeks turned glowing red, eyes started watering & the lack of windshield became painfully evident. So it was a short jaunt that brisk morning. I think it's time to put the Mogs to bed for the Winter.

Regretfully, a long time Morgan enthusiast has Michael Geluch has passed away suddenly. Mike Had owned several Morgans from the 1960's on. A Toronto resident that moved West to BC a while back. Our condolences to his family.

News from the Morgan Factory lately, is that the Aero Max limited production run of 100 vehicles will commence in January 2008. Priced at 94,000.00 pounds Sterling plus taxes. Apparently 90% of the vehicles have been spoken for. No it will not have Canadian Compliance. So please don't rush in with your deposit cheques. For those that did not make the November Pub lunch, we are planning a December Pub. Gives everyone a break from Christmas shopping. John Roden graciously took the role



of speaker & chief organizer, Job well done John. Events are being organized for 2007 to assure a pleasant & enjoyable Morgan season. Colin & Barbara Bray have purchased Sherry MacFarlane's +4 and are looking forward to enjoying it next driving season.

Don Allen who purchased Tom VZ's +4 has moved up in the Morgan collector status, having acquired a very beautiful +8. One for each foot Don? Elections will be held at the Christmas bash at Fred & Outi's. Where are all the nominations people?

Happy Motoring.

Martin

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

The Sunday October 1st **PUB Lunch** was well attended by John & Sharon Roden, Don & Joan Martin, Trevor Davies and Kathy Jackson, Liz & Ray Stevens, Rene & Glenn Nigh, Aaron & David Farmer, Chris & Gail Taylor, newlyweds Rod and Lori Wilkinson and myself. Don Martin had a book giveaway for correctly answering Morgan questions such as "How many 4 Plus 4's were built and "What year was the last new Morgan imported into Canada from the factory? We discussed a club dinner for sometime in March of 2007. John Roden has proposed an Erie Canal Run for sometime in May or June of 2007. The Roden's have their July 6, 7 & 8 Collingwood weekend well on the way (see the add in this "BLURB"). Jenny Beer reported that our club membership stood at 112 which is down 3 from the previous year! Jenny also advised that there is \$4300 Canadian and \$2900 U.S. in the club bank account. New Regalia for the club was discussed and will be further investigated during the annual meeting at the Christmas Party. We will be holding elections for office at the Christmas Party.

The Sunday November 5th **PUB Lunch** saw our group swell to a full house. We are going to need a larger facility if this keeps up! In attendance were John & Sharon Roden, Ken & Judy Whightman who travelled from London and had never met Ted Zurbrig also from London. Ted finally brought along his wife Lily and introduced her to the group. Malcolm Taylor brought Buster, Marlies Sands brought Alan. Lynda Van Zuiden came with your dieting Editor (the three Guinness didn't count). Also in attendance were Alan & Kathy Lytle, Liz & Ray Stevens, Chris & Gail Taylor, Glenn & Rene Nigh, Kathy Jackson & Trevor Davies, Desi Benet, Chris Pattenden, Colin & Barbara Bray, Rod & Lori Wilkinson, Brian Hawkins and his friend Howard Hanes and club President, Mr. Martin Beer.



We discussed the upcoming Morgan Centenary Celebrations. Martin Beer is looking into the logistics and cost of shipping a few cars from Canada to the UK for the 2009 celebrations so that a few of us might participate. Rod Wilkinson and myself seem keen to at least investigate the possibility of putting three cars in a container and doing some extended touring in the UK and on the Continent.

Trevor Davies has suggested a Morgan owners event in Haliburton on the weekend before Thanksgiving. The group would stay at Sir Sam's Inn. Trevor has some nice roads for us to tour while enjoying the fall colours.

Rod and Lori suggested that the annual Tucker's Market dinner could be held on March 24, 2007 at the Queens Head Pub but the final location and date are still in discussion.

Desi Benet mentioned that the 2007 Boot'n Bonnet Club in Kingston will hold their event on the last weekend of August 2007. This coincides with a jazz festival in Prince Edward County and it was suggested that the club plan a weekend around these two events!

Members who bought their Morgans included Trevor and Kathy, Brian Hawkins and I brought my Plus 8.

Big Congratulations to Ray and Mary Shier who are proud new grand parents!

Thanks to Jacques Gallien for sending me the Mog Belgium news letters. They are full of interesting stuff including this months cover by artist Valentin Tanase.



Central Canada Morgan Events

- Dec 9 CHRISTMAS PARTY, Fred & Outi Hendriksen, RVSP before December 2nd : 416-385-0689 or hendriksen@rogers.com,
- Jan 7 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- Feb 4 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- March 4 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- July 6/07 Collingwood, John & Sharon Roden. See details below!

Eastern Canada Events for MSCCC

West Coast Events for MSCCC and MOG NW

- Dec 9 Sat Northern Pod Holiday Party, Bob McDiarmid, 1604-539-4636
- Dec 26 Northern Pod Boxing Day Run, Surrey, BC Mike Powley, 604-542-0921
- Jan 24 Robbie Burns Run, Mike Powley, mpowley@telus.net, 604-542-0921
- Feb 14 Harts and Tarts Run, Steve Blake, 604-943-6416
- May 19 Van Dusen ABFM, to be announced
- June 17 Father's Day Picnic Victoria, Contact Kit Raetson, 1-250-544-2026

COLLINGWOOD - July 6, 7 and 8th, 2007 Blue Mountain Motel Hwy. 26

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Agenda:

- Friday, July 6th - check in motel
supper in Collingwood
Fire, marshmallows and Wine
- Saturday, July 7th - Breakfast at the General Store
Run thru Beaver Valley and the Blue Mountains



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Contact: Fred Hendriksen at (W) 416-290-6055, (H) 416-385-0689, email: hendriksen@rogers.com

John Kokal

On September 14, 2006, John Kokal died peacefully after a short illness. He was in his 86th year, and had been continuing with his profession of restoring the interiors of vintage automobiles as recently as this spring. An advertisement for his services had appeared in the Blurb of November, 2005, and one appeared in the Special 2006 British Car Day Collector Edition of the Ragtop, distributed on September 17 at the event.

John, who had originally trained as a harness maker, had worked on Morgans for Verne Dale-Johnston, Hendrick Rens and John Collins to name but three. He also did work on other cars for other clients, Clayton Ruby being one of them. Maurice Bramhall was another.

Members of the Morgan Sports Car Club of Canada will miss John and his skilled services, and send their condolences to his family.

John Collins





Notes From The West

Ken Miles(kengmiles@shaw.ca)

ROQUE RIVER RUN SEPT. 06



For over the year the plans had been in place for a meeting at between MORGAN and the Morgan Sports Car Club of Northern California at Grants Pass with the high light being a jet boat ride up the Roque River. It was a three day event mixing tail gate parties, boat rides and car rides.

We met at Grant's pass on Friday afternoon with the MORGAN members showing up first and getting the tail gate party started and the all too familiar garage set up established so that we could repair one lame Morgan. When the MSCCNC group arrived the party commenced in full throttle only to be momentarily slowed as we discovered that the boat ride for the Saturday was cancelled due to low water marks on the river. Over drinks a quick change of plans was discussed and the drive was brought forward a day and on Sunday we would do a champagne breakfast.

Saturday's drive took us along the Roque River where we visited an old working grist mill and through some of the most rugged country in southern Oregon ending in Canyonville for lunch. On the way back to Grant's Pass we followed an old river valley. Along one side of the river valley an old disused railroad track was evident with many trestles and collapsed tunnels in view. It was a pleasant way to spend a day with nothing to do but steer the old Morgan and watch the countryside go by.



On Sunday we had a great breakfast with lots of Champagne, said goodbyes to some that had to leave early and took a walk through Grant's Pass. The rest of the day was spent over a beer discussing old friends, old car breakdowns and what the future might bring in the Morgan World.

Thanks to Ken and Pat Miles for this article and photographs.





Morgans at Hougan Park

By Pat Miles

On September 10th four members of the Morgan Club attended the Hougan Park, All British Picnic. They were Larry Emrick with his beautiful green car with the yellow cowl, Bob and Barbera Stinson with their brand new 2006 Morgan roadster, Ken and Pat Miles with their 1969 Plus 8 and Steve and Liz Blake with their new (old) M type MG.

We all had a wonderful time catching up on gossip with many of the participants, sampling the British candy that was for sale and listening to a variety of British Pop groups. There were a lot of interesting picnics set up for judging but one that caught my eye was the Scottish picnic and it made me wonder why Mike Powley and Bert McCabe were not in attendance. Many people were amazed at the difference and similarities between the

1969 and 2006 Morgans as they were parked side by side. It certainly was an interesting topic of conversation. This is a very relaxed event and well worth attending especially when the weather was as nice as it was for us.



LADNER TO BELLINGHAM RUN 2006

by Ken and Pat Miles

For several days the weather forecast for Sunday Nov. 5th was rain, rain and more rain, but the run had to go as it is always run in conjunction with the London to Brighton Run which must be completed before ours begin. Early Saturday morning, a glimmer of hope appeared that the weather would improve and as the day progressed the forecast became better. Sunday dawned with blue skies and 36 English cars including six Morgans hurried to the start line in Ladner. The start time was approaching and we are still short one Morgan in the name of Mike Powley. The start occurs and we are off with out Mike. The cars of Marshall, Miles, Muehling, Blakes and Hutchens have made the start and are on their way to Bellingham. Two miles down the road, the missing Morgan is spotted hurrying to the start line. Mike is late and the organizers have left. Hopefully they spotted him.

We proceed to towards the border and our first rest stop at an easy pace driving through the wilds of Surrey until we reach the coast line of Whiterock where we drive along the beachfront. Spot a Morgan with a candy apple body and black fenders, somebody yells at me and I look quickly to see Stu and Marilyn Rulka enjoying a pleasant day in a coffee shop watching the cars drive by.

First stop is reached with no losses but Mike still hasn't appeared, wonder if he knew which route we are taking. Proceed along that border line known as zero avenue until we reach Aldergrove where we cross over into the US. Two mile south of the border we have our second and last rest stop. Here is Mike and Rosemary but where is the Morgan. He has switched cars and is now driving the Jag. Hope the organizers haven't seen him. One of the registrars shows up and Mike is able to register with no fuss. Good deal.

We depart and head for Bellingham where the drive will end and we will have lunch. The finish and lunch is at the Silver Reef Casino. Both the Powley's and the Marshall's win door prizes and Christine Muehling hits the jackpot by converting the \$5 free tokens from the Casino into \$50 US. All in all it was a great day for the last major run of the year.



A Celebration of the 20th Anniversary of the Mousquetaire Morgan Club of France Held in Southern France September 21st to Sunday September 23rd, 2006

by Mousquetaire, Planchet and Mike Powley photos by Mike Powley and David Wellington

The afternoon of Thursday September 21st saw the assembly of Les Mousquetaires at the Hotel de Bastard in Lectoure, in the region of Gers, in the south of France. French members predominated, of course, but Belgium, Canada, England, Italy, Portugal and the USA were all represented and the reunion of old friends was a very happy experience.

The event package for each attendee created considerable interest and joy; along with the usual rally plaque and paper work of routes, stops etc. surprises such as a bottle of Armagnac from Chateau du Busca Armagnac and a packet of 50 centime pieces were among the surprises each participant was to find. More on the 50 centimes later. That evening at the hotel famed for its cuisine ensured that dinner was a very convivial affair, the good wine flowing freely to add to the bonhomie of the crews.

Friday morning resonated with the rumble of typical Morgan exhaust notes (always so distinctive) and all departed at 8:45 AM precisely, just as the rain came; again always something that seems to accompany a Morgan event anywhere in the world. While the rain did dampen the country side it did not the spirit of Les Mousquetaires.

First stop was at Castera-Verduzan where we were to find out about the purpose of the 50 centimes in our event package ...we are to visit the Castera-Verduzan casino! All Mousquetaires dismounted and wandered in to the hypnotic sound of one armed bandits. In what seemed a relatively short time most

Mousquetaires re-emerged wearing most rueful expressions, but in amongst the sad faces were a few "I won smiles".

The continuing country drive brought us to Lavardens to visit a historic chateau. This great building has had periods of glory in its long life, but finally lapsed into ruin, the nadir of which was the collapse of its enormous roof. However, all was not lost as a group of determined enthusiasts raised funds and started on the long process of restoration; an undertaking not unfamiliar to Morgan owners.

Once all had entered the restored stabling champagne was unloaded from the "support car" driven by Lili Clavere and all relaxed with a traditional tour refreshment "pause". Now Mike Powley was asked to step forward (Mike Powley & David Wellington. North Americans and members of the Morgan Group Northwest, MOG NW and were both attending the Mousquetaires 20th Anniversary event) Mike (Also a member of MSCC) and David first met with our members that undertook the 1994 "Tour du Monde. David was made a Mousquetaire during a club event in 1999, and now 12 years after the event Mike was to be so honoured. Marie-France Sanz produced a diabolo set (known to Pacific North westerners in the 1950's as an Acme Toy Whip-O-will) and proceeded to demonstrate her skill with the toy. Marie-France then handed to Mike as his demonstration of the skill was to be part of the Mousquetaires requirements for membership. Mike expressed his dismay with a "Hell, I have not touched one of these in over 40 years!".

As expected, the 'bobbin' mostly shot off to the imminent danger of the champagne bottles and full glasses while Mike did indeed have the skill return one major miss-fire landed the 'bobbin' right into the champagne bottles and glasses this act after wild applause caused Mike to fail his first test. (As intended!)

After returning to Condom, some continued to La Romieu for another visit, a few returning to the hotel at Lectoure, everyone having to change for the Gala Dinner. This fete' was to at the La Table de Cordeliers, once more at Condom (can't get enough of that place it seems! says Mike) Prudence suggested that a bus would be in order...there were no objections! The restaurant was spacious (think 20 foot ceilings here) and the reception very well served by the staff. Various cocktails, canapés and other delicacies were in abundance, the Mousquetaires circulating in their "official uniforms" —to the surprise of the luckless "other guests" (we all hoped their evening was not spoiled that much by our intrusion). Photographs inside and out on the entrance steps in a seeming endless blaze of flashbulbs.

Now the serious part of the evening commenced, as Mike Powley was called for the final rite in his investiture to the grand band of the Mousquetaires. His uniform? ... as created by Odette Ribot was resplendent in the Canadian colours of red and white complete with a maple leaf so outstanding against the blues of the France band.



Morgans start arriving Thursday Sept. 21st afternoon to the "Hotel Bastard"



First stop of the Friday Sept. 22nd tour Castera-Verduzan ...well at least no one lost their car!



All cars were issued this great rally plaque



No "official" Mousquetaire event would be complete with out a visit to this museum D' Artagnan in Lupiac



After our visit with D' Artagnan it was off to Castelmoré, also in Lupiac the "real birthplace of D' Artagnan" and the starting point of the 1994 Mousquetaire Tour du Monde

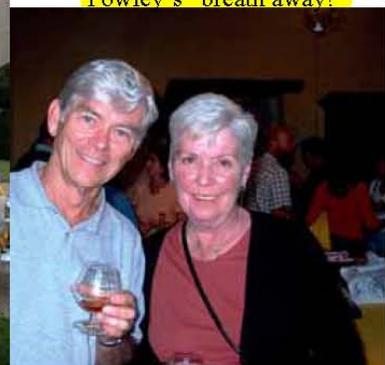


D'Artagnan's original family name was Jean de Batz de Castelmore and here at his "home" are the band with the three original "Tour de Monde" Morgans and in the right picture the original original drivers Jean-Louis Clavier (D'Artagnan) & Jean Ribot (Athos), joined by Jean-Louis's wife Lili along with David and Thea Wellington from the USA.

On to the splendidly conserved Chateau de Busca Maniban were a guide gave us a full tour of this impressive "pile" both inside and out before we were taken to the production centre for the Armagnac of this famous mar-quee. A discourse on the methods was followed by 'degustation' those tasting the raw white spirit certainly had their breath taken away by the shock of it. We then moved on to a great sampling (degustation again) of the Chateau's finished products.



Well the finished product didn't seem to take David Wellington & RoseMarie Powley's "breath away!"



Then "on the road again" back home to the Hotel Bastard for a great dinner



Saturday Sept. 23rd on the "rally" with Planchet et Madame



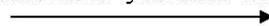
Larressingle village



Mog's visiting the preserved Roman settlement at Sevian



Now we are off to "you know where!"



A 2nd 'pause champagne missed in Fources—down came the rain





Now was the time for Mike to bend “on knee” before Jean Robot ...who-then with mace in hand pronounced him “Mousquetaire”. So Mike at last joined our other MOG North West member David Wellington and both posed for a great photo opportunity, the colours of the Maple Leaf emblem and the “star-spangled” white cross of David (Rosy). While the fete was for “20 Years After” Mike after “12 years” was indeed a “Mousquetaire”.

Dinner? oh yes! it was an elaborate affair with wines served to match each of the many courses. Jean – Louis (D’Artaganan) surprised all assembled by stepping forward to the stage and with his guitar in hand, accompanied by other made the evening a musical finish of note.

All the ladies in attendance received a small memento of the event (kind of a thanks for putting up with all this nonsense) before the 20th anniversary gateau was ceremonially carried in with it’s torches sparkling like a miniature volcano. Final toasts .and it was all over, except the bus back.

Next day? Sad but great departuresand...so much thanks to Jean-Louis, wife Lili, Jean-Pierre (Porthous) and Marcelle Rivals ...they made it all possible.

Along side the château we crowded into the restaurant as the rain kept us from dining “alfresco” in the garden at the entrance but a great ‘dejeuner’

was enjoyed by all before “taking to the road” again for the village of Lupiac.

So to the hotel at Lectoure for dinner and our orders for the start next morning, Saturday Sept 23rd. A much better day greeted us and we enjoyed a simple navigation exercise, firstly by solving a puzzle for place names and then departing at timed intervals. Events of this type usually generate much acrimony between driver and navigator (especially if married). Beryl and I wondered how the Powleys and the Wellingtons were doing 4 in the car and the directions etc. as they were all in French! For ourselves we seemed to keep our cool and when rectifying our errors we completed all the villages, arrived at the fortified village of Larressingle and received our two cans of stuffed neck of duck with foie gras, a famous specialty and generously donated by Gerard & Eliane Saint-Guilhem .

Next was a visit to the well excavated and protected Roman settlement at Sevian to once again wonder at the expertise of the builders and engineers of ancient Rome before departing to Fources where a planned ‘pause champagne’ in the splendid village square came rapidly unstuck as heavy rain arrived; hoods being rapidly erected by most and with a prayer of thanks being offered to the suppliers of those hood tensioning levers!

Wet Morgans arrived at the town of Condom (derived from the Conda-

tomagus, an ancient market place in Gallic France.) In passing, several mouths ago our regional newspaper reported that the inhabitants here had long been amused by English speaking visitors stepping up to be photographed by the town entry signs but that the Council was somewhat unhappy at the number of these signs now being collected as “souvenirs”. It take all sorts we think.

Now it was time for new initiate Mike Powley to mount the companionway to the ‘poop deck’ but on return he is again censured for being improperly dressed as he was wearing shorts. Another failed test!

The “vessel sailed on...” and passed through the locks and the meal finally ended. Mike was again summoned to the stern section but on returning was greeted with cries of alarm, applause and laughter as he was now wearing an item of under ware probably smaller than the ‘string’ worn by dashing ladies (on them great! on Mike not a pretty site!) And too bad.... little was left to the imagination! The ‘pretender’ then had to carry out the final test which he and wife Rose Marie completed to the satisfaction of the Mousquetaires with roars of applause approving the verdict. There had been a plan of final immersion in the muddy river but as was found out Mike was a long distance swimmer and that would not have added to his suffering for the initiation.





Yup! the "ship" they call D'Artagnan



"Yuk! No swimming in this!" Says Mike



This "test" is much better, says he



The "official cake" and to the Right Mike Powley & David Wellington pausing for refreshments.



New Mousquetaire initiate Mike Powley (red tunic) & David Wellington (Francios de la Roche Posay) far right with the Mousquetaire founding fathers from left to right: D'Artagnan, Athos, Porthos and Aramis



Hogmog News

Dog hops on bus to go to pub



A dog owner is having to chain up his pet to stop him hopping on to the bus and going to the pub. Gary Kay's terrier Ratty regularly got on the bus on his own to go to the Black Bull pub, in Hull Road, York. Ratty made the trip to the pub, where he was fed sausages by a barmaid, twice a week, reports the York Post. His outings came to an end when the

pub went upmarket and banned animals from the premises. But now Gary, from Dunnington, York, says Ratty has found a new local - the Rose And Crown Pub, in Lawrence Street. He believes Ratty has been getting off the bus at the Black Bull on his own, crossing the road and turning up at the Rose and Crown. "I've had to start chaining him up because, although he can get to the pub on his own he can't get home," said Gary. "I've no idea how he is doing any of this or how he crosses the road. This dog just has a mind of his own."



Ananova.com, November 8, 2006



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Concours Corner

from Miscellany and thanks to Jeremy Harrison

Concours Corner

by Jeremy Harrison

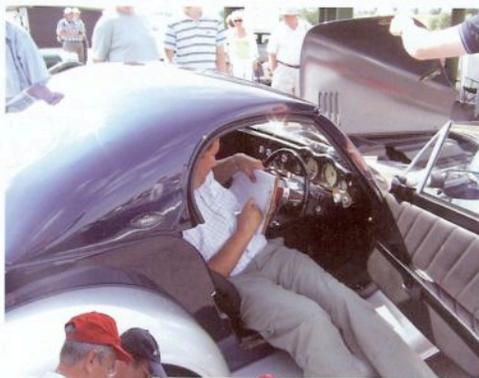
The MSCC Concours was held on the Saturday morning of the Mog Meeting at Mallory Park. In contrast to last year at Prescott, when we all got very wet, this year we were blessed with beautiful, warm, sunny weather and a cloudless blue sky all day.

The competitions started at 8.45 am, (too early for one competitor from "down South") with the compulsory Road Section, when all the competing cars were driven for 3 laps round the circuit. The procession was led onto the track by Tim Hill, one of my Judges, driving rather rapidly in his recently acquired yellow racer, swiftly followed by everyone else, who were apparently giving little thought to preserving the fine "concours" finish they had made to their cars, as the "red mist" descended upon the eager drivers. Even Thomas Hertner, dressed in his rather fetching, blue hue, +4s suit, driving his Series 1, 4/4, chassis number 32 (ex Peter Morgan RAC Rally winning car) and his M.C. Deutschland colleague, Klaus Rehm, driving another Series 1, 4/4, chassis number 36, were to be seen dicing, wheel to wheel, through "The Esses", all-be-it at a rather slower pace than the Aero GTN!

All the cars then returned to the paddock and were parked in age order ready for judging. We started on the cars in the fun events, first, with the Road Modified cars, followed by the Pride of Ownership group, eventually ending with the rather more serious World Concours cars, which were also in Class formation.

My judging team of the famous four + 1, were on good form. Whilst Jane Hill critically checked the gleaming bodywork, her husband, Tim, was crawling all over the interiors, checking every nook and cranny. Derek Mayor judged the engine compartments and I judged the lights, horns, wipers, indicators, starting, tick-over and also the modifications, originality and authenticity etc.

Ken Davis, late on parade because he'd mislaid some buttons from his now infamous, white, lab technician's coat, was suitably punished for keeping us all waiting by being given the task of judging the underside of the World Concours cars. It was



September 2006 - 24

Miscellany



quite amusing to the throng, to watch him trying to disappear under the almost zero ground clearance of the 2 modern Aeros to check the rear axles. However, despite Keith Ahler's "sage" advice to one of those Aero owners that it is impossible to see the Aero's rear axle, "so don't bother to clean it". Ken had cunningly brought with him, a mirror on a stick, which he suddenly whipped-out from under that coat, so he was easily able to spot the lack of preparation on that particular car, much to the chagrin of its owner! Well done Ken!

Judging was swift, it needed to be, with 24 cars to examine. Pauline McGroder, now a very close friend of the lucky Chief Judge, Derek Mayor, called out at each minute of the four minutes allocated judging time. We allow four minutes to judge each car and, having 5 judges, this equates to a total of 20 minutes judging time per car.

With the dextrous help of Pat Wilson with the abacus, I was able to publish the full results in the early afternoon and a delighted John Beskeen (and his even happier wife, Avril), from Bridgend, Mid-Glamorgan, was declared to be the MSCC Concours World Champion for 2006 with his superb 4/4/ 4

seater. This car is already gaining quite an interesting history, having recently won a regional round in the Autoglym National Concours and it will be competing again soon in the National Final, arguably the finest Concours Competition in this Country, against all the other Regional winners.

The next morning, most the concours cars were displayed near the Trade Stands and I gave out the colourful rosettes to the deserving winners which were then displayed on the cars. I would like to take this opportunity to sincerely thank all the entrants for their sportsmanship and camaraderie during the judging, my Judges, for their expertise in picking a winner from such a superb display of cars and finally, Headley Insurance-Morgan Insurance Consultants, for their most generous sponsorship, which enables me to be able to provide those beautiful, hand-engraved Artcrystal presents to the winners.

With such a vast range of beautifully prepared cars on display, I think this was the best MSCC Concours Competition for some time and I look forward to meeting you again next year, when you all compete at Goodwood.

Jeremy Harrison

MSCC CONCOURS RESULTS SHEET											
CAR	OWNER	MODEL	Bodywork & Chrome	Engine Compartment	Wheels & Tyres	Boot/Rear Compartment	Interior	Equipment	Concours D'Elegance	Total	Position
"PRIDE of OWNERSHIP" COMPETITION											
REG NUMBER			115 POINTS	90 POINTS	50 POINTS	35 POINTS	90 POINTS	25 POINTS	75 POINTS		
NU 02 HZZ	Karen Jackson	4/4	66	58	30	28	68	25	59	334	3rd
JU0 177	John Sparrowe LeMans Replica	4/4	61	54	45	30	55	20	66	331	5th
CBK 599	Marjorie Lander	4+4	46	50	25	24	50	15	55	265	7th
EWP 531 J	Dave Leach	+8	65	55	30	29	66	25	63	333	4th
SIL 1199	Ronan Sill	+8	63	56	30	26	57	25	58	315	6th
D 524 CLT	Sam Jones	4/4	76	64	35	32	66	25	56	354	2nd
FCO 31	Sindy Rutter	4/4	89	74	45	32	72	25	68	405	1st
"ROAD MODIFIED" COMPETITION											
REG NUMBER			115 POINTS	90 POINTS	50 POINTS	35 POINTS	90 POINTS	25 POINTS	75 POINTS		
T 400 MOG	Phil Eggington	4/4	60	58	25	23	64	25	60	315	2nd
NUO 924 G	Allan Brunning	+4	79	64	40	32	79	25	58	377	1st
WORLD COMPETITION											
REG NUMBER			115 POINTS	90 POINTS	50 POINTS	35 POINTS	90 POINTS	70 POINTS	25 POINTS	75	
GC 8223	Bob Derricott	3Ws/saero	89	69	40	32	80	60	25	68	463/3rd
KUY 756 K	John Beskeen	4/4	93	74	46	33	82	66	25	73	492/1st
UCA 115 D	John Glaves	4/4	70	62	35	31	77	50	23	65	413/8th
DOE 574	Richard Smith	4/4 f rad	64	61	30	20	71	47	25	63	381/11th
HN-N-1936H	Thomas Hertner	4/4 f rad	78	65	43	30	80	57	25	69	447/5th
P 4 GFB	Geoff Brumfield	+4	70	63	23	27	71	44	25	67	390/10th
V 77 MOG	Howard Nicholson	+8	84	77	46	32	82	67	23	74	485/2nd
R 1 CRT	Colin Trott	Aero 8	72	67	42	31	72	61	25	71	441/6th
JE 02 MOG	John Emberson	Aero GTN	76	66	44	34	78	62	25	72	457/4th
V 6 RUT	Adam Rutter	RDSTER	64	65	31	30	71	43	25	67	396/9th
KR-1936-H	Klaus Rehm	Fiat rad	67	62	42	25	70	63	25	70	424/7th



From the Web

August 16th sees the start of an action packed programme launching the latest version of the Aero 8 in the USA. Based around the world famous "Quail", Pebble Beach Concours and the Monterey Historic race meeting in California, cars will be on display, and available for Journalists to sample.

To accompany this series of events, the Morgan Motor Company has issued the following release, giving a more details, and a history of the model in the US.

"The Morgan Motor Company is fast approaching its 100 birthday in 2009. As the oldest family owned car manufacturer in the world, Morgan's strategy is to remain an independent car manufacturer offering something different. Throughout its history Morgan has always stuck to its principle of simple lightweight coachbuilt construction to ensure a high power to weight ratio. This generates not just performance but also economy and low environmental impact.

Our aim is to make Morgan's heritage relevant to the modern world. We prove our cars in motor racing and homologate them to the latest safety standards. New power train technology allows every Morgan to achieve emission standards that exceed current legislation. Every new Morgan is a fusion of natural materials together with the latest electronic technology to ensure practical functionality. Every Morgan sports car is a combination of old and new – the very best of both worlds.

The Morgan Motor Company's latest model, the Morgan Aero Eight, was unveiled as a concept at the Geneva Motorshow on 2 March 2000 to a storm of publicity. The production car complete with European Whole Vehicle Approval entered the marketplace in 2002 and 450 vehicles has so far delivered \$40 million worth of car sales.

During Morgan's development project to gain European Approvals, it was decided that the additional work needed to enter the American market could not be undertaken within the initial scope of the development. Once production had begun in Europe, and the company received a return on its investment, the development department would continue to work on a world car suitable for European and US markets.

Our objective was to take a proven sales success, meet the strict American type approval regulations, and launch the car at the LA Autoshow and at the New York Show in April. The additional volumes of US sales would enable us to more cost effectively manufacture the vehicle for a worldwide market.

The key success of the company in 2006 has been to develop a car that exceeds European and US safety and emission standards but still has the style and performance of the great coachbuilt grand touring cars of the 1930's. The Morgan Aero Eight is also a nimble car to drive as it is some 20% lighter than its competitors.

Preparing for technology

Morgan has invested heavily in European Approvals. Morgan is the only independent small volume manufacturer to hold these approvals, which allows the continued export ratios of around 70% of production. For the USA we have had to comply with extra requirements involving significant testing, development and product modifications. The key areas for the Morgan Aero Eight development for the USA are:

Safety testing and development Air Bags

Driver and passenger air bag installation is a market requirement for the US and now most European vehicles are fitted with airbags. Morgan has incorporated 2 stage electronic deployment for 2006 in the development. Load limiters in the seat belts sense the weight of the occupant and are timed to work in the most effective way with the airbag deployment. This work was undertaken with Siemens who have the testing accreditation for the US market. The project required approximately 10 - 12 full car crash tests. An additional car was produced and tested to prevent a "misfire". This involves driving over curbs, ramps and gulleys to ensure the airbag trigger system does not operate.

Crash tests

In addition to the air bag developments and associated crash testing, there are a number of other US legislative requirements. Side Impact testing in the USA represents the impact of larger vehicles than the test assumes in Europe. The US rear impact tests determine "fuel tank integrity" and were completed at the Motor Industry Research Association.



BMW N62 V8 Engine

The V8 engine currently fitted to the Morgan Aero Eight meets Euro 5 as well as Californian emission standards (LEV 11 LEV). The control systems within the computer operate the complex "fuel-tank monitoring system" which measures the emission of fuel vapour. The new engine testing and certification has been undertaken by BMW in their Munich facilities, as well as in Death Valley in the USA.

Further Emission testing

Additional tests have to be made for the US emission regulations. Unlike the tail pipe tests, these are based around hydrocarbon emissions. A sophisticated test is undertaken over a 3 day period measuring the car's output of hydrocarbons whilst stationary. All vehicles produce these from plastics and paints, as well as fuel tanks and pipes etc. The maximum allowance is just 1g/24 hours. Onboard Vapour Recovery measures the amount of fuel vapour emitted during re-fuelling and is tested within very strict guidelines.

Aero ABS

The first European customers purchased the Aero 8 for its purity of performance. Its lack of ABS and traction control could be sold as a virtue. For the American market this purity needed to be combined with added levels of safety in extreme weather conditions and we therefore developed the car with ABS (Anti Lock Brakes). This system was developed with our partners Bosch. The ABS had to be calibrated in a hot climate, then tested over winter on snow and ice and re-validated in hot weather again. This programme allows us to include Electronic Brake Distribution (ie the split front to rear), and Drag Torque Control, a system which prevents de-stabilisation of the car whilst slowing down violently through the gears.

MARKET REQUIREMENTS

For the American market a number of additional improvements were required. For example:

Cast aluminium suspension uprights locate 6 pot front brake callipers and 4 pot rear brake callipers and wheel speed sensors. ABS ensures some of the shortest stopping distances in the supercar class

Electronic Speed Sensitive Power Steering allows effective car parking and safe high speed cornering

Wider wheels and tyres were fitted for better traction

Cruise Control allows a driver to operate within legal limits

On Board Tyre Pressure Monitoring adds security at high speeds

Xenon Headlights with Wash Facility add extra confidence to night driving

The cockpit was widened

The seats widened to incorporate more adjustability

Central locking to aid security

A larger boot to accommodate a full set of golf clubs

Improved NVH achieved with softer seals and automatic window drop

A more powerful air conditioning system controls cockpit climate

A new hood system which is easier to operate

All of these elements have been developed in conjunction with our suppliers. The major projects have been undertaken by BMW, Siemens and Bosch.

We are particularly proud that the all up weight of the car including all these safety elements and creature comforts is still only 2500lbs, a figure that is at least 20% lighter than any competitor with a similar specification.

Preparing for Production The Factory

Over the last 5 years, the factory has seen a large investment in its facilities. New working methods and material developments have meant a reduction in hours taken to build each car from 346 hours to 236 hours. This has enabled us to increase production from 10 to a regular 13 cars per week, and up to an occasional 14.

-The Aero 8 production shop incorporates a state of the art water based paint facility, which has a capacity for 15 vehicles per week. This is on top of our 12 - 13 car per week capacity from our existing facility.

-A major feature of the Morgan Aero Eight is the bonded alloy chassis. This incorporates new lightweight technology, specifically the use of specialist coated aluminium and bonding/curing techniques as introduced on the new Jaguars and Aston Martins following Morgan's lead with this AIV technology. There will be a rolling chassis on display to illustrate our class leading lightweight platform."





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 Colour(s): _____
 Model: _____ Year: _____ SN: _____ Colour(s): _____

 Model: _____ Year: _____ SN: _____
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