



2-93

# THE PRICE LESS BLURB

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any comments/questions can be forwarded to the Blurb Editor.

# THE PREZ('s) SEZ('s)

In January, "Prez" John Collins stepped down after two years at the wheel, even though he had originally agreed to serve only one year. A heart-felt thanks to John for a job well done in difficult times.

In the months leading up to the Christmas Party, it became evident that the line-up of club members aspiring to high office was not a long one. Actually, we could not find a queue anywhere (which made being at the end of it difficult). After much food, drink and some discussion, we agreed to take up the challenge for the 1993 season as "Co-Presidents", (gender neutral).

Thankfully, other members of the Executive have agreed to motor on with us for one more year: Vern as Vice-Prez; Jenny as Editor/Contributing Columnist/Publisher of "The Blurb"; Lynn with Regalia and Special Events; Craig as the bag-man (Treasurer); Ron as Keeper of the List (Membership); Audrey as Club Liaison; and John as Past-Prez.

As this item is penned, the first Executive meeting of '93 is being scheduled and a preliminary program put together for the season (see Report elsewhere in this issue).

John has previously pointed out on this page that declining attendance at club events has not been unique to the "Hog Mogs". However, our relatively small base numbers make it increasingly difficult to enlist members to organize events (and all the work that entails) in the face of an uncertain turnout.

Our strategy for the SEASON OF '93 will be to consolidate our efforts using the "tag along" approach. Rather than sponsoring and organizing our own events, we are

suggesting that we (primarily) join scheduled events of other clubs (Morgan and other marques).

Without placing significant demands upon club members, we hope this approach will give us a series of opportunities to enjoy each others company, show off our (Morgan - what else) pictures, swap Morgan stories and lies and together, do what we enjoy most -- DRIVING OUR MORGANS!

Elsewhere in this issue you will find a schedule of events in which we might participate, (please let us know of other events you are aware of and would be interested in attending). We will be calling you soon to get your views, opinions and a sense of interest you may have in attending any of the listed events. While we are not expecting firm commitments, there are some alternatives where you may have to make reservations well in advance to ensure accommodation (eg MOG 23 and Autumn MOG XV), so please check your calendars. We may also be asking for your help: anything from articles to "The Blurb", telephone calls to other members, to acting as a CONVOY CO-ORDINATOR to special events. Your help will be much appreciated.

We look forward to seeing you this season.

"HAPPY MORGANEERING"

PAUL DONOGHUE  
BARBARA HARMER

## DEAR MORGANEER:

The **SEASON OF '93** is upon us. Before you know it, fresh spring rains will carry off the record accumulation of snow and wash away all that **HORRIBLE, DIRTY, NASTY, CORRODING**, salt powder that has been building up all winter (just some more of your tax dollars at work).

**MOST IMPORTANT**, our favourite back roads and (non-toll) highways will once again be fit for something other than that 1967 Rambler wagon reserved for winter service and held together with baling wire and duct tape. Time to put away the skis (sigh), the boots (yeah) the snow shovel (ugh) and get that battery down to the corner service station for a quick charge! Yes, it is **TIME TO GET OUT THE MORGAN**, (which may also be held together with baling wire and duct tape but which, at least, has some **CHARACTER**).

If you are a paid-up member of the **TORONTO MORGAN OWNERS GROUP** (the "Hog Mogs" - but that is another story), you have been expecting, to receive this issue of "**THE PRICE LESS BLURB**". If you have not paid your dues for 1993, are a "lapsed member" (non-denominational) who drifted away from the club because of other mounting demands on your time, or if you have never belonged to the club, we hope you will enjoy this (one-and-only) **COMPLIMENTARY COPY OF "THE BLURB"**.

The two reasons for this uncharacteristic generosity are simply to:

- (1) let you know that you are not alone -- there is still a group of like-minded Morgan lunatics with whom you may share your affliction (there is not an "adult" amongst us); and,
- (2) hopefully pique your interest in joining, (or re-joining) the club.

~~Attendance at one or more of the "group therapy" sessions is optional.~~ **YOU WILL NOT BE** hassled to volunteer your already over-committed time or even feel obliged to attend monthly meetings (we do not have them). **YOU WILL** have the opportunity to get together, on a casual basis, with people from all walks of life who share a very special, unique and intense enjoyment of the **LAST OF THE TRUE SPORTS CARS**.

We all get used to being stared at as we motor to the corner store for that jug of milk, or whatever other excuse we have dreamt up. After all, "they" are staring at the car, not us. But does anyone **REALLY** get used to that wickedly giddy feeling when an entire street or town is brought to a standstill at the sight of **A CONVOY**, (or gaggle if you will), of **MORGANS** motoring down the road? It's okay to feel that way, you are among friends.

For whatever the reason, our Morgans seem to bring out the best in people: occupants and spectators alike. Maybe it's an appreciation for the way things used to be; or a yearning for the way things should be. Morgans are **SIMPLE, BEAUTIFUL AND ROMANTIC**.

Even if you only participate in one event, one trip, or a casual afternoon outing with another Morganeer, we guarantee you will drive away with a smile on your face, a chuckle in your heart and (probably) another roll of film for the album!

Take a few minutes. Fill out the membership form on the back cover of this issue, put it in an envelope and drop it in the mail. And do not forget to take a look at the tentative calendar and compare it with your upcoming plans. Something may just fit in.

We hope to hear from you,  
**THE "HOG MOGS"**



*Is proud to present*

## **BRITISH SPORTS CAR SPRING FLING**

**SIMCOE ONTARIO, MAY 28-30, 1993**

THE TORONTO TRIUMPH CLUB INVITES YOU AND YOUR BRITISH CAR TO JOIN US ON OUR FIRST ANNUAL BRITISH SPORTS CAR SPRING FLING. THE EVENT WILL TAKE PLACE IN SIMCOE ONTARIO ON THE MEMORIAL WEEKEND, MAY 28-30th, 1993.

THIS INVITATION IS OPEN TO ANY BRITISH CAR AND WE ARE HOPING TO MAKE THIS A SMALLER "BRITISH CAR DAY" BUT SPREAD OVER A SUNNY WEEKEND.

THERE WILL BE LOTS OF DRIVING EVENTS, TIME TO SOCIALIZE AND ON SATURDAY AFTERNOON A BRITISH CAR SHOW WITH FIRST, SECOND AND THIRD PLACE PRIZES IN EACH CLASS. THE SHOW WILL TAKE PLACE IN THE PARK IN BEAUTIFUL DOWNTOWN SIMCOE. SATURDAY EVENING WE WILL HOLD AN AWARDS BANQUET WITH PRIZES FOR ALL.

THE SNOW WILL BE GONE AND THE WEATHER WILL BE SUNNY AND WARM. YOUR CAR WILL BE OUT OF ITS WINTER SLEEP AND RARING TO GO, SO COME AND JOIN US ON OUR BRITISH SPORTS CAR SPRING FLING, MAY 28-30th, 1993.

THE EVENT WILL BE HEADQUARTERED AT THE BEST WESTERN LITTLE RIVER INN (IN SIMCOE) SO CONTACT JULIE AT THE HOTEL- (519) 426-2125 OR FAX HER AT (519) 426-6103 TO RESERVE YOUR ROOM. BE SURE TO MENTION THE TORONTO TRIUMPH CLUB.



**HAVE A GREAT WEEKEND!!**

**DRIVE AND SHOW YOUR CAR**

BRITISH SPORTS CAR SPRING FLING

MAY 28, 29, 30, 1993

SIMCOE ONTARIO

---

NAMES OF ALL ATTENDING: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/TOWN: \_\_\_\_\_

POSTAL CODE/ZIP: \_\_\_\_\_ PHONE: \_\_\_\_\_

OFFICE PHONE: \_\_\_\_\_ FAX: \_\_\_\_\_

TYPE OF CAR: \_\_\_\_\_ YEAR: \_\_\_\_\_ MODEL: \_\_\_\_\_

CLUB AFFILIATION: \_\_\_\_\_

DAYS ATTENDING: FRIDAY \_\_\_\_\_ SATURDAY \_\_\_\_\_ SUNDAY \_\_\_\_\_

REGISTRATION FEE (INCL. DASH PLAQUE): \$20.00/CAR \_\_\_\_\_

AWARDS BANQUET, PARTY & SATURDAY BREAKFAST:  
- \$25.00/PERSON - \_\_\_\_\_ @ \$25.00 \_\_\_\_\_

TOTAL \_\_\_\_\_

SEND CHEQUE OR VISA TO: TORONTO TRIUMPH CLUB  
c/o ROBIN SEARLE  
23 ALVIN AVE.  
TORONTO, ONTARIO  
M4T 2A7

PLEASE RETURN YOUR CHEQUE OR VISA NUMBER WITH THIS FORM.

I, THE UNDERSIGNED, AGREE TO WAIVE ALL CLAIMS AGAINST THE TORONTO TRIUMPH CLUB INC., ITS OFFICERS, HEIRS AND EVENT ORGANIZERS FOR ANY LOSS OR DAMAGE INCURRED PRIOR, DURING OR AFTER MY PARTICIPATION IN THE BRITISH CAR SPRING FLING, 1993.

5

SIGNED AND UNDERSTOOD: \_\_\_\_\_

# Peter George

Le Poisson d'Avril

We all think during our idle moments. Whether our minds roam during a meeting called by the boss or an absent-minded discussion with the wife, we all have random thoughts. Some thoughts can have as much significance as a pocket-full of soggy corn flakes - others can be as important as a day late birthday gift. My thoughts usually float in between these two extremes and are focused towards Nat and how I plan to improve his performance.

Lately I've been exploring a few of the lesser known modifications that definitely alter the performance of a spirited sportscar. My first thoughts were centred on the attachment of a grasflat spigot.

There has been considerable controversy over the benefits achievable from the attachment of a grasflat spigot (G.S.). But I believe that if the two flanged model is used rather than the transverse single bearing type the results warrant the effort. Now a friend of mine being unable to find a two flanged model reversed the bearing on the transverse type and found no appreciable difference in performance. Unfortunately he wouldn't tell anyone how he was able to reverse the bearing. However a word of caution - with either model of G.S. you must use stainless steel screws to split the three halves.

Next I've decided to case harden the faurthrux thimble. After considerable thought I feel this will minimize cam follower elastic deformation. For example if this deformation exceeds 0.1 micron, can you image the power loss. Reviewing power loss in this extreme range you will agree that case hardening is the best immediate solution for a long range problem.

I have debated the expenditure for an oscillating transoidal but I have yet been able to detail a method of signing the vibration signature of the matching gear assemblies. Now Ford was able to obtain this signature but that was because he used epicyclic gears (planetary) not spurs. The signing field can be approximated, but for me I won't to be assured that an approximation is sufficiently accurate. Has anyone given any thought to the limits that must be applied to the signature field? If so please share your thoughts with me.

Now for the simplest fix of all which is the lengthening of the complex inferior lufbar suspension links as dictated by Schleseigner for the control of handling characteristics. This year my Plus 4 is going to have an extended superior lufbar. Where did I buy one you ask? I got it at Canadian Tire. Initially I contacted the Canadian Dealer then Canadian Marconi, next Canadian General Electric and finally found the exact length I needed at Canadian Tire. Installation will be a snap. I'll just bring the two lufbar pivot pans closer apart or is it further together and the replacement will pop right-in.

And finally my last thought will be a trailer. Why a trailer? Elementary - I need a trailer to bring along the air compressor, just to ensure there will be no further dust on me!

Happy First of April.

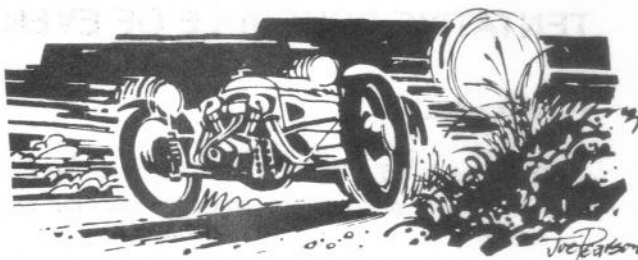
P. George

# The President's Two Pence

**JULY 2, 3 & 4**

Rooms have been set aside for the MOG 23 event. So if you want a special location at the Boar's Head Inn & Sports Club, CALL 1-800-476-1988 to reserve your room.

Rates are as follows:  
Singles \$89, Doubles \$89,  
Hunt Club \$99 & Suites \$139.  
Note, for a third person over  
17 years in a room please add  
\$10 per day. A Virginia hotel  
tax of 6% will be added to  
your check out bill.



Dear Three-wheeler Friend:

As you are probably aware by now, MOG 23, to be held July 2-4, 1993 at the beautiful Boar's Head Inn, in Charlottesville, Virginia, will be honoring the Morgan Three-wheeler as its featured Morgan. As one of the elite owners in this class, we'd like to see you in the driver's seat for this meet. To achieve this, we're planning a special get together to toast all the iron men and women in their wooden frame machines.

To begin, we'd like to ask all of you to bring with you any videos, scrap books or photo albums of your trike which you might have. We plan to use these in a display section where all who attend can view and enjoy these pieces of history.

Speaking of pieces, we'd like to welcome all trikes which can attend, whether they are running or non-running, assembled or in pieces. Why not team up with a three-wheeler buddy on a U-Haul to reduce your transportation costs?

We plan to pull out all the stops on this meet to help attract a record number of trikes. Included in this will be a 50% reduction in your normal meet registration fee, to help defray the additional cost of transporting your trike. We shall invite the media, including the Washington Post and Times, as well as representatives of all local newspapers. We'll also invite TV reporters and as many free-lance automotive writers as we can find. Here's a chance for your Morgan trike to be recognized and for us to promote together one of the great pioneers in the sports car world. Later in the year you'll see advance notice of the meet in various national car magazines. And, as always, we'll send announcements through all the North American Morgan clubs to tell of this honoring of the *Original Morgan*. By the way, this year is the 80th Anniversary of Morgan's first major victory, in the Three-wheeler, of course: the 1913 Cycle Car Grand Prix.

Some of the other items being considered are: an Honorary Diploma (from the School of Hard Knocks); a BYOP (Bring Your Own Parts) Party, to help you sell or swap those hard to find parts; the awarding to all of a special medallion featuring the trike; offering for sale special trike-orientated graphics and books; displaying a collage of three-wheelers activities and historical events; offering seminars on restoration and driving techniques; a special scenic trike tour, in addition to our traditional rally; and, finally, a special trike parade with owners in historical costume of your choice with a pass and review in front of the Boar's Head Inn on banquet night.

We also would be receptive to any other ideas your might have to, liven up the party. Just give me a call any evening to talk or drop me a line with your thoughts.

We encourage you to join us for this very special three-wheeler MOG, the likes of which we've not seen since Mog St Mike, in 1986. Let's not wait another seven years before we assemble such a tremendous gaggle of Original Morgans. Remember, even if you can't bring your lassie, there's still a chance to haul your chassis..... to the Boar's Head, where you'll be most welcome to MOG XXIII: TRIKE MOG!!!

If you have any new ideas or suggestions for the weekend please call Ed Geiger 703-620-0659

# MOG 23 UPDATE

## TENTATIVE SCHEDULE OF EVENTS

### FRIDAY - JULY 2

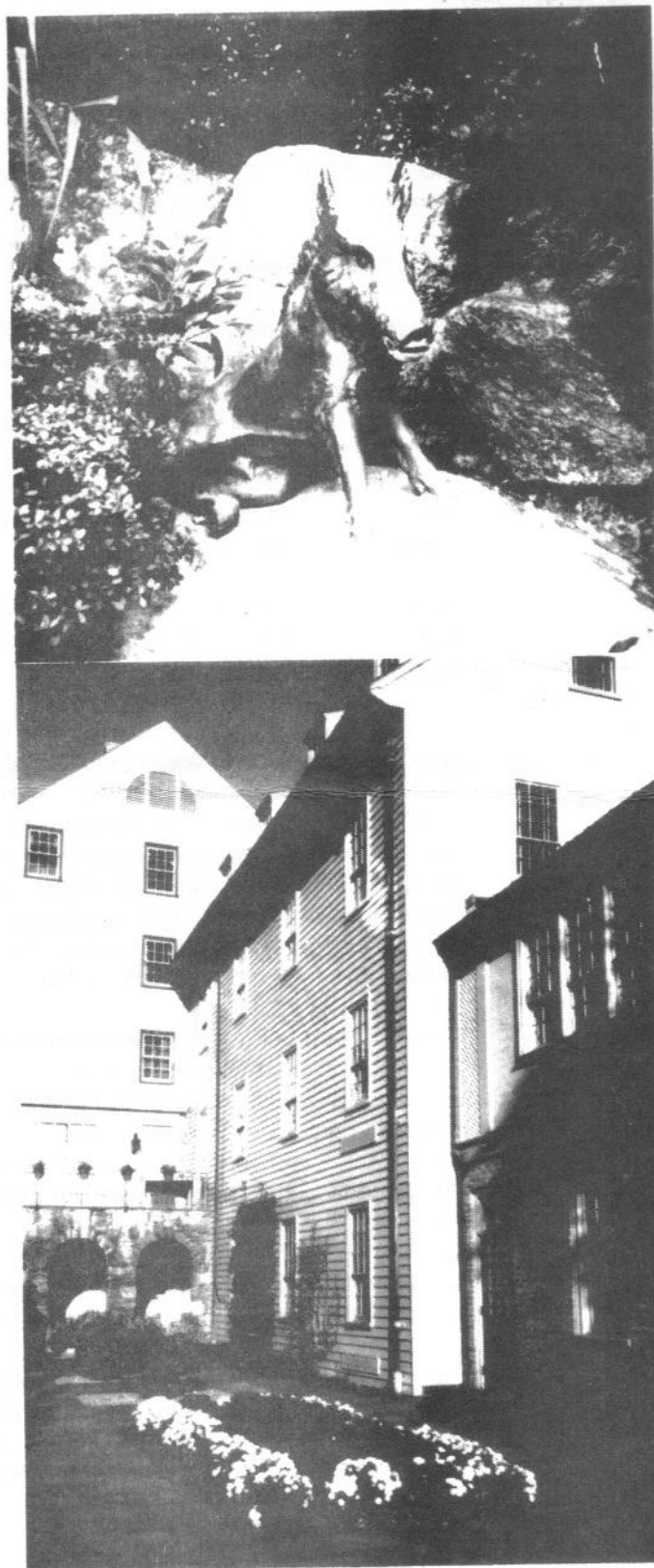
- 1:00 pm **REGISTRATION** begins in the Coach Room  
Welcoming committee lays out the Red Carpet
- 1:15 pm **BE COOL IN THE POOL:**  
*Welcome Aboard Party* - Croquet & Bocce  
Ball on the lawn, Tennis & Racquetball at the  
Sports Complex
- 4:30- 6:30 pm **GYMKHANA**
- 7:30 pm **COOKOUT** on the Patio overlooking the Pond
- 9:00 pm **TECH SESSIONS** for Concours & Rally
- 9:00 pm *Morgan Debutant Ball & Beer Bust*
- 10:00 pm **AUTO X TECH SESSION**

### SATURDAY - JULY 3

- 9:00 am **CONCOURS FIELD OPENS**
- 10:00 am - Judging Begins  
1:00 pm Judging Ends
- 3:00 pm First car departs on **RALLY** Destination  
unknown- but a good-time *GET-TOGETHER*  
awaits the finish
- 6:00 pm Dinner on your own Entertainment at the Inn  
9:00 pm *Rally-Round-the-Keg-Party*

### SUNDAY - JULY 4

- 10:00 am **AUTO X SCHOOL**
- 1:00 pm **AUTO X** competition
- 3:00 pm *Senic Tour* starting from the Auto X site
- 6:30 pm *PARADE OF THE TRIKES* in historical dress  
**COCKTAIL PARTY** on the Green
- 7:30 pm **AWARDS BANQUET**
- 10:00 pm **FAREWELL PARTY**



CANADIAN CARRIAGE DRIVING CLASSIC INC./  
INVITATIONAL CLASSIC CAR SHOW

We have been invited to attend this show held in Caledon (around the Airport Road/Highway 9 area). I included an article taken from Old Autos newspaper last issue, and now that I have more information, here it goes:

The event itself will be held July 8-11, 1993. Saturday July 10 has been set aside for an Antique American Vehicle show, and Sunday for British Classics, and yes, folks that's where we fit in. Everyone is welcome to attend all four days, and admission is free by Special Invitation, for pre-registered guests. Registration will be with our club, and we will then let the group know how many are attending. All children under the age of 12 will be admitted free, and non-registered guests will be charged \$5.00 admission.

Our club needs to fill out the official registration form and send it along by the 21st of May. We will then get admission cards sent to us by the 7th of June. Parking spaces will be reserved in the Special Presentation area for the exact number of pre-registered cars in our club. So for all you late comers, your steeds will be in with the remaining tin boxes.

Many events are scheduled during the day commencing at 8:00am. Car judging doesn't start until 10:30am, and everyone is encouraged to be on the grounds by 10:00am. A copy of the official program will be sent along with the admission card, as well as a map giving directions to Trailee Farms.

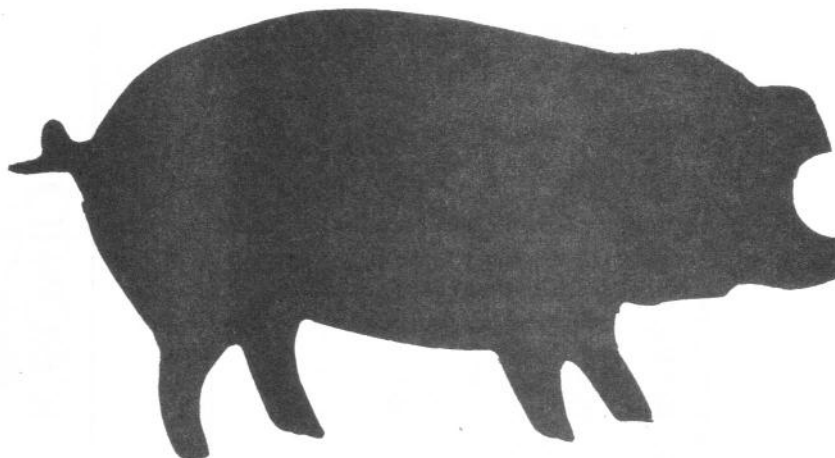
This might be a perfect opportunity to have a tail gate picnic (if we only had tail gates!), although a restaurant (LLBO) is provided for entrants. Washrooms will be located throughout the grounds.

All vehicles will be judged on their physical appearance - popularity- and not on concours preparation. Five preselected judges will conduct 3 rounds of judging, to evaluate the top 6 cars in the show. Awards will be made during the lunch break and all entrants will receive recognition for their participation.

More freebies: The group putting on this show is looking for individuals with Classic vehicles to participate on Thursday July 8 and Friday July 9. No special registration is necessary, only show up with your antique car and the driver and guest will be admitted free of charge. Special parking will be provided for these days also.

So, anyone interested in attending, please let me know by May 17th, and we'll see what happens. For those interested in horses & carriages, this sounds quite interesting.

Contact: Jenny Beer  
(416) 453-9304h, (416) 922-8860



MAIL REGISTRATION (CHEQUE OR VISA),  
PAYABLE TO THE TORONTO TRIUMPH CLUB,  
TO:

The Toronto Triumph Club  
c/o Frank Redmond,  
1115 Hearst Circle,  
Toronto, Ontario, Canada  
M6M 2V4  
(416) 245-7201

Proof of car insurance is required to participate  
in any of the moving auto events.

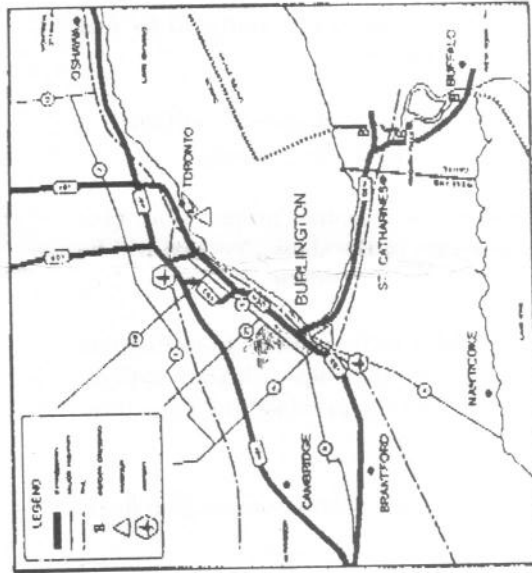
"I am aware of the hazards associated with  
motor vehicle events and specifically release  
the Toronto Triumph Club Inc., its officers  
and their heirs, and club members from any  
claims and actions on account of any injury,  
death or damage occurring before, during or  
after the 1993 Canadian Classic held July  
29th - Aug. 1st, 1993."

Signature of Registrant:



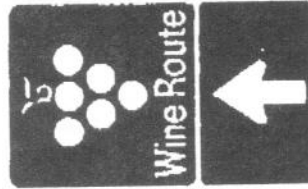
10

## LOCATION OF BURLINGTON



The first winery in the Niagara Region was  
established in 1873.

It wasn't long before others  
followed suit. Today there are  
14 wineries and 3 grape juice  
plants in the area. Grapes grown  
for wine making include some of  
the most famous varieties such  
as Chardonnay, Riesling, and  
Seyval Blanc for white wines and  
Pinot Noir, Gamay, Marechal  
Foch and Baco Noir for red wines.



The driving runs in this years Concours D'Elegance  
will take us to some of these wineries to tour the  
wine making operation and taste the fruits of the  
vintners labour.

Also included on our runs is a visit to the picturesque  
town of Niagara-on-the-Lake, once the capital of  
Upper Canada, one of the best preserved towns in  
North America.

Printed by GLIMWOOD GRAPECS  
Burlington's Downtown Printer

THE TORONTO TRIUMPH CLUB

*Presents...*

THE EIGHTH ANNUAL CANADIAN CLASSIC



40TH ANNIVERSARY OF THE TR2

*A  
Concourse  
D'Elegance*

## HOG MOG EXECUTIVE MEETING

(Monday, March 15, 1993)

### REPORT

The Hog Mog Executive gathered at the trough known as the Lone Star Cafe in Mississauga at 7:30 p.m. In distinctly un-Morgan-like fashion, everyone was on time. In attendance, (all driving "tin tops" I am reluctant to report), were: co-prez's Paul Donoghue and Barbara Harmer, past-prez John Collins, financier(s) Craig and Tina Davis, keeper-of-the-lists Ron Lohr, club "liaisoneer" Audrey Beer accompanied by Reg, editor extrodinaire Jenny Beer and bon vivant Steve Beer.

The following could, perhaps, be purported to be, an approximation of what was discussed, (maybe), although comments are not attributable to anyone who was, or was not, there, as the case may be, in order to protect the guilty.

(1) **FINANCE REPORT:** We are solvent, retaining respectable, but not extravagant, balances in both Canadian and American funds (thank you John Collins).

(2) **MEMBERSHIP REPORT:** As at March 1, 1993, club membership totalled forty-eight (48) (which will increase shortly as all Executive members pay their '93 dues). Discussion focused on possible efforts to increase membership and Ron produced a (very professional) data base back to 1987 of previous club members. It was agreed that "The Blurb" will be the primary vehicle used to encourage membership. Complimentary copies (one-and-only) of the next issue will be: (i) sent to "lapsed" members, (ii) provided to CMC Enterprises to send to their contacts of potential members; and (ii) distributed at

events such as the Ancaster Flea Market (April 18th).

The club will also up-date the listing in other sources including Old Auto Trader, other club newsletters, event-related announcements in the Toronto Star's "Wheels", etc.

Possible participation in a limited number of charitable events in order to increase the clubs profile was also discussed.

**(ACTION: Ron, Steve, Jenny, Audrey)**

(3) **"THE BLURB":** The "every other month" publishing schedule will be changed to read "six times a year". We hope to take the next issue to print the week of March 22nd.

Consideration will be given to including a list of (Canadian?) Morgans for sale. All club members will be encouraged to submit articles, photos, etc. for publication. The exchange of newsletters with other clubs will be renewed.

**(ACTION: Jenny, Audrey, Executive and all club members)**

(4) **SEASON OF '93:** It was agreed that a "tag along" strategy would be used for '93 (Annual Meet being the exception). A calendar of scheduled events which might be of interest to members will be included in the next "Blurb"; (suggestions to be faxed to Paul on the 22nd).

Membership and "potential members" lists

will be divided geographically (Jenny?) with each area being assigned to a club member in that area (minimize phone bills). The "area captain" will be asked to contact those people in their area to generally talk up the club, take suggestions/advice, and/or encourage Morganeers to turn out for particular events. The responses will be fed back to the Executive or the "co-ordinators" for that particular event.

Because of the relatively short lead-time, a convoy to MOG 23 (MCCDC) in Charlottesville, Virginia, July 1-5, 1993, will be a priority. As soon as the lists are ready, those calls will be made by the HOG-MOGS who attended (and had a great time) MOG 22.

Similar phone follow-up/canvasses will be held (utilizing the "area captains") for other events such as Autumn MOG XV in the Poconos on October 1st.

In terms of club-sponsored events, a special one-day outing/barbecue will be explored (Steve), as will the possibility of using British Sports Car Day (September 19th) as an opportunity to get together en masse. The idea being that we could get together for lunch/dinner and tour on the 18th, headquarter ourselves at a hotel near Bronte and convoy into BSCD the following day, (even "R/R" owners have been known to stare, mouths agape, at the site of a convoy of MORGANS). This approach to an "annual meet" could include our own Morgan awards, but more importantly, enable more distant club members the opportunity to join together to make new acquaintances or renew old friendships.

(5) **REGALIA:** Unfortunately, last-minute business prevented super-sales woman Lynn from attending the meeting. We will update you on plans in this area soon. In the meantime, we will investigate the possibility/cost of re-issuing club badges

(Audrey) and look into the idea of designing/producing a new brass badge (Lynn).

#### (6) **OTHER BUSINESS:**

(a) In connection with the idea of a "new" club badge, the idea of formally re-naming the club as the "MORGAN OWNERS GROUP OF CANADA" was suggested. Such a move would more accurately reflect current (and hoped for) membership and may have the ripple affect of increasing the desirability of a new badge world-wide (there are a lot of Morganeers who pride themselves on a complete collection of badges). Potential sales outside the club could make a new badge a more practical undertaking. It might also have the affect of offending Canadian Morgan owners who do not belong to the club or who get together on a regular basis in other areas of the Country! Club members will be "polled" for their views on such a change in the future issue of the "Blurb", (Jenny).

(b) "Les Mousquetaires" Morgan club of France is planning, (you are not going to believe this), an **AROUND THE WORLD TOUR** in 1994. Although dates, routes, etc. are not yet available, they are asking fellow Morganeers around the world if they would be interested in getting together as (if) they pass through our area. We have responded positively and in case any of our members are interested, asked for more details. We will keep you posted. How do you possibly pack a Morgan with everything you would need for such a trip and still have room for the driver? The mind boggles and the bum aches!

(c) We received the Minutes of the February 28th, meeting of the fledgling British Car Council of Ontario. The basic "agenda" appears to range from improved co-ordination of club events (or at least fewer conflicting dates), to better inter-club

communications through to increased awareness of GOVERNMENT plans which could affect us all (eg. emission control, etc. for cars 10 years of age and over). Ten clubs were represented at the meeting (we were not) and John Collins hopes to attend the March 28th meeting and report back.

d) The Executive agreed to monthly meetings to be held on the second Wednesday of each month; the next meeting to be held on April 14th. Hopefully, the locations (a bit quieter) will be listed elsewhere in this issue. **All club members are welcome (and encouraged) to attend.**

e) The meeting adjourned at some forgotten time after paying separate bills. We are pleased to report that Audrey and Reg (spouse) did locate their car and had a safe trip to Bolton. I forgot to report that Reg is so keen on ensuring a good turnout of MOG 23 in Virginia that he has offered to use his 1960 Rolls-Royce as a tow car if you do not think your Morgan can make it on its own. This offer was greeted with enthusiasm by the rest of the Executive who felt the "Roller" to be the only appropriate Morgan tow car.

Hoping to see you at the next meeting,

Humbly yours,

P.S. I apologize for the length of this REPORT: I did not have time to make it shorter.

Dr. Francis Aristotle (Art) Sharpenwessel  
Club Scribe

## *Editorial*

With the first official British Car event just around the corner, and the weather finally warming up, it's time to get our winter stored vehicles out for their first spring stretch. (Some may be lucky enough to have already driven their vehicles this year.)

Our club membership is up 2 from last issue, bringing total members up to 50. If this increase continues, heaven knows where we'll be in a year!

There are plenty of events to appeal to our senses for this year, everything from Horses to Planes, and Car Racing in between. With this wide range of events we should get a decent turn out and spread our name around, and perhaps get a few more members from the exposure. Details for some of the events are still a little vague at this early date, and when any more information is available we will let you know. At this point, I have not received any information on Classics for Cancer, which is where we aim to hand out issue 3/93. Craig Davis is the contact person for this event at present, so if you would like to go, please give him a call. Many of you are already familiar with this event held in Georgetown. If anyone would like any further information for any of the events, please contact me, and I let you know what I have. Sometimes I just don't have the room to put it all.

# **CHALLENGE MOUSQUETAIRE!**

## **The Mad Wager**

1992 was a year of expectation; 1993 will be the year of Europe, 1994 will be the year of adventure!

In effect, the Mousquetaires have decided to make a journey around the World in Morgan cars and in the Eastward direction like Marco Polo - or Phineas Fogg!

This epic trip will depart from Toulouse and travelling by road and by sea the voyage will terminate at the original point of departure and will consist only of Mousquetaires. To stiffen the adventure the Mousquetaires challenge other Morgan clubs to make the journey in the opposite (Westerly) direction with a meeting at some point near the Great Wall of China.

Competitors will be free to choose their own itineraries but must obey certain conditions such as the timing, the means of transport (i.e. Morgan cars) and must include the following towns:- Toulouse, Paris, Moscow, Pekin, Vladivostok, Anchorage, Edmonton, New York and Toulouse.

The adventurous Mousquetaires who raise this challenge will not send more than three cars and their crews will take part under the principles dear to the Mousquetaires; loyalty, courage and friendship and they will abstain from all organised professional assistance. "Back-up" vehicles are strictly forbidden.

The competitors elected will be given the minimum of one year's notice in advance of the date of the departure to ensure that participants have adequate preparation time and so avoid any excuse for "last minute" defections!

Within the near future the rules for the event will be finalised and available to interested parties. The regulations will ensure that considerable freedom is allowed to cater for the needs and wishes of different teams of competitors.

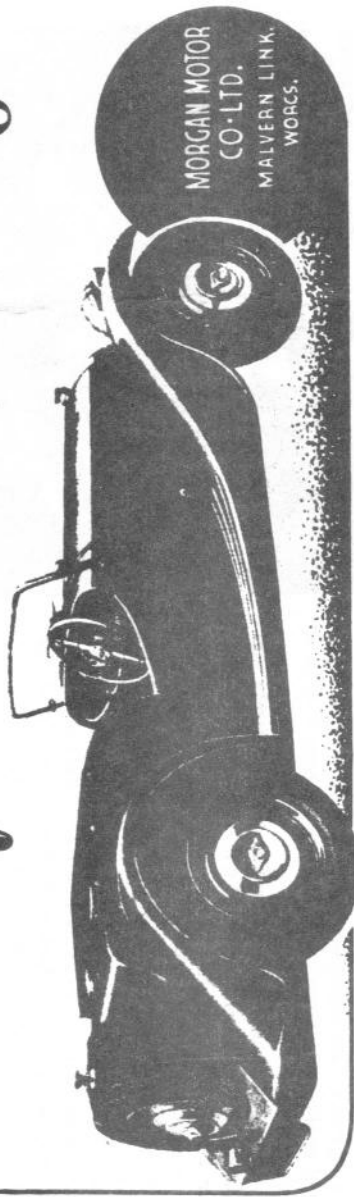
Les Mousquetaires

*(The Mousquetaires who are based in the South of France, can be contacted through John Brennan, The Treasurer, Union Officer - Ltd)*



# 4 wheels 4 cylinders

## The Story of the Prewar Morgan



**T**HE RIDE WAS BONE HARD and the steering stiff and somewhat heavy. The gearbox was very slow, with smooth, quiet downshifts just a pipe dream. But the sound and the feel were glorious. The raspy and somewhat loud exhaust note was a constant reminder of the fact that here we were in the middle of chilly January racing around a small New Jersey industrial town in a rare prewar Morgan four-wheel sports car.

BY KEN HILL AND JONATHAN A. STEIN

## IN THE BEGINNING

**W**ell over 50 years earlier, the four-wheel Morgan sports car had been deftly launched by H.F.S. Morgan. Morgan had been very successful in competitive motoring for more than 25 years when he started in the London to Exeter Trial early on the morning of December 27, 1935. That Christmas had been one of the wettest for many years and the continuous rain had transformed many of the hill-climb sections into seas of mud. The conditions were hardly what Morgan would have wished for the first competitive outing of his new model. Despite appalling conditions, Morgan and his new car excelled to win one of the year's few Premier Awards, as well as favorable mention in the motoring press. The timing was perfect, coinciding with the first public announcement of the new Morgan 4-4, as it was called.

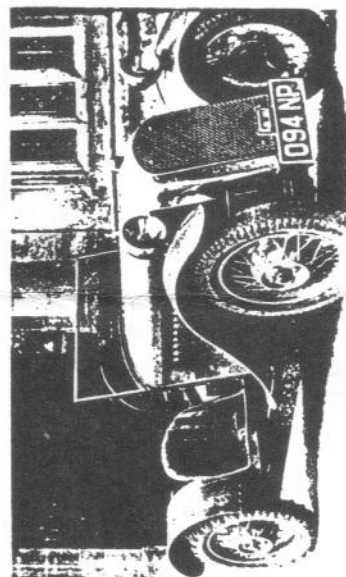
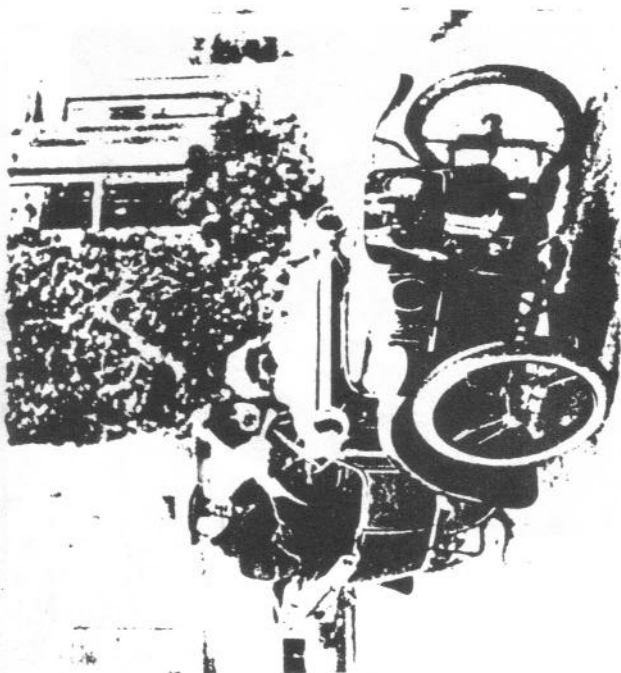
Existing records clearly show that the first production Morgan 4-4 (chassis number 5, engine number M5) left the Morgan factory in Malvern Link, Worcestershire, England, on March 27, 1936. But the concept of the four-wheeled Morgan dated back to September 5, 1914, when H.F.S. Morgan applied for patents for a four-wheeled version of his three-wheeler. Although the patents were granted on May 13, 1915, World War I, spirited sales of his three-wheelers, and high hopes for continued post-war sales convinced Morgan to shelve the project. H.F.S.'s confidence was truly justified during the first years after the war when the little Morgan works could hardly keep pace with the demand. The boom soon gave way to a world-wide depression, which saw the market for three-wheelers greatly diminish; in the early Twenties there were at least 25 English manufacturers of three-wheelers. By the time of the 1929 Motor Cycle Show there were eleven manufacturers displaying their products; in 1931 there were just six; by 1933 only three were present; and by 1936 only Morgan remained.

The demise of the cycle car was partly due to the availability of inexpensive "proper" motorcars such as the Austin 7, Ford 8, Hillman Minx, and Morris 8. These small cars offered four-wheel motoring with economy and fully enclosed comfort. In most cases, they only cost £3 or £5 more in yearly road taxes than the Spartan three-wheelers. In an attempt to stem the inexorable drift away from cyclecars, the major manufacturers increased the number of models available. By December 1932, BSA and Coventry-Victor each offered six versions, while Morgan was barely behind with three different models.

At the 1933 Motor Cycle Show, H.F.S. introduced the "F" type, which was a complete departure from his ear-



H.F.S. Morgan (left and right with his family in 1915) started with his Spartan three-wheelers in 1909 (right). The early three-wheelers were followed by more advanced models, like this 1935 Super Sports (below) and the Ford-powered F-Type (below right).



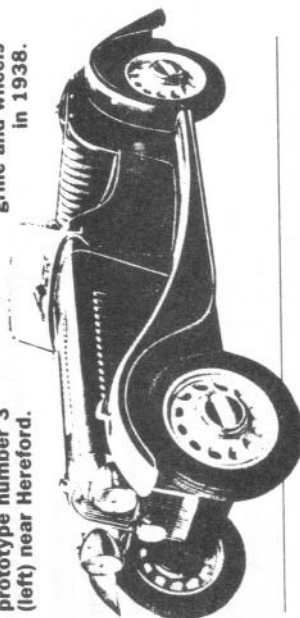
The first experimental Morgan 4-4 (above) used Ford power, although chassis number 2 (right) was powered by the 1122cc Coventry Climax engine.



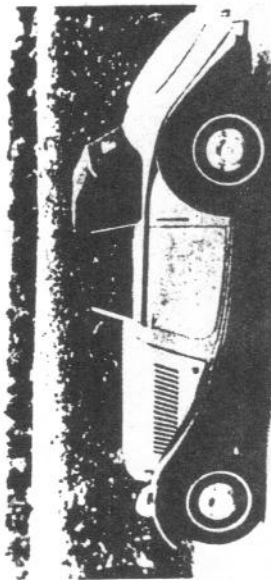
Works manager George Goodall crashed 4-4 prototype number 3 (left) near Hereford.



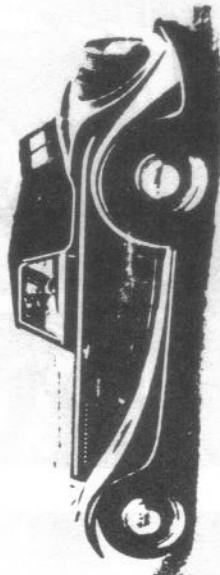
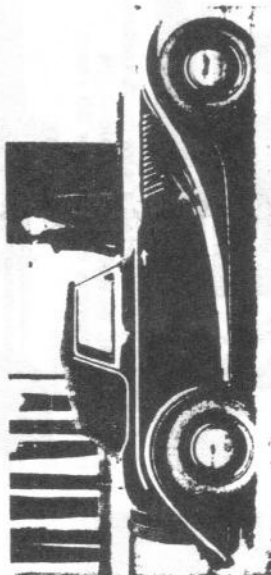
The 4-4 (below) gained a new grille and wheels in 1938.



entry Climax engine, and later the 1267cc Standard Special engines. Both versions, like the two-seaters, won many competition honors, both as works and private entries.



The first 4-4 Drop Head Coupé (above) was bodied by Avon Carriage Company, although production examples (below) were built at the Morgan works.



the "4-4" because it had four cylinders and four wheels. After the war, for some obscure reason, the company changed the name to "4/4." Initially, all 4-4s were painted British Racing Green, until chassis number 44 (red with black fenders), which was also the first car exported.

Originally intended to supplement the three-wheelers, by 1937 demand for the 4-4 was comfortably outstripping the company's production capacity. This steady demand in turn led to the introduction of a four-seat tourer version in December 1937, closely followed by a Drop Head Coupé in January.

## THE DROP HEAD COUPÉS

The first experimental Drop Head was powered by the prototype Standard Special engine, which would later replace the Coventry Climax unit. Having no experience in constructing this style of body, the firm sent a rolling two-seater chassis to Avon Coach Building Company in Warwick. The attractive car that resulted was immediately commandeered by H.F.S. as his personal transport. Later it was used by Morgan General Manager George Goodall, and became known as "Uncle George's Winter Carriage." Starting with this design, the company produced its own even more attractive body. It incorporated rear-hinged doors which dispensed with the cutaway top rails of the roadster and employed detachable sliding windows. The three position hood could be fastened fully closed, completely open, or rolled back and fastened behind the passengers' heads in the Coupe de Ville style. The Drop Head was also fitted with wider 16-inch steel disc wheels, leather upholstery, wood-trimmed interior, chrome body trim, twin upright spare wheels, senaphore trafficators immediately behind the doors, and optional two-tone paint. To make up for the lackluster performance caused by the car's greater weight, a few examples were fitted with the more powerful 1098cc Cov-

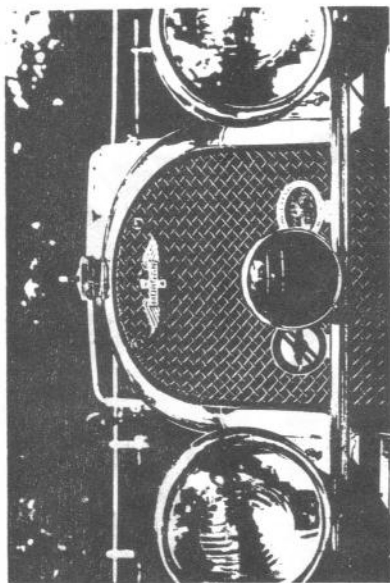
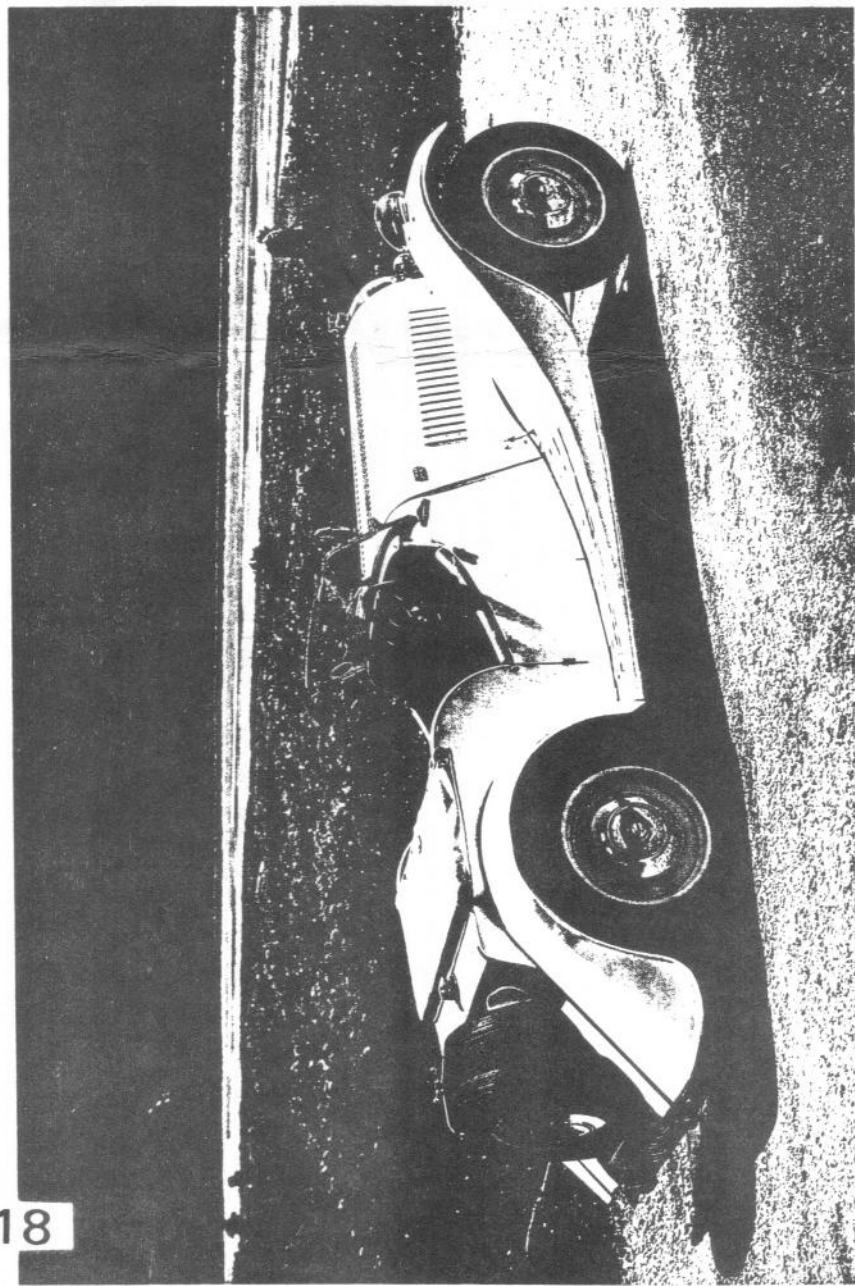
ert designs. By producing a three-wheeler which was more in line with the design of a conventional car, with a water-cooled Ford side valve engine mounted in a "Z" section chassis behind an inverted U-shaped radiator, he was within a single easy step of another major development, should he find it necessary. But despite Morgan's additional models and innovations, public demand continued to slide. In 1929 total production consisted of 1002 vehicles. By 1934 the total had fallen to 659; the following year it was a meager 286 units.

H.F.S. responded by resurrecting the four-wheeled car concept, although this time he based his efforts on the F-Type. First, a prototype was constructed using the Z-section chassis paired with the Ford 8hp, 993cc side valve engine of the contemporary F-Type. The front half of the car was pure F-Type as far back as, and including, the windshield. From there, the chassis continued parallel and was fitted with a conventional rear axle. Two bucket seats were bolted to the chassis and each rear wheel was covered by makeshift fenders consisting of a piece of flat steel plate, slightly bent to follow the wheel line. Assigned chassis number 1, this experimental car was never registered, but instead was run on the company's trade plates.

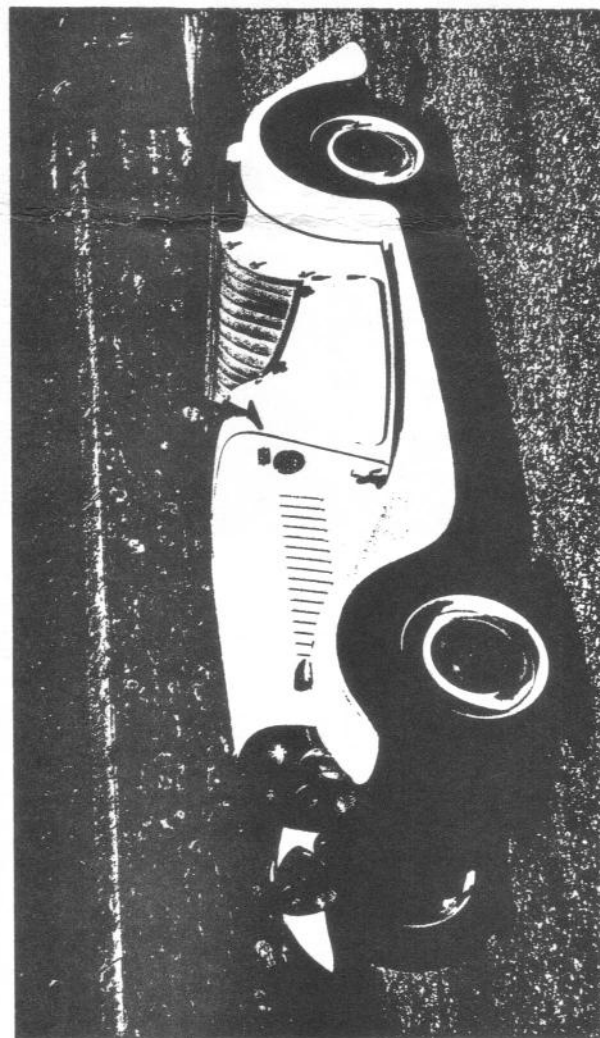
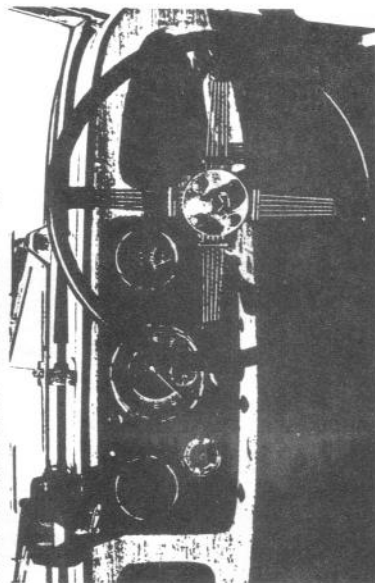
The experiments revealed that the Ford engine didn't provide sufficient power for the production car, especially when the car was fitted with a body and twin spare wheels. After looking for an alternative engine, H.F.S. turned his attention to a Coventry Climax unit. Thousands of these engines had proven themselves to be durable in such cars as the Crossley Regis and Triumph Gloria. Two more prototypes were constructed, but this time they were fitted with Coventry Climax engines and full bodywork. Throughout 1935 both four-wheelers were extensively tested on the road and at Brooklands.

In final form, the new Morgan four-wheeled sports car mounted the 39bhp, 1122cc Coventry Climax engine to a remotely mounted four-speed Meadows transmission. An independent sliding pillar suspension was mounted at the front of the Z-section pressed-steel frame, with an under-slung live rear axle suspended by half-elliptic leaf springs bringing up the rear. Eight-inch cable-and-rod-operated drum brakes provided the stopping power.

In July 1935 *The Light Car & Cyclecar* was invited to drive car number 3 at Brooklands. During the test, the car was driven at speeds "in excess of 70 mph on the speedometer," but the report was not published until that Christmas when the model was officially announced. Despite its complicated layout of overhead intake and side exhaust valves, and thermo syphon cooling, the 1122cc version of the Coventry Climax engine was found to offer far better performance than the Ford. Produced initially as a two-seater roadster, this new model was designated



The earliest 4-4s sported a wire mesh radiator grille (above), as well as the basic shape retained by Morgan cars for over 50 years.



### PRE-WAR 4-4 PRODUCTION BY ENGINE

	1122cc (Coventry Climax)	1098cc (Coventry Climax)	1267cc (Standard Special)	12hp (Coventry Climax)	Ford	Total
TWO-SEATER	577*	47	15	1	3	643
FOUR-SEATER	102	5	4			111
COUPES	34	6	18			58
CHASSIS ONLY	82		1			83
TOTAL	795	58	38	1	3	895
*One chassis number used twice						
CHASSIS NOT USED						105
GRAND TOTAL						1000
CARS & CHASSIS EXPORTED (All Engines)						121

1936 4-4 two-seat roadster, owned by Fred Gudgeon



NAME: \_\_\_\_\_  
SPOUSE: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**MORGAN(S) OWNED:** MODEL: \_\_\_\_\_ YEAR: \_\_\_\_ SER # \_\_\_\_\_  
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 MODEL: \_\_\_\_\_ YEAR: \_\_\_\_ SER # \_\_\_\_\_

FOR THE YEAR: \_\_\_\_\_

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