



1-98

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



THE CO-PREZ SEZ:

Happy New Year! We'd like to welcome the new members that have joined recently: Bruce Weisse, Michigan; David & Paula Farmer, Ontario; Bruce McMackon, Ontario; Glen & Evelyn Nigh, Ontario; Doug Skoog & Lil Neuman, Manitoba; John & Sharon Roden, Ontario (rejoining us after a sabbatical). Welcome to the fold (or "rumble")!

Just a reminder that dues for '98 are due for most folks. Some members are paid for 1998 & beyond, check your mailing label - if it has a "97" after your name you are in arrears, if it has "98" or "98, 99" you are paid up. Check with Jenny if you are unsure of your status. A reminder also that your dues include your "family", and we encourage the participation of everyone - especially the "young ones". They are the future of this hobby!

Jimmy & Susan Lomax called to wish everyone a great '98. They collected the toys donated at Mapleview Mall over the holidays & were pleased to report that they received 4 van loads of goodies from the Mall & Sears! The "spin-offs" from the **British Car Toy Run** just keeps growing! With regards to the **4th British Car Toy Run**, The Toronto Area Rover Club is pleased to have Rover as the "Featured Marque" for the event, in this anniversary year of the Land Rover. Trevor Easton of the Rover Club suggests Santa will be riding in a troop carrier with his elves - that can handle any terrain or road condition!

The **MSCCC CHRISTMAS PARTY** at the Balfours was a splendid evening of ambiance & aplomb! The dusting of snow provided the proper Christmas feeling! Once again, revelers enjoyed a sumptuous spread (I loved the meatballs & turkey) and the hospitality of the Balfours "Pub". White glove service was the order of the day, as this year Russ & Sylvia hired a lovely barmaid and handsome barman! The Sands are a hearty lot, as to everyone's delight - Al & Marlies attended in their Morgan on this snowy, cold evening! Bravo! Scrapers & snow brushes were seconded from the "winter beaters" to help prep them for the journey home. A cable TV segment on this year's Toy Run was also viewed. Russ & Sylvia were presented with a plagued photo of themselves & their Morgan from the Toy Run, which appeared in the Hamilton Spectator newspaper. Our congenial hosts also received a **PRESIDENT'S AWARD**, as our "Most Christmassy Couple". We thank them again for a most smashing finale to 1997!

After perusing the most recent editions of "*Miscellany*", I'm pleased to report that our club is finally listed as the "Morgan Sports Car Club of Canada" in its affiliate list. Some things are worth the wait! It seems fewer folk are clinging to our passé moniker, the Toronto Morgan Owners Group.

Speaking of Morgan publications, Vern Dale-Johnson was featured in the Australian Club's December newsletter (he is a member). Vern submitted a letter on his Canadian & French exploits as well as some photos. Nice to see "Down Under"!

WHAT'S HAPPENING?

The big news in the Morgan world is the upcoming MOA events. Yes, Morgans Over America returns! First is a **MOA '98 Reunion in Monterey, California on August 13-16**. All MOA '90 & MOA '95 (Western Adventure) participants are welcome to attend. The contact on this side of the Atlantic is Steve Roake in San Francisco (415) 864-2260, fax: 864-2336.

Lynn & Fred Kuzyk (msccc@sympatico.ca)

Here's the bigger news: **MOA III** will take place in 2000. European Morganeers will ship their cars this time to New Orleans. North Americans will join them in the backroads tour up the continent, ending in Nova Scotia. All are welcome! We have offered our services in this adventure to Jeremy Harrison (as has Bob Hamilton of BATANS - British Automobile Touring Assn of Nova Scotia) & will keep you posted as details develop. We expect that there will be members that will join this "Maritime Adventure"!

1998 will also see a group of cars from the UK doing a tour from Halifax to Florida, in late September. They will be passing through Quebec and Ontario, crossing the border at Niagara Falls. We'll keep you posted on this one, as well. We may be able to cheer them on their way!

KRUZ Radio DJs are repeating their **Valentine's Day 50s & 60s benefit dance** for the Milton Hospital. February 14, 8 PM onwards at the Optimist Centre in Milton. Great people & a great cause. Contact Lynn if you are interested and we can reserve a club table. Tickets are \$25 a couple. Or call (905) 842-9781. Anyone still have their bobby sox?

May 7-10 is the **Carlisle Import Kit/Replicar Nationals** at the Carlisle Pennsylvania Fairgrounds. Besides the cheap parts for sale, there will be other diversions, such as: show field (non-competitive), seminars, an autocross, seminars, car balancing on a beam, cruise thru the country-side, etc. The give-away car this year is a 1969 Austin-Healey Sprite MK IV (must be present to win). Details: (717) 243-7855.

May 18-24 marks the **2nd British Car Week**. The idea of internet enthusiasts, they welcome all British Car owners to drive, display, & use their cars during this week. We can only create interest in our activities by showing/racing/driving our cars. So, try & get them out of the garage this year and use them as they were meant to be!

August 1-2 will see the return of the Sands' world famous **MSCCC PIG-OUT!** This is always a treat & the GoMoG Morgan group has expressed interest in attending. Rather than sending general invitations to other clubs this year, it is thought that non-member guests will be invited on an individual basis. Those that are keen on interaction, attend the **Toy Run**, that sort of thing.

As previously mentioned, DRB Motors Inc (Canada's largest supplier of transportation books) has a new address: 16 Elrose Ave in Toronto. They also have a new Winter catalogue available! Call (800) 665-BOOK. Speaking of books, there's a few new Morgan titles available. "**Morgans to 1997 - A Collectors Guide**" by Roger Bell. Motor Racing Publication, England, 1997, hardbound. ISBN # 1-899870-20-2. Also, "**The Best of British in Old Photographs - Morgan**", by Ken Hill. Sutton Publishing, England, 1997, softbound. ISBN # 0-7509-1368-1. "**Morgan Sports Cars The Early Years**" by Jake Alderson and Chris Chapman, 320 pages, ISBN 1 85075 680 5 - "...countless interviews and first hand accounts have helped to tell the unique story of the Morgan Sports car from its beginnings up to the end of 1953. Material from major collections and private archives with many rare and previously unpublished photos". I'm sure that Jenny Beer at DRB can get these for you.



Also regarding regalia, Cantab Motors has commemorative posters of "Big Blue" available. Member Win Sharples helped sponsor and was active with the racing team in America. Call: (540) 338-2211. And member Alan Marsh of the DC Club has various Morgan 1/43 scale models, everything from Roadsters to Supersports, in various trim, color, & price. Alan can be contacted at: 2854 Connecticut Ave NW #24, Washington, DC, 20008. Don't forget our MSCCC regalia - Vern has gotten tired of waiting for you to send in your stuff for embroidering so has had some MSCCC "patches" made - these are on black, green, or blue background - \$10 each. Order from Vern at (418) 530-4599.

Peter Morgan was presented with a "Lifetime Achievement Award" recently by the UK magazine **AUTOCAR**, for his contribution to the British Motor Industry. An **AUTOCAR** news release states: "After buying out his four elder sisters, Peter took control [of the company] in the early 1960s, just as demand around the world slumped. It seemed that nobody wanted Morgans, not even the +4+ coupe, introduced because Peter thought the roadster's styling was too dated in 1963. 'I really had to scratch around to keep it going', he told **AUTOCAR** a few years ago. 'We kept the old models in production only because I didn't have the guts to delete them'. By the end of the decade demand for the cars had picked up. Morgan had learned to give the customers exactly what they wanted: nostalgic sports cars with old world charm. You can still phone the Morgan Motor Company and ask to talk to the man whose name is on the door. Try that at Ford or Porsche." -Congratulations Peter! Thanks again for your support of the Toy Run!

In an article from the **Malvern Gazette & Ledbury Reporter** of Oct 31, Charles Morgan was quoted as saying that he was "slightly ashamed" of the fact that Morgan made more cars in 1920 than it makes now. "We do want to grow. And to grow we know we have to change", he said. He also said that one

of the key elements in the company's strategy was to maintain its independence, which it managed to do for 87 years, despite temptations to merge or sell. In a **London Times** article of Sept 28, it was revealed that Morgan wants to increase production to 500 cars in 1998. The goal being the eventual reduction of the waiting list to two years. This will probably take 5 years to accomplish. The article also says "If anyone else builds a car of this kind we call it retro-style. But Morgan has never stopped doing it this way and does not intend to...."

In my last Prez Sez, I commented on Model Ts & the changing interest in cars with each new generation. Coincidentally, others were thinking the same thoughts later, on the internet British car mailing lists. Others talked about the Model Ts & malaise among their Healey, MG, & other British clubs. It was generally agreed that "kids" do relate to cars of their age group. MGTs & other such cars may continue to decline in future interest. In some quarters the British car hobby may not be dead, or tired, it's just evolving. It was also believed that small is beautiful. Small groups of like minded individuals will continue to serve their members & promote the interest. In the case of Morgans, it is apparent that the cars appeal to folks 45 & older. No sense fighting it. Leave the Buick Grand Nationals, etc to the "kids" & introduce someone with middle age madness to a true sports car! Oh, and the odd kid or two just might like one too!

Hey, wanna save some gas money while driving your car? Forget the "snake oils" (like Slick 50), simply use some energy conserving oil in your crankcase! Look for the GF-2 rating on the litre! We can expect to see California type emission blend gasoline in Canada in the future, so you'll need every bit of an edge for more power & distance!

Health & Prosperity to everyone in 1998!

Fred Kuzyk

OUR COVER BY VALENTIN TANASE

Né le 6 Septembre 1954 à Jassy, Roumanie.
Diplômé de l'Academie des Beaux Arts de Bucarest en 1978.
Membre de l'Union des Artistes Roumains depuis 1981.
Six expositions personnelles à Bucarest en 1981, 1984, 1989, 1995, 1997 et deux à Bruxelles en 1995, 1996.
Sa peinture est essentiellement figurative avec une prédilection

As the Editors Notes mention, a portfolio of Valentin Tanase's work has been forwarded to the MSCCC by Jacques Gallien who publishes "**MOG Belgium Revue**" and a good friend of Mr Tanase. We'll be featuring more of his works in the issues ahead.



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SCHEDULED EVENTS FOR 98 (CANADIAN MORGAN CLUB EVENTS IN *ITALICS*, *TORONTO EVENTS*):

Jan 24 *ROBBIE BURNS SPECIAL TOUR*, Vancouver (info Mike Powley 604-261-0901)
 Jan 25 *MSCCC Pub Brunch*, 1 PM, Queens Head Pub, Burlington (info 905-336-0251)
 Feb 22 *MSCCC Pub Brunch*, 1 PM, Queens Head Pub, Burlington (info 905-336-0251)
 Mar 29 *MSCCC Pub Brunch*, 1 PM, Queens Head Pub, Burlington (info 905-336-0251)
 Apr 26 *MSCCC Pub Brunch*, 1 PM, Queens Head Pub, Burlington (info 905-336-0251)
 May 15-18 *ManxMog 98*, Isle of Mann (info Brian Adams ph 01703 234007, fx 234023, Tim Ingham 0113 289 2609)
 July 2-July 6 *MOG 28*, Harper's Ferry, West Virginia ?? (info, Dave Childress 804-784-0001)
 Jul 30 - Aug 2 *HalMog 98*, Bishops Stortford, Hertfordshire (info Melvyn Rutter, ph 01279 725725, fax 726901)
 Aug 1-2 *MSCCC - GoMoG "Pig Out" weekend*, Pipers Hill Farm (info Alan & Marlies Sands, 905-936-4341)
 August 13-16 *MOA '98 Reunion*, Monterey California (info Steve Roake, ph 415-864-2260, fax 864-2336)
 Sept 11-13 *MSCCC Fall Getaway*, Mountain Springs Lodge, Collingwood
 Sept 27 *5th Annual British Car Toy Run*, (info 905-336-0251)
 (GoMoG dates to be firmed up -- see Interclub Events report from Ed Burman)

Apr 19 *Ancaster British Sportscar Flea Market & Car Show* (details, Ron Kielbiski, 905-828-6810)
 May 13 13th All British Field Meet, VanDusen Gardens, Vancouver (MOGNW group, Ron Theroux 604-576-2957)
 May 23-24 *Spring Fling* (MGCCT & TTC organized event) (details, Martin Brassard 905-712-0719)
 May 24 *British Wheels & Wings*, Hamilton Airport (details, Scott Morris, 519-426-7139)
 June 1 *Vintage Auto Festival*, Victor NY (contact WNY MG Club @ 716-924-3381 or 315-524-2128)
 June 21 *Classics Against Cancer*, Georgetown (details www.axtec-net.com/~classics/)
 Jul 30 - Aug 3 *13th Annual Canadian Classic*, Blue Water BCC (details, Larry Edmonds, 519-541-1301)
 July 4 *British Empire Day at 50 Point* (details Phil Miller millers@stn.net or 905-877-4600)
 Aug 23 *Boot 'n' Bonnet British Car Day*, Kingston (details, Linda, 613-542-8110)
 Sept 17-20 *British Invasion*, Stowe Vermont (Mike Gaetano, 508-435-8007)
 Sept 20 *15th Annual British Car Day*, Bronte Prov Park, Oakville (info, Gil Caratin 905-274-0974)

Editors Notes:Vern Dale-Johnson (vern_dj@classic.msn.com)

Welcome to 1998 and another year of Morganeering. As the weather has been right "balmy" of late (Jan 6 and we have +12C – mid 50's for those on the old scale) as I charged up my battery I was wondering why I shouldn't just drop it in OLBDII's and go for a spin. Silly me, there's salt on our roads and -5C comes up fast giving at 80K a wind chill would be enough to freeze the sliding pillars in about 5 nanoseconds. So, I'll content myself with pulling together a **BLURB** instead.

And do I have some goodies for you! Last year while in France, Philip Keen gave me a copy of the **Belgium Owners Group** magazine containing several artworks by Romanian artist Valentin Tanase – those who get "*Miscellany*" will be

familiar with his art, as well **THE BLURB** has included the odd piece. Philip has done us the further service of introducing the Canadian group to Jacques Gallien who publishes "*MOG Belgium Revue*" and a good friend of Valentin – Jacques sent through a portfolio of Tanase - Morgan art that will gradually appear in **THE BLURB**. Now, I must warn you, Jacques advises some artworks may be a touch 'risqué' however he goes on to assure me for every prudish member we might lose we'll gain 10 who appreciate the finer things in life as well as Morgans. He did like the photo of Marlen Cowpland and would like another, with Morgan, for the 'Revue' (that task is left to David Rees-Potter!). So, enjoy.....



With our recent mail strike the publication and delivery schedule seems to have been thrown off a bit (those in the US and overseas actually received their copies before our Canadian members thanks to a commuting friend and the US mail service). I hope you enjoyed the 6-97 issue, especially that little extra colour commentary page of **Big Blue** working out at Sebring. Win Sharples (MSCCC member) has sent through a great story of the US challenge at Sebring and Laguna Seca. You can catch it on the web (www.cantabmotors.com). I've opted for a story written by Evelyn Willburn (almost family as her parents-in-law, Gerry & Barbara, are members of MSCCC).

In the 6-97 issue Ken Miles's history of the Hog Mog group received some comments. First, I must apologize to Ken and other early Morganeers as Curley Ellis' shop in Windsor was Metro Motors (I knew that – OLBDII's came through there!). The story brought back some memories for Alan Sands. He was recounting a trip there in 58 to pick up some parts. Peter McCowan drove down to Windsor with him in Alan's first Morgan and while there bought his 58 +4 off the showroom floor! Both cars are still in the families – albeit in sick bays.

Audrey Beer kindly sent a "thank you" to Ken Miles as follows:

"Thank you for clarifying the event of the first meeting between Ian Campbell, yourself, and Doug Price. Knowing Doug & his Morgans for many years, not as long as Dave Smith who has regaled us with stories of the non-starts, breakdowns, pushes & foibles of Doug's Morgans I must state your memory sounds just perfect & very fitting.

Ken Hill contacted me prior to publication of his book with certain requests as to club information. I asked both Doug & Al Sands for input of events around that time. Both avoided any answer & neither gave me any info to forward to Ken. Dave Smith dug out back copies of the Blurb from which I sent as much info of the past as I could (I still have these copies).

A year or so later, having become good friends with Ken & Janet after they came to Toronto & joined the Toronto contingent to a Luray MOG meet, Ken told me that Doug had written to him with the information as to the start of the club. So we must assume Doug used "author's privilege" to avoid some minor details for worldwide publication of this auspicious occasion.

Camp Borden was in 1974 & John Collins was there for his first Morgan Meet along with the then Club Secretary Sue Stephenson.

Regards, Audrey Beer

A reminder to our non-Toronto based members – please let me know your event dates so I can include them in our listing. **THE BLURB** is distributed to Morgan groups throughout the US and around the world as to other British Car Clubs in Canada. All it takes is an e-mail note or a fax. Audrey also passed on to me information on two upcoming international events – the first is the "MOA 2000" event being planned by Jeremy & Gill Harrison (referred to in the Prez Sez); and the second information from Jose Maria Sola, President of the Morgan Sports Car Club Espana on a "Rioja 98" tour on October 9-12. If you've a copy of the Dec 96 Miscellany look at page 29 for a report on the "Rioja 96" tour – 98 will build on that very successful event. Want more info? Call Audrey, Ed Burman,

or myself and we'll get you in touch with the Spanish group. Hmmmm... wonder if I can invent a reason to be in Spain during the middle of October.

Several events are coming together for our 31st year. The Toronto and Ottawa MSCCC groups will be coordinating travel to **MOG28**, July 2-6. Location has not been set (may still be Harper's Ferry, site of last 2 MOG's). GoMoG has also suggested they join us for our summer "Pig Out", this year hosted by the Sands on August 1-2. As this is a long weekend we'll have the 3rd to recover and return home. Details to follow as we get closer – primitive camping is available at Pipers Hill. Do we have Toronto area Morganeers willing to host Ottawa area families for this event? Amanda & I will gladly open our garages for 2 cars (the tin-tops will have to brave the outdoors). If you're in Vancouver on May 16th, check out the 'Van Dusen' with our West Coast friends. (check out <http://www.corp.direct.ca/driver/> for info on this **All Brits Field Meet** and for other fabulous Western events like the Knox Mountain Hill Climb in Kelowna (now in it's 41st year) and the 'Kananaskis Rendezvous' 2nd Annual British Fest put on by the Alberta British clubs) What's happening in the rest of the country? Let me know your favourite open field meet where the British are invited and I'll get the info out to the Morgan world.

I'll finish with a note received from Russ & Sylvia Balfour sent along with the "rushed" photos of our "**Morgan in the snow**"...

THANK YOU TO CO-PRESIDENTS LYNN & FRED! *The Fall Getaway was wonderful! All your planning and hard work paid off and you have many grateful Morganeers and others who were able to relax up at Collingwood. The scenery, the camaraderie, and the cars were such fun. Now, it's about next year...*

MORGAN'S AT MALVERN LINK: *For those Morgan owners who have enjoyed their cars, and the histories of them for a very long time, a trip to the Morgan Factory in Malvern Link to see how the beloved 'car' is constructed may be old hat. But for us novices, it was the thrill of a lifetime. If you have never been, make plans to go. You'll be glad you did.*

Visitors are welcome everywhere in the plant except in the paint shop. Picture taking is allowed in the showroom and on the grounds but not in the assembly areas. Just picture a sea of Morgans in every colour under the sun, and every imaginable upholstery combination, and you have some idea of what gets produced there. The craftsmanship and the 'easy' team work impressed us Canucks. Have you ever toured Ford or GM? Of course, we're talking the difference between craftsmanship and mass production, of art and utility. We could have stayed a week, but Yorkshire and the rest of our vacation beckoned, and we had to move on.

Sam Bevis arranged the time, and Mick Hand answered 90% of our questions about how "THE CAR" was made. We met Peter Morgan and his dog Jade. What a delight! We came away happier Morgan lovers than we were before we went in, and that's pretty happy! And if you don't know who to talk to in Canada about your Morgan or the Malvern plant, just call CMC Enterprises (1990) Inc. at 905-857-3210.

Morganly Yours, Russ & Sylvia Balfour



On our Hobby: At the beginning of 97 there was a suggestion we should be tabulating our spending on our hobby during the year. With a good chunk of July in France (not counted in my spending) the D-J's still managed to inject about C\$2100 into the economy not including gasoline, oil, repairs (none this year) and winterization costs. If we all spent about the same, our 100+/- members will have injected over C\$200,000 into the economy and assuming some 5000 British Car Owners across Canada (BCCI has about 2500 members in 25 clubs primarily centered in Ontario so the 5000 is a conservative number) and each spending only \$1000 each we are contributing \$5 million to the economy – not bad considering it was probably closer to \$10 million – and definitely worth fighting to preserve as an economic "engine" as "old cars" are not the pollution problem, improperly maintained cars, buses, and trucks are – get that message to your local MPP and City Councillor!

Interclub Activities:

Ed Burman (elburman@cyberus.ca)

All Morgan Club members are invited to participate in the fairly ambitious program being prepared by the Ottawa Morgan Owners Group, which currently looks a little bit like

	<u>Event</u>
April	Spring Run
May	Brunch Run
June	Richmond Car Show
July	Canada Day Car Show
August	Luskville Sprints
August	Under the Stars Run
August	Moggies on the Grass
September	Fall Run/Corn Roast
October	Freeze-up Run
December	Christmas Brunch

You can reach me at home at (613)839-3041, at work at (613)733-7800, or by E-Mail at elburman@cyberus.ca I'd like to hear from all who are hosting events to which Morgan Owners from other MOG's will be encouraged to attend. It goes without saying they will be welcome. Distance

this. Dates are expected to be firmed up shortly so please contact me if you want more information on any event,

<u>Co-ordinator</u>	<u>Phone</u>
Clark Lindsay	613-233-6360
Greg Kaufman	613-832-3620
?	
Cathy Kaufman	613-832-3620
John Bowles	613-820-5395
Claude Jacques	613-747-9256
David Rees-Potter	613-256-4280
Malcolm Brown	613-224-6006
Edward Burman	613-839-3041
Barbara Green	613-231-5156

is not a factor, since who knows who will be where, and when they will be there? Please submit your invitations to me for publication in the. Two or three lines is all I need to give the basics. In addition, a contact from your group would be a big help.

Notes from the East:

Greg Kaufman (toad@storm.ca)

The Bug-eye

a true story as recounted by Peter George

It has been more than 40 years since "The Walkers" bought the old Patrick farm on the next concession over from where we used to live. I remember the summer they moved into the Pinebush area. There was Mr. and Mrs. and their two kids, Lorna and Butch. Lorna was a good looking girl. She was tall and willowy, had light sandy brown hair and if I had been only a few years older I would have beaten a steady path to her door. Butch was a pack-rat and a tinkerer. He always had his pockets full of odds and sods of questionable use or value, (as he grew older only the variety of pocket content changed), and he was sure to be found whenever and wherever a tractor, truck or car was being torn down or rebuilt. He had a love of all machinery and rapidly acquired the reputation of being able to fix or repair anything that had four wheels. Butch was a few years younger than most of us but that didn't stop him for tagging along and being constantly underfoot. That summer was also the summer we consummated the coming-of-age ritual of discarding bikes for sets of wheels and Saturday nights of bright lights and cruising the drag instead of sitting on logs around a campfire. My first vehicle was a 1948 3/4 ton GMC purchased solely on the price of \$45.00. Butch and I became good friends and for years we were constant traveling companions. I still remember the hours we

worked on that old truck together or the occasional double date we had with four of us shoe-horned into the cab.

Butch eventually did get a car and it was love at first sight. It was a neglected and nearly forgotten 1959 Bug-eye Sprite that was free for the removal. We towed it home and pushed it into the driving shed behind his house. And that was that. From time to time I would casually ask what was happening with the Bug-eye and would offer help, but I would always get the same answer, "I'll let you know".

I had long given up hop of wooing Lorna. And in all honesty when it became apparent that Lorna and Les Elliot had a thing going I was rather happy for both of them. Les worked for the Township Roads Department and he was one of those fellows that we looked up to when we were younger. He was a hard worker and a square shooter. I suppose his only fault was that he did enjoy his Friday night beer with the boys. He didn't drink to an excess but he did enjoy his beer. Any night of the week Les was with Lorna except for Friday nights. It didn't come as a surprise that Les and Lorna announced a spring wedding. It didn't come as a surprise when I received an invitation to their happy event. But it was a surprise to see



Butch's Bug-eye parked in front of the church. Butch had finally finished the car.

That summer we either knocked around in the Bug-eye or the old 3/4 ton. But the following spring Les was behind the wheel of the Bug-eye and Butch was back riding with me. It seemed that throughout the long winter Les had pestered Butch to sell the car. Les really didn't need a vehicle. He was now the Roads Superintendent and had a Township pick-up permanently at his disposal.

Life for the newlyweds was great. However there was one ongoing problem. Les spent Friday nights with the boys, having a few beers. This bothered Lorna especially considering Les was driving the Township pick-up and most nights he should not have been driving at all. After many discussions Lorna and Les reached a compromise. It was agreed Les would leave the pick-up at home, drive the Bug-eye, and only have a few beers.

Lorna had hoped Les would not drink at all if he had the Bug-eye. Unfortunately that wasn't to be the case. Les took the Bug-eye into town and didn't limit the evening to just a few beers. This went on well into early summer 'til finally Lorna knew something had to be done about Les's Friday nights. There was another family conference. If Les agreed to forego his old ways, (and Les did agree that the old Friday night routine was a thing of his past), Lorna agreed that he could go into town on Friday night to "hang out".

But unfortunately Lorna did find out the Bug-eye was still being regularly parked out back of the hotel. Drastic measures were called for. Lorna made her plans. One rather late Friday night she went into town with a pair of hoof trimmers. Not only did she cut the valve stems on each tire she also modified great sections of the wiring system. Les walked home that night and Lorna was waiting up for him. Saturday afternoon Les sold the Bug-eye back to Butch. We spent the best part of the week replacing inner tubes and Friday we towed the Bug-eye back to the Walker's driving shed. From then on if Les went into town on a Friday night Lorna was sitting beside him in the Township pick-up. Butch diligently worked on the Bug-eye and by the end of the month the car was repaired and back on the road. It had become a ritual. If one had the car, the other wanted to buy it. By late summer, after much haggling, Les was once again the proud owner of the Bug-eye. This time it didn't seem to matter to Butch. Butch had started to take notice of Les's younger sister. I didn't see much of Butch that winter. Once again I did receive an invitation to a spring wedding. And once again there was a Bug-eye parked in front of the church in preparation for the procession to the reception hall.

During the reception there was one special presentation. A set of old worn car keys were a gift to the newest Mrs. Walker.

You may ask if The Walker farm is still there. To that question I would have to answer, "Yes". The farm house, driving shed, and a few acres still remain. And as for the Bug-eye, it is still the joy of the Elliots and Walkers.

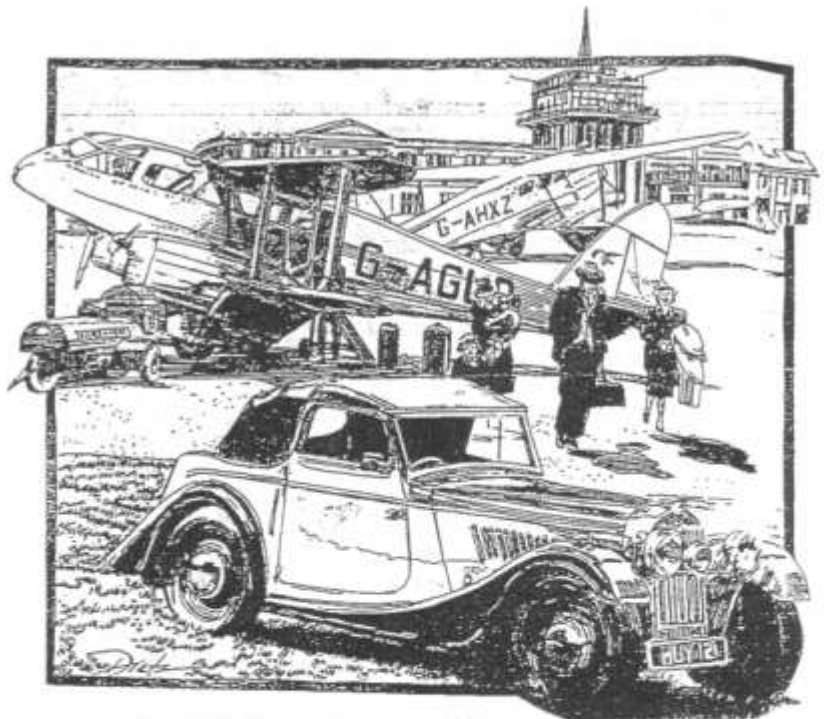
Notes from the West:

Mike Powley and Ron Theroux, contributors (pwlm6079@bcit.bc.ca)

ROBBIE BURNS SPECIAL TOUR Saturday January 24th
Meet: BCIT - Heavy Equipment parking lot near North
Entrance off Canada Way - Burnaby Campus.

Time: 10:30AM - a little tour to noon or so ...
Post Tour: at Paul Dereume BETTERBODZ REFINISH
INC. foot of Byrne Road, Bby. #107 - 4663 Byrne Rd. Here
you will see the POT's Morgan "under the knife" ha!
LUNCH: at the garage with beer included + other beverage
and sandwiches @ \$5.00 per person come for the Tour
&/or come for the Post Tour or come to it all cheers
Mike P.

MDP - Any sufficiently advanced technology is
indistinguishable from magic Arthur C. Clarke's 3rd law



'HOME FOR THE HOLIDAYS'

original James Dietz illustration expressly for the
MORGAN OWNERS GROUP NORTHWEST



Well, our own curmudgeon Al Sands is an internationally recognized curmudgeon! I received a note from the new Editor of the MSCC magazine "Miscellany", Cliff Baker, who says: "If you meet up with Al Sands please send him my regards. I met him in the 'Hard Rock Cafe' in London - A REAL CHARACTER!" Cliff, we've known this for years!

Me heard some grumbling at the Toy Run concerning the presence of Miatas from a few small minds, as "they aren't British"! Well, I heard an interesting story recently. It seems a fellow was so impressed with the Miata group that he sold his Triumph TR3, bought a Miata, & joined them! He commented that he looks forward to care-free touring without a trunk full of spare parts! Hmmm. Can classic 1980 rubber bumper MGBs be the next to follow suit?

Ms Hogmog is thankful for the gift of excess British Car Council Calendars from Jon Rosenthal of the Council, for use as oil drip sheets under her car. This was most thoughtful & Lord knows, I need them! They do work. I trust that Jon withheld a few for the same purpose, for his MGB!

ON SEX: to me the basic conflict between men and women sexually is that men are like firemen. To men sex is an emergency and no matter what we're doing we can be ready in two minutes. Women on the other hand are like fire. They're very exciting but the conditions have to be exactly right for it to occur.

Noted Morgan trike racer (& technical guru/author) Fred Sisson will be exhibition racing his car at Disney World early this year. I suggested to him that he may wish to let Mickey drive, as Mickey is featured in a toy 4 wheeler, available from Euro Disney in France, but he hasn't done the trike thing yet. Fred says he's gotta get one of these! But not only is it cute & collectible, Mickey can hold the banks on the race track far better than Donald Duck does!

In the January "World of Wheels" magazine, E-Type Jag owner & writer Michael Goetz comments on the new Porsche 911. Traditionalists may not like the departure from style which has remained unchanged for 34 years, he says. But otherwise "Porsche would eventually become the German equivalent of a Morgan". Hey, what's so bad about that! They could do worse...Besides, Morgan is making changes - all in due time.

Also in print, there was a disparaging remark about "Big Blue", the Morgan Factory race car. It was said that the car was almost withdrawn from the Laguna FIA GT race due to a pit communication problem. The Semaphorist developed Carpel Tunnel Syndrome! Hey, what is this? Open season on antiquity! Besides, all the racers really do use flags & signals! Geez!

In another printed discussion, a gentleman commented to the effect that TVR's were almost as unreliable as the British benchmark of "antiquated cars that fall apart" - Morgans! Well, Ms Hogmog, normally the "Pixie Porker of Mirth", felt that she should take up the mantle of "Defender of The Faith" on this issue! While I do not know of TVR's, I told the author of my experience with my Morgan over 8 years & over 30,000

km. My wheels haven't fallen off yet! Nor has any major component failed. In fact, my newer "reliable" American cars have broken down & have been towed home on far more occasions! So there. Heresay, myth, & conventional wisdom can be hooley. If you want an opinion on Mogs, ask the "Hog who owns one"!

A recent thread on the Morgan internet mailing list concerned how much mileage Morganeers were putting on their cars. With approximately 3000 miles the last few years, I thought I was a contender! Not so, as one Bob Nogueira has done a remarkable 16,480 miles this year & over 170,000 miles since his car has left Malvern. We're not worthy!

Excerpt from the British to American Automotive Terms Dictionary: (swiped from the rec.humor.funny newsgroup)

arse = dealer
bloody arse = service dept. guy
bleedin' arse = parts guy
bloody bleedin' arse = service technician
bit of a sticky wicket = out of petrol
fine bleedin' mess = clutch slip
bloody fine bleedin' mess = broken timing belt

A cop pulls over a car load of nuns.... Cop: "Sister, this is a 65 MPH highway -- why are you going so slow?" Sister: "Sir, I saw a lot of signs that said 22, not 65." Cop: "Oh sister, that's not the speed limit, that's the name of the highway you're on! Sister: "Oh! Silly me! Thanks for letting me know. I'll be more careful. At this point the cop looks in the backseat where the other nuns are shaking and trembling. Cop: "Excuse me, Sister, what's wrong with your friends back there? They're shaking something terrible." Sister: "Oh, we just got off of highway 119." Submitted By... Else <http://home5.inet.tele.dk/elsetang/>

A man stumbles up to the only other patron in a bar and asks if he could buy him a drink. "Why of course", comes the reply. The first man then asks: "Where are you from?" "I'm from Ireland", replies the second man. The first man responds: "You don't say, I'm from Ireland too! Let's have another round to Ireland." "Of Course", replies the second man. Curious, the first man then asks: "Where in Ireland are you from?" "Dublin", comes the reply. "I can't believe it", says the first man. "I'm from Dublin too! Let's have another drink to Dublin." "Of course", replies the second man. Curiosity again strikes and the first man asks: "What school did you go to?" "Saint Mary's", replies the second man. "I graduated in '62." "This is unbelievable!", the first man says. "I went to Saint Mary's and I graduated in '62, too!" About that time in comes one of the regulars and sits down at the bar. "What's been going on?", he asks the bartender. "Nothing much," replies the bartender. "The O'Mally twins are drunk again."

Brenda O'Malley is home as usual, making dinner, when Tim Finnegan arrives at her door. "Brenda, may I come in?" he asks. "I've somethin' to tell ya." "Of course you can come in, you're always welcome, Tim. But where's my husband?" "That's what I'm here to be tellin' ya, Brenda. There was an accident down at the Guinness brewery..." "Oh, God no!" cries Brenda. "Please don't tell me..." "I must, Brenda. Your husband Shamus is dead and gone. I'm sorry." Brenda reached a hand out to her side, found the arm of the rocking chair by the fireplace, pulled the chair to her and collapsed



into it. She wept for many minutes. Finally she looked up at Tim. "How did it happen, Tim?" "It was terrible, Brenda. He fell into a vat of Guinness Stout and drowned." Oh my dear

Jesus! But you must tell me true, Tim. Did he at least go quickly?" "Well, no Brenda.....no." "No?" "Fact is, he got out three times to pee." ann@domaintje.nospam.com

YES VIRGINIA, THERE IS NO "SANITY CLAUSE".....

Twas the night before Christmas, and Santa was a wreck.
How to live in a world that's politically correct?
His workers no longer would answer to "Elves."
"Vertically Challenged," they kept calling themselves;
And labor conditions at the North Pole
Were alleged by the unions to stifle the soul.
The reindeer had vanished, without much propriety,
Released to the wilds by the Humane Society.
And equal employment had made it quite clear
That Santa had better not use just reindeer.
So Dancer and Donner, Comet and Cupid,
Were replaced by pigs, and you KNOW that looked stupid!
The runners had all been removed from his sleigh;
The ruts were termed dangerous by the EPA.
And people had started to call for the cops
When they heard sled noises on their rooftops.
Smoke from his pipe had workers quite frightened.
His fur-trimmed suit was called, "unenlightened."
And to show you the strangeness of life's ebbs and flows,
Rudolph was suing over use of his nose.
He had gone on Geraldo, in front of the nation,
Demanding millions in overdue compensation.
So, half of the reindeer were gone and his wife,
Who suddenly said she'd enough of this life,
Joined a self-help group, packed, left in a whiz,
Demanding from now on her title was Ms.
And as for the gifts, he'd never had a notion
That making a choice could cause so much commotion.
Nothing of leather, nothing of fur,
Which meant nothing for him, and nothing for her.

And if you take any of this too seriously, you need to "chill-out & fire-up a cigar"! Remember to drink, drive, smoke, gamble & have fun in '98 (not necessarily in that order)!



For Sale:

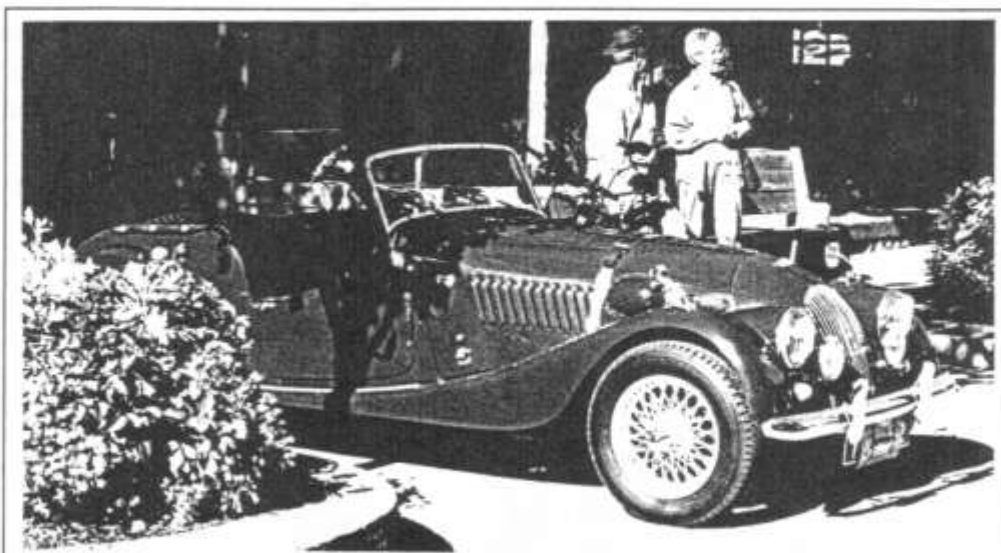
Nothing much. CMC have no Morgans for sale (all went out as Christmas presents!). As mentioned by the Prez, we have created some **embroidered patches** of the MSCCC badge (see back page) in full colour -- price is \$10*, choice of blue, green or black backgrounds. Also have 2 **cotton shirts**, long sleeve, size large. One in white, one in green with the badge embroidered over left breast -- \$70* each. Contact Vern Dale-Johnson at 416-530-4599 or any of the other numbers on the last page. (* plus shipping)

Nothing that might be construed to pollute.
Nothing to aim, nothing to shoot.
Nothing that clamored or made lots of noise.
Nothing just for the girls, or just for the boys.
Nothing that claimed to be gender specific,
Nothing that's warlike, or non-pacifistic.
No candy or sweets - they were bad for the tooth
Nothing that seemed to embellish a truth.
And fairy tales, while not yet forbidden,
Were like Ken and Barbie, better off hidden.
They raised the hackles of those psychological,
Who claimed the only good gift was ecological.
No baseball, no football, someone could get hurt;
Besides, playing sports exposed kids to dirt.
Dolls were said to be sexist, and should be passé,
Nintendo would rot your entire brain away.
So Santa just stood there, disheveled, perplexed;
He just could not figure out what to do next.
He tried to be merry, he tried to be gay,
But you've got to be careful with that word today.
His sack was quite empty, limp to the ground;
Nothing acceptable was to be found.
Something special was needed, a gift that he might
Give to all, without angering the left or the right.
A gift that would satisfy, with no indecision,
Each group of people, every religion;
Every ethnicity, every skin hue;
Everyone, everywhere - even you.
So here is that gift, it's priced beyond worth -
"May you and your loved ones enjoy peace on earth."

Submitted by ...Murphyjo@erols.com



-Squiggly.



Morgan owner parks his car on the mall at the base of Blackcomb Whistler

If, for no other reason than to commit to paper before I lose my memory completely, I have given here a brief history of my 55 Morgan +4 Ser. # 5469. It was originally bought through Metro Motors (Curly Ellis) in Windsor, Ontario by Luther Winchell. After 200 miles or so, he found the Morgan was too masculine for him (I always did have my doubts; if you know what I mean) and was looking for something less 'brutal' to drive. I was only 22 years old at the time and driving an almost new 1954 MG TF which I had bought from Jim Ferguson Motors in Toronto. I swapped the TF for the Morgan "quid pro quo" as far as I can remember and he found the TF still too 'barbaric' a car and so he sold it to a very dear friend of mine, Dr. Beverly Lewis who was my navigator one year in the International Canadian Winter Rally. Luther then bought a Volkswagen and that was the end of his sports car career. As an aside, around 1975, Beverly in a generous gesture gave me the TF which is now in my garage on the "hit-list" for restoration. It has the original 34,000 miles on it and 1963 license plates, when it was last driven. When I originally owned the TF I fitted a Judson supercharger and competed in various races, hill climbs etc. but was penalized unfortunately by 1.5 times my normal 1250 cc displacement because of the supercharger.

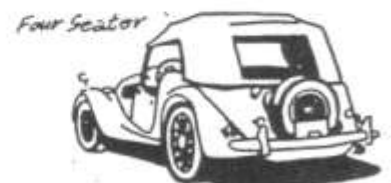
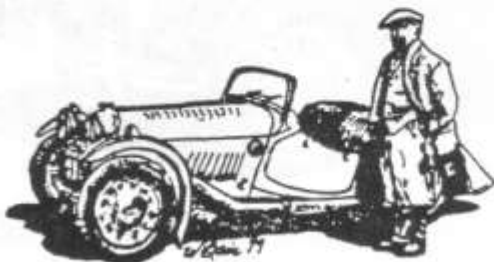
Back to my 55 high cowl, twin spare Morgan. I competed with it at the time in Class E events including ice races (fitted with 2 x 8 planks for bumpers) and even took it on one of my honeymoons ! But that's another story!!

Then in 1962 the Allard J2X came up for sale and in order to raise the princely sum of \$ 2,200 I sold my Morgan for the first time (I think for around \$ 1,400). The person to whom I sold the car loaned it to a friend who tried to breed it with a lamp post and it was written off ---- way off ! The remains were bought from the insurance company for \$ 140 and dragged to my garage where I then lived in Thornhill. Over the winter months my garage was heated with a coal oil chicken incubator. The pipe projected through a window pane adjacent to my neighbors, and belched gobs of black smoke between our houses much to their consternation. The Morgan started to take shape again and I can still remember some of the prices from Metro Motors: Front Cross Frame Unit \$ 124.00, Front Fender \$ 29.00, Rear Fender \$ 19.00, Windshield \$54.00 WOW! The car fired up for Easter Sunday Brunch (on a bet) the following spring after a long cold winter and many "green scum" gulps from misplaced coffee mugs !

Then it happened, my dream of a 300 SL Gullwing was about to come true. In 1966, a business associate in the US was going to sell his Mercedes. It could not be brought into Canada unless it was 15 years old which was 3 years shy at the time. I didn't care, I would have gone to jail for that car. It was only \$ 3,300 US at the time, and there wasn't much difference between the two currencies (Oh for the good old days).

Well I sold my Morgan again (they aren't for driving, just for buying and selling). It went this time to a fellow employee for about \$ 1,600. I also sold my Volvo 122. I had the money ! Excited ? You bet I was ! I phoned my business associate, cash in hand, only to be told he had changed his mind. Oh well - now what do I do ?? The money burning for another sports car and one that is more practical than the Allard (or the 300SL for that matter, but my practicality was blinded by those gorgeous gullwing doors!)

I then chose a "family" sports car and ordered a new 1968 +4 4-seater as I now had three children. I bought it through the local dealer in Malvern, Bowman & Acock and the delivered

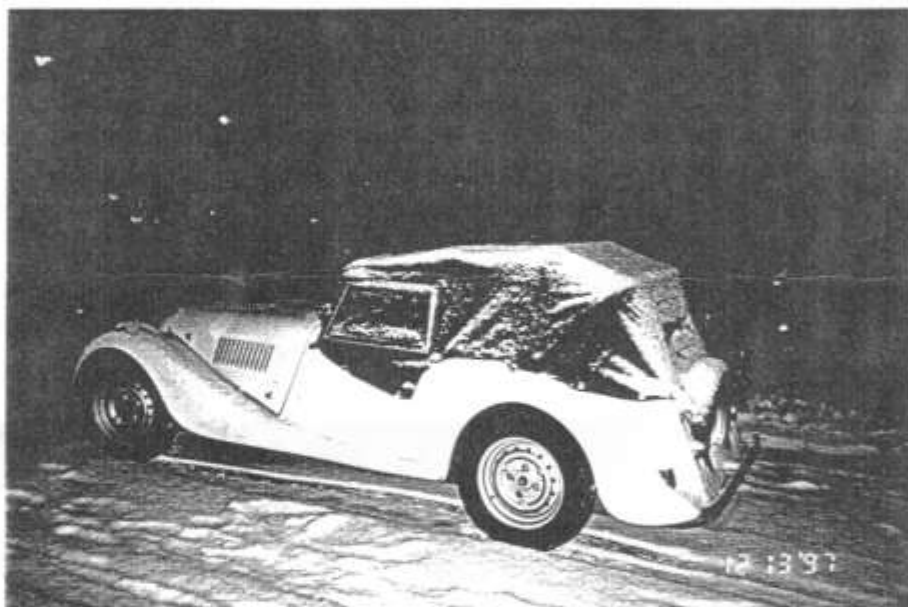


price to Toronto was \$ 2,390. That was 926 pounds then, or a shade over \$ 2,100 at today's rate. When I was last at the factory in 1994 the price was that alone for the leather upholstery (I paid 10 pound!)

To get on with my story. The person to whom I sold my 55 Morgan +4 needed money to buy a cottage, by which time I needed another car like a hole in my head (if you know what I mean). Well my brother (10 years my senior), I guess was going through a mid life crisis of sorts, so I convinced him he should add it to his T.F., Rover and JAG XJ6. My brother David is a lawyer with no mechanical ability, but he does tinker. He even submitted to the Blurb a non patentable sophisticated gas cap retriever design. After a few years of "fun and frustration" and the fear of not getting home before dark (Lucas - you know) or driving it on a nice summer day (over heating - you know) got to him. The Morgan was retired from active duty or "decommissioned" as RR would say, to behind his garage, where each year it sank deeper into the ground, out of sight and sadly neglected. I could not stand to see such an ignominious end for a car that had given me so many un-care free miles. I dragged it home to my garage here at the farm, rebuilt the motor and got it running (and stopping) and drove it to the McCowans event this past summer. I plan to do it up hopefully this winter, not concourse mind you, but representative of its era and accomplishments.

If you think the above is fiction not fact, check out the photos at left taken December 13 at the Balfour's MSCCC Christmas Party. Yes, that is snow, and yes, it was snowing (on departure for home) thus confirming the Sands are dedicated Morganeers. Word is Mog's do handle the snow well but the salt tends to sting the eyes!

Also true is the story Al told of cleaning the Mog after this run. As the water to his power washer was turned off (pipes do freeze down here in Toronto) Al went over to a farmer friend's barn where the power washer was still in operation -- he cleaned the Mog but, cows being curious creatures and the wind blowing quite strongly, it seems cow shit was traveling horizontally onto that gorgeous yellow paint! Net result, shoo the cows away and wash it again! Actually, Al, the 'Dalmatian' look is in and brown does go well on yellow!



John and Bridget Leavens Killed in Trike Accident

On Sunday November 2, 1997 John and Bridget Leavens were participating in a British Motorcycle event on Angeles Crest Highway, in their Morgan Trike. After a lunch break, they headed off through the steep winding roads, among a widely spaced line of vehicles. They were found by the following motorcycles ejected into the road, near their overturned trike. Although he was conscious John soon died from internal injuries. Bridget was helicoptered out to Huntington Memorial Hospital where she eventually succumbed to her injuries.

The trike was discovered by the following motorcyclists; righted after having rolled, possibly several times. Other members of the Rallye arrived at the scene including Jay Leno who later contacted the Wilburns and filled them in on the details. Jay conjectured that the rear wheel had blown and John had lost control in a steep descending turn. The windscreen was smashed, but the trike was in reasonable condition otherwise.

The helmets both John and Bridget were wearing unfortunately didn't protect them from their internal injuries. John Leavens was an expert and careful driver, and was not racing, although there were apparently other motorcycle accidents during the Rallye along the steep and curving route.

The tragic death of these beloved Morganeers, so identified with their enthusiasm and commitment to the clubs, is something that will sadden all of us. We often forget dangers; to loose such a careful and thoroughly prepared driver like John, certainly gives pause as we too stare down the open road. But it is also hopeful to reflect on the verve with which John and Bridget took to these adventures, and the strong community they gathered together with their spirit.



"ON A MISSION" - AKA another Morgan adventure

By Evelyn Willburn w/photos by Doug Taber, Win Sharples, & John Willburn

The Periwinkle Propane Princess (my '78 4/4) really wanted to go; what a "show off"—she was running so fine! So did John's '36 "trike," but we'd need more hours than this weekend allowed us—just to try to go to and fro! Our super-thick, fur-lined leather (very non-"PC") jackets and caps were "out and battle-ready" by noon—goggles/helmets within reach. It was Chamber of Commerce weather in Cambria (or, as hubby John says, "just another sh—ty day in Paradise").

Indecision over whether she (AKA "the Princess," now over her sex-change trauma) or my +4+ was to head north (for October 24-26's Laguna Seca FIA Race) had fought battles in both of our heads during those weeks of waiting, anticipation, and hoping (it all depends on Donnington!?!; let's see how he does at Sebring!?) that the Morgan factory-sponsored racecar ("Big Blue") just might come to the United States—and maybe, even, here, way out West! Now, it's "decision time!" We always try to be fair to our "children;" when at Mog Castle, we do try to drive 'em all—partly because they tend to "act up" (Morgan sibling rivalry?) by spewing fluids or tossing parts if we don't! "The Princess got to fetch chocolate croissants for breakfast, today, you know" John warned. "The +4+ definitely does enjoy NoCA weather" I remind him. As we hang up our jackets, John mutters "I just hope it's the right decision."

My original agenda was to take the +4+ (now dubbed "Big Red") if Charles Morgan was coming with "Big Blue" in order to reunite him with the door from "Dad" Peter's "competition model"—campaigned by the duo all over Europe in the 60's. It was sent to me, as part of her "plastic surgery" (required after the accident which happened the week following her restoration) years back; at least, we think that's "the" door—as it had a plastic (vs. glass) window in it. This weekend, however, Peter said that Charles couldn't come; he had to attend to interests at the London Motor Show instead (besides, the factory had already spent its racing budget for the year).

For any Morgan neophytes reading this, the +4+ was Peter Morgan's "dream car"—his effort at modernizing the "factory model," though only 26 were made (28 bodies). Originally shunned by Morgan "purists" for "not looking like a Morgan," they are now (finally) appreciated (by some of us to the level of a "cult") and "sought after" by many. The design was, in my humble opinion, far ahead of its time. I still "trip out" over the endless ellipticals which seemingly spill over each other (each demanding to be noticed before the other) from any/all angles—who says I'm in love with that car?! In reality(?), it's a fibreglas body over the normal(?) 60's Morgan with a TR power plant—so, she doesn't just creak, roar, and moan around corners, she "squeaks" too! You can sense the air "under her skirts," adding to the drama, as she dashes in, through, and around a corner—loving every moment of it (remember that photo of Marilyn Monroe straddling the sidewalk grate?!). When it rains, the styling is so aerodynamic you don't need wipers—ah, but I ramble; sorry!

Isn't "Big Blue" just Charles Morgan's turn at bat?

Our trip up Highway One, along the Big Sur coast, toward Ragged Point, was as enchanting as those of you who drove our last summer's rallye will well recall! Cambria's unique pine forest played echo with Moonstone Beach's pounding jade breakers before giving way to flat, lonely, windswept mesas of San Simeon. We twisted nimbly through/around dunes where elephant seals still beach and sun themselves, and I



daydreamed (as John drove) along that relatively straight road through Hearst's vast ranchlands--no zebras today, just cattle, horses, soaring hawks, gulls, and smaller (more pedestrian) winged creatures. The sea turned teal--then, pale blue, as if to highlight those "floating chocolate" rocks appearing to be drifting up as if to snuggle against their shore with the tide. The Santa Lucia mountains crept closer to our path, now well on their way to drink from the sea--while we simply sat back and enjoyed their "magic carpet" ride. Clouds began to help the sun play games, and turned the sea to silver; magically, trees started to appear near the road as it started to dip, curl, kink--then, we stopped: late lunch, 20 min. "out," at Ragged Point! Still dazzled by our drive, we unbent our legs, ordered food, and "people watched" +4+oglers from the tour bus which just drove up and unloaded. Trying to guess their country of origin was our "game" as we befriended our "parking lot neighbor" (also waiting for food) whose bike added to their curiosity--nice chap from Santa Monica, Honda ad agency writer on his "free bike for the weekend," a Honda Gull Wing, also en route to the races and a fellow fan/owner of British vehicles.

Due in Pebble Beach around sundown, we bade farewell to our new friend (sharing hopes of celebrating "Big Blue's" performance) and continued our trek. The road further north is still quite rough--not yet fully repaired from storms recent and past. Road construction is a seemingly ongoing process; it's not uncommon that the road has one-way signals/flag crews--sometimes, it's completely closed. Today, there was too much pampas grass (though it's a very pretty gold and glistens even more from the sun); it was planted a few years back to help retain the soil after fires destroyed natural vegetation--now, it's starting to "take over." The natural scenery of the central coast of California, however, is still as incomparable as ever! Except for the tiny villages of Gorda and Santa Lucia, civilization is appreciably scarce. Mountains tower over, climb up, and then spill steeply into the sea. You view, then cross, wonderful bridges (built years ago with a beauty not seen since) spanning death-defying chasms. Emerald coves and white beaches tease your eyes continually.

The sun, now, is trying to decide whether to start yet another spectacular "set," dip into a fogbank, or blind a drivers' vision. Bumping right along ("Big Red" rides like any other Morgan), I hear a noise; we concur it was "just a rock"--then, more and odder sounds? We suspect that the fan belt may be trying to commit suicide. Of course, this has to be one of the few weekends I've decided not to wear/pack pantyhose (men, they do make a great emergency fan belt)!? Ever grateful for the Morgan's propensity of only doing such things where help is possible (not always "easy," mind you, but almost always "possible"), we soon enter a wide spot in the road (don't blink your eye or you'll miss it), AKA Fernwood. John parked, turned off the key, but we heard the generator "running like a motor?" John said that the dropout regulator stuck, and countered it with a few choice words, his most intimidating looks, and probably some "banging about" as I headed for the public telephone to call ahead to let Doug Taber know we may be late (may need parts/tools, whatever). The Honda Gull Wing waved, and passed--thinking we were just enjoying a "rest stop," no doubt. John unpacked the boot "on a mission" for tools/parts; I discovered Doug was "unlisted" (forgetting the listing is under his business), and looked up Loren (& Annette Yee) Steck in Carmel Valley. John yelled he'd found a belt; I put the receiver in the phonebook to hold my place, and returned to help(?)--our tools are many, but not the right size for this job. So, I headed for the nearby bar to beg for tools and brought back pliers. We did a bit of pushing and shoving (on the +4+), and were soon "on the road again!" However, now, we're merrily(?) accompanied by intermittent "music" from the fan blade--only then did I remember that the phone was still off its hook? Oops! At least I returned the pliers!?

--and a din, a din-din, and a ding ping-ping da din! It's getting dark!?



We were greeted with goblets of red wine (yummm, TJ's Fat Cat) at Doug's (and fellow houseguests Larry Guzin and Mike Hattem, who flew up); Himalayan "moggies," Abigail and Sherlock, were, no doubt, cowering somewhere "safe" inside. After unloading luggage and stories, we all jumped into Mike's "hire car" to join the Stecks (w/his new "Woody Wagon") for dinner, at Peppers ("gourmet Mex"), in Pacific Grove. We chose the same transit to the track early (MST) Saturday morning, and were amazed by what appeared to be "the race to which no one came!" We're all used to the "Historics" in August (which draws ten times the crowd?! Parking was sweet; would you believe "lakeside?" On the bridge approaching "vendor's row," we first spotted "Big Blue"—he was awesome! "The color is so vivid!" "He stands out so proudly!" Abandoning our idea of shopping, we all just stood and gawked: he's so cool, so "Blue," so super, and so exciting to see, and "in person" . . . WOW!!! We were probably the most excited five people at Laguna Seca Racetrack—realize, though, that we've been starved "out here" for a long time (it was way back in 1981 when we last saw anyone from Mecca, AKA "the factory"--granted, it was Peter Morgan, but . . . it's been almost 20 years!!!!

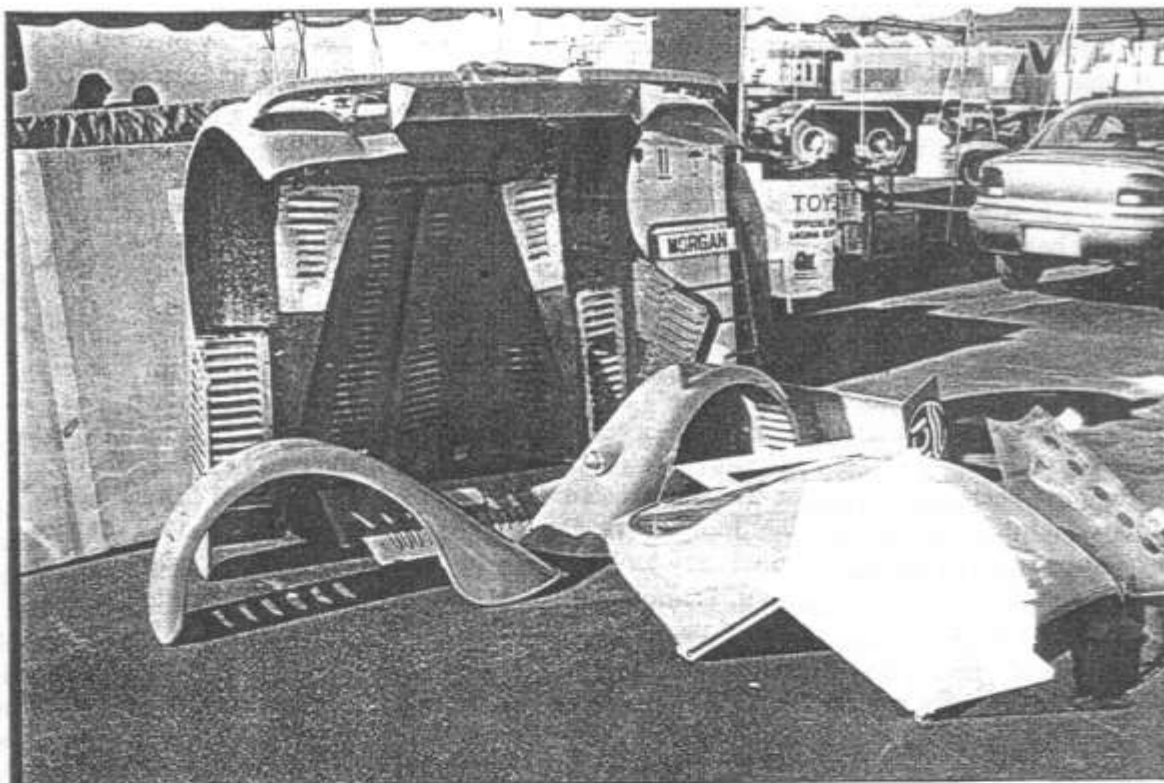


Curious why we only saw about five laps, we ventured toward the paddock "on a mission" in search of what we call the "pit" (for those who don't "do" "the Historics," you need to know that "Historics" don't get "trackside pits"—that area is for primarily for staging, AKA "queuing"). For this race, "Big Blue" got a pit—trackside!



We found "Big Blue" (with "ON A MISSION" in the lower part of his rear window) looking more "blue" than should ever be allowed (as was his crew AND any/all others "looking on"); soon, however, busy hands/minds tried to combine forces to change the mood—a diagnosis was offered: fuel injection problem!? Our Honda Gull Wing friend even stopped by to inquire as to "Blue's" health.





We watched countless parts/pieces being disassembled as we greeted old friends: Win Sharples; Chris, Jenny, & Steve Lawrence; Steele (and RoseMarie) Therkluson. It was especially nice to chat with Bill Fink (ISIS Imports), who offered some "tech advice" to help "the Princess" pass her SmogTests--as I ordered her from him in 1975, that's really "extended warrantee" service! We made new friends: "Blue's" drivers and crew.



Morgan people (from both clubs as well as "independents") were everywhere throughout the day and evening; what a welcome (Win shared with us how pleased he was that so many of us turned up; apparently, only four Morganists were at Sebring)! Losing "count" around 50 people, I wouldn't dare to try to list names (for fear of offending by omission)—suffice it to say, it was a "who's who" in the western Morgan/"race fan" world!

After what seemed like years to me (never used to the "in good time" attitude of our beloved Brits), I really made a pest of myself by continuing to suggest that "if parts needed chasing, today's the day; all will be closed tomorrow, Sunday" and repeatedly volunteering "to fetch." Probably to shut me up, Chris finally made me a list, handed me a box of bits, and John, Doug, and I were "on a mission." We snatched the hire car's keys (meeting many Morganeers along the way who offered us their "blessings" for success on "the mission" to try to save "Big Blue") and left the track for parts unknown. As "Big Blue's" Rover had somehow turned into a "bow tie special" (due to Texas?), how hard could it be to dig up a "Chevy speedshop?" We've used almost all of the parts stores, locally, for either the Peerless LeMans or its support van over the past 17 years of "the Historic;" this couldn't be all that hard!? John drove; Doug navigated (and I got to hold the box?). We stopped at the nearest phone; they looked up listings and called (and I held that box!). The nearest "possible/open" is in Prunedale; we headed northeast. Frustrated, and a bit bored, I began asking John questions about the return address I noticed on the label of "the box"—he replied, "some parts people." I ask myself "Isn't it logical that they might possibly supply people we want?" Deducing that "such" could have something to do with the recipient (on the same label), I inquired about same—suggesting that the address is really nearby (in fact, the city we're entering), Salinas. John asked me who the box was sent to, and Bulls Eye!!! It was the "needle in the haystack" we sought—and a one in a million(?) chance! All those pages of Sherlock Holmes, Heron Carvic (AKA Hamilton Crane), Ruth Rendell, et. al. finally pay off!?

We sought (then, stopped at) the first service station for a map ("real men" won't ask directions, you know!); then, arrived at FALCONER within five minutes. The parking lot was very empty, except for a pickup truck (which, as John and Doug rang the bell to the warehouse door, I noted had a small FALCONER decal on its rear window). In my excitement, I almost dropped "the box;" some guy (who looked like a reject from a Rocky Horror Show queue) answered the bell and said (rather cryptically) "They're on their way; look for a blue Suburban, five minutes" then shut/locked the door. This is getting fun!? Five minutes, precisely, a "suspect blue vehicle" w/two men arrived, stopped, and . . . started sorting through the garbage!? I boldly pounced on them (holding out "the box")—inquiring if they are who we're to meet. They looked bewildered, and fended that they were "just looking for some cardboard for Halloween!?" I headed back to our car where we all waited 10 minutes more; a blue Suburban arrived. We all approached, but were "put off" by its driver with "They're right on my tail; be here in a couple of minutes;" then, "the voice" (and the woman who arrived with him) unlocked/entered/disappeared into the warehouse. Soon, another pickup arrived, and I heard Steele Therkleson say "That's Lynn; what's she doing here?" Steele jumped out, quick explanations surfaced (from all parties) and we headed toward the warehouse—looking a lot like the Keystone Cops. It seems that Ryan Falconer just "happened" to pass by "Big Blue's" tent shortly after we left the track; his "shop" (warehouse) is a motorhead's "candy store" dream, and he was quickly able to hand Steele needed "new bits" for "Big Blue." Steele inquired about a pushrod; Ryan replied he couldn't help there, but asked what happened to it. Steele replied "Not a thing; we suspect that someone just walked off with it—as a souvenir!" To which, I fished through "the box," and proudly held up that "missing" rod! Thrilled with the prospect that our beloved "Big Blue" might yet breathe again, we all raced back to the track with smiles bigger than . . . Big Sur!?

As barbecues blazed, a forklift suspended "Big Blue" aloft; the tent's "modesty panel" was gently lowered, and delicate surgery ensued (ladies, think stirrups!--been there, done that?) until 4 a.m.

Meanwhile, our next "mission" became the attempt to collect as many bottles of fine CA Morgan wine as we could find for "the best crew we know!" After some successful stops and a couple of wild goose chases, we headed for bed, very tired, vowing to continue "the mission" in the morning. Meanwhile, Doug soothed his "moggies"--who wondered "What's a "Big Blue?" and "Why were we left alone all day?"

Back at the track, a Morgan "party" was now afoot--hey, just getting to see "Big Blue" was worth celebrating! Now, with a chance to get to hear him breathe ferociously among his peers again, there was no stopping this group!

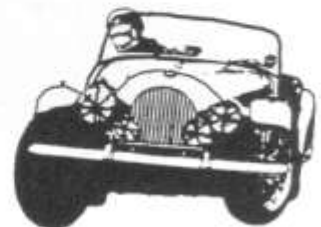
Sunday morning, too early(?), John and I were to attempt to "schmooze" our way into the paddock for a "photo op" of "Big Red w/Big Blue"--Win said he had alerted two gatekeepers. Prepared for the worst, but still "on a mission," we took the back roads into the track; resistance was touchy until I waved a huge CANTAB decal at them, shook my head a lot, and avoided direct eye contact. Two, now three "officials" down, we continued our "M.O." (through the maze of what appeared to be reformed(?) "gang-bangers" wearing police "trainers" and definitely on a "power trip" over telling people where to park). Eventually, we approached several main "trackside officials"--who, surprisingly, just passed us on through (John thinks that they probably figured that if we were able to get that far, we're probably "important")! Ah, but the next to the last "official" (the one just before the paddock gatekeeper?) was the toughest! John explained the situation admirably (although he probably doesn't agree), but the guy just glazed over. Eventually, he said "Yeah, well, just try telling it to the people at the paddock entrance; good luck." So, that final gatekeeper? Tee-hee, she didn't even bat an eye--just waved us right on through! We laughed all the way to "Big Blue's" tent . . . and, only then, were we stopped (in the midst of our mirth), immediately, by seeing (nearly running over?) a scowling SCRAMP official on a big motorbike who growled "You're NOT going to park that there, ARE YOU?" Having come this far (and not one to be easily intimidated--remember, we're "on a mission"), I scrambled out muttering a stream of consciousness (and/or BS?) including: "piece of automotive history," Morgan "factory" dream cars, "chance of a lifetime photo-shoot," representative of 30 years of Morgan body design changes/styling, etc.--only to hear him say "Well, that's certainly one I've not heard before; guess I'll make an exception--you can stay."

It was worth all the effort just to hear some of the comments; for instance, people would look in "Big Blue's" tent and say "Well, it does really look like the Morgans I remember!" Then, seeing "Big Red," they'd exclaim "must be their current production!?"

Will Peter Morgan smile when he learns this?

When it was "Big Blue's" time to race, we all scattered toward our favorite photo spots. What a thrill it was to hear him "snort," watch him "chase around," passing "porkchops"--(i.e. Porsches).

Morgan



Then, sadly, our beloved "Big Blue" slowed down . . . and, in turn 5, he just pulled over and came to a stop—so did all of our hearts. With, possibly, the race over (at least, for us), we headed back to his tent to see if we could help (somehow); we learned that the problem was not at all related to yesterday's ailment. Today's trouble involved the transmission, but they made "Big Blue" sit out there (on the track) throughout his entire race! Throughout Sunday afternoon, John and I tried to dodge SCRAMP officials—only later to be delighted to see that many of them came, with cameras, to take tons of pictures of "Big Red." We waved to Mike and Larry (as they flew overhead in what we thought might be their departing plane); Larry had to get back so he could fly out next morning for his "every other year's dose" of rock climbing in Nepal. We waited all afternoon for "Big Blue" in hopes of getting "the" historic shot, but he was not allowed to come back until the day's races had ended (unfortunately, this translated to our worry that perhaps there would not be enough light for a "good" photo AND our getting back to SoCA well after midnight!). For something to do, I persuaded Win to allow me to "hawk" what was left of the "signed posters" he'd had printed (to help reimburse CANTAB—to which we are grateful for picking up part of the tab to get "Big Blue" out west and back) to any other true Morgan "diehards" still wandering around. We "hung out," listening to the races and socializing, until Jennifer asked us to dinner in "Big Blue's" tent (where we were treated to Champagne and her delicious "home-cooked" Shepherd's Pie).

The trip south, at night, on Highway One, is always a bit of an unknown. We've had nights when we didn't need lights to drive down it! Once, the moon reflected so brightly off the clouds that we could see the breakers foaming below, and we were the only ones on the road! This wasn't one of those nights! Traffic was heavy for that time of night, and there seemed to be more than the usual number of "crazies" trying to pass where they really shouldn't. Although John had stopped that annoying blade "music," we were both on edge about the obvious "drain" the gauge was showing. Lucas, that Prince of Darkness, loomed over our thoughts when, suddenly, John noticed that "Big Red's" driving lights were on—just her way of saying that she had a really good time! Hey, we all did! Larry said it best: "It didn't really matter (did it?) that "Big Blue" didn't get to finish his run;

wasn't this just one of the most fun Morgan times we've ever had?!"



Western hospitality: "Big Red" greets "Big Blue" near Big Sur

WHY A MORGAN?

by Don Queen

Why a Morgan? It's a question that can be answered by an authoritative journal, *Road and Track*: "Barring a catastrophe, the Morgan will continue as man's last link with that great and glorious time when people were more interested in sporting qualities than in keeping dry and warm."

That R&T quote is dated July, 1963, and the Morgan Super Sport discussed in the road test is still produced today with the same sliding pillar suspension.

The history of the Morgan dates back to 1910, when an English gentleman named H.F.S. Morgan built a three-wheeled motorcar for his own use. This creation was noteworthy for many things, not the least of which was a novel front suspension with stub axle sliding on vertical posts. So pleased was the gentleman that he bestowed his own name upon the car and promptly formed a manufacturing company to produce additional examples. It is a measure of Morgan's satisfaction that the three-wheeler in various derivations remained the company's stock in trade for the following 26 years. At various times during that period, to indulge the whims of the spoiled masses, such frills as electric lighting, front wheel brakes, and a reversing gear were added, but the basic vehicle was unchanged.

In 1935, it was noted that the four-wheeled chassis was coming into vogue and the following year, a new model was brought out as a companion piece to the Edwardian tricycle. With typical restraint, the new car was designated a 4/4, an oblique way of indicating its number of wheels and cylinders. A wheel may have been added, but nothing of the original character was lost.

The Morgan 4/4, like the earlier tricycle, was quite light and a most effective instrument for sporting events. No discussion of the Morgan would be complete without touching on its illustrious racing history and the now infamous and unavailable Christopher Lawrence. This young racing driver had been competing on a shoestring for eight years and decided to have one more fling _ if successful, he would go on, but if he failed, he would give up racing forever. He put all of his savings together with those of his fiancée, Jennifer, and bought a 1956 Morgan Plus 4.

After a year of frustration, in 1959, Lawrence entered all twenty-two races for the Freddie Dixon Trophy and, unbelievably, won twenty-one of them, coming in third in the remaining one. Lawrence built on his string of successes, eventually making an impression on Peter Morgan, descendent of company founder H.F.S. (another descendent runs the company today). He saw that it was not only Lawrence's ability to drive the car well, but his ability to get extra performance by skillful tuning. In 1960, a deal was struck between Lawrence and Morgan and a new model, named Plus Four Super Sport, was born.

Lawrence raced the new model at Nurburgring and not only won, but broke the Porsche-held two liter lap record by seven seconds and so staggered the organizers that he was presented with a special award. Soon after the Nurburgring event, Lawrence went to Le Mans, but was refused permission to compete. The scrutineers decided his Morgan must be a 1939 car that had been resprayed and fitted with disc brakes, therefore being incapable of the 24 hour endurance race. The Morgan did go on to get its name in the record books by winning the two liter GT class in the 1962 Le Mans, co-driven by Richard Sheppard-Barron and Chris Lawrence.

In London last December, I managed to motor out to Malvern Link, to that funny little brick building on Pickersleigh Road, the ancestral home of the Morgan. Pickersleigh Road! What else could they call it? They certainly couldn't build an anachronism like a Morgan at a Twentieth Century address.

The Morgan factory is an unconnected series of workshops. Their arcane method of scheduling seems designed to maintain their status as the only car manufacturer who makes only three cars a week and is four years behind. The chassis-erecting shop proudly displayed ten chassis lined up on the floor and no signs of any progress being made. A friendly-looking chap informed me that it was "tea time."

I wandered around the premises, marveling at the women bent over World War II sewing machines, the veteran employees using hand snips to cut sheet metal, and finally, the definitive Morgan department _ the sawmill. The mill

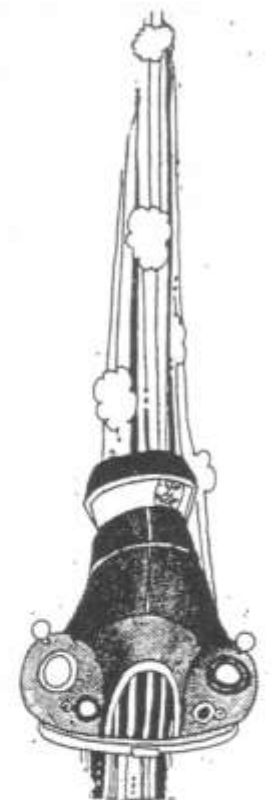
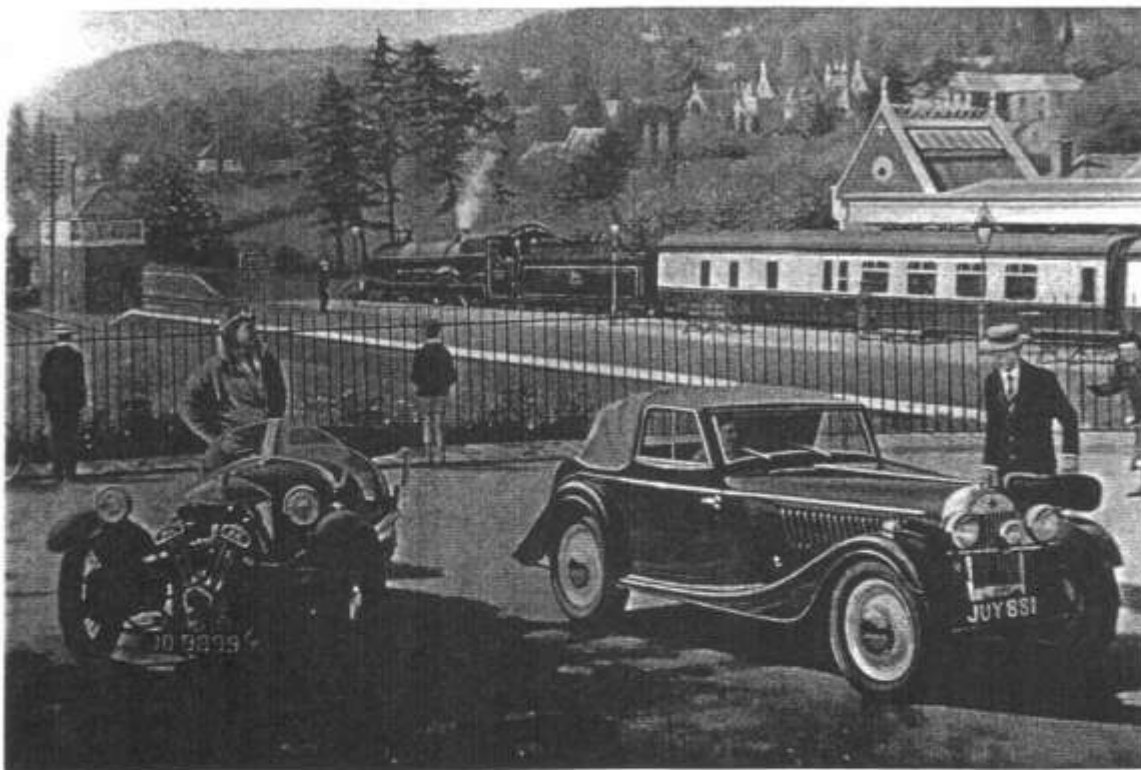
manufactures not only the wooden subframe, but also the door frames, floorboards, and the protector boards under the gas tank. The half-century old machinery is still going strong, with no plans for replacement. The most serious problem they face is ruining blades on shrapnel lodged in the ash during the war.

The TR4 powerplant in the Morgan Plus 4 is commonly demeaned as a glorified tractor engine. In reality, early Triumph engine technology was also utilized by the Ferguson Tractor Company, although there is no similarity beyond the basic early block. The TR4 engine sound is distinct in the Morgan because the narrow bonnet (hood for you Yanks) dictates that no air cleaners can be used, so the throaty exhaust roar mixes with the twin carb hiss for a pulse-quickening snarl that screams Morgan!

So, why a Morgan? Well, like many of life's mysteries, it can only be answered by experience _ the experience of aiming the long, louvered prow of your Morgan down a winding country road. Contrary to popular belief, the Morgan is a marvelous, forgiving car to drive, the combination of stiff suspension and flexible chassis allow it to cling tenaciously to the track _ hence the nickname "flexible flyer." The Morgan telegraphs its intention to an experienced driver, allowing ample time to anticipate. In racing trim and driven at speed, the car is designed to slide. You don't carve around a corner as much as fling the rear end out and straighten out the turn. You feel every pebble on the road through the steering wheel and your foot seems to operate directly on the engine; you can see the front fenders pounding.

Stand back a moment and look at its stance, high wheels, forthright fenders _ genuine fenders as they were meant to be. As you get in the Morgan _ opening the door from the inside _ listen to the pneumatic cushion sigh as you settle down in the cockpit and stretch to reach the pedals. Fire up the TR4 engine, depress the rock-hard clutch, crunch the old Jag gearbox, and you're off. The oversized chest-high wooden steering wheel enhances the feeling of true vintage motoring. Perhaps that is part of the mystique _ that brass goggled, white scarfed, PreWar feeling when motoring was an adventure.

The car is quite simply the pinnacle of British engineering -- a pinnacle reached in 1935 -- that rare combination of a packing crate and tractor engine - the Morgan.



LIFE IN THE FAST LANE

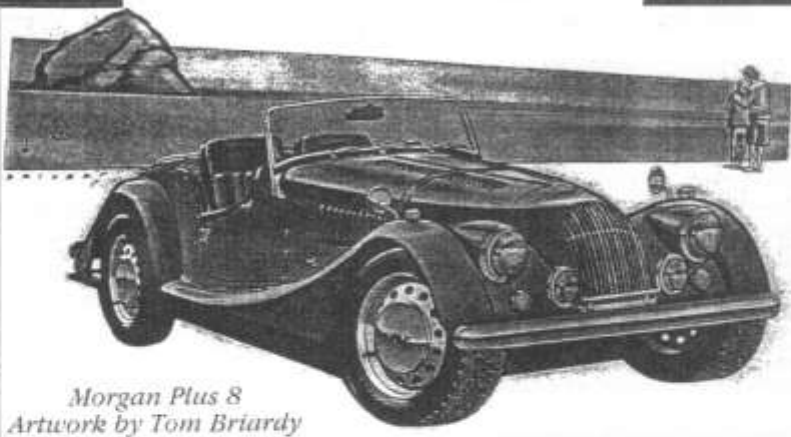
Classic Travel, Great Malvern

Eric Bottomley G.R.A.

...early 50's, G.W.R. Madresfield Court waits at the head of the Paddington-Hereford express for the local Midland branch train from Ashchurch to enter Great Malvern Station. Waiting in the car park are two Morgans, a 1934 Super Sports beetleback and a 1950 +4 Drophead Coupe.

The Rothbury Collection, Submitted by Stu Harvey





*Morgan Plus 8
Artwork by Tom Briardy*

OVERVIEW

The Morgan is probably ultimate "Teabagger" car. A car that absolutely personifies that wonderful type of automotive charm based on all things British. These are hand-built cars that are at least as much about fine furniture and graceful metal sculpture as they are about transportation. Though the chassis construction seems to predate motorized vehicles, cleverly stresses formed sheet steel and wood into a solid, yet compliant, structure around relatively straightforward saloon (sedan) components. These are low production cars that are still being made today in pretty much the same fashion as their earliest ancestors.

The first Morgan to be made in any numbers was the 4/4 Series I that was built between 1939 and 1950. These are called "Flat Rad" cars because of the older-style, separate, chromed radiator shell used on all early Morgans. They were powered by either a Coventry Climax or Standard engine. Dennis Glavis, Northern California Morgan guru at Ferrari of Los Gatos says, "They have about 36 horsepower and drive like an MG TC. They were available as a roadster, a four seater and a more weathertight and sleeker drophead coupe."

1951 brought the Plus 4 model that used the Standard Vanguard engine that evolved into the Triumph motor that was used in the TR-2s through the TR-4s. These cars retained the "Flat Rad" grilles until 1954. About the middle of that year, the sweeping trademark Morgan curved cowl nose was introduced and with it, all of the fifties improvements flowed into the car. The Vanguard engines were upgraded to Triumph spec and the car got wider for more room and stability. Disc brakes were added in 1960 and the car stayed in production until 1968. In England, less expensive 4/4 (Series II - V) roadsters were offered. These used engines from Ford saloons, from the earliest 1956 models with an 1172cc side-valve Anglia mill, to the last examples built in 1968 with 1600 Cortina GT power. Only a few have made it to the US. (They're worth between \$12,000 and \$24,000 when they come on the market.)

The Plus 8 roadsters were introduced in 1968 and are still being made today. They use the Buick designed 3.5 liter, Rover V8 and sit wider and lower than ever in an effort to contain all that additional power. Some were converted to run on propane to get around smog laws but the popularity of the Range Rover allowed for the availability of US smog reg. motors that would let the Morgan comply on pump gas. These are the perfect blend of classic and muscle car, though you do trade off some of the olde world charm for power and a softer ride.

GOOD POINTS

I asked Steve Miller, a well-known restorer of Morgans in Emeryville, CA, what one could expect from a good example. "These cars are sturdy and dependable when they are finished and sorted. Since they are simply-built, hand-assembled cars, they are easy to take apart and work on. While the older Flat Rad models can be a challenge to find parts for, the later Triumph and Rover powered cars are pretty good." Guru Glavis adds, "The value of modified and uprated cars seems not to be as affected as it is with other marques, as long as it's done to the period and uses interchangeable (bolt-in) parts."

BAD POINTS

Both Glavis and Miller feel that ride is a factor to be considered, especially on the earlier versions. The sliding pillar front suspension that gives the Morgan its precise steering and predictable handling also adds to the springless "buckboard" ride feel. The Plus 8s ride better but you have to trade for all of those Federally mandated smog and safety add-ons. Glavis also warns of high maintenance on the sliding pillar front end and suggests a complete rebuild after every 15,000 miles. Glavis goes on to explain that an amateur or careless professional restoration is something to consider when buying a Morgan. "A car with beautiful chrome, paint and upholstery is not fully restored until it is sorted. It takes time, effort and regular use to find and correct all of those little things that make these cars so wonderful. A well sorted car is worth the additional money." Miller always looks for cracked or rotten wood in the body framing and any unusual dents, folds or bends in the steel frame.

COMMENTS ON VALUES

There are a number of special models that are worth a bunch of money. The seller will usually know this information and inform the buyer early in negotiations. For example, Morgan made about 104 Super Sports between 1961 and 1968 that featured aluminum bodies, Lawrencetune engines with Weber carbs and wire wheels. These are worth \$35,000-\$50,000 with the later "Low Body" version worth up to \$70,000! One of the 26 fiberglass-bodied aerodynamic coupes will set you back between thirty and forty grand. The same type of money will also buy you one of the 51 four-seater Dropheads. These are special cars with special prices. In this value guide, we list the three most popular Morgan models in the States and assume that anyone wanting something special will do the proper research. "So," I ask my friend, auto journalist Harry Newton, "since all of this seems so established and demand exceeds supply, how one would find a good deal on a Morgan?" He said, "Wait for someone who really needs to sell one."

Model	Produced	Class E	Class D	Class C	Class B	Class A
4/4 Series I	1939-1950	\$5,000	\$7,000	\$11,000	\$15,000	\$20,000
Plus 4	1951-1968	\$7,000	\$12,000	\$18,000	\$25,000	\$30,000
Plus 8	1968-Present	\$12,000	\$18,000	\$25,000	\$30,000	\$40,000

Definitions of Conditions by Class:

- A - Completely restored to showroom condition or better, 95-100 point top award-winning car. Very few cars will meet this standard. Not driven since restoration.
- B - Excellent restoration to non-original specifications or good older restoration. Non-concours but will do well in popular choice votes and safe for long tours.
- C - Good recreational driving car, very clean unrestored original or good amateur restoration. From 20 feet away, looks like a show car, but may have superficial flaws.
- D - Running car, with good body and most original components. May need work on some major parts (e.g. respray or engine rebuild) as well as significant detailing work.
- E - Project car with all components and most details intact, limited rust or structural damage, but needing extensive restoration before being usable.

Rick Feibusch

To: AUDREY BEER - MSCC OF CANADA
From: STUART CROUCH No. of pages including this sheet 1

Dear Audrey,

During Summer 1998 we will be operating 3 self-drive tours of Britain in Morgan 4/4 2 seater. There will be a maximum of 7 cars on each tour and the route will cover some of the most scenic parts of Britain. The overnight accommodation will be in 3 star hotels where breakfast and dinner is included.

In January 1998, Miscellany will carry a full page advertisement for these tours and in February & March the British Tourist Authority in your country will be using the tour as part of a press release to the travel sections of weekend papers. We know this will create a good response from the general public. As each tour can only accommodate 14 people, realistically we will have to disappoint those people who wait until spring to reserve their place.

As a Morgan enthusiast and fellow club member, I would, therefore, like to give you and members of your club (especially those who don't currently own a Morgan) the chance to reserve a place before it becomes publicly available. At the same time we would like to offer a 3% early booking discount. All you need to do is make your reservation before January 16th 1998.

Booking forms for these tours are being prepared at the moment. If you would like a copy, please contact me and I can arrange to have one faxed to you next week.

I look forward to hearing from you.

Yours sincerely



Stuart Crouch
Managing Director

There is no better way to see Britain than from behind the wheel of a Morgan 4/4 2 seater. So for Morgan enthusiasts world-wide, we have organised three self-drive tours for Summer 1998. The itinerary has been planned with a Morgan in mind - through English streets & villages, Scottish lochs & valleys, Welsh hills & mountains yet with time to stop and visit castles, museums and parks. On each tour there will be a maximum of seven Morgans plus a tour organiser who will be there to help plan the day, advise the best places to stop for lunch or sleep the night.

The Route

- Day 1** Collect your Morgan 4/4 2 seater in London and drive North to St. Albans. Then follow the old Roman Road to the market town of Bedford and The Burns Hotel.
- Day 2** The A1 is a great driver's road - follow it North to York via Lincoln and the Hunter Bridge to York, the City of Churches and The Pinkfield Manor Hotel.
- Day 3** A driver's day for drivers - a short burst on the A1 then Barnard Castle in Heslerton and into Scotland. Pass Jedburgh and cross Pentlands and the famous Outhwart Head.
- Day 4** Glen Aherlow, Aberfeldy, Loch Tay, Lichfield, The Trossachs. Just add a Morgan and you have the perfect day. Return to The Outhwart Hotel for a second night.
- Day 5** Heading South - in listing then Moffat on the B7078, over the Gairnairn Mountains and into Kewick & Winklesore and the glorious Lake District. The Kewick Country House Hotel provides a spectacular backdrop for the end of your day.
- Day 6** An early start - take the A1 and the A9 into the superb countryside of Wales with its challenging, drivers' roads and magnificent views. Overnight at The Mynydd Hotel in the spa town of Llandudnod Wells.
- Day 7** Cross the Brecon Beacons National Park and the River Severn back into England, through the city of Bath to the cathedral town of Salisbury and The Red Lion Hotel.
- Day 8** A leisurely drive through the countryside before returning to London at mid-day to hand back your Morgan.

The 1998 tours will start on: June 22 July 21 August 17

Each tour will include:
A self-drive Morgan 4/4 2 seater for 8 days
7 nights' accommodation in 3 star hotels with full breakfast and 3-course evening meal.
Detailed survey maps showing the complete route

Price per person sharing a Morgan and driving a motor: £1175.00 inclusive of VAT at 17.5%

For a booking form, contact us today on:

Tel: 00 44 (0)171 589 2212
Fax: 00 44 (0)171 225 1033
E-mail: morgans@londonhandling.london.co.uk

Address: London Handling
17 Kensington Street
London
SW7 2HG

For our overseas Morgan fans: en price français, Wir sprechen Deutsch, italiano Español

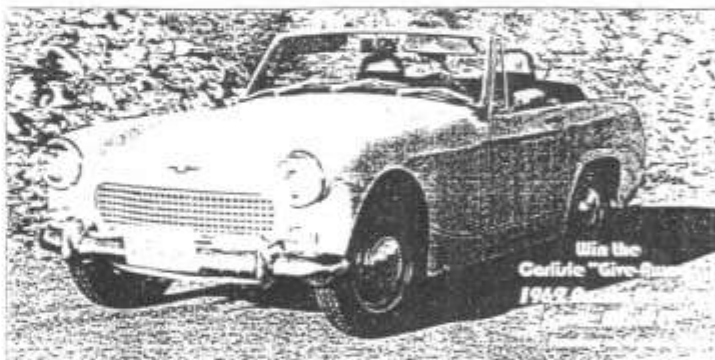
ancaster british sportscar flea market & car show



INFORMATION:
GENERAL INFO: Ron Kleibicki (905)825-8810
VENUE: Carol Ouellette Res. (905)987-2429
PHI Whitehouse (905)688-4119

ADMISSION:
Adults: \$3
Children: UNDER 12 FREE
Vendors: \$20 HOST CLUB MEMBERS
\$25 NON CLUB MEMBERS
Club Display: OUTSIDE ONLY FREE

HOURS:
Public 10-4 Vendors 8-6
Snack Bar



ATTENTION CLUB REPRESENTATIVES!

Carlisle Productions is pleased to offer to your club members an early registration rate of \$5. This five dollar registration fee will allow one vehicle and two adults into the Carlisle Import Kit/Replica Nationals all three days. Please put the information listed below in your upcoming newsletter. We do not want your members to miss this opportunity to register at the low rate. Thank you for passing this information to your fellow car enthusiasts.

CARLISLE Import Kit/Replica Nationals May 8-10, 1998

Attention club members: The Carlisle Import Kit/Replica or Nationals will take place May 8-10, 1998 at the Carlisle PA Fairgrounds. This is a 3-day event. Take advantage of the discounted show field registration offered by Carlisle Productions. Please see the attached registration form to register for the Carlisle Import or Kit show field. The \$5 pre-organization fee will allow you to park on the show field. Photo, Stamps and/or Stamps. Registering for the show field will allow admission for one adult and one vehicle. The first 1,000 vehicles that arrive will receive a free cash prize and an event dinner. The 1998 Carlisle "Glow-in-the-Dark" Sprinter Sports Man IV. As part of the registration fee we receive a chance to win this little Princess Yellow British sports car. Take advantage of the low \$5 pre-organization fee - payment must be received before April 13, 1998.

After 4/13/98 and at the event the fee will be \$15.00.

Call (717) 243-7333 for more information.

Complete and mail with payment (Check or money order) to:

Carlisle Import-Kit/Replica Nationals
1000 Bryn Mawr Road
Carlisle, PA 17013-1588

Name: _____
Address: _____
City: _____
State: _____
Zip: _____
Phone: _____

Price of registration: Cash Money order Check Visa MasterCard

What should you do if you've fallen madly in love with a woman who owns a horse? You'd better start looking for another one. A survey of 1,000 women riders conducted by *Gallops* magazine revealed they preferred their horses to their men. Wow, what a rap for the male ego.

But suppose you can't live without her. Is there more bad news? You bet, if you want to start a dynasty. Of the women surveyed, 90% said they'd prefer a new horse to having a baby. If this hasn't made male readers run for the woods, there's more. What would women riders do if they had to choose between their horse or their man? Well, 25% chose their horse.

It's bad enough to lose your wife to Robert Redford, John Travolta, or even the local preacher. But to a horse? Small wonder 53% of the men married to horsewomen said they were jealous of their four-footed rivals.

Health By Dr. W. Gifford-Jones

So you still can't live without her? In that case, prepare yourself for deception. Half the women admitted to deceiving their partners about the cost of keeping the horse. Others admitted to confiding in their horse rather than their partner. That's almost as bad as Prime Minister Mackenzie King talking to his dog.

But now you've married her and tossed your usual caution to the wind. The survey could be wrong. After all, there are "lies, damn lies and statistics." Besides, you surmise, once you get her off that damn horse, things will be different.

Maybe, but don't bet your fortune on it. My wager is you'll be bedding down in the stables more often than you think. If that drives you to drink, here's some good news.

If you awaken with a whopping hangover you should consider toasting Dr. Ian Calder, a researcher at the National Hospital for Neurology & Neurosurgery in London. Those who imbibe indiscreetly have believed for years the "hair of the dog" helps cure a hangover. Calder says they're right. His research shows that a small amount of alcohol in the morning is the answer. He claims it blocks the metabolism of the toxins that cause the headache and nausea.

Doctors have known for years hangovers are caused by metabolites called congenes, which are complex organic molecules. The two important ones are methanol and acetone. Methanol triggers the morning agony. And there's more of it in red wine than in other alcoholic drinks.

How does a wee drink in the morning work?

Calder says the body changes methanol into formaldehyde and formic acid. It is ethanol, present in most alcoholic drinks, that interrupts the process and stops the symptoms.

How much do you need for relief? The doctor favors sherry and says half a glass is sufficient. But he admits there's nothing magic about sherry. It's the small amount of alcohol that does the trick.

About half of all drinkers don't get hungovers. Calder has some interesting views on who does and who doesn't. He says symptoms are often related to personality. In people who become angry or depressed while drinking, they are worse, as well as those who feel guilty, are neurotic or have experienced a distressing event in the past year.

He may be referring to the male who is crazy enough to marry a woman who owns a horse.



New Mini may reach our shores

Some facts on the new Mini slated to be launched by Rover for model year 2000:

■ It is expected to be priced in Britain at £12,000 to £13,000 (\$29,400 to \$31,850 at the current exchange rate).

■ It closely resembles a drawing made in the 1950s by Sir Alec Issigonis, designer of the original Mini. It is said that no one in the Rover design team had seen the sketch before they started work on the new car.

■ The Mini is designed to meet worldwide safety and environmental regulations. Rover hopes to market between 100,000 and 150,000 a year.

It will probably sell in North America through BMW dealers (the German firm owns Rover).

■ The car will be built at Longbridge, near Birmingham, in the Midlands, where the original 38-year-old Mini is still made. Around 5.4-million Minis have been built to date. The car remains popular in Japan.

■ It will be a front-engine, front-wheel-drive, four-seat hatchback. It will be a foot and a half longer than the original, yielding more comfort and luggage space.

■ Engines will be eight- and 16-valve fours, displacing 1.4 and 1.6 litres. A five-speed manual gear-box and an optional continuously variable transmission will be offered.

■ Three versions are planned: Minor, Cooper and Cooper S.

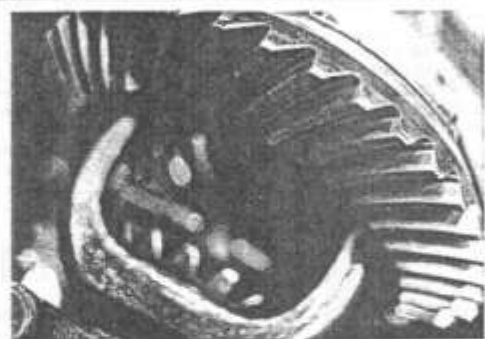
■ The new design is all-British.

■ Rover is toying with variants adorned with the Mini badge. A Rover spokesperson predicted, "You can do almost anything with the Mini name."

DOGS LOVE MORGANS!
PEOPLE TOO....

PHOTO COURTESY NISSAN

THE SPECIALISTS
PEOPLE WHO CARE FOR CLASSICS



Fab gears from GKN

Tucked away in a little industrial unit in north Birmingham, dwarfed by its parent company's neighbouring manufacturing facility, is a little-known operation with a well-known name. GKN Axles - Salisbury Division Customer Service Centre specialises in renovating Salisbury axles and Powr-Lok differentials.

Led by Eric Mills, a small team of just six fitters - with over 150 years' axle building and renovation experience between them - offers a unique service. Salisbury Axles was bought out by GKN in 1966, and since then Eric and his team, on a word-of-mouth basis, have been renovating the axles they built under the original name. Just over 12 months ago, the now autonomous operation was moved to its present location and dedicated itself solely to the rejuvenation of Salisbury axles, as found in just about every classic from Aston Martin and Jaguar to Bristol and Jensen. All Salisbury manufacturing records are on site, so anything can be looked up, checked, confirmed or traced back, both on paper and microfiche film.

The vast majority of work carried out is from private individuals, and there's virtually nothing the experienced and dedicated team can't tackle. The entire process is carried out in-house and, with BS5750

Eric Mills (white coat) and his team can rebuild any Salisbury/Powr-Lok combination

accreditation, each customer is guaranteed service to an internationally recognised standard. It is a truly international operation, with axles descending from all over the world for the unique treatment.

Generally, each customer arranges to have their tired and leaking axle delivered to the premises, though many take it there themselves. Eric will gladly give you a quick tour of the facilities and the impressive array of specialist equipment - the sort of equipment that back street operations don't have and where

consequently you might only receive half a job.

When the axle arrives, the worst is always assumed and, although Eric relies on what the customer tells him in terms of noises, problems, and suppositions, nothing is left to chance. A monitored, methodical strip-down begins, during which every potentially reusable component is visually inspected, measured and further disassembled to reduce the entire axle to its component parts. As a matter of course, all 'consumables' are replaced - that is all bearings, shims, grease and

oil seals, bolts, safety tabs, hub nuts and gaskets. Before reassembly can begin, the casing is thoroughly cleaned and degreased in a huge high-power pressure washer, and the oilways inspected to ensure they're not clogged. Yes, even a diff casing has oilways - the rotation of the crown wheel 'pumping' oil down to the pinion bearing.

Halfshafts are crack tested, and straightened if bent. Crown wheels and pinions are inspected for undue wear - generally a result of massive (200,000-plus) mileage or being run low on oil.





Crown ring run-out gauged



Pinion/diff offset checked



Preloading the bearings



All drawings are on hand

The differential - the heart of the axle - is stripped and all side gears and pinion mates (also known as planetary or sun gears) are carefully checked. If anything is worn beyond further use it is replaced with components manufactured on site. Bearings, bolts and seals are the only bits not made by GKN. Even the offset of the pinion and diff carriers is measured to assess any twist in the diff casing, so that the crown wheel and pinion can be lapped for better tooth contact if necessary.

In the case of a Powr-Lok limited-slip differential, the friction plates are changed and the whole thing is reassembled to suit the customer's usage. The amount of 'slip' can be varied by altering the assembly order of the friction plates inside the LSD to achieve anything from 40lb ft lock-up for road use to 130lb ft for track use. The higher the setting, the less the diff will slip, so the more the tyres will scrub and the quicker they'll wear.

If you want to swap from standard diff to Powr-Lok or vice-versa, no problem. If you want to change ratios, no problem. And if you want one or two subtle mods like a non-clog atmospheric oil breather, magnetic drain plug or 1/2in drive fill plug, again no problem.

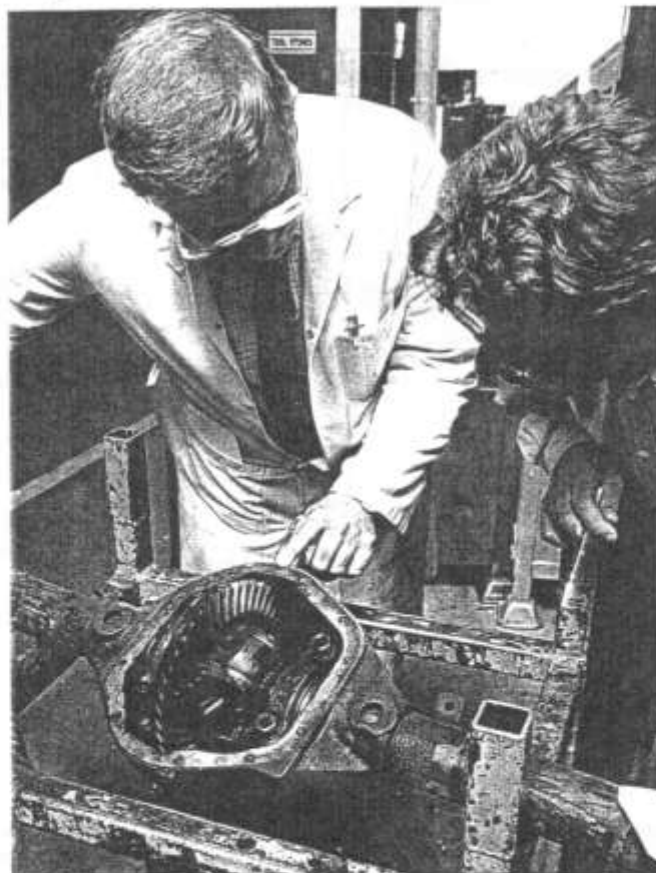
Reassembly can only begin when everything has been fastidiously inspected, cleaned and collected. Then it's simply a case of bolting everything into place, but with one or two complications. The diff and its carrier

bearings have to be pre-loaded, ie under pressure. The pressure comes from the casing itself, so a hydraulic press is used to 'squash' and distort the axle casing by as much as 0.011in so the appropriate spacing shims can be fitted. As the pressure is released, the

casing pre-loads the bearings. Once reassembled, the axle is painted and is ready for refitting.

Generally speaking each axle takes about six hours work in total, and can be turned around in five to ten working days depending upon the work involved. A

complete renovation usually costs anything from £400 to £450, but a worst case scenario (new crown wheel, pinion and differential) could run to £700. A new standard diff is about £110 and swapping to a Powr-Lok limited slip will cost £280.



This diff was worn and noisy after running low on oil

IN BRIEF

GKN AXLES LTD - SALISBURY DIVISION CUSTOMER SERVICE CENTRE

Location: Birch Road, Wilton, Birmingham B6 7JR, England. Approx 2 miles from M6, junc 6
Telephone: 0121 331 8027
Fax: 0121 331 1294

Established: see text

Proprietor: GKN Axles

Staff: six, led by Eric Mills

Costs: £400 to £750 per axle depending on condition and work required

Facilities: everything on site to clean, inspect, measure and rebuild Salisbury axles

Specialisation: renovation of Salisbury axles, standard differentials and Powr-Lok limited slip differentials, including all bearings, seals and fittings. Limited facilities for reworking Quaife diffs.

Notes: ratios offered: 2.88, 3.06, 3.31, 3.54, 3.77, 4.09. Turnaround generally five to ten working days, depending on workload at time. The company is BS5750 registered, with consequent high standard of workmanship and service.

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

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

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

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

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