



2-98

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



from: "Morgan, isn't that a horse" by John Erickson

THE CO-PREZ SEZ:

Fred & Lynn Kuzyk (msccc@sympatico.ca)

Well, given the weather that some of us are enjoying in February, it appears to be an early Spring! We hope that our members & friends in Quebec & Eastern Ontario have survived the ice storms without too much hardship. Congratulations are in order to members like Peter Toma, who like many others, volunteered their time to help the needy areas.

The big news for the MSCCC lately is the launch of the **MSCCC Website**. The Club now has its presence in cyberspace for the benefit of Morganeers & the British Car/Sports Car Movement everywhere. The site has events, photos, newsletter bits, links to other sites of interest, regalia from all over, info on Morgan cars, info on the British Car Council & Specialty Vehicle Association of Ontario, Club history & history of Morganeering in Canada. Those who are web capable, please come & visit as a few thousand have since January 24th. The URL address is:

<http://www3.sympatico.ca/msccc>

If you have any ideas or contributions, please let us know. Vern & I now have scanners, so if you have photos to share, send them along. In the future we hope to have classified ads & a list of email addresses. Once I get a sound card, you can expect a couple of interesting tunes! Surf on over!

I think the Club really needs a slogan. Seems like everyone has one. You know, "Dedicated to...", or "To preserve & drive the...", or "The Marque of Friendship", etc. We played with "Unification not just self-preservation". This one is a bit lofty considering our resources. So, I think I got one: "**Our Focus is MORGAN...our Scope is much greater!**" I think this implies a broader outlook, as well as Morganeers being more than the everyday & ordinary. Then there's: "The Little Club that Could". Let us know what you think. Afterall, "**Morgan, it's more than a car - it's a lifestyle!**"

I'd like to welcome the new inductees into the fold: **Michael Hughes**, Ontario; and **Chris and Gayle Taylor**, Ontario. Welcome!

Chris Taylor, Alec Knight, & Vern Dale-Johnson have volunteered to be the judges at this year's Fall Weekend. Vern has accepted the mantle of Head Judge this time, so prepare your bribes and do it discreetly. One other judge hasn't been approached yet, Ray! The Fall Weekend promises to be another splendid affair. Peter & Heather McCowan are looking into the arrangements, once again.

BEER, ANYONE? Anyone out there drink Sleeman's? The Guelph brewery has a program whereby, if our group sends them receipts for product purchased, they will give face value towards merchandise or product! If say 20 members buy 5 cases of their beer a year, and submit the receipts to the Club, Sleeman's would give us a credit for about \$2500! That would yield a lot of suds for functions, or door prizes for the Toy Run! Start drinking, folks! And get a receipt.

MORGAN LIFE? Folks are wondering what is happening with this publication. Since its premiere issue last year, there have been no further examples in the subscriber's mailboxes. Melvyn Rutter advises that the publisher's health has been poor. There is no shortage of material & the magazine is not a scam. Hopefully, new editions will be forth-coming when the man is on the rebound.

IN PRINT. The MSCCC was featured in the most recent edition of the *British Marque News* publication, on the BCCI page. The

articles dealt with: Morgans at Stowe, Anne Fort-Menares car's new owner & his ordeals, as well as my own ramblings on the use of stockings for a repair, and upcoming events. We thank Jon Rosenthal of the British Car Council for submitting these. We also thank Chris Phillips (winner of the "Santa's Favourite Jaguar" award) for the article he wrote on the 3rd British Car Toy Run, which appeared in color in his US club's magazine, *Jaguar Driver*. We appreciate the effort & exposure!

Copyright Infringement. The Club apologizes for printing the one page "**Morgan Buyer's Guide**" from *British Car* magazine, in the last edition of *THE BLURB*. This was done without permission. We won't do it again, we promise! It's funny but Joe DeLuca for instance, was only too pleased to have his "**Raymond the Cat**" Morgan cartoons featured on our website. In *British Car's* case, the 120 or so black & white photocopied reproductions is detrimental to their business. Although we swap ads with *British Car*, their policy is NOT to grant permission to redistribute any of their material. Understandable, business is business. The law is the law! Copyright law does allow the brief inclusion of quoted material for critique purposes from acknowledged sources. *British Car* would like us to direct readers to articles of interest, so that members purchase the magazine. We'll certainly do that. Speaking of which, I just received word today that the photos & Toy Run article supplied to them will appear in the upcoming issue's "Dispatches" section! And how did BC learn of this transgression? Why, the Club sent them a free copy of *THE BLURB*! Ooops! A similar situation occurred recently when a club (not MSCCC) used drawings from the **Morgan Spares** catalog & didn't include the source. This is what puts food on the table for lawyers. A warning to newsletter Editors everywhere: be careful, rough seas ahead! Oh, if anyone wishes to sue, our Club's assets, plus a dollar, would probably get you a coffee!

REGALIA. Vern has Club crests available at \$10 each. Embroidery is still available (at \$10/item). He also has a ladies MSCCC watch available at \$45. I've scooped the one-of-a-kind male's version! If anyone would like name tags or car magnets, let us know & we'll make them.

BCCI. The British Car Council held a meeting on Feb 21. I was unable to attend, but BCCI Director Ven Dale-Johnson was there. New Directors have come forward to take the place of departing Directors Vern & Jon Rosenthal. These are Representatives from The Rolls Club & the Healey Club, Paul Burnett of the Bluewater British Car Club of Sarnia (organizers of this year's Triumph "**Canadian Classic**" July 30-Aug 3) will remain as a Director. Vern has offered to remain active with the organization, taking over from myself as the MSCCC Rep in April. Lant & Co Insurance Brokers has announced a Club Insurance Program. At this time, the rates are not as attractive as the Council's, at least for us.

SVAO. The Specialty Vehicle Association of Ontario has been continuing it's work regarding legislation in Ontario. Recently, they have been involved in a Coroner's Inquest involving a "custom car" that may have future ramifications for this segment of the hobby. The SVAO has met with the MOT, with regards to the possibility of creating a lower fee for specialty vehicle owners, other than the Historic Plate method. The following has been provided as an interim method. "A vehicle can be linked to two other registered registered entities of individual or company type, and have its own



Registered Identification Number (RIN). As part of the joint registration, a stager date, other than an individual's birth date, can be chosen." The idea here is to have you and your spouse jointly register your collector cars and choose the renewal date beyond the date that you put your babies away for Winter For renewal you simply buy your plates when you are ready to take your car back out on the road the next year! You only pay for the months driven! The SVAO Annual General Meeting takes place on April 18 at the Ford Company HQ, in Oakville. There will be guest speakers on emissions, MOT inspections & Licensing, etc. All are welcome! Contact MSCCC member Paul Whittaker (also a SVAO Director) at (905) 677-9259, for more info.

EVENTS: There's much afoot this season! We've received invites from the Rolls, MG, & Rovers Clubs for activities, as well as the Empire Day organizers. I'd like to touch on a few of these below. We'll have more info for you on all the happenings, as we get closer to their dates. It's been confirmed that **Empire Day July 4** will once again follow the same fun, family format, rather than a concours.

SPRING FLING May 22-24. The Toronto MG Club has invited the MSCCC to join them & the Toronto Triumph Club for this annual event. The weekend event takes place in the Niagara area. We will be headquartered at the Embassy Suites Niagara located at 3530 Schmon Parkway in Thorold. Your rate is \$87.00 per night and includes a breakfast. You may reserve your room now at 1-800-EMBASSY or (905) 984-8484, please mention reservation number 117490 and the MG Car Club of Toronto. The hotel has a pool, an exercise room, a sauna and a whirlpool. On the Saturday, we will tour some of the local wineries and shop in Niagara-on-the-Lake. We will end our tour back at the hotel for a friendly inter-club volleyball tournament. Because of the lack of interest, this year the car show will be dropped. On Sunday, the group will cruise to Mount Hope and join the Austin-Healey's "**British Wheels and Wings**" **May 24** at the Canadian Warplane Heritage aircraft Museum. Registration is \$20.00 per car and the Saturday banquet is \$30.00 per person. You may direct your questions to Martin Brassard at (905) 712-0719 or e-mail: mbrass@yesic.com

MSCCC ESCARPMENT RUN III June 14. Host Nyal Wilson is opening his home once again to members for a lunch, followed by a scenic tour of Dundas, Ancaster & beyond. Starts at Noon. Please call Nyal to RSVP, at (905) 304-3047 or Fax: (905) 304-0888. This is always a good day!

BRITISH CAR DAY at the THEATRE, June 28. Hosted by the Rolls Club. Takes place at the Herongate Theatre, 2885 Altona Rd, in Pickering, ON. Group lunch & performance of the British comedy/thriller "Deathtrap". Lunch approx at noon. Performance at 2:00 PM. Tickets are \$34.95 per person, including lunch. Only 150 seats. Advance tickets only, deadline is April 1. Contact Kiwi Compton at: (416) 960-1393.

MSCCC PIG-OUT, August 1-2. That's right, TWO days! Alan & Marlies Sands have resurrected the camp-over concept at Pipers Hills, in Caledon! Those that can stay are being encouraged to bring tents, sleeping bags, etc, to party through till morning. As always, BYOB, bring bathing suits, & food items. Members of the **GoMoG** Ottawa Morgan group have expressed interest in joining. Otherwise, the event is closed to MSCCC members and guests. You never know what to expect at this event. Last year, the McCowan's had a tech session (put on by Steve & Martin Beer) & hired the Climax Blues Band. The previous year, Al staged a fun rally. The only things you can count on is that there will be roasted pork & the

ultra-lite will not be flying! Mark this on your calendars & RSVP to Marlies at (905) 936-4341.

MSCCC 4TH BRITISH CAR TOY RUN, Sept 27. Negotiations are under way with Land Rover Canada for an increased presence at this event. Trevor Easton of the Toronto Area Rovers Club has been generously attempting to have British Army Land Rovers make an appearance. We won't hold our breath, as we have experience with trying to obtain permission at "upper levels", but we certainly appreciate the effort to try & have the army make an "invasion landing"! Phil Miller has pledged his support again, as has the Halton Region Museum. We are always looking for help & volunteers for this day. Can you?

Vern has asked me to mention the financial specifics of the Toy Run, as they have not really been detailed to the membership before. The event costs in the order of \$800-\$1000 to stage, not counting incidentals (long distance, duplication, fax, etc). While not an exorbitant amount, it is sizeable when you consider that this sum represents 30-40% of the Club's annual income! Last year, except for incidentals, we pretty much broke even. The hall & chili cost \$400, dash plaques \$200, awards \$200, Disc Jockey \$125. These expenses were offset by \$200 & change from the **Morgan Motor Company**, \$362 from the 50/50 draw, \$150 from the **British Sportscar Club**, \$60 from food donations, and \$40-\$50 from each of: **The Mechanics & Howe Motor Works**. In addition to the articles donated, Jimmy received \$50 from **BMC** and \$100 from the **Volunteers at the Halton Region Museum** from the food sales there. Jimmy has always received a donation each year from the **Toronto Triumph Club**. **The Hamilton Firefighters Association**, I believe, has made a donation of a couple of hundred dollars. This year, the **MSCCC** gave Jimmy \$250, \$100 of this donated from our members, at British Car Day. In the first few years, Lynn & I absorbed some of the costs, as we felt this necessary to get the thing off the ground. With the support of others, this has been lessened each year.

Sep 29-Oct 1: CAARGB North American Rally arrives in the Toronto-Niagara area. Approximately 25 European cars of all description on a rally from Nova Scotia to Florida. Sept 29: Arrives at the Oshawa Holiday Inn. Sept 30: Toronto to Niagara. Oct 1: Rest day in Niagara, staying at the Best Western Inn On The River, 7001 Buffalo Ave, Niagara Falls, NY. All are welcome to join the participants. Possible winery stop in Niagara area.

As individuals & a Club, we receive many requests for appearances at functions. We try to honour these whenever possible. We try to promote the Club & the marque through such avenues. On one day this week we received two requests for Morgans! These were by non-car people that would like to have old cars at their function. I must be getting old or perhaps more picky, but as some potential business folks have asked of the Toy Run: "What's in it for us", I have to ask the same. In the one case, attempting to sell members on having their cars stuck indoors at a business conference, just so that they can mingle with 600 biz people (and forgo 2 british car events the same weekend) is not an easy task! It's kind of like website links. I'm finding that folks like having a link to their site (to spread their word) but they're not always so keen on linking yours. We'll continue to do what's reasonable.

I'd like to thank all those who have offered support & encouragement for Lynn. She has a month to go of chemotherapy, followed by 4 weeks of radiation. I'll be studying for my Lieutenant's exam over the next two months. Business before pleasure! See you down the road!

-Fred Kuzyk



2 *The Co-Prez Sez*
 4 *Events Calendar; Editor's Notes & News*
 6 *Interclub Activities*
 7 *Notes from the East; Notes from the West*
 8 *G.B Sterne, his honours, his cars, his story – Mike Powley*
 10 *The Classic Sportscar Revisited – Peter Balfour*
 13 *Scuttlebutt Corner – Hairy (Winston) Hogmog*
 15 *Morgan Sports Cars: The Early Years – Win Sharples*

16 *For Sale*
 17 *F-Type Replica – Serge Dejardins*
 20 *Are you what you drive? Road Signs – Bill McLaughlan*
 21 *Recycling Ontario's Clunkers – Tony Van Alphen*
 22 *Dec 68 R&T Morgan Plus 8 road test*
Classified; Membership renewal / Executive

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

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)
 June 14 **MSCCC ESCARPMENT RUN III** (RSVP to Nyal Wilson (905) 304-3047 or Fax: (905) 304-0888)
 July 2-July 5 **MOG 28**, Emmitsburg, Maryland (info: Sara Corbett 804-593-3590 or Lee Ridgeway 610-458-7540)
 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 11-13 Autumn MOG, Jiminy Peak, Hancock Massachusetts (Info: Stuart Ross, 908-876-3688)
 Sept 27 *4th 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 16 **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 7 **Vintage Auto Festival**, Victor NY (contact WNY MG Club @ 716-924-3381 or 315-524-2128)
 June 21 **Classics Against Cancer**, Georgetown (details www.aztec-net.com/~classics/)
 July 3-5 **Rally in the Valley**, Kelowna B.C. (details Peter Wingfield, Okanagan BCC, 250-435-2339)
 July 4 **British Empire Day at 50 Point** (details Phil Miller millers@stn.net or 905-877-4600)
 Jul 30 - Aug 3 **13th Annual Canadian Classic**, Blue Water BCC (details, Larry Edmonds, 519-541-1301)
 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)

Erratum: With apologies to Dale Barry, editor of the Morgan Plus Four Club **Format** – "*On a Mission*" by Evelyn Willburn was originally published in their Dec 97 issue; and to Greg Kaufman, editor of **Morganizer** (GoMoG) – "*The Bug-eye*" by Peter George was originally published in their Spring 97 issue. Note the enclosed letter from Gary Anderson of "**British Car**". We do apologize for copying without permission and thus infringing on the copyright of the **Morgan Buyer's Guide**® article. There have been several comments from "authors" and "publishers" recently regarding use of copyright material in club newsletters without permission or proper credits. As noted we do try to ensure permission to publish is obtained and all original authors and publications are appropriately credited and encourage other editors to do likewise.

"**Practical Classics**" Feb 98 issue contains a Morgan article. Unfortunately both Fred and I missed picking up a copy. If anyone did and would like to drop us a note summarizing the article this would be appreciated. "**Classic & Sports Car**" April issue has an article on Chris Lawrence and his Morgan connections to racing and development over the years. On a lighter side the **Hongkong Bank of Canada 1998 calendar** has a Morgan DHC featured on February's poster. Love the caption "**Act responsibly now, so you can act irresponsibly later**".....

Congratulations to Bob Poloz and Gloria Poloz-Johnston for their "**Long Distance Award**" from the BCCI. Their distance travelled in 1997 was an amazing 21576 km! Other recipient in 1997 was our Prez's. For 1998, get your applications in (only costs a few minutes of time, an envelope, and a stamp). See application form enclosed with this Blurb.



I received a call from **Serge DeJardins**, member from Laval Quebec who I met at the 97 British Invasion in Stowe (but mistakenly identified as his friend Yvon Galarnau). Serge is building the F-type replica. He called to ask if I was interested in a story, with photos, on the project – of course! These have arrived and are included in this Blurb. The platform and frame are finished, wood is being erected and Serge hopes to have the car completed for BI 98. In the meantime to answer the call of the "British Blood" in his veins he's tooling around on a Triumph motorcycle. Good on ya mate! (Serge, please tell Yvon to send in his new address with 98 dues – his Blurb's are being returned as undeliverable).

Rebuilds and undeliverable mail... will our Alberta members please send in an update on David Gard's +8? David -- your subscription has run out (and your mail is making round trips)! Time to renew....

May 15 & 16, **All British Field Meet** at the Van Dusen Gardens in Vancouver. Ron Theroux is suggesting out-of-towners stay at the Ramada Hotel at 19225 Hwy 10 in Surrey (reservations through 800-272-6232, quote #1626 "Morgan Owners" or call the hotel directly at 604-576-8388). Hotel is new, indoor pool and spa. A 40 minute drive from the ABFM but 10 minutes to the after party! Yes, the priorities are straight! Let Ron know if you are planning to attend the after-party -- 604-576-2957 or theroux@intergate.bc.ca

Fred has announced the birth of the Morgan Sports Car Club of Canada **WEBSITE**:

<http://www3.sympatico.ca/msccc>

This "baby" is gender neutral, not the prettiest, & weighs little BUT it has a local, national & international Events List, Newsletter articles, info on BCCI and SVAO, Links, Morgan car info, Photo Gallery, Club Info & History, and info on our 4th British Car Toy Run. Thank you Fred Kuzyk for getting this together.

MOG 28 (MCCDC) will be held at Mount Saint May's College in Emmitsburg Maryland starting on July 2 with a wrap-up and good-byes on July 5. **Rooms must be booked by May 26 either at the College or in area Motels.** If booking at the College, consider the 3 room apartment option (sleeps 5). Contact Sara Corbett 804-593-3590 or Lee Ridgeway 610-458-7540 for details on the event. Call Bob Hanson for housing information (7-10 pm only at 703-820-3496).

Autumn MOG (3/4 Morgan Group) is planning their Autumn MOG over the same weekend as the MSCCC Fall Weekend. For those in Eastern Canada who won't be coming over for "our" weekend, give Stu Ross a call at 908-876-3688 or stuross@nac.net for details of the event at Jiminy Peak. Concours, rally, autocross and banquet are being planned plus a visit to Hemmings Motor News. Cost, including banquet and accommodation in condos or 3 room suites, is expected to be under US\$350.

Those interested in keeping up with the activities of British Marques throughout the US and Canada should consider subscribing to "**British Marque News**". Cost to BCCI "members" is only US\$10 for 11 issues. Use the enclosed subscription form.

BLURB advertising: Our policy has been to offer a "free" business card size ad to any member wishing to advertise. Rule is your name must be on the card or it won't get included (ie, don't send in a card from a friend). These "free" ads will remain as long as the requestor pays dues before March 1 of each year. In addition we have offered to include a "flyer" if the advertiser pays that month's postage to members (this is pegged at C\$100). As we are

getting requests from others for advertising, the following has been determined as policy:

- 1) advertisement will be placed in 6 consecutive issues only (ads for inclusion in less than 6 issues will not be considered -- use the "flyer" option).
- 2) cost of a 1/8 page ad (about 4 x 3 inches) is \$60/6 issues.
- 3) cost of a 1/4 page ad (any shape) is \$100/6 issues.
- 4) cost of a 1/2 page ad (any shape) is \$175/6 issues.
- 5) copy ready artwork must be forwarded to the editor with a cheque for the above amount made out to the MSCCC.
- 6) decisions on inclusion of advertising and location are at the discretion of the editor.

Vern: Just received the blurb and noted Lynn's [Evelyn Willburn] article. The whole newsletter looks good. How in the world do you have time to put all that together? If anyone there is interested in pre-war racing and car display, let them know about the **All British Extravaganza** at Buttonwillow Raceway on **May 2-3**. Last year we had 10 pre-war race cars and 9 Morgan 3 wheelers. We expect about twice that many this year. It is sure to be quite an event. Dale Barry, Plus 4 Club TAZZBARRY@aol.com

Dear Fred: Many thanks for putting my **Morgan Registry** onto your links. That will be a big help in attracting other owners who might like to be listed. A reminder, nobody has to be on a computer to be listed. The more people who are listed, the more interaction that each of us can make with one another in obtaining information, parts, etc. about a particular car. I currently have 317 cars listed, and hope to make 400 by summertime. I will be updating and improving my page and making it more strictly Morgan in the coming months, so it might look a little better then... Please bear with me!

By the way, if any of your members would like to add their name without e-mailing, my address is:

Tony McLaughlin
P.O. Box 1064
Daphne, AL 36526.

The information needed is: year, model, serial#, color, owner, city, state, country, email address (if any)...

If owners don't have all of that, any available information would be included and added to the list...

Thanks again, [TonyMcLaughlin 1dmcjr@zebra.net](mailto:TonyMcLaughlin1dmcjr@zebra.net)

<http://www.zebra.net/~1dmcjr/>

>> Join the Morgan Registry listed on my web page! <<

Dear Fred, I am in the process of compiling with Jake Alderson the second Volume of **Morgan Racing History** (after 1953, the stop date for the first volume which has just been published--Alderson and Chapman--it even has a Western Australia Flat Rad on the flysheet! Not mine but the chap driving it lives a block from me). If you have already seen the book you will note that the North American information is a little scanty for Canada. Jake and I wondered if you could suggest whom we contact for the bits and pieces of the Canadian jigsaw--pictures are very important, race programs help to establish who and what was entered in what and results sheets make the outcome gap a little narrower--then there is the anecdotal information which is essential to put the humanity into the times and places etc. The first volume took just over 10 years and we hope that the second will be a little quicker.

I expect to be in Eastern Canada (Toronto, Kingston and Montreal) visiting my parents in law in Knowlton PQ in May-June and so could actually go and talk with people who have the information. Any pictures I usually have them couriered to me for copying and



then courier them back--haven't lost any yet! Hope you can help or steer me in the right direction. **Craig Atkins, Head Dept of Botany, University of Western Australia, Nedlands WA 1907 Australia. tel 618 9380 2262, fax 618 93801001.**

Dear Fred, Thanks for the prompt response [to my enquiry regarding Morgan racing in Canada]. I appreciate your sending the mail on to Mike Powley—if he does not respond in a week I will pester him. Yes please fax the message on to Audrey Beer. Sounds as though these two should be valuable contacts. I will write to Dave Elcombe and Dave Smith. I will be back in contact no doubt as things unfold. I don't know if there is anything I can do to help you or the Canadian Club but if anything comes to mind don't hesitate to ask, Regards, *Professor Craig Atkins.*

Dear Fred & Lynn: A very special hello to you. Thanks for the magnificent polo shirt [gift of thanks for efforts with last year's run to Montreal]. Although I've been thinking of you I'm not very good at writing but would like to see you this summer. Hello to everybody, especially to Vern. Happy New Year to everybody. Very happy about Jacques F1 championship and I am temporarily a blonde! Regards, *Marc Lalonde*

At a recent computer expo (COMDEX), Bill Gates compared the computer industry with the auto industry and stated, "If GM had kept up with technology as the computer industry has, we would all be driving \$25 cars that got 1000 miles/gal". Recently GM

addressed this comment by releasing the following statement: "Yes, but would you want your car to crash twice a day?" Occasionally your car would die on the freeway for no reason and you would just accept this, restart, and drive on. Occasionally, executing a manoeuvre would cause your car to stop and fail, and you would have to re-install the engine. For some strange reason, you would accept this too. You could only have one person in the car at a time, unless you bought CAR95 or CarNT. But then, you would have to buy more seats.

Macintosh would make a car that was powered by the sun, was reliable, five times as fast, twice as easy to drive, but would only run on 5% of the roads. The Macintosh car owners would get expensive Microsoft upgrades to their cars, which would make their care run much slower. The oil, gas, and alternator warning lights would be replaced by a single "general car default" warning light. New seats would force everyone to have the same size butt. The air bag system would say, "Are you sure?" before going off. If you were involved in a crash, you would have no idea what happened.

(from the internet -- original author unknown)

Interclub Activities:

Ed Burman (elburman@cyberus.ca)

Just in case you thought that GoMoG was one of only a few acronymous pseudonyms for Morgan Owners Clubs or Groups, I have tried to gather together a bunch of others which may amuse, entertain or horrify you. Perhaps we should have a contest to select the most appropriate one!

Club	Acronym	Club	Acronym
Bristol, England	BogMog	Brighton, England	SexMog
Florida	GatorMog	Ohio	OhMog
Toronto	HogMog	Cranfield, England	CranMog
Donington, England	DonMog	Durham, England	NorMog
E. Anglia, England	AngleMog	Gloucester, England	SpotMog
High Peak, England	TorMog	SouthEast England	HopMog
South Wales	TaffMog	Channel Islands	ChanMog
Cumbria, England	FellMog	Cyprus	CyMog
E.Counties,England	FolkMog	KoIn, Germany	RheinMog
Lincolnshire, Eng.	LinMog	London, England	SmogMog
Northern California	FogMog	Northern England	NorceMog
Oxford, England	OxMog	Peterborough, England	FringeMog
Plymouth, England	OggieMog	Scotland	JockMog
Texas	TexMog	United Arab Emirates	Mogite
Texas (Gulf)	MogMog	Philadelphia	MopsMog

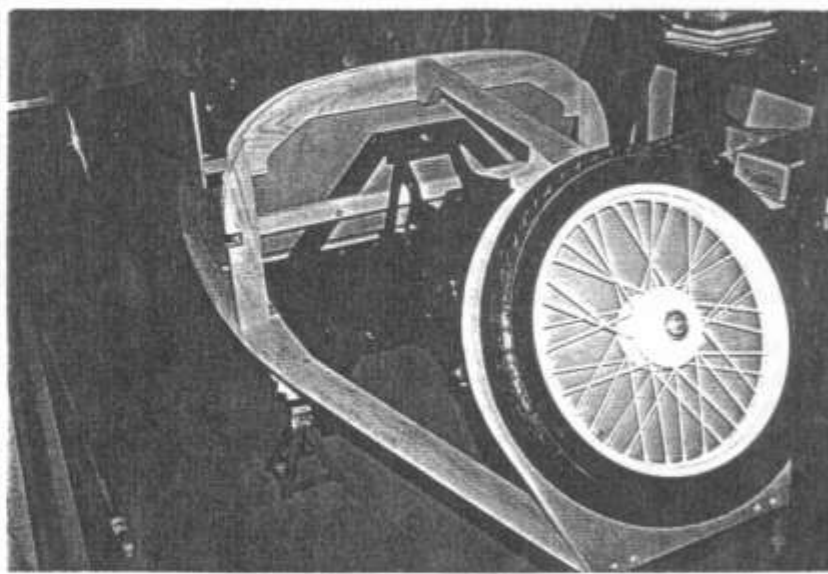
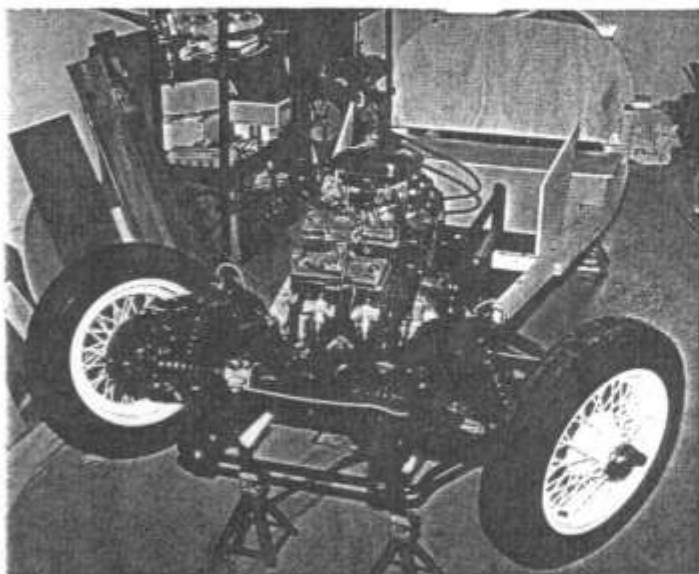
Some names that seem to be begging for a home are: SnogMog, DogMog, FrogMog, CogMog, GrogMog (for the Australian group), FlogMog (S & M Morgan Owners), JogMog (Distance Runners), ClogMog(Netherlands Group), LogMog, SogMog, TogMog (for the fashion concious), YobMog (UK soccer fans). How about TrollMog for the Norwegians, VinMog for the French or YodelMog for the Swiss? Suggestions for other countries which have Morgan Owners Groups (but no acronym) would be welcomed. These include Austria, Belgium, Denmark, Italy, Japan, Luxembourg, South Africa, Spain, and Sweden. Send your suggestions to me at Box 268, Carp, Ontario. K0A 1L0 or, by E-Mail at elburman@cyberus.ca or, you could phone me at (613)839-3041. Hope to hear from you soon.



Notes from the East:

Greg Kaufman (toad@storm.ca)

Vern: I've had numerous requests for more **silver buckles**. At this time, 3 have been confirmed so I'm going to order some. Are you interested? [Yes, committed to another 3 buckles -- 6 total being produced]. These will be numbered A1 - A6 to distinguish them from the first 15 numbered 1-15. Anyone interested in this unique Morgan accessory [for those who are not familiar, the buckle is a "dress" buckle, **cast in sterling silver**, featuring a **raised Morgan script in a raised "box" outline**. Price of the original series was **C\$180**] please get your requests in now! Contact me [Greg Kaufman] via e-mail (above) or phone at 613-832-3620. Regards, Greg



Real East! Serge Desjardins "F Type" replica taking shape, info and photos page 17

Notes from the West:

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

Fred - well you (and Craig Atkins) asked for it ... here is all you ever wanted to know about the STERNES cheers Mike P.

GEORGE STERNE'S HONOURS FROM 1957 TO HIS LAST ACTIVE RACING YEAR -- 1975

First Place Championships ICSCC	- 18 total
First Place Championships SCCBC	- 27 total
First Place Championships CASC	- 1st in Sports racing ; 1st overall
Total	- 47 overall

Total 1st place trophies	- 172
Total trophies in the 19 years of racing	- 401, mostly 1st, 2nd, & third



G.B. STERNE'S MORGANS THROUGH THE YEARS

YEAR	MODEL BODY STYLE	COLOUR	RACED
1957	PLUS 4 4 SEATER	BLACK	3 years
1960	PLUS 4 4 SEATER	BLACK	3 years
1963	PLUS 4 SUPER SPORT 2 SEATER	BLACK/WHITE	3 years
1965*	PLUS 4 PLUS COUPE 2 SEATER	BLACK	NEVER
1966	PLUS 4 COMPETITION 2 SEATER	BLACK/WHITE	3 years
1969	PLUS 8 R.H.D 2 SEATER	BLACK/WHITE	4 years
1972	4/4 2 SEATER	BLACK/WHITE	3 years
1972**	PLUS 8 R 7567 2 SEATER	BLACK/WHITE	NEVER

* Plus-4-Plus is believed to reside in Princeton B.C., it is owned by a local Doctor and the Morgan Pacific Northwest Club paid it a visit in May of '90. ** Plus 8 has woodrim steering wheel, 6 inch wire wheels, currently in Deep Bay.

About the author:

Mike Powley has been a Westwood/Morgan groupie since 1961 when he first ventured out in his 1954 MG-TF and later his 1964 MG-B. These visits to the track and in the pits with the Sternes culminated in the ordering of a 1970 4/4, waiting the customary 9 months for the delivery, and having 10 years of great times. Mike and Rosemarie currently own Bob Sterne's 1972 4/4 Four Seater, mate to G.B.'s 72 Plus 8. This article was written as a tribute to GB Sterne in 1992. It refers to Lydia in the present tense -- sadly Lydia Sterne has also passed on.

"...AND WE THOUGHT IT WOULD NEVER END!!!"

A TRIBUTE TO G.B and LYDIA STERNE, THE MORGANS, THE TRACK, THE LIFE.

This was the only kind of comment fellow Morganeer Larry Emrik and I could come up with, Monday evening October 15th, 1990, when I got the call from Al Allinson's step-son Bill Hauter, that George Beatty Sterne had died suddenly that afternoon, at home in Deep Bay, Vancouver Island, age 79.

Many of us never thought that those little irksome British Sport Cars mysteriously brought to life most of the time by the gods of LUCUS would ever stop being produced or that a WESTWOOD TRACK would not always be there to test such cars prowess at dicing around a great track. Well the start of the '90's brought the last ever Historic Westwood races as the track was again scheduled to go to subdivision and now in October a person symbolizing many of the great times in British Columbia motorsport had just passed away.

This piece is about those great times, G.B. and some of the many people associated with one Marque of those small, irksome British cars and virtually the only one of any note left - THE MORGAN. In B.C. if not in the Pacific Northwest area of North America, no statement could be made about this car without G.B. and his wonderful wife and partner at the track - Lydia Sterne.

FIRST - IN THE BEGINNING -

What before all this?? After Service in the Second World War G.B. owned and operated a recycled Standard Chevron Station in Sidney on Vancouver Island as a service garage, this eventually became the first home for the fledgling Morgan Dealership George had to work so hard to get in convincing Peter Morgan that it would be viable - came down to an appeal to Peter's loyalty to serving the outposts of the British Empire with Mogs that finally closed the deal!!!

Life before Morgans included early eventing with a black MG TD that G.B. and Lydia would drive over to the Abbotsford track, in 1954 and then later replaced with their first MORGAN a '57 PLUS 4 - 4 Seater, and at age 45 George's driving career began in earnest.

In these days nearly everybody drove to the track and hopefully home again, Pat and Roland Gilbert, early friends of

FROM THE LATE '50's TO THE EARLY '70's..... THE GREAT YEARS OF G.B., MORGAN and WESTWOOD EVENTS

The man and the myth in the '60's at Westwood - the fans in the Pits all knew of this guy from Vancouver Island - drove the funny Mog over, - couldn't come late as in race preparation the muffler would be too hot to remove in time so he always got there early enough to cool the muffler and then take the bumpers off. My first chats with GB as a fan would be as he was putting all this stuff back on to catch the ferry back to Vancouver Island.....now that was stuff of legends in a



the STERNES remember a typical incident at this site in 1957, that could be classified as one of G.B.'s racing tips???

There were two MORGANS racing that day, both Plus 4's, one being George's first 4 seater, in black, the other 2 seater began to display one of those irksome characteristics of British Sports Cars - it would lose power after about 2 laps and come crawling into the pits, GB to the aid of the fellow driver checked everything, including dipping the gas tank, off the car would go again only to repeat the crawling number several times. At this point the frustration of all was running very high but GB focusing in on the gas tank again noted when it was opened there was a suction sound of air rushing in AHA! - SOLUTION - by G.B. - Owner had been polishing the air vent on the gas cap - plugged same with wax - result the Mog would only run until the vacuum in the tank exceeded the pull of the fuel pump!!! (case solved by G.B.)

world even then of trailered sports cars.

Son, Bob Sterne considers this part of the racing adventure in Morgans as one of his most precious memories of his dad when they raced together in 1972 George in his Plus 8 and then on to the Canadian Championships at Mosport, where they both DROVE the Mogs to the Ontario races and home again. G.B. expressed this philosophy many times and in



1974 he tells Sun columnist Alan Daniels.

"Every other driver put their car on a trailer to get to Mosport" (ONT.) ...I hitched a trailer (full of spare parts) to my car and I drove it there. When we got to Mosport we unhooked the trailer, drove the race, hooked the trailer back-up again and drove home - via California!"

Yes, there was a time G.B. didn't drive home, and novice driver Frank Gruen recalls - During one of the NASCAR type events, George was "pushing" a Corvette past its limit. When the Corvette lost adhesion and spun, G.B. had no where to go except to render the Corvette helpless, with significant fiberglass pieces missing. The Plus 8 seemed to fair better, but was still not drivable. It came home on a trailer, and Frank felt certain that George was more upset at not being able to drive his "racecar" home than the fact that it was damaged. He was an advocate that the true sports car driver should be able to drive his joy around all week, drive to the track, and spend the weekend racing.

DRIVING TIPS FROM GEORGE DURING THESE GREAT YEARS - YES - THESE OFTEN BEING IN THE CAGY/WILY CATEGORIES.

John McNulty, a Mog driver more of Bob Sterne's age reminisces; starting out as a kid of eight years of age and at Westwood already!!!! when John observed George not to be just a very good driver but in later years a cagy/wily one. John likes this incident best " During one 20 minute race G.B. and a very quick AC Bristol were leading, (I think by now John was only 10! - an AC Bristol already yet!!!) exchanging the lead several times each lap. This disconcerting thing for George was that the AC had been passing him just before the start-finish for several consecutive laps. If this kept on, the AC would do the same thing on the last lap, also!!! George then began to exit the esses a little slower for the remaining laps allowing the AC to pass well before the start-finish line. Thus giving the other driver a false sense of security. On the last lap, as before G.B. emerged from the esses leading, but this time he held the pedal down letting the Morgan go was over the red-line in third gear. G.B. lead at the finish by a foot!!! The AC driver never knew what happened to him.

Son, Bob Sterne, also an outstanding driver in his own racing career, with ICSCC championships to his credit has his favourite "cagy-wily" story too: The cutest story about Dad was during a race he had with Mog driver and mechanic at the Burnaby shop, Dave Collis. In 1973, They, (Dave and G.B.) had a race long dice, and on the last lap, Dave was slip streaming him into the hairpin at Westwood, and pulled out to

THERE WAS AN INCIDENT WHEN GEORGE WAS NOT SO CAGY/WILY!!

Fellow driving couple Dr. Ernie Legerwood and Lynn not only raced (with a former Sterne Mog his '63 Plus 4 Supersport) and were active in the ICSCC and SCCBC, but Ernie was also G.B.'s Doctor!! and they remember one time that G.B. was not so cagy-wily -

Ernie was on the front row of the grid of a production race one day, with G.B. driving the middle car. G.B. had come out from the false grid smoking a cigarette, which he was finishing in a leisurely way. Starter Jim McRae was backing through the grid, checking each car and driver in turn pointing his furlled flag at each driver and getting a high sign in return. As he got

Good stuff and still true of Morgan owners in the Westwood Historical races and as I saw my self in England the spring of '90 at Donington where about 1/4 of a Morgan's only grid of over 20 specimens drove home after the event. (the highly modified plus 8's being the main exceptions)

The only driver to consistently beat GB in a MOG?? - Jack Murray of Seattle, during the 1960's....Lydia recalls... Jack and the Sternes were good track companions and Lydia remembers their only testy time when George was on the executive as V.P. and responsible, in part for rules on the track. Apparently Jack Murray in under full race conditions got cut off wrongly by a novice driver on the way to the pits - no appropriate signal was given - the cars collided, Murray got out and started to rap on the novice drivers helmet - G.B. via Lydia had to cast the deciding vote for a suspension from racing for Jack - a difficult call for George but in the end the right one!... and oh yes, Jack did buy his winner Mog from George!

pass - just as Dad approached a slower car. "I've got him!" thought Dave, and at that moment Dad put on his turn signal. Dave lifted his foot, thought "what the ????" and then realized to late what had happened as Dad pulled in front of him to win the race! When they got back to the pits, Dave asked him why he used the turn signal, and G.B. just grinned, and said "Why did YOU lift your foot?" A few comments were heard about the crafty old fox, etc. and everybody had a good laugh.

Advice was always given most freely by George on racing Morgans and Woody Thomson another early novice driver and owner of a '64 Mog 4/4 Series V competition model got an impressive demonstration of George's prowess at the wheel as follows:

The car has a difficult shift pattern due to a remote linkage configuration and Woody couldn't get it right. George and Woody when out to Westwood; George took the wheel and...says Woody..."I'll never forget how he put that car through its paces, skillfully 'crashing' the remote shifter up and down, through the gears with a ferocity that made me wince; but George explained that's how you have to do it. Woody went on to place in a couple of novice races at Westwood after the lessons.

to the front, G.B. leaned overboard (only can be done in MOG!) to butt his cigarette out on the track. Quick as wink, Jim flagged the field away - leaving G.B. sitting like a rock in a stream, with cars streaming past on either side.

Novice driver Frank Gruen was in that race and for the record who won that race? As Frank recalls... *"Needless to say the start was chaotic for everyone behind. Quite a number of us passed him, but at the end, as was usually the case, first overall, first in class -- GEORGE STERNE !"*



THE LIFE WAS NOT ALL TRACK! TRACK! TRACK! AND THE SOCIAL SIDE OF THESE EVENTS WERE ALSO OF GREAT IMPORTANCE TO ALL ESPECIALLY LYDIA.

The Ledgerwoods always liked the way Lydia would end the day with her famous detergent bottle and handful of tiny tiny containers to dispense her famous gimlets to the thirsty drivers and crews.

For Bob Wilkinson from Black Butte Ranch Oregon, who first met G.B. and Lydia at Westwood in the late '60's (racing a TR-3) remembers that the Sterne's home was always open for U.S.A. people and that they always had a great post-race time at the house. For Roland and many other of the younger Drivers the Sterne's social events were warmly remembered, for Roland Gilbert,

BEST THING EVER FOR THE STERNS????

I think from my recent conversation with Lydia in preparing this article that both Sternes would feel that the development and implementation of the Novice Driver Award system for the ICSCC first launched in 1983, would be the best ever event for both of the Sternes.

What other husband and wife team could set up this and make this award fair and functional - George's driving career of 20 years coupled with Lydia's on the track, in the pits support work - with Lydia doing just about every event job short of the race starter. (Lydia tells I'm not to talk about the black bra incident at the carousel corner at Westwood one year when she got stuck out there marshalling)

The Ledgerwoods noted this trait with the Sternes when Lynn recalled how many novice drivers were rescued "when Lydia produced just the thing he needed from a corner of the Morgan they had just driven to the track."

...HAS IT REALLY ENDED???

This life with Morgans, Westwood and the Sternes - well maybe not - Morgans are again being imported to Eastern Canada...and rumours abound that the last ever Westwood season of 1990 may be extended into 1991!! The Morgan Owners Pacific North West are still planning a visit to Deep Bay to see Lydia likely in the spring of 1992, (by the way the 1988 event was the highlight of my association with the

"G.B. and Lydia have been like a second set of parents, to myself, and attendance at Lydia's Boxing Day Brunch was always a special occasion for wife Pat and I."

For others it was the little shop in Burnaby that became the beacon for dreams relating to Morgan ownership and long time Mog Northwest Club member Bob Nelson, a WASH. USA resident, found it hard to take when on one of his visits to the Great White North, for parts, the first time he had actually one of his Mogs running well enough to come up to Canada with the car, that the shop was closed.

The 1990 International Conference of Sports Car Clubs Banquet took place Nov 17th and it was fitting that special mention of this achievement was respectfully noted in the program as follows: The Novice Driver of the year award is named for Geroge "G.B." Sterne, ... G.B. and Lydia were active supporters of the Conference, G.B. being our first Vice President. Always helping new drivers, Geroge and Lydia ran the Novice Licensing program in the late sixties, and gave many of G.B.'s trophies to the Novices.

It was fun to note in some of the articles by local columnists that speculation on how many such trophies G.B. would finally wind up with so to Tom Rossiter, Alan Daniels, and Nicole Parton (nee Strickland in '75), whose great write-ups in the mid '70's helped all cope with the loss of Morgans being imported into Canada at that time - the final count is... four-hundred and six!!! In fact there is still a bunch with Al Allinson and Lydia would like to see these get into some new action if possible!!

Sternes) and if she can Lydia will be coming over to the Vancouver All Brits event this May 25th to enjoy the day and socialize at the Morgan Marque party at the Powleys home following the day.



Special thanks must go to Lydia for spending a 1/2 day with me in Feb. '91 and providing for me along with some great pictures, contacts and material - the real inspiration to write this tribute. This article was originally published in the May/June 91 issue of Sporting Classics.

The Classic Sportscar Revisited:

Peter Balfour

It'd been a long time since I've driven an English sportscar. A decade and a half to be exact. So when my father called me up one day exclaiming that he had finally found the "perfect" Morgan +4, mixed emotions flashed through my mind.

I remember many an exiting moment with my beloved Triumph TR6. That was a great car. But like many things, time seems to filter out many aspects of distant memories. I remember all the great things about an English sportscar

but, I've seemed to have filtered out any of the negative features.

Dad had made a deal with a guy in Ottawa for a 1967 Morgan +4 Drop Head Coupe. A relatively rare car, and he did get a seemingly good deal on it. Dad has wanted a Morgan for years, so after the departure of his 1973 MGB a few years ago, he was getting the British car itch again. So this was the



car, his new baby that would take both my parents through countless hours of exploring warm days and twisty roads.

The first problem was how to get this thing home. Dad wanted to rent a trailer to tow his treasure home on. But I, in a fit of sportscar purism, convinced him that any Morgan owner worth his salt would just have to drive the thing home, top down of course. My years of salesmanship paid off and Dad took the bait. Dad figured it to be such a good idea that I was elected to pilot this relic home. This was not my main objective. No, I thought Dad could drive this thing home and get some time to learn precious idiosyncrasies about his new steed. But now it would be me who will drive this 29 year old car for 5 1/2 hours from Ottawa to Cambridge. I must learn to think these ideas out before I act on them. But, after rethinking this challenge, I actually got excited about it. Yes, chugging along in an old English sportscar, meandering through endless curves with the wind rustling through the cockpit does have an aura of romanticism. The big thing I was forgetting, is this car is not my modern 1991 Mazda Miata roadster. No, this is a very distant English cousin with an attitude.

The day we were to pick up this new member of the family finally arrived with a rumble of thunder and pouring rain drops dancing off the pavement. Dad pulled up to my garage at 5:30 am, as in O' dark thirty. We loaded various tools and other mechanical paraphernalia into Dad's Lexus and went to pick up my brother Jon. Jon is a little less keen about the idea of driving this Morgan home. He figures that we should just trailer it home, and Dad and I were just nuts to think this old piece of tin and plywood could make it 300 miles. Jon did not get that adventurous gene that I obviously inherited from some strange distant member of our family tree.

We drove along for 5 1/2 hours telling tales of how great this is going to be. Jon of course, was a little less optimistic.

We finally arrived at this huge farm and our reason for coming was parked elegantly on the driveway. She's a beauty. Dark burgundy red, swooping fenders, wire wheels and chrome bumpers. The paint is a bit tired with pancake size chips exposing its metal fenders. The top at one time was white but is now a pale gray with bits of torn cloth hanging from a few areas. The interior is in great shape, a nice red leather with walnut trim. Big gauges with "Morgan" encrypted across the face stare at you through a huge black and chrome steering wheel that might look more at home on a yacht. All in all, the car looks quite solid and should have no problem, in my opinion, making it home.

Dad and Lyle, the guy who is selling the car take off to the license office to acquire new plates and change the ownership. Jon and I have inspection duty and promptly change the oil for the journey. This car is so easy to work on and does have charm not found in today's cars. We carefully inspect the car and find it has a small coolant leak around the water pump. We informed Dad before he left to get some "Stop Leak" just in case. The car also had a faint exhaust manifold leak. We thought it to be the gasket between the exhaust and the head that was the culprit, so Jon and I tightened all the nuts hoping it would help.

Dad and Lyle returned with the new plates and ownership. Jon promptly installed the plates while I put things away to get ready for our journey. Knowing we had a long journey ahead of us, we didn't waste too much time with small talk. We said our good-byes and I hopped into the old Morgan. The minute

I started the old TR-4 engine a loud barking sound emitted from under the cowl. We quickly opened the clamshell hood to reveal that the exhaust pipe was broken right below the header. Great! Now, what are we going to do? Nobody will be too anxious to work on a 30 year old English car on a Friday. We decided to get on our way anyhow and hopefully find a muffler shop that could do a quick weld job just so we could get this beast home. Back in the Morgan and off I go bouncing down the old dirt lane- way with the engine barking away like an old boat motor with no exhaust.

The car is amazingly quick and quite responsive. First gear has no synchromesh so it has that distinctive whine when you accelerate. Second gear takes some getting use to and most gear changes involve some serious crunching. One really weird thing to get use to is the turn signal switch. Its just a toggle switch placed dead center on the dash. Toggle left for a left turn, toggle right for a right turn.

Our first stop is a small grungy garage with a bunch of retro hippies running the joint. We hope these guys can weld up the pipe for us but the owner just shook his head no. Not sure this guy had the ability to fix the pipe anyway. Off we go again and I'm resigning myself to the fact that I may as well just drive the thing like this. Its loud but not painful. Its starts to rain but I luckily had the top up from the start. At least I thought I was lucky. I forgot that English Car manufacturers were not all that concerned about how tight the top fit to the car. 1" gaps are quite acceptable to make it through their quality control I guess. So, I don't have to tell you that the thing leaked like a sieve. Water was coming in from of course the side curtains and some even streamed in from under the dash. Where the heck that came in I don't have a clue? My right leg became soaked faster that you can say soft top.

The 3" long wipers were beating back and forth and left a little tiny area to peek through. To squirt the washer fluid, you pull this little pump handle under the dash and it manually pumps the stuff onto the windscreen. Isn't English engineering wonderful!

After about 45 minutes of driving we decide to fill the car up with some fresh petrol. It guzzled about 1/2 a tank and we made our plans for the next stop. Back into my trusty steed I turn the key to light her up andnothing. Not a groan, whine, crank.....nothing. Great...I'm thinking, Lucas the prince of darkness has struck again. This is one of the things I've chose to forget about old English cars. We all stood there looking at each other and scratching our heads wondering what the heck do we do now? Jon figures we should be able to push start the thing and I agree since it runs on a generator. Dad and Jon slug away pushing this old car across the gas station parking lot, kind of reminds me of when we were kids with wood go-carts. How ironic. Anyhow she fires up right away and we decide to head off to the closest Canadian Tire and do a thorough inspection.

After removing a few pieces of plywood, we discovered that the positive ground terminal was just hanging there beside the differential. The other terminal was just barely attached to the negative side with a finishing nail stuck in between the battery terminal and the lead. I'm starting to have serious doubts about the previous owners mechanical abilities. We also discovered that the battery was just sitting there, not attached to anything. The battery could actually just fall right onto the road! There is also a considerable size hole worn through the bottom plywood board exposing the asphalt below. This is not good. We head into the Canadian Tire store and grab some

new terminals for both sides plus a rubber bungie cord in hopes it will hold the battery in place until we at least get home. We also purchase some muffler tape and assorted stuff thinking we can patch the manifold up enough to make it slightly more bearable.

After an hour or so of parking lot rebuild time we have the 'ol Morg ready for action, we hope. It is now 4:00 in the afternoon, we haven't eaten since we inhaled a few muffins and coffee at 9:00 and we can't seem to agree on a place to eat. Emotions are getting high at this point. We are 5 hours from home. We have a 30 year old car with questionable reliability that has to make the trip. And we are starving. We finally agree on a Chicken place but discover its take-out only. Then in a huff, we drive over to another parking lot that doesn't have a restaurant. At this point we are literally shouting at each other. Jon's had enough. He jumps out of the car and walks to a restaurant across the street. Dad and I stare at each other, hop into our respective autos and park across the road.

After filling our faces we are in much better temper. As my mother Sylvia, often comments *"Balfour men aren't much fun when they are hungry"*. We discuss the car and the rest of the trip and figure we should be home by 9-10:00. Jon snaps a few photos of the car before we depart. As we are jumping in the cars a guy in a mini van stops by and comments *"that's the way I remember Morgans!"*. I'm thinking, you mean they all look this beat up? The guy turns out to be an automotive journalist and a bit of an expert on aged English vehicles. His point was that many old cars are painted and polished to perfection and the only road they see is from their trailer. Sportscars were made to be driven and our example definitely looked driven. After shaking hands and saying goodbye we jumped into our cars for the remaining portion of our journey.

The sun decided to finally make an appearance so the top just had to come down. *"Ahhh.....this is more like it"* I thought to myself. Nothing can replace the feeling of open motoring in a sportscar. There is this real sense of freedom from driving a sportscar with the top down that can only be equaled to riding a motorcycle or flying an aircraft. I now had a sense that our problems were all behind us and things should go as planned for the remaining portion of our journey. The roads around this part of the country are quite beautiful and scenic. The 'ol Mog just kept on pounding away mile after mile and I would occasionally touch the wood dashboard for luck. The car is amazingly nimble so I take advantage of the excellent curves that are scattered throughout the distance of this two lane Hiway. Slicing apex after apex was quite entertaining and with that big Yacht size steering wheel you develop this tendency to lean in the corners, much like pictures I've seen of racing car drivers from yesteryear.

Though the car was running O.K. at normal speed, it would develop a nasty stutter at the higher RPMS. This I concluded was due to lack of back pressure caused by the exhaust exiting directly from the exhaust header. I would have to manipulate the gas pedal until the stutter stopped and go through the procedure again when the stutter returned. Though this "stutter avoidance" procedure became quite annoying, it did give me something to entertain myself with, since we had no radio on board. Not that a radio would be much good considering the loud orchestra of sounds that was emitting from under that long hood, or should I say bonnet?

We finally made it to the major Hiway 401. As I merged onto this superhiway with a stutter and a hint of cowl shake I

noticed the Morgan to be out of its natural habitat. Not that it could not handle the posted cruising speeds, but its artistic flowing lines and walnut dash seemed to be totally from a different world compared to this sea of mini vans and four wheel drive vehicles.

The sun was now setting and the sky was painted in various pastel colours. I started to realize it is that all these other "personality deprived" vehicles were just taking their passengers from point A to point B. While I was on an actual journey. They were sitting in their climatically controlled, lumbar supported, quadraphonic passenger vessels, while I was exposed to the elements and actually experiencing my voyage. I deducted at this point that the art of motoring is all but dead and there are just a few of us purest, sportscar nuts left that refuse to conform. As I just about resolved to myself that we should start some sort of automotive purist revolution, I realized it's now just about completely dark in the cockpit and maybe I should consider some lights! The first problem is which one of these toggle switches that I can't see turn on the lights? After trying pretty well every switch in the car, I found one that worked. Amazing, all the lights seem to work! The big gauges glowed with that familiar English auburn tint and the word "Morgan" was artfully displayed. It was quite cozy in this little cockpit with the stars above and the barking of the ever faithful TR-4 engine purring away up front.

We continued our journey down the overpopulated super Hiway for a few hours still nursing along this engine deprived of a proper exhaust system. As we got closer to our destination I noticed things to be running smoother. And as we passed the second last exit before departing this busy Hiway, the car was running great, and it seemed to be getting a second wind. Maybe this car knew it was almost home, it's long tedious voyage coming to a thankful end? I too felt somewhat enthused and began to drive with a bit more vigor. As we made the last few turns onto the road my parents live I began to realize that we are going to make it! This long voyage that seemed doomed from the beginning will finally come to a successful end. We turned onto the circular driveway where our wives burst out of the front door to welcome the long lost travelers. As I turned off the Morgan and the barking and sputtering stopped I thought to myself *"I guess this is how Lindbergh must have felt when he landed in Paris after crossing the Atlantic!"*

I opened the suicide door of the Morgan and slowly dismounted myself. We all hugged and kissed and congratulated ourselves for a job well done. Dad was elated that his baby made it home in one piece and that his over exuberant Son didn't crack the thing up. After a few drinks of celebration we all decided it had been a long day and called it a night. Lynn and I jumped into our '91 Miata and waved as we cruised out the driveway. Driving home I started thinking that yes, the Miata is a modern-day sportscar and it is a different car than the Morgan but in many ways it is very much the same. It has the distinctive exhaust note and loves to shave a corner at highspeeds. It's not blessed with all of the modern day amenities and it's a blast to drive. The Japanese interpretation of the sportscar is pretty much to form. Maybe someday, say 30-40 years from now some father and son will come to rescue this great little sportscar and have the same adventure we experienced? The aura of the sportscar is bound to live a long, long time.

Peter Balfour



Hellen "Squiggy" Hogmog is on sabbatical this edition. She has made the trek to the Morgan Monastery in Vulgaria to visit with long-time associate Dr F. Art Sharpnawessel. Thus I, her significant other, am filling in for her. Hellen is renowned for her publishing prowess (for years banging out her tomes on her 1920's Remington, not unlike "Jessica Fletcher"). Like Jessica Fletcher, she is also known for her sleuthing abilities - often "sticking her snout" in the oddest places. She does have a 6th sense for sniffing out the gossip. I, on the otherhand, pay informants! I too am a "Hog of Letters" of sorts. However, I am more blunt than she, and a man of action. My grandfather was present at the Boxer Rebellion in China. My father covered the "Fall of Hong Kong" for Reuters (were he here today I'm certain that after the recent handover to the landlord, he would write that we should have insisted on a longer term lease!) Yes, the universe may be expanding but the Empire is contracting! Myself, I was a "military adviser" (with MI-5) at the "Bay of Pigs". Mercifully, I made my landing at the *Bahia de Perros* (Bay of Dogs) so I escaped all of the unpleasanties! Luckily, I hooked up with my good friend Ernest Hemmingway in Havana & we spent a couple days quaffing mojitos, in a shroud of smoke from his finest Havanas! Suffice it to say that my family has a proud history in the Empire & a connection to the Morgan factory, as well. It seems that my grandfather's cousin, the Earl of Duckworth, had an idea for a suspension system for a baby's pram. He showed this diagram to drinking buddy HFS Morgan. Well, the rest is history....but that's another story.



Bob & Gloria Poloz have relocated south of the border in Michigan. The Club wishes them well & we have referred them to **Orrin Geeting** & the Great Lakes Club. The HogMogs' do mourn the loss of a cigar smoking partner!

Bob Wright appears to be believe that "less is more". His four wheeled Allard is up for sale. Not too long ago, he purchased his Morgan trike. Recently, he has acquired a Matchless bike. So, 4 wheels is good, 3 wheels is better, and 2 wheels is best? Where will this "De-evolution" end? Perhaps with a unicycle?

Enquiring minds have wondered: where's **Brian & Linda**? Hellen misses you!

I'm told that **Peter & Dorothy Pfahl** are wintering down in Florida. Not without Mog, as Peter couldn't bare to be without it, and drove it down. The pets I think were left behind (not really). **Audrey & Reg Beer** are also parties to the "Snowbird Exodus", having migrated to Hilton Head.

Meanwhile, **Doug & Sandy Turner** have been wintering in a cabin in Oakville. Until the new home is built they've had to be "pioneers". Thankfully, it's been a mild winter.

Speaking of which, **Alec Knight** believes that the stories about cold winters in Toronto are a conspiracy & fallacy, designed to "Keep people out of a good thing". Alec also has stories of his own, some of these dealing with poorly fitted hair pieces, as well as the art of shoe-horning obese men into trikes. Alec has experience that the club wishes to press into service for funkhana & judging purposes at the Fall Weekend!

While not doing much Morganeering lately, **Jeremy Hinchcliffe** has been burning up the race tracks in vintage racing with his TVR, this last year!

Peter Toma is to be commended for his volunteer relief work in ice ravaged Eastern Ontario. Part of a contingent of Bell workers, it wasn't easy getting things online there. Pete spent 4 days sleeping on an army cot, 200 to a room. A certain cabin in Oakville would begin to look pretty good! Well deserved kudos to Peter! More

recently, Pete had the opportunity to meet King Hussein of Jordan at a hockey game. Pete remarked that unlike "King Clancy", this King needs to work on his backhand!

Oliver Dawson: any truth to the "Sleeman's Takeover" rumour -- they have acquired 83% -- that all outstanding shares are yours!

It's been suggested that the club stage a Bobby Burns party next year, if only to see **Russ Balfour** in his kilt! We're told that Balfour Castle in Scotland is a major restoration project and that the clan's tartan was stolen from the clan McDuff! Thankfully, the Balfour clan are not car thieves! Presently, **Russ & Sylvia** are vacationing in Antiqua. Kilts are uncommon there, as are truant Canadian Senators!

Christina Birch, daughter of **Joan & Nigel**, will hear wedding bells this November, provided Saddam Hussein behaves himself and the RAF is not mobilized. This air force lady is marrying into a "farm family". She has begun to fit in by raising rodents, I'm told. Things move slowly at the Birch household. It's said that it has taken 2 years for Nigel to hook-up the gas BBQ. No doubt the internet software will take 5 years to install!

Rumor has it that **Glen Cavers & Julie** have gotten engaged. Congratulations! Glen, did you get that rare Jag? Will it have to go in favour of a house? If so, deepest regrets.....

New member **Mike Hughes** is the new owner of **Craig Davis'** car. Mike is a commercial pilot. This discovery began setting minds toward thoughts of transporting cars to & from Britain. Or the thought of possible airline prizes of free tickets overseas. Ah, to dream!

Michael & Marlen Cowpland, Ottawa Morganeers, relatives of the great H.F.S. & principals of the Corel computer software company, have been getting a lot of press recently. While Corel stock has been tumbling, Marlen's scanty attire has been featured in the likes of Elm Street Magazine. It's been said that while the couple has been enjoying the numerous cars & homes, once the company's stock

rebounds, Michael can then afford to purchase the other half of Marlen's gown!

It seems the Club is guilty of some copyright infringement, of late. Nonetheless, I personally feel that the Editor is to be acknowledged for a grand publication. While the Blurb will be more cautious of sources, Hellen & I will continue to steal whatever material we can!

English is a wonderful language. Take the word *dog*, for instance. Backwards, this lowly word now becomes *god*. Similarly, if one takes *MG*, backwards it becomes *GM*. Now some have said that "What's good for GM (General Motors) is good for the country. That could then explain how some may feel: "What's good for MG is good for the British Car Community"!

On the recent Paris to Dakar Rally, it was alarming to hear that shots were fired at some of the participants by rebels in Mali. Although a few cars were peppered by slugs, nobody was injured. Support trucks were however hijacked with the use of a bazooka! The crews were left in the desert & the vehicles taken! My word! The Mousquetaires Morgan Round-The-World Tour seems like a cake walk in comparison.

I am an admirer of Sir Winston Churchill. Hence my middle name. Many do not know this but it took him 3 years to get through the 8th grade because he had trouble learning English! It's ironic but many years later Oxford University invited him to address its commencement. He arrived with his usual props that accompanied him wherever he went: cigar, top hat, and cane. To a standing ovation, he approached the podium. He removed the cigar & carefully placed the top hat on the podium. He gazed at the waiting audience. Authority rang in Churchill's voice as he shouted, "Never give up!" Several seconds passed and he repeated: "Never give up!". There was a deafening silence as he reached for his cigar and hat, steadying himself with the cane, he left the podium. His commencement address was concluded.

Here is a look at how shrewd American business people translate their English slogans into foreign languages. The process could use some Process Improvement...

When Braniff translated a slogan touting its upholstery, "*Fly in Leather*", it came out in Spanish as "*Fly Naked*".

Coors put its slogan, "*Turn It Loose*", into Spanish, where it was read as "*Suffer From Diarrhea*".

Chicken magnate Frank Perdue's line, "*It takes a tough man to make a tender chicken*", sounds much more interesting in Spanish: "*It takes a sexually stimulated man to make a chicken affectionate*".

When Vicks first introduced its cough drops on the German market, they were chagrined to learn that the German pronunciation of "v" is "f," which in German is the guttural equivalent of "sexual penetration".

Not to be outdone, Puffs tissues tried later to introduce its product, only to learn that "Puff" in German is a colloquial term for a whorehouse.

The Chevy Nova never sold well in Spanish speaking countries. "No Va" means "It Does Not Go" in Spanish.

When Pepsi started marketing its products in China a few years back, they translated their slogan, "*Pepsi Brings You Back to Life*" pretty literally. The slogan in Chinese really meant, "*Pepsi Brings Your Ancestors Back from the Grave*".

When Coca-Cola first shipped to China, they named the product something that when pronounced sounded like "Coca-Cola." The only problem was that the characters used meant "Bite The Wax Tadpole." They later changed to a set of characters that mean "Happiness In The Mouth."

When Gerber first started selling baby food in Africa, they used the same packaging as here in the USA--with the cute baby on the label. Later they found out that in Africa companies routinely put pictures on the label of what is inside since most people can not read.

Submitted by ... S. Comey

Rolls Royce did a comparable stumble a few years ago when they introduced the new model in their famous lineup (Silver Ghost, Silver Shadow, Silver Spirit, Silver Cloud, etc), the "Silver Mist"... similarly to the embarrassed silence from their German dealer network... seems that "silver-plated turd" is not the most appealing name for the ultimate prestige automobile.

After spending 3-1/2 hours enduring the long lines, surly clerks and insane regulations at the department of motor vehicles, I stopped at a toy store to pick up a gift for my son. I brought my selection - a baseball bat - to the cash register. "*Cash or charge*?" the clerk asked. "*Cash*", I snapped. Then apologizing for my rudeness, I explained, "*I've spent the afternoon at the motor-vehicle bureau*". "*Shall I gift wrap the bat*?" the clerk asked sweetly. "*Or aren't you going back there*?"

The Statements Car Owners are Really Making:

- Acura Integra - I have always wanted the Buick of sports cars.
- Acura Legend - I'm too bland for German cars.
- Acura NSX - I am impotent.
- Audi 90 - I enjoy putting out engine fires.
- Buick Park Avenue - I am older than 34 of the 50 states.
- Cadillac Eldorado - I am a very good Mary Kay salesman.
- Cadillac Seville - I am a pimp.
- Chevrolet Camaro - I enjoy beating the hell out of people.
- Chevrolet Chevette - I like seeing the reactions when I tell people I have a 'Vette.
- Chevrolet Corvette - I'm in a mid-life crisis.
- Chevrolet El Camino - I am leading a militia to overthrow the government.
- Chrysler Cordoba - I dig the rich Corinthian leather.
- Datsun 280Z - I have a kilo of cocaine in my wheel-well.
- Dodge Dart - I teach third grade special ed and I voted for Eisenhower.
- Dodge Daytona - I delivered pizza for four years to get this car.
- Ferrari Testarossa - I am known to prematurely ejaculate.
- Ford Fairmont - (See Dodge Dart)
- Ford Mustang - I slow down to 85 in school zones.
- Ford Crown Victoria - I enjoy having people slow to 55 mph and change lanes when I pull up behind them.
- Geo Storm - I will start the 11th grade in the fall.
- Geo Tracker - I will start the 12th grade in the fall.
- Honda del Sol - I have always said, half a convertible is better than no convertible at all.
- Honda Civic - I have just graduated and have no credit.
- Honda Accord - I lack any originality and am basically a lemming.
- Infiniti Q45 - I am a physician with 17 malpractice suits pending.
- Isuzu Impulse - I do not give a damn about J.D. Power or his reports.
- Jaguar XJ6 - I am so rich I will pay 60K for a car that is in the shop 280 days per year.
- Sephia - I learned nothing from the failure of Daihatsu Corp.
- Lamborghini Countach - I only have one testicle.
- Lincoln Town Car - I live for bingo and covered dish suppers.



Lotus - I like working on my own cars.
 Mercury Grand Marquis - (See Lincoln above)
 Mercedes 500SL - I will beat you up if you ask me for an autograph.
 Mercedes 560SEL - I have a daughter named Bitsy and a son named Cole.
 Mazda Miata - I do not fear being decapitated by an eighteen wheeler.
 MGB - I am dating a mechanic & can thus afford the superior attitude.
 Mitsubishi Diamante - I don't know what it means either.
 Morgan - I feel a Mustang is too little & a Ferrari is too much.
 Nissan 300ZX - I have yet to complete my divorce proceedings.
 Oldsmobile Cutlass - I just stole this car and I'm going to make a fortune off the parts.
 Peugeot 505 Diesel - I am on the EPA's Ten Most Wanted List.
 Plymouth Neon - I sincerely enjoy doing the Macarena.
 Pontiac Trans AM - I have a switchblade in my sock.
 Porsche 911 Turbo - I wear a hairpiece.
 Porsche 944 - I am dating big-haired women that otherwise would be inaccessible to me.

Rolls Royce Silver Shadow - I think Pat Buchanan is a tad bit too liberal.
 Saturn SC2 - (See Honda Civic)
 Subaru Legacy - I have always wanted a Japanese car even more inferior than Isuzu.
 Toyota Camry - I am still in the closet.
 Volkswagen Beetle - I still watch Partridge Family reruns.
 Volkswagen Cabriolet - I am out of the closet.
 Volkswagen Golf (Tan) - I am a loser with a piss ass job, a raging lunatic and smelly breathed geeky wimp.
 Volkswagen GTI - I am very intelligent, good looking, great disposition, down to earth, and hung like a yak.
 Volkswagen Microbus - I am tripping.
 Volvo 740 Wagon - I am frightened of my wife.
 Submitted by . . . Randy Tjahjono

All jokes courtesy of: ComedyCenter at
<http://www.ComedyCenter.com> (no permission needed)!

All in good fun & bad taste..... Hairy Hogmog.

Book Review:

Win Sharples (Morgans@cantab-motors.com)

Morgan Sports Cars: The Early Years

An enthusiasts biased view.....

I just finished reading a marvelous book. For three days the rest of my life stopped while I poured through its pages. It's called MORGAN SPORTS CARS: THE EARLY YEARS, written by the indefatigable Jake Alderson and Chris Chapman. Some years back Alderson, partnered with Dennis Rushton, gave us the wonderful gift of MORGAN SWEEPS THE BOARD, the best book ever on the Morgan three-wheelers. A few years ago, chatting with Peter Morgan, I mentioned that I'd heard Jake was working on another book, this time about the Morgan fours. "Yes", replied PM; "and he'll get it right!" And, so they have, so they have!

Since that conversation with Peter, other books on the Morgan have "gotten it right". The tireless Ken Hill has maintained a steady stream of indispensable Morgan books, and John Worrall & Liz Turner's ORIGINAL MORGAN has become the richly deserved all-time best-selling Morgan book. There's not a book on the Morgan that isn't of real value and considerable delight. But no one "gets it right" better than Alderson & Chapman, who have produced an engrossing and fascinating work out of an incredible treasure trove of Morgan lore. Be forewarned, this is not frivolous reading. It ain't no Reader's Digest "Condensed Book" or a "Classics Comic" of Morgan history. MSC:TEY is the real thing and the right stuff.

This is a book to take into your most comfortable chair, next to a warm fire, with a good aged rum over a bit of ice at your side to be sipped and savored and perhaps Bach's "Well-tempered Clavichord" as your accompaniment. In fact, the book is a bit like Bach – complex, dense, requiring full concentration to bring out its best; Alderson & Chapman's Bach to Houston Bowden's warm and delightful Rachmaninoff, dark rich rum to a Singapore Sling or the ubiquitous G & T. It's true history, wonderfully researched and intricately presented, with surprises galore.

A & C's motive is cleanly stated: "to research Morgan history a competition bias is essential for the researcher". Having begun a story of my own with "The history of Morgan sports car racing is the history of the Morgan Motor Company, they are one and the same,

inseparable", I'd not be the one to argue with this approach. And the approach clearly pays off here. Take those surprises as a start.

Did you know who it was who laid the foundation stone, on 5 March 1919, not for the new Morgan works on Pickersleigh Road but for the northwards expansion of the first two shops built by HFS Morgan on this site, a site he had purchased from Lord Beauchamp in November 1913? Why, it was HFS's five year old daughter, Sylvia. And when the authors tell you a silver half crown was placed beneath the stone, you can be sure that it was!

The first USA Morgan distributor? No, not New York's Fergus Motors, which did in fact receive chassis P2114 in February of 1951, but rather the West Coast's Pasadena-based Angell Motors, receiving P2104, the very first left-hand drive car works-produced, a green two-seater. To Angell Motors, then, goes the honor of being the first US Morgan distributor by a scant two months, 2104 having been dispatched from the works on January 20, 2114 departing on March 16. Ever wonder from whence came the name for Sir John Black's – and Morgan's – Vanguard engine? From a British battleship. The Siamese Prince who raced his ERA against Morgans in the Forties? "B. Bira." The first names of Malvern Morgan agents Bowman & Acock? Why "Jack" and "Bill", of course! (this is no small matter, everyone I asked, including that inexhaustible source of Morgan history, Sales Director Derek Day, replied "Why Mr. Bowman and Mr. Acock, of course!" The Brits tend to be a bit more reserved about such things than are we brash Yanks.) How many "Sandford Morgans" did Paris Morgan agent Stuart Sandford actually construct? Quite surprisingly, only one, before he was interned by the Nazis in 1939. (He was a British subject.) The chap who navigator in the 1952 version of the famed Alpine rally was "Miss Jumbo"? Why that would have been Derek Howard, and the intriguingly named "Miss Jumbo" was Kath, his fiancée.

And, so it goes. You'll have to read MSC:TEY yourself to learn how General Curtis LeMay, head of the USA's Strategic Air Command, saved auto racing in the US; how the fact Ruth Day Morgan kept chickens was to influence the unique rear styling of the



four-seater coupe; what "round the houses" races were and why it was a disaster to be caught with "red dye" petrol in your Morgan's fuel tank while on a pleasure outing in the years after World War II!

Here we learn of a Morgan's first attempt at the USA's Sebring racing track, in the inaugural race, in 1952 – 9th overall and 1st in class. Of the contributions of subcontractors Edmund Langley (sheet metal) and William Clare (wooden parts) who began construction on the first Morgan trikes, later to be assembled in the works on Worcester Road. We learn of the not-one-but-three 4-4 prototypes, and finally get it clear about those LeMans and TT Replicas. (Any prospective trike owner could obtain the cycle wings and outside exhaust as a £15 extra, and Morgan agents of the day used the terms interchangeably, there being virtually no difference in appearance between the two Replicas).

Many have glibly referred to the Morgan-utilized Triumph engines as "tractor engines", I among them. but do they really know why? Or that the tractor for which they were intended was a Ferguson, whose head, Harry Ferguson, was the brother of none other than J.B. Ferguson, founder of New York's Fergus Motors! Here you will learn the full story. I myself had not remembered how long into the post-war lingered "wartime" petrol rationing and the restrictions on domestic auto production. Export was the order, and cars meant for the home market were taxed at one time at an incredible 66%. Nor had I realized how such legendary auto racing circuits as Silverstone and Goodwood grew, as had the USA's Sebring, from former World War II airstrips.

Here for the first time, the full story of HFS's interim grill model and the "bean can" headlamps – and the key role played in its redesign by Felix Day, of "Mudguard Supplies", the works' sheet metal shop's Charlie Cummings (who reworked the grill), and the project leader, Peter Morgan himself. And the story of our very first LeMans effort, an heroic 15th overall, by Prudence Fawcett in 1938, with a huge boost from Lancelot Prideaux-Brune's "Winter Garden Garages", Morgan pre-war London agent.

Want to win a five quid bet at your next noggin? Ask after a pint or two of bitter when HFS began thinking of a four-wheeled Morgan for the first time. You'll not find many who'd guess, as Jake and Chris tell us, that HFS was granted the first patent on 13 May 1915 - - patent #19467 – of course! And relish the wonderful photo of the family outside Stoke Lacy rectory in early 1914, with Ruth Day Morgan's brother, Geoffrey, perched behind the wheel of a four-wheeler prototype. Trained in anthropology as I was, this is the sort of history I adore. A well-spun yarn, told with enthusiasm, but behind it the sold subtext of tireless research.

And as for those photos, gathered from innumerable sources, there are some that take your breath away. Of course virtually all are in

black and white, but the dreaded sameness is well dealt with by variance of scale. Generally, if a shot is truly striking, the authors devote a full page to it, or at least a half. The printing stock is good, the shots clean and crisp. "Harry Jones on Summer Lodge", "HFS approaching Hustyn Hill", "Joe Huxham at Brooklands", "the garage on Worcester Road", "sheet metal shop employees", and "aerial photograph of the Pickersleigh Road site" are worth the price of admission themselves.

Those shots not aesthetically as powerful as those cited are marvelous for content. Particularly striking are a set of the interior of the first factory on Worcester Road, while racing, rallying, and trailing shots abound. It's obvious the authors won the trust of those who had placed away treasured mementoes, coming forward to share them in honour of heroes no longer with us. To know that Prudence Fawcett's family still treasure her racing goggles, shattered by a flying tyre tread of the Sommer & Biondetti Alfa Romeo at LeMans is to touch history and to honour this game woman for her exploits which honour all of us.

The names fly by and, through repetition, come alive for us. Bournemouth Morgan agent Joe Huxham, Barnstaple agent Reg Hellier, Dublin's "Gorman Borthers", Australia's Bill Richards, and Bylaws Jack Bryson & Wally Lawson, Basil Roy of London's Great Portland Street, and J. Cameron Harris of Cornwall. There's Jeff Sparrowe, Barrie Phipps, Ken Bancroft, A.R. Rivers-Fletcher, and the Aussies' – David Van Dal of the "letterbox Plus 4". At the works, the indispensable Alfie Hales, Sonny McCann, "Uncle George and Cousin Harry" (those who "sometimes at the Inn would tarry"), and WAG Goodall, Sunny Jim to father George, who might well have been the best works driver of them all. We see HFS and George Goodall begin to step back from the fray, while Jim and Sonny move forward; but this era – the book ends in 1953 – is Peter Morgan's as we see him growing toward the time when he will take the helm.

MORGAN SPORTS CARS: THE EARLY YEARS, climaxes with a history of the factory and of the family. Once again, there is a strong sense the authors have "gotten it right". It's a tale well told and classic anthropology, oral history by the men still with us who were there, backed with solid research into the primary sources which back legend with figures and facts. There are easier ways to get to a place than in a Morgan, which one must actually drive with skill and some attention. I've often compared it with canoeing or ocean sailing. Here too, there are easier ways to get about, but when you finish – as with Morgan driving – you know you've accomplished something quite wonderful. So too with this book. Yes, Mr. Morgan, they got it right. Buy this book. Read it. Savor it. It's the real thing.

Win Sharples

For Sale:

Regalia: Have your wearables (or anything else that will take embroidery) adorned with the MSCCC "crest" @ \$10 per item plus shipping. Don't want the hassle of sending in your items? I've some ready made "crests", on polyester felt, available for \$10 each – various background colours. Also have heavy cotton tote bags with the crest embroidered on. Again, various colours – price, including embroidery, is \$20. Contact Vern Dale-Johnson.



Laval, February 25th 1998,

Mr Vern Dale-Johnson
Vice President & Editor "The Blurb"
1532 King Street West
Toronto, Ontario
M6K 1J6

Dear sir,

As per our last phone conversation, please find enclosed a few photographs of my current project taken at the beginning of February. If you feel they are not worthy of publication in the Blurb, I will not be the least bit insulted.

I guess I have been hooked on morgan three wheelers since the age of 16 (I'm now 33). It all happened after seeing a beautiful photograph of a 34 super sport in a speciality magazine, the rest is, well, history.

I'm aware that I probably could have bought an original F-type in Britain and restored it. Instead, I gave myself the challenge of recreating one from scratch. I guess I'm a sucker for scavenging parts and tylenol ingestion. It makes no economical reason, it's just my calling.

The construction was started a year and a half ago and is progressing at a brisk pace (a minor miracle since my spare time is as scarce as the other guy). Great care is taken of using correct looking hardware and construction techniques. Four years of piling books and documents really makes the whole ordeal easier. The hot rodding suppliers are a valuable source of vintage looking stuff (windshield, lights etc...).

I would like to thank my good friend Denis who is giving a precious hand (himself bought a mini cooper project car, so I expect to be busy after completing my project). Here are a few pointers to my three wheeler:

Model: based on a 35 and up F-type super with cycle fenders

Front suspension: 73 spitfire - totally renovated and converted to right hand drive (right track adapts wire wheels, easy to find parts and British!)

Drivetrain: 85 suzuki madura V4 1200cc chosen for its shaft drive, rear wire wheel, cheapness, compactness and monster torque. (the bike had 10 000Km and purred like a kitten).

Front wheels: 15 inches/48 spokes clad with 135R15 radials

Rear tire: 16 inches Avon bike radial

Frame: custom made Z channel patterned after the original (well, skewed from old photographs) finished in black powder coating.

Sub-structure: Ash (of course!) and marine grade plywood

Body: hand formed aluminum

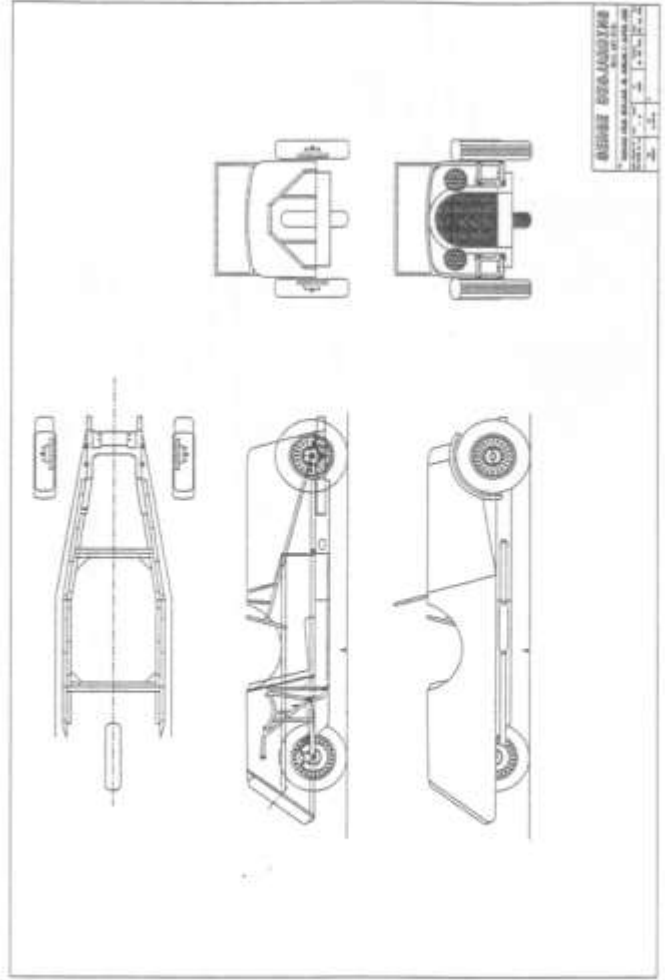
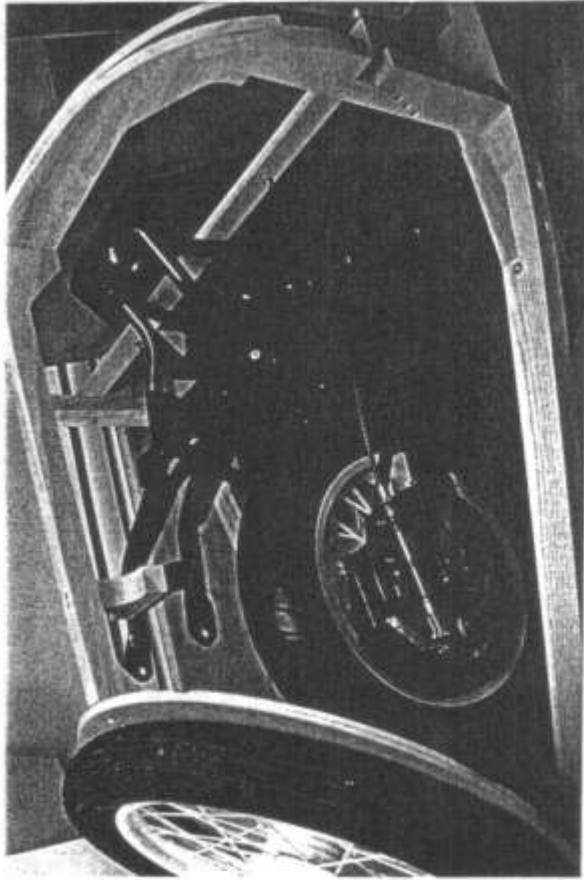
Fasteners and exhaust system: stainless steel

Projected cost: 15 to 18000\$

I expect (read wish) to be on the road by fall 98. I have trully enjoyed being a Morgan club member and was thrilled to meet fellow members at Stowe last fall. If anyone should have questions, feel free to contact me at (514) 627-0617.

Thanks and happy motoring (spring is almost here!)

Krac Desjardins
Serge Desjardins
930 14th Avenue
Laval, Québec
H7R 4N8



ASHESSE 022-1400798
1000, rue de la Loi, 100
Laval, Québec H7V 1S7
Tél. (514) 627-0617
Fax (514) 627-0618



CANTAB MOTORS

540 338-2211
Fax: 540 338-2944
Volley Industrial Park
13 E. Richardson Lane
Purcellville, Virginia 20132 USA
E-Mail:
Morgans@cantab-motors.com
Web Site:
http://morgans.cantab-motors.com


USA IMPORTERS OF
MORGAN MOTOR CARS
Sales Service
Restoration Sports

"The best Morgan book ever....." Miscellany, NSCC Great Britain, "..... an engrossing & fascinating work.... a treasure trove of Morgan lore".
Rough Rider, MCCDC U.S.A. "Like myself, I am sure all who read this book will find it both fascinating and of great interest". Peter H.G. Morgan.

The impeccable research and engrossing writing of J.D. Alderson and D. M. Rushton has been known to Morgan enthusiasts since the publication of **MORGAN SWEEPS THE BOARD**, the definitive book on Morgan trikes. **SWEEPS** explored early Morgan history through the lens of racing, rally, and trials competition -- an ideal approach to a firm whose success has always been won through their remarkable victories on road and track.

Now Jake Alderson, partnered with Chris Chapman, has brought forth an admirable history of the early years of the four wheeler: **MORGAN SPORTS CARS: THE EARLY YEARS**.

Both books are now available thanks to the enlightened sponsorship of Morgan spare agent and spares guru Melwyn Rutter, working with the authors.

As the above quotes and accompanying review will show, this new book, like its predecessor, is not to be missed.

To enable all Morgan enthusiasts to share these stories of exciting times, Cantab Motors has joined with our old friend, Melwyn Rutter, to offer these books here at a most reasonable price. We offer **EARLY YEARS** at US\$45, **SWEEPS** at US\$35, best of all we'll send you a package of both, together with the latest factory brochure on the 1997 spec Morgan, for US\$65.

Ordering from England, or as part of a spares order from Melwyn, we suggest you purchase through him. For our own U.S. customers, or those ordering just the books at this time, we believe you'll find these prices fair, and, as we say, irresistible.

Jake and Chris are hard at work on the next chapter of Morgan history, their efforts spurred by the response to these books. You owe it to yourself -- and to the authors -- to immerse yourself in these marvelous works about that most amazing of cars, the Morgan sports car. Call us today for immediate service.

Enquiry from clubs and agents welcomed!!

Cantab Motors, Ltd.
(540) 338-2211
338-2944 (fax)
Morgans@cantab-motors.com

British Car™

M A G A Z I N E

Enthusiast Publications
343 Second St. Suite
Los Altos, CA 94024
415-949-96
FAX: 415-949-96
email: brca@adco.com

January 23, 1998

Mr. Vern Dale-Johnson
Editor, The Blunt
Morgan Sports Car Club of Canada
1532 King St. West
Toronto, Ont M6K 1J6

Dear Vern:

I just received the January copy of your club publication in which you republished the Morgan Buyers' Guide from the current issue of *British Car Magazine*. Unfortunately, in order to protect our copyright protection, I must inform you that by doing so you have violated U.S. and Canadian copyright laws. Clearly noted in our masthead is the statement that *British Car Magazine* is copyrighted with all rights reserved and that reproduction without permission is strictly prohibited. This copyright protection extends to the original author of the piece.


Having been an editor of a British car club magazine myself in the past I understand why an editor would be interested in publishing anything that his members might enjoy seeing about the marque the club promotes. In addition, since I view support for the British car marque clubs as one of my magazine's objectives, I would like to cooperate with the club publications whenever possible.

However, when our material is reprinted without our knowledge or permission, it undermines the magazine's appeal to enthusiasts and our ability to stay in business. As a result, we make it a firm policy not to grant permission to republish current material from the magazine. We would prefer that you let your members know when we, or any other commercial publication, publish anything of interest to your members. In that way, you satisfy your members' interests to be informed about your marque and support the demand that allows us to continue to support the hobby in a financially viable manner. I hope our policy will make sense to you and your members.

To correct this situation in an informal manner, I would appreciate it if you would print a statement in your next issue that the "Buyer's Guide" published in January was copied from *British Car Magazine* without our permission in violation of our copyright and that you regret the error. In this way, our copyright protection is preserved so that *British Car* can continue to publish material on Morgans and the other fine British cars we all love.

Please let me know if you would like to discuss this in more detail, or have any questions about our policies.

Sincerely yours,


Gary Anderson
Editor and Publisher

cc: Lynn & Fred Kuzyk, Co-Presidents



Hangover cure an elusive quarry

LONDON (Reuters) — A hair of the dog, a prairie oyster or a cup of sugary tea really can help ease the suffering of a hangover, Britain's *New Scientist* magazine reports.

The liver converts alcohol into acetaldehyde and then into acetic acid, which passes out of the body in urine. Some believe hangovers are caused by an excess of poisonous acetaldehyde waiting to be converted.

Wayne Jones of the National Laboratory of Forensic Toxicology in Sweden blames methanol. The liver takes 10 times as long to break down methanol as it does the alcohol itself.

Drinking a "hair of the dog," Jones says, distracts the body's attention to the more ur-

gent task of breaking down the alcohol. As a result the methanol is broken down more gradually — and less painfully.

Carl Waltenbaugh from Northwestern Uni-

versity in Chicago suggested — N-acetyl-cysteine or NAC, an amino acid supplement.

He says the body uses up two substances to take away the toxic debris from boozing. One

of these, glutathione, is quickly used up, leaving oxygen radicals to cause the hangover. NAC replenishes the body with the amino acid cysteine, the main component of glutathione.



Bootalback



CANTAB

MOTORS

540 338-2211
 Fax: 540 338-2944
 Valley Industrial Park
 12 E. Richardson Lane
 Purcellville, Virginia 20132 USA
 E-Mail: Morgan@cantab-motors.com
 Web Site: <http://morgan.cantab-motors.com>

USA PURVEYORS OF
 MORGAN MOTOR CARS
 Sales Service
 Restoration Spares



"OK. THESE LITTLE ENGLISH JOBS CAN TAKE ANY HILL. BUT CAN YOU GET IT DOWN?"

19/1/98

To: Vern Dale-Johnson
 From: Win Sharples
 Subject: HOG MOG History

I noticed your reference in the latest issue to your 6/97 issue containing a history of the group by Ken Miles.

I've been working on a history of the MMC agents and distributors and would be interested in any information about the prior Canadian distributors. Jake Alderson is also researching the subject as part of his ongoing Morgan history and recently asked me what I might know about WINDSOR MOTORCYCLES.

I'd be grateful if you could send me a copy of the Miles article, as it seems to have preceded my active membership in the club.

And, I'd be very pleased if you could publish my interest in Canadian Morgan Distributor history, in hopes that others might contact me with information. I'll in turn forward anything I learn to Jake.

Thanks for printing our material in the past and for the mention of Blue. It did strike me the Florida story a bit better one in that we actually finished!

We have several more items for you, including the preliminary information on the 1998 FIA GT racing schedule and a review of Jake Alderson's recent book, as mentioned in the Kuzyk column.

Were you aware that MOTORWEEK followed up their sister publication's Lifetime Achievement Award to Peter Morgan with a double page full colour spread of messages of congratulations to Peter from virtually all of the UK agents and a number of the overseas distributors as well? Makes a nice wall poster.

Thanks for everything!

Best Regards.....



Aquarian drivers eccentric

Erratic behaviour can make enemies on road

Aquarius birthdates: January 20 to February 18

As an aquarian, you are inclined to be independent, original, zany and eccentric — and like to do everything your own way.

It wouldn't surprise those who know you to see you drive up in something a little out of the ordinary. Possibly a classic '57 Chevy, an original mid-'60s Mustang or Pontiac GTO, a Datsun 240Z, BMW 2002, or maybe even an old British MG, Triumph or Austin-Healey sports car.

Silver, gray, and metallic or electric blue are the car colours you like best.

Recognized as great explorers, Aquarians love to investigate the unusual so you find it hard to pass up intriguing back roads when out for casual drives or detour during longer trips to visit offbeat sites.

Wherever you travels take you, be aware that you can easily become detached from the job at hand, making your driving erratic and unpredictable.

Aquarians also can be self-centred and tactless, a combination that might provoke mutiny in your travelling companions. However, this is offset by your enthusiasm and childlike curiosity.

This sign comes under the domain of both Saturn and Uranus.

Saturn gives you staying power and a certain dogmatic intensity, seen in your ability to put in long spells at the wheel and reluctance to take a break so someone else can drive.



62-2 THE TORONTO STAR Sunday, February 28, 1998

Sensitivity is key trait of Pisces driver

People born under this sign can often anticipate needs of others

Road Signs
BILL McLAUCHLAN

Uranus, planet of revolution and upheaval, inspires your unpredictable side and rebellious phases which sometimes brings out the worst in your road manners.

However, despite your fierce independence, you enjoy teamwork.

Ideally, this leads to an in-car relationship where both of you are pursuing a common cause, something as serious as a competitive car rally or as pleasurable as an enjoyable vacation trip.

On a larger scale, being a race car pit crew member has

BRIAN HUGHES

its appeal. But emotionally demanding partners are not a happy match for you since you can become cool and detached when faced with another individual's needs.

AQUARIUS CAR PEOPLE

Legendary Italian carmaker Enzo Ferrari, film star and Indy-car team owner Paul Newman, Motorcycle and Grand Prix car world champion John Surtees, F1 world driving champion Graham Hill, Stock car racing ace Fireball Roberts, Buddy Baker and Darrell Waltrip, Race car designer Ralph Bellamy.

Bill McLaughlan is a freelance auto writer based in Greenwood, Ont.

<p>We have it all: Complete body assemblies, sheet metal, wood, interiors, window equip, accessories.</p> <p>Car Sales and Sales Consulting Service</p> <p>Morgan Spares 325 Simons Rd. in Aurora, ON L2S9P7</p> <p>USA Factory Authorized Parts Distributor and Service Agent</p>	<p>We have it all: Mechanical, electrical, Stainless Steel, race and performance items.</p>
<p>The Best Reasons To Buy From Morgan Spares Ltd.</p> <ol style="list-style-type: none"> 1- The largest inventory of Morgan parts in USA. 2- 21 years of Morgan reputation, service, and miles equals professional, fast and courteous service, no part is too small or too big. 3- We sell genuine Morgan factory parts. 4- Largest -Shipping Distributor. 5- Cheapest, used, and hard to find parts. 6- We offer one of the finest component rebuilding services anywhere. No job is too small or too big. 7- Plus one on illustrated parts manual. 8- Toll free order hotline. 	<p>And best of all we guarantee the lowest prices of any Morgan parts supplier in the USA!</p>
<p>Serving the Morgan owners of America and around the World</p> <p>Call our new toll free order line @ (888) 345-MORGAN Tech (518) 829-3877 or Fax (529) 3892 E-Mail: morgan@spares.com Website: www.morgan-spares.com</p>	<p>USA</p>



Road Signs

BILL McLAUCHLAN

others or becoming involved in violent, work, charitable activities and health-care support.

Born in early spring, you're partial to light-colored cars generally with a particular preference for blue and silver hues.

Like all Pisces, you are extremely receptive to atmospheres and emotions that with others in a truly considerate manner.

As a result, you often suggest your own desires to make sure those in the car with you can enjoy a harmonious and pleasant journey.

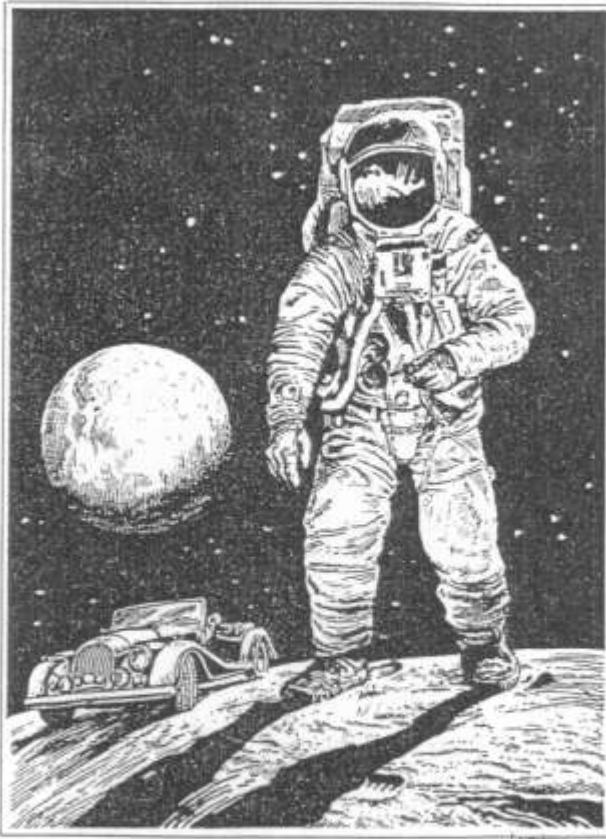
Your psychic side often serves you well in this respect, knowing what others want before they've even thought of expressing it themselves. — Like when to make a mental stop, where they might want to sit, or suggesting a drive or switch at just the right moment.

PISCES CAR PEOPLE

Business tycoon and successful race-team owner Roger Penske, Ferrari team manager Jean Todt, World driving champions Robi Lehto, Aimo Frey, Jim Clark and Mario Andretti, 1991 500 winner Danny Sullivan, Bobby Unser and Johnny Rutherford, Famed Swedish rally driver Eric Carlsson, F1 team owner Ken Tyrrell, Canadian sports car star Mark Donohue, Peter Dawson and Brian Basham.

Bill McLaughlan is a freelance auto writer based in Greenwood, Ont.

11th Annual Show -



The annual **Classics Against Cancer** auto show is held in the attractive setting of **Cedarvale Park** on the banks of the Credit River in downtown **Georgetown, Ontario, Canada, June 21/98.**

Toronto, Ontario, Canada to Georgetown: Georgetown is located about 40 km northwest of Toronto. Take Hwy 401 West to Trafalgar road, go north and follow the signs.

Cedarvale Park: The park is all grass (no dust!). There are food and drink concessions (including a pancake breakfast), live entertainment, and a convenient supervised children's play area.

Fund Raising History for the Canadian Cancer Society: In 1997, the CLASSICS AGAINST CANCER auto show raised almost \$30,000 for the Canadian Cancer Society. To-date, more than \$180,000 has been donated.

The theme was and remains that the show be a **Father's Day** outing for the whole family as well as a chance for enthusiasts to show their cars. There are representatives of almost every age and type of auto from turn of the century to flashy American production cars, imports (with separate **British Classes**) muscle cars, kit cars and street rods. Come and enjoy almost a century of automotive history.

Contact Information:
 Telephone: 905-877-2203 or 416-798-7889.
 FAX: 905-877-4811
 10 Oak Ridge Drive, Georgetown, ON L7G 5G6
 E-mail classics@aztec-net.com
 website <http://www.aztec-net.com/~classics/>

All Proceeds to:



MÊME SUR LA LUNE, N'OUBLIEZ PAS VOTRE MORGAN !

ancaster british sportscar flea market & car show

British Car Club Western New York Presents EURO CAR DAY V

Sunday, June 14 9:00 a.m. to 3:30 p.m. Rain/Shine

Rose Garden Restaurant Grove (Grove is behind restaurant)

2753 Wehrle Dr., Williamsville, NY (716) 632-9871

130 European automobiles were displayed in 1997

All European Marques Welcome • 1-2-3 Place Awards in All Classes

Popular Vote • Dash Plaques • Well-Drained Grassy Show Area • Food Available
 Free Spectator Admission/Parking • 2 Hrs from Toronto • 1 1/2 Hrs from Rocheste

ENTRY FEE: > \$6.00 By June 9 > \$10.00 After June 9 INFO: (716) 634-6079

DIRECTIONS: NYS Thruway Exit 49, Left (north) onto Rt. 75 (Transit Rd.), 6/10's mi. Right onto Wehrle D 5/10's mi. Right into Rose Garden Restaurant Grove.

Sound System Courtesy of Whirlin' Disc Sound, Inc. DJ - Tim Haefler

A. Auto-Heavy/Heavy	H. MG A	P. Triumph Other	W. Mercedes Other
B. A-H Sprint/MG Midget	J. MG B/C (chrome)	Q. British Sports	X. Porsche
C. Jaguar XK	K. MG B (rubber)	R. British Other	Y. Volkswagen
D. Jaguar E-Type	L. MG B-GT	S. Alfa Romeo/Lancia	Z. French
E. Jaguar Sedan	M. Sunbeam	T. Fiat	AA. Sweden
F. Jaguar XJ-S	N. Triumph 2/3/4	U. Italian Other	BB. Swedish Other
G. MG T-Series	O. Triumph TR6	V. Mercedes Sports	Includes All Race Cars

REGISTRATION
 9:00 AM TO NOON
 AWARDS
 3:30 PM

--- DETACH AND MAIL --- PLEASE TYPE/PRINT LEGIBLY ---

EURO CAR DAY 1998 REGISTRATION FORM

ENTRY FEE: > \$6.00 Before June 9 > \$10.00 After June 9 PAYABLE TO: British Car Club WNY
 MAIL TO: Euro Car Day, 103 Fieldstone Drive, Grand Island, NY 14073-1112

WAIVER OF LIABILITY (MUST BE SIGNED): Neither I, my heirs nor agents will hold the British Car Club of Western New York, their officers, members or agents liable for any acts or occurrences affecting me, my vehicle or personal property while engaged in, or traveling to or from this event.

Entrant(s) Signature(s): _____ Date: _____
 Entrant(s) Name(s): _____ Phone: H () _____
 Address with State/Province and Zip/Postal Code: _____
 Marqu: _____ Model: _____ Year: _____
 Class: _____ Check here if Kit/Repl car Club Affiliation(s): _____

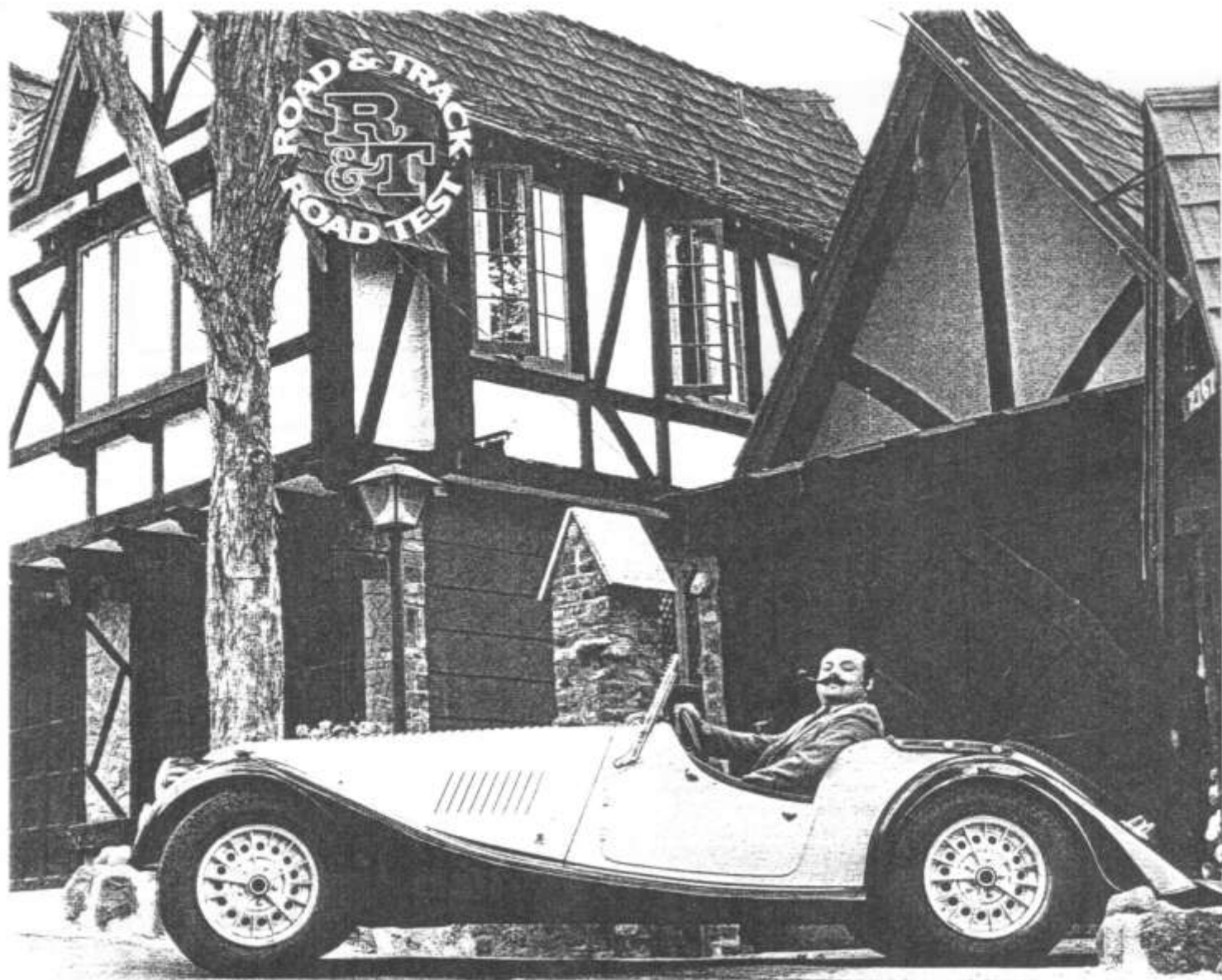


INFORMATION:
VENDORS
 Carol Quallotte
 Res. (905) 857-2429
 Phil Whitehouse
 (905) 688-4118

GENERAL INFO
 Ron Kleibicki
 (905) 628-4810

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

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



MORGAN PLUS 8

*An anachronism,
but it's what motoring is all about, chaps*



LET'S START OFF by admitting that a Morgan—any Morgan, including this new Plus 8—is a car you can't be indifferent to. In these days when cars seem to have less and less to distinguish them from each other, that in itself is a virtue. Morgans stir your juices.

Taking the progressive point of view, you could fill a small book with the reasons why a Morgan is a ridiculous and unnecessary anachronism. It rides hard, steers hard, isn't put together very well, it leaks in the rain, has a token heater, a cranky gearbox, etc., etc. You have to be a student of automotive history these days to even be aware of such things as sliding-pillar front suspension, wood body framework, side curtains and the Moss nearly-crash gearbox, but Morgans have them all. A Morgan's styling is about as up-to-date as "Stardust" compared to "Star Shine" and it has enough mechanical idiosyncrasies to make a grown engineer cry. But a

Morgan is nostalgia on wheels—genuine nostalgia, not plastic nostalgia—and if nostalgia is a legitimate state of mind, a Morgan is a legitimate car. Not being psychologists, we leave that decision to the reader.

Getting down to the nuts and bolts, the Plus 8 replaces the Triumph-powered Plus 4 in Morgan's lineup while the Cortina-powered 4/4 in standard 2-seater and competition 2- and 4-seater form remain. Built on Morgan's traditional steel ladder frame, it has the traditional ash body framework with steel panels laid over it. The wheelbase is stretched 2 in. from the Plus 4, as is the overall length; front and rear track are up by an inch apiece and the Plus 8 is 1½ in. wider. Apart from that it is altogether the same car as the Plus 4 and its styling goes right back to the original Morgan 4/4 of 1937 except for today's rounded-off radiator shell and a startling set of J. H. Robinson alloy wheels. The front suspension, whose sliding pillars keep the wheels parallel to the body →

sides and also form the steering axis, requires daily lubrication from the engine oil supply via a pedal the driver depresses, and the rear suspension is by trusty multi-leaf springs and a live axle carrying a Salisbury limited-slip differential that is stronger than that of the Plus 4.

The big news, as anyone keen on Morgans already knows, is the Plus 8's engine. This is the highly favored 3.5-liter aluminum V-8 formerly of Buick-Olds-Pontiac and now made by Rover in modified form. It gives 184 bhp and 226 lb-ft torque compared to the Plus 4's 105 bhp and 128 lb-ft (from the Triumph TR-4 engine). The V-8 weighs no more though some of the attendant changes have increased total weight by about 25 lb. A new clutch was needed to take the V-8's steam but the old Moss gearbox, which many will remember as the Jaguar gearbox until 1965, has plenty of torque capacity. It remains unchanged and is mounted as before in a midship position with a short driveshaft connecting it with the clutch. Some frame strengthening has been done and the fuel tank is nearly six gallons bigger.

Morgan still hasn't returned to the American market but hopes to do so in 1970, at which time the fully "detoxed" Rover engine will be used and the cars will conform to all the Federal safety standards. The Plus 8 tested had safety rocker switches in its redesigned instrument panel and uses the AC Delco collapsing steering column section. The test car was the property of Scott McMillan, a young writer at American Broadcasting's Hollywood studios who had brought it into the U.S. via the Canadian border. He had little trouble getting it through U.S. Customs, but we have inquired of the official position of the customs department on bringing in "non-conforming cars" and hope to report on it soon.

The BOP-R V-8 has a nice, throaty exhaust note—just enough to let everyone know that this isn't any Triumph-powered Morgan—and is its usual mechanically smooth self except for what seems to be less complete isolation from the body than you'd get in, say, the Rover 3500. Morgan hasn't opted for overly long-legged gearing, with the result that the Plus 8 feels really strong in any of its four gears. It lays a healthy streak of rubber getting off the line—nothing insane, mind you—and minding the 5200-rpm rev limit as well as taking the time necessary to shift without graunching we got the highly respectable quarter-mile time of 16.6 sec and a 0-60 mph time of 8.5 sec. A British magazine, using 6000 rpm and probably not nearly so concerned with preserving the gearbox as we were with this private example, recorded

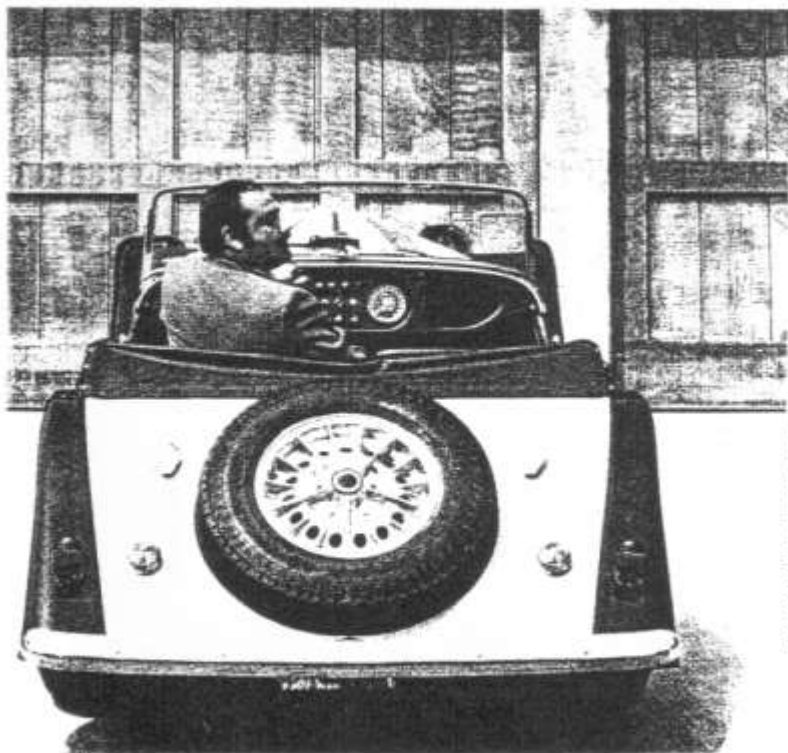
15.0-sec quarters and a 0-60 time of 6.7 sec. Top speed is limited by the 5200-rpm redline to 105 mph. The V-8 fits neatly under the Morgan's vintage hood except for an amusing bash (undoubtedly done by a rubber mallet) in the Rover air cleaner to clear the center hood support and should be reasonably accessible for service although the front spark plugs are awkward to get at.

There's a great deal of pleasure to be derived from the V-8's strength, but the vintage gearbox very nearly spoils it. It's noisy and extremely hard shifting—we recall the stiffness as a characteristic of this box that gradually wears off as the miles accumulate—but its lack of a synchromesh first gear, together with synchros on the upper gears that range from hopeless (2nd gear) to marginal (3rd and 4th), make it a challenge to drive a Morgan well. As mentioned earlier, the published acceleration times could have been improved greatly if we hadn't taken over a second to complete the 1-2 shift and nearly a second each for the other two. Another annoyance is the limited-slip differential, which chatters wildly if torque is applied in a sharp, low-speed turn. We first thought the left rear wheel was about to fall off.

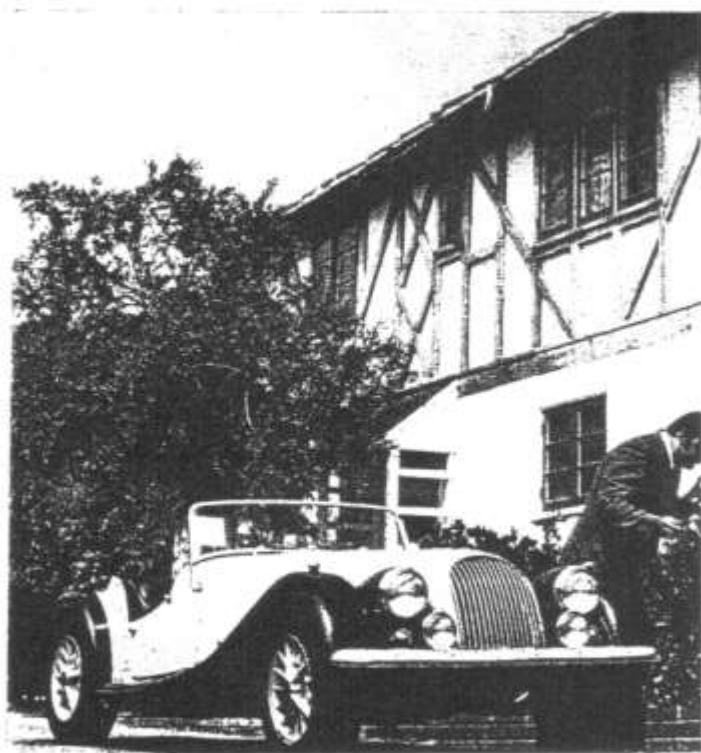
The excellent Dunlop tires, generously large for the Morgan's light weight, give it high cornering power—if the surface is glassy smooth. The strange front suspension geometry gives a prevailing understeer which can easily be overcome by applying plenty of power—this way you get a classic 4-wheel drift, more or less—but the undulations present in

MORGAN PLUS 8 AT A GLANCE

Price as tested.....\$2800 fob England
 Engine.....ohv V-8, 3528 cc, 184 bhp
 Curb weight, lb.....2005
 Top speed, mph.....105
 Acceleration, 0-¼ mi, sec.....16.6
 Average fuel consumption, mpg.....16.0
 Summary: the past lives on...sparkling performance of V-8 engine countered by poor ride, clumsy handling and terrible gearbox...brakes powerful & fade-free but tend to pull.

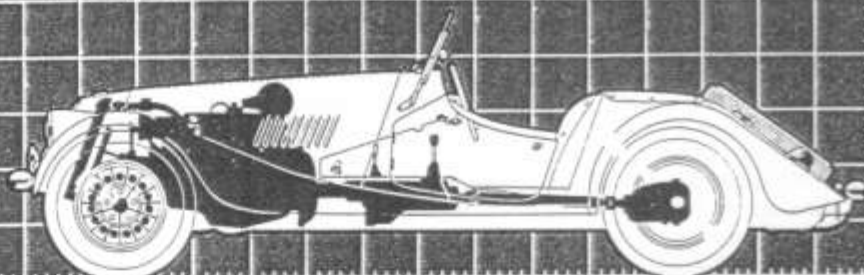


GORDON CHITTENOEN PHOTOS





ROAD TEST MORGAN PLUS 8



PRICE	
Basic list.....	\$2770
(fob Malvern Link, England)	
As tested.....	\$2800

ENGINE	
Type.....	ohv V-8
Bore x stroke, mm.....	88.9 x 71.1
Equivalent in.....	3.50 x 2.80
Displacement, cc/cu in.....	3528/215
Compression ratio.....	10.5:1
Bhp @ rpm.....	184 @ 5200
Equivalent mph.....	105
Torque @ rpm, lb-ft.....	226 @ 3000
Equivalent mph.....	59
Carburetion.....	two SU H56
Type fuel required.....	premium

DRIVE TRAIN	
Clutch diameter, in.....	9.5
Gear ratios: 4th (1.00).....	3.58:1
3rd (1.21).....	4.33:1
2nd (1.74).....	6.22:1
1st (2.97).....	10.65:1
Synchromesh.....	on 2, 3 & 4
Final drive ratio.....	3.58:1

CHASSIS & BODY	
Body/frame: steel ladder chassis with separate steel body on ash framework	
Brake type: 11.0-in. discs front, 9.0 x 1.75-in. drums rear, vacuum assisted	
Swept area, sq in.....	223
Wheels.....	cast alloy 15 x 5 1/2 J
Tires.....	Dunlop SP 185VR-15
Steering type.....	cam & peg
Turns, lock-to-lock.....	2.25
Turning circle, ft.....	37.0
Front suspension: vertical sliding pillars, coil springs, tube shocks	
Rear suspension: live axle on leaf springs, lever shocks	

ACCOMMODATION	
Seating capacity, persons.....	2
Seat width.....	2 x 16.5
Head room.....	38.5
Seat back adjustment, deg.....	0
Driver comfort rating (scale of 100):	
Driver 69 in. tall.....	70
Driver 72 in. tall.....	65
Driver 75 in. tall.....	55

INSTRUMENTATION	
Instruments: 140-mph speedo, 6000-rpm tach, 99,999 odo, 999.9 trip odo, oil press, water temp, ammeter, fuel level	
Warning lights: generator, hazard flasher, high beam, directionals, handbrake	

MAINTENANCE	
Engine oil capacity, qt.....	5.3
Daily: lube front suspension by depressing pedal	
Every 5000 mi: change engine oil & filter, adjust carbs, lube chassis, various op'l checks	
Every 10,000 mi: chg air filter elements, oil carb dampers, chg plugs, adj or chg points, lube distributor	
Every 20,000 mi: clean eng flame traps, chg fuel filter	
Tire pressures.....	
Warranty period, mo.....	6

EQUIPMENT	
Seat belts, as fitted to test car (\$30) and tool bag	

GENERAL	
Curb weight, lb.....	2005
Test weight.....	2430
Weight distribution (with driver), front/rear, %.....	46/54
Wheelbase, in.....	98.0
Track, front/rear.....	49.0/51.0
Overall length.....	152.0
Width.....	58.0
Height.....	49.0
Ground clearance, in.....	6.5
Overhang, front/rear.....	19.9/34.1
Usable trunk space, cu ft.....	4.4
Fuel tank capacity, gal.....	16.1

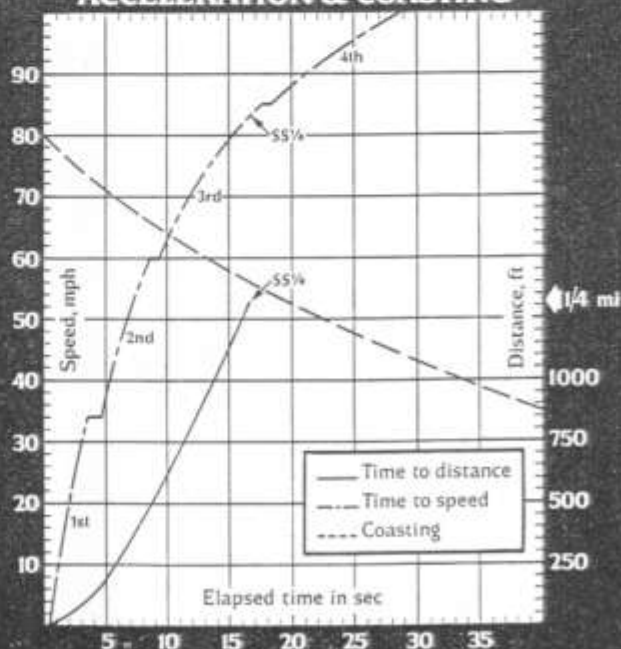
CALCULATED DATA	
Lb/hp (test wt).....	13.2
Mph/1000 rpm (4th gear).....	19.7
Engine revs/mi (60 mph).....	3050
Engine speed @ 70 mph.....	3530
Piston travel, ft/mi.....	1480
Cu ft/ton mi.....	156
R&T wear index.....	45
R&T steering index.....	0.83
Brake swept area sq in/ton.....	184

ROAD TEST RESULTS

ACCELERATION	
Time to distance, sec:	
0-100 ft.....	3.3
0-250 ft.....	5.8
0-500 ft.....	8.9
0-750 ft.....	11.5
0-1000 ft.....	13.7
0-1320 ft (1/4 mi).....	16.6
Speed at end of 1/4 mi, mph.....	32.5
Time to speed, sec:	
0-30 mph.....	3.1
0-40 mph.....	5.5
0-50 mph.....	6.7
0-60 mph.....	8.5
0-70 mph.....	11.9
0-80 mph.....	15.4
0-100 mph.....	28.4
Passing exposure time, sec:	
To pass car going 50 mph.....	5.4
FUEL CONSUMPTION	
Normal driving, mpg.....	16.0
Cruising range, mi.....	257

SPEEDS IN GEARS	
4th gear (5200 rpm), mph.....	105
3rd (5200).....	85
2nd (5200).....	60
1st (5200).....	34
BRAKES	
Panic stop from 80 mph:	
Stopping distance, ft.....	307
Max. deceleration, % g.....	84
Control.....	very good
Fade test: percent of increase in pedal effort required to maintain 50% g deceleration rate in six stops from 60 mph.....	nil
Parking: hold 30% grade.....	no
Overall brake rating.....	good
SPEEDOMETER ERROR	
33 mph indicated.....	actual 29.0
40 mph.....	38.8
60 mph.....	58.3
80 mph.....	77.8
100 mph.....	97.6

ACCELERATION & COASTING



MORGAN PLUS 8

the smooth pavement of Orange County Raceway were enough to get the front end "nibbling" as, apparently, the front tires gained and lost traction in a manner similar to that of a Volkswagen. This is not surprising because VWs share camber characteristics with Morgans.

The steering is quick—and extremely stiff. And it gets stiffer when the brakes are applied. Perhaps this might be a safety factor in an extreme situation but in everyday driving one does occasionally apply the brakes gently while steering and it's disconcerting to have the wheels feel as if they're unsteerable.


Like all the other controls, the Plus 8's brake pedal is a heavy affair, taking 55 lb of effort for a half-g stop even though there is a vacuum booster. In our simulated emergency stop from 80 mph they haul the car down nicely, with little tendency for wheel lockup on dry pavement, to a full stop in just over 300 ft. But in the fade test, in which they did not fade at all, they insisted on pulling to the left in varying degrees, a characteristic which is tough to correct because of the aforementioned stiffening of the steering under braking. We could have rated them "very good" but for this.

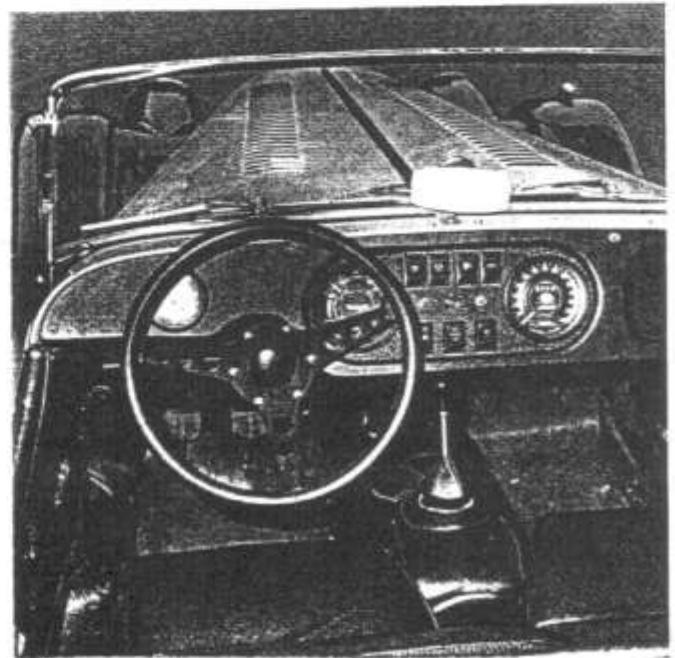
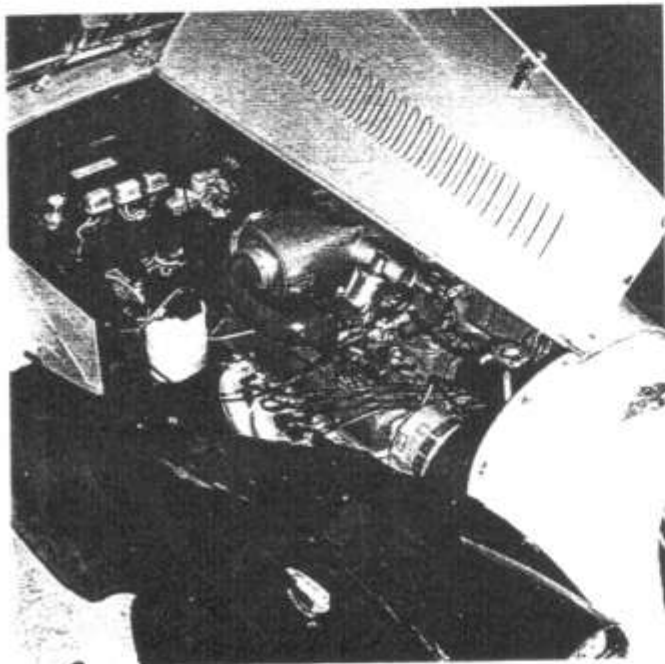
When it comes to a description of the Plus 8's ride, one word will do it: stiff. Even on a relatively smooth freeway the Plus 8's nose bobs up and down with the gentle humps of concrete strips, and when it comes to traversing really rough surfaces one does well to simply slow down to minimize the jarring, rattling and suspension bottoming. If there was ever a car for smooth roads, this is it.

The revised cockpit of the Plus 8 is basically well-planned, given the vintage car concept to start with, and has more room than some modern cars of similar size. The instrument panel is simple and attractive in the classic mode with modern rocker switches and simple but contemporary dials—surprisingly, there are no numbers on a temperature gauge that ran in the "hot" range all the time we were doing performance tests. The tachometer is a small dial on the left and is visible enough but the speedometer is off to the right and becomes very difficult to see if one drives with the righthand part of the tonneau cover snapped up. An arms-out driving position is out of the question but the seats themselves, new Restall items, are truly individual seats unlike Morgan bench

seats of old and give good lateral location for the back that is augmented by seat belts for the lower body. They certainly don't look modern-orthopedic, but they seem to work pretty well.

Looking out over the lengthy hood, which is covered by two long rows of (real) louvers, one is moved to a genuine love of the older and better things of motoring. The V-8 engine, or a 4-cyl for that matter, may not be a long engine but front wheels that are right out at the front and engine placed back toward the firewall results in far better weight distribution. Looking to the rear, we find a rearview mirror that's too small—and with the makeshift top in place rearward vision really gets bad, but then one does not drive a Morgan with the top up any more than absolutely necessary. A few cubic feet of luggage space is available in the well behind the seats if the top is up or if you've left the top and side curtains at home. There are three windshield wipers and an old-fashioned recirculating heater with a 2-speed blower.

Okay. So the Morgan Plus 8 doesn't measure up to any of the modern standards about shifting, handling, ride, noise, weather protection—you name it, it just doesn't *do* the things we expect a sports car to do these days. But we couldn't get any staff consensus at all on whether or not it is a worthy automobile in AD 1970. The Associate Editor said "Makes a man out of you—but then who wields broadswords these days?" The Engineering Editor said, "What fun is a sports car that doesn't do any of the sports car things well?" The Editor said, "This is what motoring is all about, chaps. Not driving, not touring, but motoring, damn it. It's romance— young love, moonlit motoring on winding blacktop roads and coffee stops in unlikely places. A car for F. Scott Fitzgerald heroes and heroines, yet surely as appealing to the pot generation as the hip-flask set." When we pulled into a drive-in market and parked alongside a young couple of the former category who volunteered, all smiles, that the Plus 8 (in its stunning chrome-yellow and black paint, to be sure) was a super groovy thing, we were convinced that the Editor had his point. If you thrive on *reasonable* automobiles, cars that do a required job well, forget the Morgan. But if you're old enough to be nostalgic about 1930-style sports cars, or young enough to simply groove on something kooky, the Plus 8 may be your thing. And even when you add in the \$500-odd it will take to import it for yourself, it's not very expensive. We'd like to tell you to try one, but to our knowledge this is the only one in the country. 



MORGAN PLUS 8



BY EOIN S. YOUNG

THE MORGAN PLUS 8 must be the newest old car in the world. Current boss Peter Morgan's grandfather thought up a keen way of putting independent front suspension by sliding pillars on his new car in 1910, and they've stayed pretty much the same ever since.

Now the car has been uprated to become the fastest Moggy of them all, with the 184-bhp ex-Buick Rover aluminum V-8 installed. That long, louvered bonnet has had to be lengthened two inches and widened two inches to cram everything in. So has the chassis. The new power makes the Morgan a 130-mph motorcar and a Salisbury limited slip differential has been installed to make sure that all the extra power gets to the road. Power is ample and there's plenty more to be extracted with development. The exhaust set-up almost looks like an after-thought. The Rover manifolds have a pipe bolted on either side, joined into one pipe at the firewall, and then runs down the left side of the Z-section chassis. There must be ten extra horsepower hiding away in that scramble of plumbing. New front hubs are fitted, as well as stronger stub axles, and an anti-sway bar is fitted across the front.

The price of the new model has sky-rocketed up to £1475 (abt \$3500)—the previous TR-engined Plus 4 was £915 (\$2200)—but although Peter Morgan obviously doesn't like the size of the tag, you get the impression that it will keep the clientele in the right bracket. Walking around the factory with the lanky tweed-suited head of the family business, you pass through a joinery shop where all the body frames are made. Fair takes you back, it does. You get the personal pride-in-their-work feeling about the people who make Morgans. If you bought one you wouldn't just be a customer—you'd almost be a friend of the family. They don't want cus-

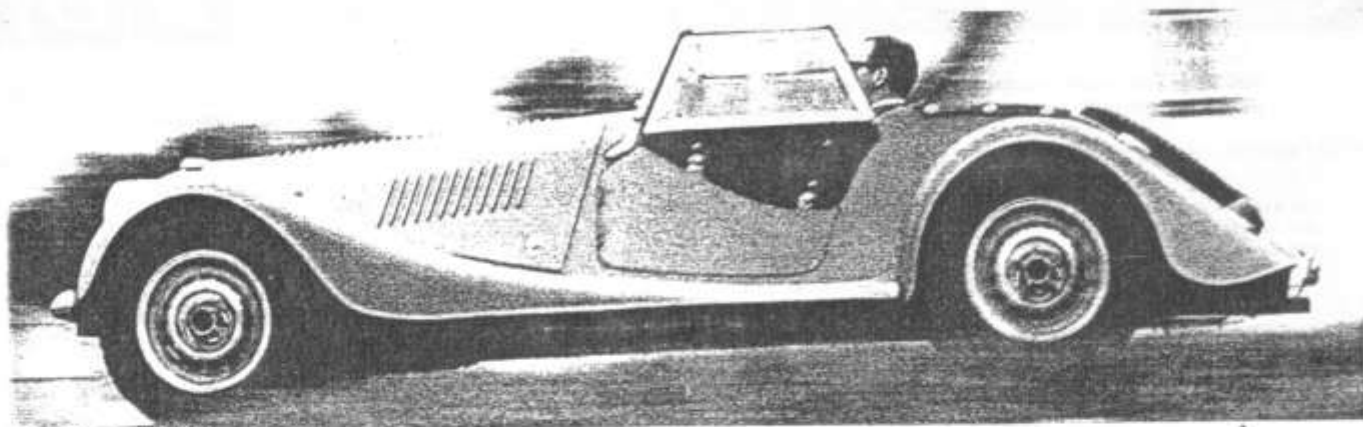
tomers who are liable to make a fuss if their car is late or the ride is even more Spartan than they expected. It seems to be an honor just to have your name on the waiting list that was four months long on the Plus 8 before announcement! (You wait up to eight months for the 1600 Cortina-engined 4-4 model.)

The Plus 8 Morgan has become civilized. Not by current standards, but by Morgan standards. Sliding plexiglass side screens, a cramping button-down top, and no luggage room to speak of, are all part of the fun, but the new V-8 rejoices in a pair of black leather-trimmed Restall rally seats that are—wait for it—adjustable! No more bench-backs and blow-up cushions. It's the first Moggy where you can stretch your arms behind the wheel and switch from Nuvolari to Dr. Farina on the sliding adjustment.

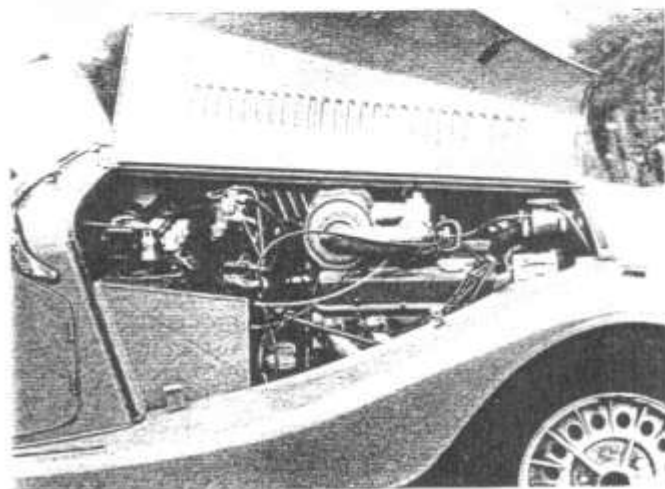
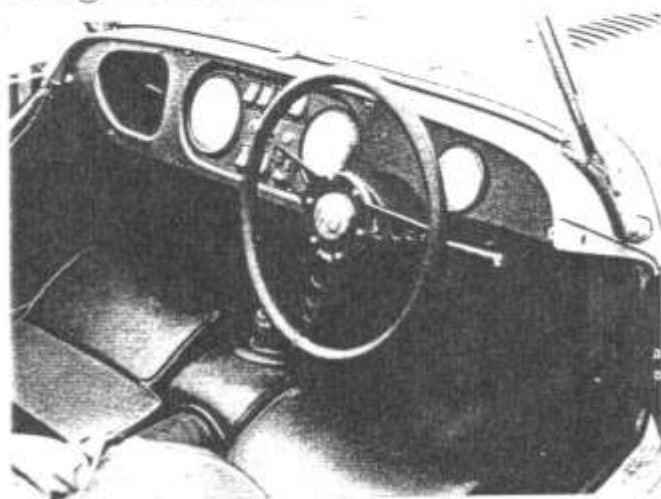
Peter Morgan would be further along the road to passing American safety regulations if someone in the federal office stateside would answer his mail! They've put a Plus 4 through the crash test. The new Plus 8 has an AC-Delco collapsible steering column and the dash has a row of rocker switches. The usual big Smiths instruments tell driver and passenger everything they want to know and a little rev counter lives to the right of the new leather-padded wheel. Black leather trim is the in-thing at Malvern this year. The transmission tunnel is black-trimmed as are the cutaway door sills. You still have the reach-in door locks TF-style.

At the wheel you can't help but get a kick out of the long, louvered bonnet. The low screen will have three wipers like an E-type.

The slow Moss ex-Jaguar 4-speed gearbox still dwells along the driveshaft aft of the clutch. It's still a shift-one-two-shift box that adds to the vintage feel.



Progress sets in at Malvern Link



It will get from 0-50 in 5.2 sec, up to 70 in 8.6, and it does a standing quarter mile in 14.9 sec. The flexibility of top gear is quite something. Morgan talks about a possible 5-speed box but I don't reckon he needs it.

The Plus 8 has new cast aluminum 15 x 5 1/4 wheels designed by Morgan when other manufacturers lagged on delivery. Turning circle is a hard-hauled 38 ft. Handling is typically Morgan, being neutral up to the point where you can choose whether to have under- or oversteer.

A 13 1/2-gallon fuel tank slabbed on the back with a mounting for the spare wheel inset traditionally has a fuel filler on either side of the wheel to aid fast refueling in racing pitstops. The V-8 does between 22 and 25 miles to the Imperial gallon giving a range of around 300 miles.

Scuttle-shake was once a Morgan specialty but it has almost been eradicated on the Plus 8. Spot welded floor pans plus strategically placed gussets helps torsional rigidity immensely. Comfort seems to have been improved in direct proportion to the price hike!


Girling 11-in. servo discs are fitted in front with 9-in. drums on the rear. Rear suspension is by the usual archaic half-elliptics, although the front fixing points have been raised and the rears lowered which effectively increases spring movement by about an inch.

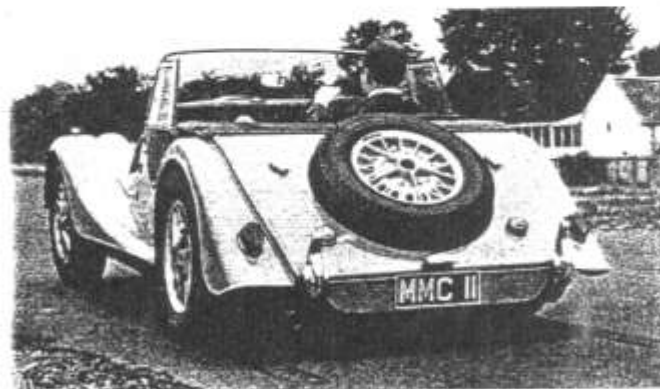
Morgan built a prototype with the Rover V-8 in mind 18 months ago when it was still a secret at Rover. Instead of the English engine they fitted a Buick V-8 into a Plus 4 chassis and did 40,000 miles of testing to sort out the shortcomings. When Rover was given a demonstration of what the new car could be like using their V-8, permission was given and Morgan now receives 10 engines per week.

The V-8 answered Peter Morgan's prayers since Triumph

had phased out the 4-cyl TR engine he had been using in the Plus 4s for the past 18 years. He didn't fancy extending the chassis to take the long fuel-injected 2.5-liter 6-cyl Triumph engine. The compact Rover aluminum V-8 was the ideal answer. It weighed about the same as the TR, so there was no weight distribution problems.

The U.S. exhaust emission ticket is keeping Rover's 3500 out of America, and it will also bar the door to the new Plus 8 Morgan. But they are working at it. Our test car was a lurid sort of McLaren racing Orange and they intend to continue with their range of pop colors introduced extremely successfully at last year's Earls Court show at the suggestion of Peter Morgan's young son.

The Plus 8 is \$3500 worth of rapid instant vintagery, ruddy cheeks and tangled hair. So who needs an Excalibur? 



Membership Renewal:

Name: _____

Spouse: _____

Address: _____

Home: ____/____/____ Business: ____/____/____

Fax: ____/____/____



Morgan(s) owned:

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

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

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

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

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

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

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

CO-PRESIDENTS, REGALIA & EVENTS:

Lynn & Fred Kuzyk

1305 Ester Drive

Burlington, Ont L7P 1L2

905-336-0251

msecc@sympatico.ca

<http://www3.sympatico.ca/msecc>

VICE PRESIDENT & EDITOR "THE BLURB":

Vern Dale-Johnson

1532 King St West

Toronto, Ont M6K 1J6

416-530-4599

Fax: 416-536-3621

vern_dj@msn.com

TREASURER:

Jenny Beer

30 Parsons Ave

Caledon East, Ont L0N 1E0

905-584-0619

Fax: 416-744-7696

drbbooks@istar.ca

(c/o DRB Motors Inc.)

CLUB LIASON:

Audrey Beer

RR#3, Bolton, Ontario

L7E 5R9

905-857-7320

905-857-3210 (fax)

INTERCLUB EVENTS

COORDINATOR:

Ed Burman

156 Robertlee Dr

P.O. Box 268

Carp, Ont K0A 1L0

613-839-3041

elburman@cyberus.ca

Morgan

First of the real sports cars

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

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

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

WESTERN SCRIBE:

Mike Powley

1867 West 37th Ave

Vancouver, B.C. V6M 1N3

604-261-0901

pwl6079@bcit.bc.ca

MOG NW (Northern Rep):

Ron Theroux

5794 Kilkee Dr

Surrey, B.C. V3S 6E9

604-576-2957

EASTERN SCRIBE:

Greg Kaufman

GoMoG, Ottawa MOG

P.P. Box 385

Woodlawn, Ontario K0A 3M0

613-832-3620

toad@storm.ca

ROAMING SCRIBE:

Dr Francis (Art)

Sharpenwessel

Teching Temple

Teching, Tibet (for now)

Phone: none

Duties: depends

Fax: not a hope!