

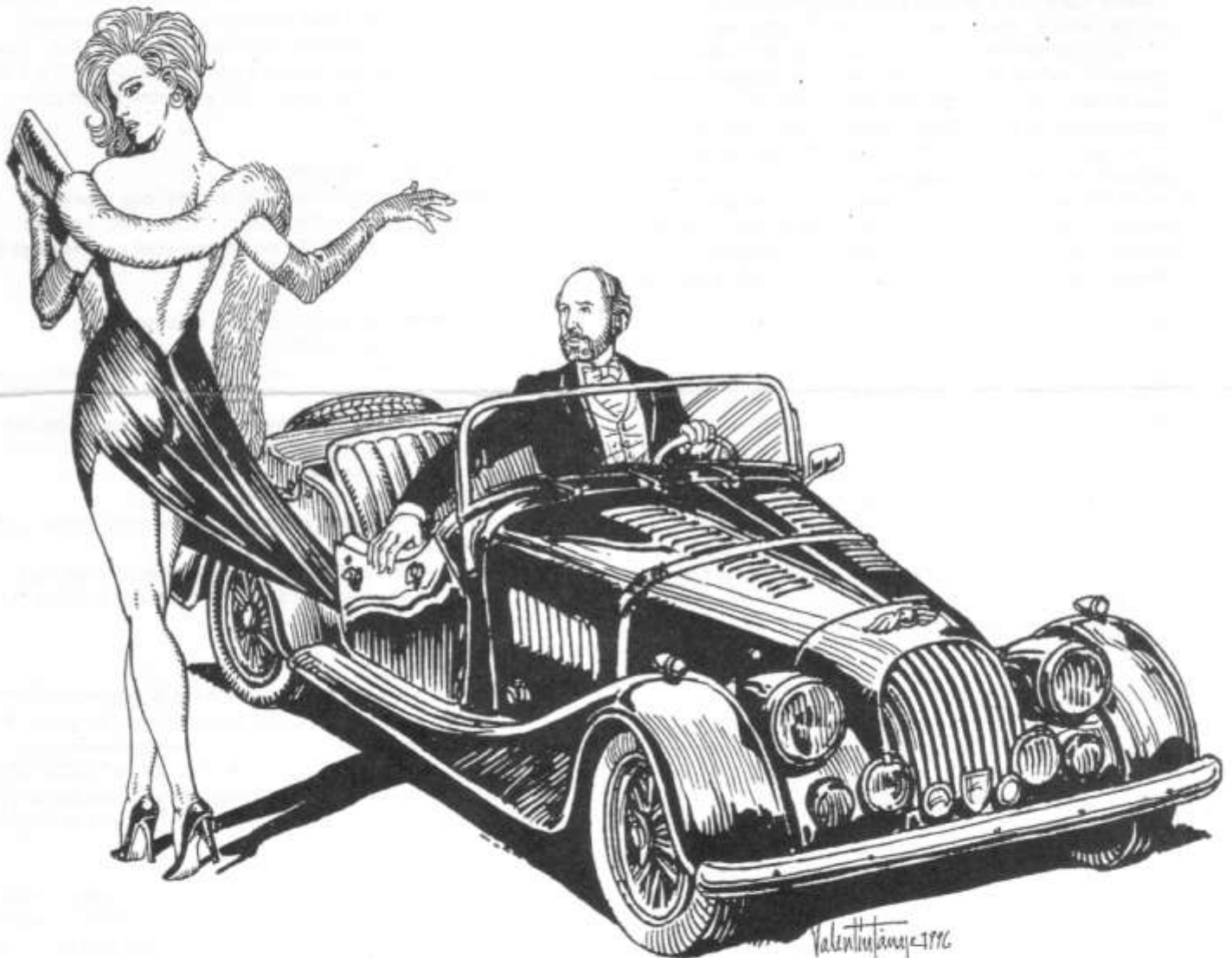
*Morgan*



4-98

# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



**Another Tanase -- this one celebrates MOG Belgium editor Jacques Gallien as he escorts (or attempts to defrock?) a rather windblown "Tanase" lady. Rumour they crashed Martin Fisher's BBQ are false (read inside to see who really did crash the party).**

Thanks to Jacques Gallien, Valentin Tanase, and MOG Belgium

## THE CO-PREZ SEZ:

Fred & Lynn Kuzyk (msccc@sympatico.ca)

Summertime & the living is easy! We'd like to welcome the new members that have joined since the last update: **Ed Driver** of Saskatoon, SASK; and **Phil & Pat Whitehouse** of Flamborough, ON. Thanks everyone!

### TOY RUN:

Work for the 4TH BRITISH CAR TOY RUN on Sept 27 has begun. If anyone can help in any manner (door prize provision, Registration duties, judging, stuffing goody bags, etc), we can press you into service! Give us a shout.

### IN PRINT:

The July issue of the English magazine *Thoroughbred & Classic Cars* has a lengthy story & comparison of a Morgan Plus 8, Healey 3000, and an E-Type Jag. Perhaps not surprisingly, the E-Type was favoured by the reviewers. Of the Plus 8 it was said: "The Morgan gives you a head-rush of excitement with its vigorous acceleration, its chest-beating exhaust note and the challenge of driving it quickly. You'll either get hooked on its performance and vintage manners or reject it as too much like hard work. The E-Type's superiority shone in handling, ride, and technology - but with warnings about its vulnerability to rust & its complex underpinnings. The Healey had the most simplicity & most impressive interior".

The June/July issue of *British Car* magazine had a feature article on the rare "Plus 4 Plus" Morgan Coupe. The beautiful red coloured car pictured is owned by John & Evelyn Willburn of California, the son & daughter-in-law of MSCCC members **Gerry & Barbara Willburn**. Congratulations to a prolific Morganeering family!

From the 1/26/98 issue of *Forbes* is an article about reviving dead consumer brands, they sighted Morgan, unlike AC Cobra, that is still going strong. Further, "In 1996 Morgan made only 484 cars .... and the company's pretax profit amounts to more than \$3,000 per vehicle, almost ten times GM's". -Don Polak (via email).

### EMISSIONS PROGRAMS:

In a recent newspaper article, it was revealed that the Ontario "Drive Clean" program would not be implemented this year, as expected. It seems that "all good things" takes time! So, we here get a slight reprieve from pollution testing hassles. If you'd like to learn more about what's happening in this matter in British Columbia, check out the Specialty Vehicle Association Of BC's website at: <http://www.res.com/~svabc/main.html>.

### SPINNING THE WEB:

Received this recently over the web:

'OZ' In A Pontiac: *Imagine yourself driving through the scenic Aussie outback in a classic car, accompanied by 70 other amazing pre-1966 vehicles, all with zany themes and crews - having 10 days of fun, driving along tracks, beaches, old railway lines and across creeks, rocks and through lots of bulldust?*

*Dream no more - the chance is real! The fourth seat in Car 888, entrant in the 1998 Swan Brewery Variety Club Bash could have your name on it. All you need do is buy a ticket (or 2, or 3) in our unique raffle.*

**What You Can Win:** *Tell us your nearest International Airport and we will fly you out of there to Perth, Western Australia, sign you up as crew for Car 888 and then take you along on the 1998 Bash.*

*You will travel in style and comfort, in our 1965 Pontiac Bonneville limousine ambulance and see lots of the Western Australian countryside and many fascinating outback places that most visitors rarely see. Some nights we will camp out, others may be in hotels or motels, but where ever we are, you will have heaps of fun! We will pay all your Bash fees for food, accommodation and entertainment, including the final night Grand Ball. You can sleep that one off with up to 2 more nights in a 5 Star hotel, before flying home to tell everyone about your fantastic experience.*

Take a look at our Website:

<http://www.car888.iinet.net.au>, and buy your ticket NOW, before the raffle closes. Incidentally, we only expect to sell about 300 tickets, so work out the odds for yourself!!!

Some recent Morgan webpages discovered:

Tim Cottingham's Morgan Page:

<http://ourworld.compuserve.com/homepages/timcott/morgan.htm>

Hayston Garage: <http://www.hayston.demon.co.uk/ThreeWheeledAdventure>. Under development. Great photos of Morgan trikes.

<http://users.arn.net/~lifevest/>

MORGAN the World's Leading 3-Wheelers. Great page from Germany!

<http://home.t-online.de/home/Gerhard.Kiessling/>  
-For more Morgan, British car, & other links, check out the MSCCC webpage!

### NEW REGALIA:

Received nice leather flying helmets & goggles recently from *Bygone Era* motoring accessories of England. If you are into leather jackets & such accessories, you should get their catalog. Phone/Fax: 44 181 462 0708. Or visit their website at: <http://www.bygone-era.co.uk> (or click on the link on the MSCCC website Links or Regalia pages.).

A reminder that the Western New York Morgan Owners Group has released a 20th anniversary badge. These are made in Canada, as are the pins. Price is \$35 US for the badge & \$5 US for the pin. Contact: Bob Tescione, 62 Wilmington Street, Rochester NY 14620-1930 USA.

### RECENT EVENTS:

Both the MSCCC Wine Tour & the Escarpment Run were excellent events. Reports on these events are in this issue, courtesy of Club Scribe F.A. Sharpenwessel. Lynn & I were pleased to present a President's Award to Nyal for his efforts, and thank everyone for the great



attendance at both events! We also attended the **British Wheels & Wings** event at the Hamilton Airport. Enjoyed seeing the Morganeers there (Vern, Peter Toma, Carlos Yep, Glen Cavers & Julie, The Taylor's, The Sands') and the other folk. We went for a drink afterwards to the RCAFA Club but it was closed. So we had food & beverage at the Ancaster **East Side Marios**. I understand that Glen & Julie also attended the **Spring Fling Weekend**. While **Classics Against Cancer** had a fine representation of Brit cars, once again. Morgan cars in attendance were few this time - the Shier's & Dale-Johnson's Mogs. Vern has a list of the winning vehicles. As I write this, Vern is headed south for **MOG 28**, while I intend to make a solo appearance (Lynn is now working Saturdays) at **Empire Day**.

**UPCOMING LOCAL EVENTS:**

**July 19 & 25 British Sports Cars at the Ontario Renaissance Festival, in Milton, Ontario.** All clubs & members are invited on these dates for the special entry price of \$12 per adult. Large rallying area offered on the grass, plus free turkey leg, & softdrink or ale. A tavern will be set aside for Clubs' use. See Henry VIII & other characters, musicians, shows, games of skill, period crafts, & full armoured jousting, in this re-created medieval English village! Contact: (800) 734-3779. "Long live the King". The Shiers & Kuzyks attended this venue 2 years ago & found it a fun, family day!

**July 25-26 Brits In The Park, Lindsay, ON.** Part of the Lindsay "Riverfest". Contact: Jim Nesbitt. (705) 324-5194.

**Aug 1-2 MSCCC Pig-Out Weekend, Pipers Hill Farm, Colgan, ON.** Info: (905) 936-4341. Marlies Sands. See the flyer in this edition of the BLURB! An event not to be missed! Non-Member Guests by invitation only, which have been sent.

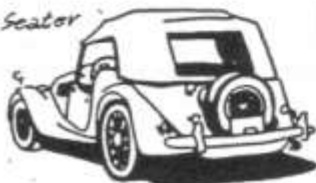
**Aug 1-7 5th Annual Maritime British Invasion. Prince Edward Island, Canada.** Hosted by the British Automobile Touring Association of Nova Scotia (BATANS). Contact Bob Hamilton (902) 861-3277.

**Aug 16 St George's Society Flea Market & Car Show, London, ON.** Proceeds from this show donated to a local charity. Info: Stu (519) 453-0068.

**Late breaking event news -- see inside for MiniMOG, Oct 23-25 at Norfolk Naval Station. Tours of the station, Autocross clinic, and much more.... Phone Bob Hanson, MCCDC 703-820-3496 (evenings)**

All photos of the "tall blond" at MOG 28 ended up "fogged" -- some secret UN jamming mechanism? Perhaps this cartoon, a good imitation of said lady, hints at the reason?  
Thanks to MOG Belgium.

Four Seater



**Aug 18 Car Show. Edward's Gardens, Toronto, ON.** TTC (416) 410-4TTC.

**Aug 22 Rovers at the Rovers.** Picturesque tour of Niagara area with a fun navigational contest. Starts at the Rovers Inn, Grimsby ON, about 2 PM. Open to all. Followed by a noggin & natter. Hosted by the Toronto Area Rovers Club.

**Aug 23 Boot & Bonnet British Car Day. Kingston ON.** Info: Wes (613) 386-3797.

**Aug 30 Moggies On The Grass, Sunset Farms Hwy #7, Ottawa ON area.** A GoMoG event. Call: (613) 839-3041.

**Aug 28-29 Western New York MOG 20th Anniversary Celebration.** Cooper Inn, Cooperstown, NY, USA. Info: (716) 889-9414.

**Sep 11-13 MSCCC Fall Getaway, Mountain Springs Lodge, Collingwood ON.** The 20th edition! Annual club weekend open to guests & all marques. Condo accomodations with all amenities (full kitchens, VCR's, jacuzzis, fireplaces, decks, etc). Same rates as last year: starting at \$59 (those are C\$'s!). Tour, fun concours, gymkhanna, banquet, awards, dash plaque & goody bag, roving cocktail party & martini contest, hot tub hour, etc. Protected parking beneath the tennis courts. Registration still only \$20/car. Banquet details not firmed up, probably still \$25-30 per adult. Info: Lynn Kuzyk (905) 336-0251.

PS ... Don't forget the PIG-OUT on August 1st & 2nd & call Marlies at 905-936-4341 today!

More events are listed on the next page, in the British Car Council listing sent with the last Blurb, or on the MSCCC website!

*"It's Top Down Time"*

*Fred Kuzyk*



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 4 *Events Calendar; Editor's Notes & News*  
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 10 *MSCCC Wine Tour (5/17) – F.A. Sharpenwessel*

11 *MSCCC Escarpment Run (6/14) – F.A. Sharpenwessel*  
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## SCHEDULED EVENTS FOR 98 (CANADIAN MORGAN CLUB EVENTS IN ITALICS, TORONTO EVENTS) :

Aug 1-2 *MSCCC - GoMoG "Pig Out" weekend*, Pipers Hill Farm (info Alan & Marlies Sands, 905-936-4341)  
 Aug 13-16 *MOA '98 Reunion*, Monterey California (info Steve Roake, ph 415-864-2260, fax 864-2336)  
 Aug 30 *Moggies On The Grass*, Sunset Farms Hwy #7 (GoMoG info 613-839-3041)  
 Sept 11-13 *MSCCC Fall Getaway*, Mountain Springs Lodge, Collingwood (info 905-336-0251)  
 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)  
 Oct 23-25 *MiniMOG at Norfolk Naval Base*, (info Bob Hanson, MCCDC, 703-820-3496 evenings)

Jul 30 - Aug 3 *13th Annual Canadian Classic*, Blue Water BCC (details, Larry Edmonds, 519-541-1301)  
 Aug 1-7 *5th Annual Maritime British Invasion* (info: Bob Hamilton 902-861-3277)  
 Aug 23 *Boot 'n' Bonnet British Car Day*, Kingston (details, 613-386-3797 or 613-542-8110)  
 Sept 6 *Fall Rally*, Toronto hosted by MG Car Club (Martin Brassard, 905-712-0719)  
 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)  
 Sept 19-20 *An English Car Affair in the Park*, Victoria B.C. (details Stu Eastwood 250-474-3956)  
 Sept 25-27 *Fall Windup '98*, Austin Healey Club of S.O. (details 905-639-4829)  
 Oct 25 *Autojumble*, sponsored by MGCCT, International Centre, Toronto, 10-4, 416-410-5464

## Editors Notes:

Vern Dale-Johnson (vern\_dj@msn.com)

**Executive Nominations:** Please note all Executive Positions are open for nominations – especially **President** (as Lynn and Fred have given notice this is their last year! I personally thank them for the tremendous work, effort, and imagination they have brought to the club over the last 4 years). Nominations are for **President, Vice President, Treasurer, Regalia, Events Coordinator, Blurb Editor & Publisher, and Interclub Events Coordinator**. Current incumbants may stand for re-election. Although nice-to-have not all executive members have to be from the Greater Toronto area. **We should all realize if we don't get members to "serve" we may have no option but to essentially fold the club or moth-ball it until others pick up the standard.** So..... if you can, please get involved!

As friend and faithful guru Art Sharpenwessel was worn out from the Wine Tour and the Escarpment Run III, your friendly editor reports on the 1998 Georgetown **Classics Against Cancer**, **MOG 28**, held in Emmitsburg Maryland, and **Toronto Summer Run**.

## Classics Against Cancer, June 14.

The venue, as usual, was the beautiful Cedarvale Park in Georgetown Ontario with the weather cooperating as it has for 10 of the 11 years this event has been held. The "British Class" was well contested this year with well over 30 cars present – from early Riley's through R-R's, Bentley's, Aston Martin, Triumph Herald, Gilbern, Lotus, Caterham's to the more prevalent MGA's, MGB's, and Triumph's. Morgan was represented this year by the two faithful – Shier's 4/4 and Dale-Johnson's +4.

As is normal, as "photographer", I arrived at the the ungodly hour of 6:30 to prepare for the opening of registration shortly after 7. No time to scrape the bugs off OLBDII – just park it and have the bonnet propped open (a clean engine disguises

the bugs and dust). Other MSCCC members who were present included Paul Whittaker in his Bugatti replica, Neil & Ruth Young with their Caterham. Old friends George Lafford with his BMW 2002 and Mike Potter in his real Lotus 7 were there as well.

Winners of the class were H. Fletcher with his beautiful 62 MGA, Mark Hord with his 75 Triumph TR6, and Gordon King's beautifully finished 62 Jaguar XKE. Not judged but judged to be the "British" star of the show as an original race-prepared Shelby 289 Cobra – Neil Young and I determined it would be a great "gift" should the Lotto come our way soon! Price, don't ask! In all there were over 400 cars on the field and \$35,000 was raised for cancer research.



## MOG 28, Emmitsburg Maryland, July 2-5

The "rumbling of Morgans" was non-existent as the Dale-Johnson's wheeled out of Toronto on June 30 on the start of our leisurely trip down towards Emmitsburg. Non-existent as OLBDII's was on the trailer and we were in the comfort of our new Izuzu Rodeo on its shakedown run as a tow vehicle. After a relatively short drive through to Corning New York, we called it an evening, located a motel, unhitched the trailer and found dinner. The next day was a long-postponed visit to Corning Glass (they are building a new museum etc so if you've been there before check out the new facility in the year 2000). Great glassblowing, incredible museum, but all we bought was a lid for one of our Corning Ware dishes! Off through Pennsylvania that afternoon to stay just north of Gettysburg. July 2 found us with 40,000 mainly Civil war buffs in Gettysburg where we did the "quick tour" then hightailed it for Emmitsburg where with no trouble we found Mount St Mary's College.

The campus was full of "young" boys at basketball camp and even "younger" boys and their coaches / parents at baseball camp. Fortunately Marissa isn't yet into "boys" but she was sure turning heads! We found our apartment-- student dorm with a kitchen (quite the change from what I remember of student dorms) and settled in to clean the dust and road dirt off the Morgan and prepare for the MOG. Back at registration, we were pleased to meet up with fellow MSCCC member Nyal Wilson who had also resisted the rumble of Morgans, using his trusty Mercedes instead. Alan Marsh, another MSCCC member arrived looking very well (after his bout with cancer). Many others were asking after the Canadian group -- including Iris Knight and Penny Bates (yes, Jenny, she did renew her membership!). Later David & Carolyn Rees-Potter rolled in with their overloaded van and rent-a-trailer headed for Florida and what they hoped would still be their new condo outside Orlando (Carolyn has accepted a teaching position at Stetson University).

Friday noon and we had finished chasing grime and were as ready as we'd ever be for the Concour's field. With about 55 Morgans the numbers were down from previous years -- especially light were the DHC and trike classes while the "later +4 class" seemed to have attracted close to half the entry! Despite the odds we soldiered on being the last to be judged just before we were due at the start of the Rally.

The "Log Cabin Morgan Rallye" was organized by Tony Souza (who used a Ford van to set up the mileage's!). The rally wound through the beautiful countryside around Emmitsburg - following at times the line surveyed by Charles Mason and Jeremiah Dixon and meandering into both Pennsylvania and Maryland. Further along we passed by the entrance to Camp David (but not marked as such!). Now, we Canadians thought we had a decided advantage as Vern and David were in the Mog with Carolyn and Marissa as back seat "help" while behind us was the Merc of Nyal Wilson with Amanda. Despite this we did manage to make no less than 3 wrong turns (rather missed turns), almost got broadsided by a State Trooper traveling at great speed with all lights flashing (definitely late for coffee), arrived 3 minutes early at the 2nd checkpoint, and over-exuberantly counted 2 too many "log

buildings" -- the reason for the name. I think we ended up with over 300 points good for only about 10th (but definitely not last). I did have my Steven's circular slide-rule / rally calculator along but neither David or I could remember how to work the damn thing. Maybe next time...

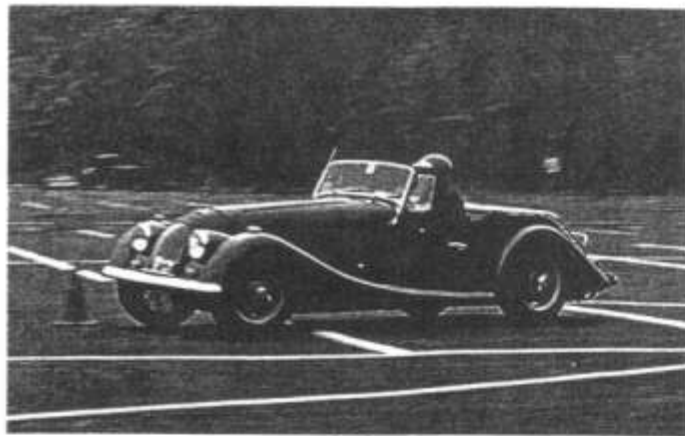
Saturday morning David & Carolyn were off to the fires of Florida to see if there was still a condo to "close" the sale on. They did promise faithfully to report in on Monday but 2 weeks later we still don't know how well they fared. Nyal and Amanda made an appointment to do some serious antiquing while Marissa (who had teamed up with Thea Childress and another friend to do "10 yr old girl stuff" -- but did come back so we could run the Gymkhana -- not a bad showing but some serious competitors were out there). Concentration was on the Autocross. Course was straightforward and despite being the first car away OLBDII posted times that were to stand as the best in class for the 4-seaters and DHC's -- the new Koni kit for the rear suspension really does work!

Saturday evening was banquet time. Marissa was off with friends Thea & Kelly while Amanda and I found ourselves with Hank & Stevie Giffin, hosts of a MiniMOG being planned for Oct 23-25 (see later in this issue), and another couple. On the table were some "craft materials" we were to use to craft something "Morganish". Beer cans quickly led to a decision to develop a V-twin 3 wheeler that the judges -- boys of 8-10 -- voted as "best in show". The banquet features event awards - those beautiful 10 inch pewter plates with the theme of the MOG cast into them. These are coveted by all attendees. We were pretty sure we'd picked up the Autocross trophy (and did) but were also pleasantly surprised to receive the Concours trophy for best late model +4! So, fellow MSCCCers, just to let you know although the Canadian contingent was sparse we still held our own at the MOG. Final verdict, by Amanda & Marissa who had attended for the first time -- great event and location. Verdict from moi -- fantastic! See you next year!

P.S. The 2nd edition of the "silver Morgan buckles" was sold out at the MOG, much to the surprise of Bob Hanson (regalia for the MCC DC) -- he sold the two I offered within 24 hours at US\$135 each (a steal!).

P.S.S. On July 19, the day after the Toronto Summer Run described below, Fred, Hendrick Rens and I were meeting at Hendrick's to discuss the Toy Run poster (we are in for a real treat this year!). On the way back to Toronto this @\$%@! in a van decides to make a left turn from the right hand lane right into my path -- smack! The Concours winning +4 now has one misshapen right front wing, a damaged bumper, broken cowl, and suspension damage. We'll now be testing out our Silver Wheels plan. More later after Steve and Martin survey and work through the damage.





Photos by Vern Dale-Johnson



Left – MSCCC Member Alan Marsh "hanging on" as he contests the MOG 28 Autocross.  
 Right – Hank Giffin deep into thought as he calculates the next stage in award-winning model development.

## From Sunnyside to Rosedale (or.... how to avoid the Molson Indy traffic)

Our Toronto Summer Run, from the Dale-Johnson's on King Street West to Martin Fisher's on Bin Scarth Road was to take us through some areas of Toronto we, as Torontonians, like to show off to visitors -- well, some of them anyway! By 4:30, Martin, Carlos Yep, and the Dale-Johnson's figured no one else was brave enough for the Molson traffic so we headed off west through the Grenadier Pond area, up through the Kingsway, across St Clair Ave and Davenport Road, past Casa Loma, down Avenue Road around Queen's Park (Ontario Legislature) on down University Ave to Queens Quay over to Parliament and Front Street onto Bayview for the blast up the Don Valley. After a tricky turnaround at the Don Valley Brick Works we were onto Rosedale Valley Road for the final run up the Martin's place. And what a place..... 1930's Tudor style mansion on a double lot with garage parking for 5 cars -- all Classics Martin tells us but this has yet to be confirmed.

Sylvia arrived to ensure Carlos wouldn't get into any trouble but alas, no more Morganeers found their way. After burning off the essence of mouse nest from the BBQ, we did manage to get our salmon steaks properly poached to go with the sumptuous treats organized by Martin and his friends. After dinner, and a few quick runs to reward those who helped with the evening, we were surprised by Peter Pfahl who made a fly-by visit mid-wedding reception to say hello (yes, for those non-believers, Peter was there!). Great evening, great weather, lovely pool (reports Marissa & friend Claire despite being chased by an over-active pool cleaning robot). Thank you Martin, next year we must get more out (I'll save the instructions for the drive -- we've lots left over).

### Memo to: Peter Morgan

Submitted by Gary McFarlane

I have recently discovered that MG people worship the **Sacred Octagon** and attend the **Gathering of the Faithful**.

As a +4 owner, I wish to know why we Morgan people have no similar religious structure that could serve us in so many ways. After all, wasn't your father in the "business"? I need this as I currently am carrying around a great deal of guilt and need the cleansing that only confession can provide. For example:

- † I have not pushed my one-shot for three weeks (the fact I have not driven the car for a month is irrelevant- a sin is a sin).
- † I've had evil thoughts about MG drivers; visions of them being attacked by a "Winged Wheel". Same for all those who ask me if my car is an MG. (Is this Octagon envy?)

- † I have coveted my neighbour's Allard. (not sure why).
- † I have had erotic fantasies about my front-end shimmy and sliding pillar suspension (never mind my lever shocks!).
- † I have had feelings of envy towards +8 drivers. They're so smug with all that power under the bonnet and their three windscreen wipers.
- † I am angry with Triumph drivers who refuse to believe that their cars are Morgan-powered.

Your immediate attention to this matter will be greatly appreciated. Sincerely,  
 A Disgruntled Morgan +4 Owner

## The World Famous Great Southern Morgan Three-Wheeler International Race Team and Grit Tasting Society

... Is preparing for the Pittsburgh Vintage GP (July 18).

True to the Southern image, our tow vehicle is my wife's '74 GMC Suburban with only 154,000 miles on the odo, slight rust and a thirsty 454 cui V8 (8mpg & 666.9 miles to drive). It appears that our "race trailer" will be a borrowed 'dozer trailer

which weighs as much as three trikes.

Cars are almost ready- as soon as Pete gets his full-race axles from the machine shop (he feels that he needs more than 1/4" of threads to hold his front wheels on).

As at least three Canadians (Beers, Knight & Elcomb) are

coming. Four USA trikes (Towner, Olson, Jacobson & me). So we are reviving the CanAm Challenge —albeit for three-wheel cars. We have a beautiful (well.....) trophy for the "Morgan Three-Wheel CanAm Challenge". Not as fancy as the original CanAm trophy (anyone remember it?) as I only had a broken Piston & well-bent rod to work with- little lathe work, little torch work, little paint... still it is fitting the Marque..

I had shirts screen-printed with the team logo for team members. Of course the team logo is "The World Famous Great Southern Morgan Three-Wheeler International Race Team and Grit Tasting Society". Please note- GRIT not GRITS tasting... might get some yankees interested in joining

### Dave Smith writes....

Dear Vern,

Glad to know, from the May 98 Blurb, that Stu Harvey's memory is at least as bad as mine. However, maybe I can beat him with some info on the three photos.

The 4 x 3-wheelers / 3 x 4-wheelers photo was taken on a run to "Terra Cotta Inn". Early 70's sounds right. I enclose a couple of other photo's of the same occasion. We met at the "Cara Inn" on Airport Road, and drove to Terra Cotta via scenic backroads. Blue 3-wheeler at the right is myself, next is Peter Whitworth, then I believe Ben Koiter, with the car now

the team & don't want to force grits on anyone (acquired taste, I guess..) Also had a few T-shirts made (XL and XXL only -- seems the team has gained girth in the last few years) with the team logo. Sand-color w/big maroon emblem. Hope to peddle these at the race to pay for the screen printing.. \$10.00 each. Come see us & join the team..

Look us up if you are there -- staying at HI Select. If you are not familiar with the cars- look for the big 'dozer trailer. Not sure how we will do in the race, but we are a cinch for "The Friends of OPEC" award...

Fred Sisson

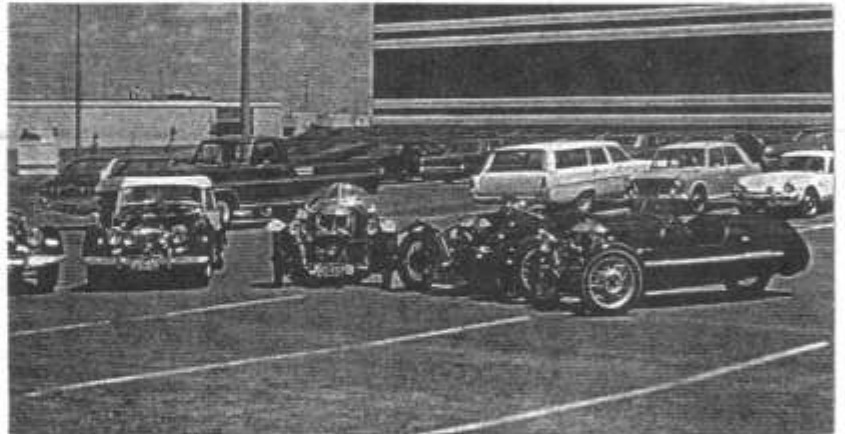
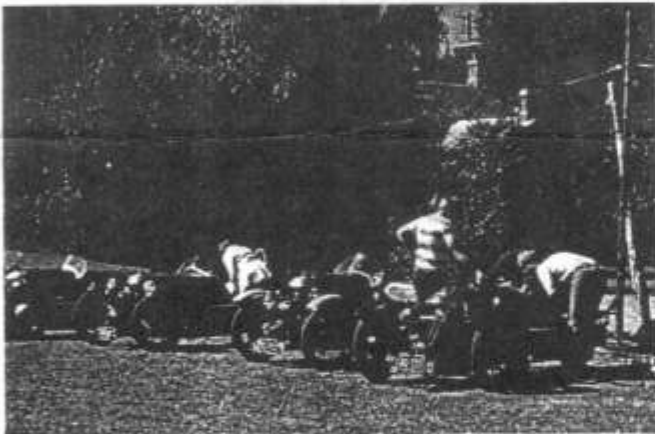
owned by Dave Elcomb, and at the left is Stu himself. sorry I can't help with the 4-wheelers (strange breed!)

The other two pictures are at the ACCCC's meeting at the "Inn on the Park". The family model is George Ormsby's and the barrel back is indeed, Ken Browne's.

We did the "Terra Cotta" drive two years running with the numbers of 4 and 3 wheelers reversed the next year.

Regards,

Dave Smith



Photos from Dave Smith

### Keep the big bits out.....

**Ken Payne 63 +4 4-seater:** I've managed to create a pair of foam element air cleaners for under \$20.00. Stuff needed: air filter mesh, or some sort of stainless screen, 4 pieces about 3"x4" filter foam, 4 - 5/16 bolts with flat washers & lock nuts, 3 - 5/16 ID spacers (maybe 4 if room for 2 on front carb).

Start with a cheapo standard air filter that is at least 3 inches tall. Cut the wire mesh out of it. Buy a replacement foam element for a Weiland, Holley, or ?? aftermarket washable filter. I used the base of a rectangular paint thinner can to shape 4 mesh baskets, folding up about a 3/16 inch lip around the edges. Then cut 2 pieces of foam to match the shape of the mesh. Match one mesh part up to the rear carb, roughly centered, and mark the mounting holes. Do the same for 1 piece on the front carb. On my Plus 4, it had to be shifted as far to the rear as possible to get enough clearance. Once they

are both marked, drill or cut bolt holes. Then fit the foam and punch holes. With the foam in place, fit the other mesh pieces. Once satisfied with the way the 2 meshes mate, remove the foam, replace the outer mesh and mark the bolt hole locations. Again drill them out. Now make 2 1/4 inch spacers with an I.D. to slip over the filter mounting bolts. I used a bit of copper tubing to make mine. Insert spacers in rear filter foam, put foam in meshes and bolt on rear carb. I used 5/16 bolts with a flat washer under the head and locknuts. For the front filter, I only had room for a spacer on the rear bolt. For the front bolt I tightened it just enough to leave room to close the bonnet. I also had to bend the lower edge of the filter in a bit to clear things.

Not fancy but they seem to work and were much less \$\$ than the airbox setup. Cheers



## Interclub Activities:

Ed Burman (elburman@cyberus.ca)

### 27th Sports Car and Vintage Auto Festival

**Dick Powers, President, WNY MOG:** Hi Vern, sorry it's taken so long to send this, but I had given Bob Tescione the disk with my President's Column on it and he had to send the "Show" information back via e-mail. There were no Canadian cars this year. Hope all is well.

As of this writing, the **27th Sports Car and Vintage Auto Festival**, put on by the WNYMGCC, is in the books. There was a new location, Finger Lakes Race Track, and some rain, but in general the show was a success with 1,018 cars registered and a large grassy field that will allow for future expansion. Some of the success of this show is a result of the work of some of our WNYMOG members. Bob Tescione is one of the Chief Judges (the show is so big it needs 3 Chief Judges) and his wife Annabelle does many support jobs all day as well as always telling me where to go. Bill and Desi Benet work on the Festival too and are always there to greet all those who have pre-registered. Bill is the perennial MC at

the awards presentation and Desi has been Show Chair and Publicity Director. (Editor's [Tescione's] Note: Our chairman Dick Powers has regularly participated as well- usually as a class judge.) If you enjoyed this show, please let them know, for it wouldn't happen without them.

For Festival 27, we had a good turnout of 8 Morgans. All four wheelers since Bob Abels has sent his "Trike" back across the pond. The extra space, allowed us to have a Morgan hospitality area under the Abels dining fly. Our top three finishers were:

1st Tex Doolittle '81 + 4, 2nd Dan Draper '67 + 4, 3rd Rick Nelson '63 + 4

Thanks to all who brought the "Last of the True Sports Cars" out for thousands of spectators to see.

Dick Powers

## AUTUMN MOG XX UPDATE



**WHO: 3/4 Morgan Group WHERE: Jiminy Peak, Massachusetts WHEN: Sept 11-13, 1998**

Let me tell you a little bit about Jiminy Peak, the site of this year's Autumn Mog. This mountain resort in the Berkshires, noted for its ski runs during the winter months, is nestled in the Northwest corner of Massachusetts. The area is prime leaf-watching territory in mid-September when we will be arriving there. Based on personal experience, it has a liberal number of antique store and barns as well as several outlet shops sprinkled along the rural highways near the resort.

All Moggers who register before August 11th are guaranteed one of the air-conditioned "Country Inn Suites". Each suite includes a master bedroom with a queen-sized bed, a spacious living room with queen sized sleeper sofa and cable TV, bath and powder room, plus a fully equipped kitchen.

NOTE: The 3/4 Groups' block of rooms will only be held through August 11th. If you are not a 3/4 Group member and would like to receive additional information or a registration package, please call **Stu Ross at (908) 876-3688**,

or **Dede Eagles at (203) 869-7195**.

The US\$325 event fee (double occupancy) includes the Welcome Buffet on Friday night, two nights in a Country Inn Suite, breakfast on Saturday and Sunday, Rallye, Gymkana and Concours, Awards Banquet on Saturday night, and all taxes and gratuities. (there are reduced rates for single occupancy or one-nighters).

The Saturday night festivities will once again include the Grand Auction of some of the finest odds and ends carefully removed from the garages and attics of some of our most outstanding members.

Hope to see you there,

Joe DeLuca,  
President, 3/4 Morgan Group

### Ario Levinson's recent chat-line communication:

There is an interesting little story on the use of Morgans in England in the August issue of Playboy under "Travel". (Would that issue have a Morgan as centrefold with a staple near the hinges of the door?)

Near the end of June we took our Morgan on a 2,000 mile road trip throughout North Dakota, eastern Montana and western Minnesota. At the Medora (ND) Car Show we took first in our class and got to drive across the stage of the "Medora Musical" to pick up the trophy. That was fun. This was only the second Morgan they have had there in 21 years - so they were overdue!

Had a middle-aged man in Dickinson come up and tell me that ours was only the second Morgan he had ever seen - and the first one was from his childhood in Indiana. Apparently these car really stick in certain people's minds.

I have the worst luck with windshields as I had just installed my 3rd one before this jaunt. While crossing the Missouri River at Wolf Point, MT., with the south approach being under construction and in the driving rain - we had to traverse about a quarter mile of axle-deep gravel/mud - of course a pebble flies up and puts a nice chip in my new WS. The Morgan churned its way through this muck nicely, going from red to brownish grey in the process. A road grader was sitting





there with chains to help those who didn't make it. That is not exactly the sort of treatment one should subject a Morgan to, but we used to live in Montana and nothing much surprises us. That's what they build car washes for and there sort of was one in Scobey.

Our primary destination was Regina, Saskatchewan, and we spent a few nice days up there. I guess I had what became a misconception that these folks might be a bit more familiar with Morgans - given their British connections. I was definitely wrong on that one! I was talked into giving many of the fine citizens of Regina Beach a main street demonstration of just how quickly a Morgan can climb the hill from the water's edge to the stop light at the top of the hill. I don't think I better go back there for awhile and certainly not with that car. (I know I

am getting to be a bit too old for this stuff, but it is so much fun!)

Arlo Levinson

**Chuck Vandergraaf** replied: Hey, Arlo, just because it's called Regina, in honour of Queen Victoria, it doesn't follow that it should be chock full of British cars! "Regina" sounds a lot better than "Pile O' Bones" as it used to be called. Saskatchewan is like North Dakota, only flatter. As one wag put it, Saskatchewan is the only place where you can see your dog running away from home for three days. People in Western Manitoba call it "the gap" between Manitoba and Alberta.

Chuck Vandergraaf, '52 +4, Pinawa, MB

## Notes from the East:

**Greg Kaufman (toad@storm.ca)**

### It will catch up with you.

A well know Morgan owner and enthusiast presented himself at the Pearly Gates as all of us must and before long found himself up on the Defaulters' List in Saint Peter's office. Now Saint Pete was quite up-to-date with all the modern record keeping methods, and was sitting at his pentium computer. He opened the personal file on this individual, mulled over the facts, peered down at the nervous person in front of him and said "Well, there are some things here I would like to ask you about. You claim to have had a genuine unrestored 1960 Super Sport Plus 4 Morgan. Now, let's come clean. What was actually done in this restoration and who really did it?"

"Dear me, your Angelship. It was actually a '59 Plus 4 with aluminum wings and a few other homemade parts that I added on. The painting was done by a friend for a case of beer and there really wasn't anything done to the engine. I'll be quite willing to call it a fixed-up Plus 4 if you like, Sir."

"Here's another thing then", the interviewer went on. "You told your fellow club members on several occasions that you bought an immaculate 4/4 4-seater from an old fellow and it was for sale to a good home. What are the facts here?" "Oh, that, Your Honour ...um ...er ...it was a 4/4 4-seater all right but I actually bought it from a junk yard. I thought I could fix it up and made a buck. But it was in too rough a shape; you couldn't drive it so I never really tried to sell it. I was hoping I could unload it on someone and get my money back."

"HMMMMNNNN", murmured the interlocutor, wrinkling his brow, "Here's another thing. You once bought a set of 15 inch rims for \$100 and quickly resold them. Why would you do that to a fellow Morgan enthusiast?" "Have you got that little thing down against me?", said the startled and now shakey Morgan owner. "They were steel rims and they were in great shape. I figured I could sell them to someone else. Just because I paid \$100 for the set didn't mean I couldn't sell them for \$100 each. You shouldn't hold that against me because there newer was a misunderstanding over the selling price of \$100 each and it is a seller's market, you know, Your Exalted Self..."

"Well, for another thing" said the Saint, "a 1933 Super Sport Three Wheeler that you said you used to tottle around in. You sat it was bought new by your father in England and brought over to Canada. You said you did all the maintenance and kept the car in pristine shape." "Ah, well... uh... you see... I didn't know you were keeping tabs on all of this. In fact I bought that car when I was in high school. The previous owner had seen pictures of a Three Wheeler and decided to make one himself, and truthfully, it was a botched-up job. I did patch it up some. I did change the wheels to a larger size and installed motorcycle tyres. It looked a bit more authentic.... And the front fenders I fibreglassed, and.... oh yes, I put on seal beam headlights and changed the brakes from mechanical to hydraulic.... but otherwise it ws nearly all stock, even if it wasn't a Morgan SS."

Saint Peter smiled in a strange way and said "Well, I'm glad you set me straight on these little matters. Now, as you seem to like Morgans I'm going to send you some place special. A special place - a heated garage, equipped with every kind of tool and machine, parts bins of all sorts, containing even the rarest of pieces, and unrestored Morgans of every description. In other buildings there will be a great many unrestored cars just needed a little touch-up or maintenance. Everything needed will be in abundant supply: paint, tyres, upholstery fabrics, wood, glass, and so on."

The enthusiast thought to himself that this was Heaven indeed! Projects galore, and all eternity in which to do them. For his first choice he stepped towards an early Morgan Plus 8 but a few feet from it he froze as a VOICE said "Stop! You are only allowed to look at them, not to touch, just walk around and enjoy yourself." Enjoy himself? How in blue blazes could he do that 'til the end of all time? So the Morgan fellow said in an irate voice "Morgans are my passion. All my life I've dreamed of an opportunity such as this. If I'm not going to be permitted to touch them, I'd rather spend the rest of my time in Hell!"

Replied the VOICE in a sardonic manner "And where do you think you are now?"



## Notes from the West:

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

**Craig (NW Mogazine editor) & Vern (Blurb editor)** - Mikey reporting in on the UK Morgan scene - we had a great reception at the Air Port with Chris Rowe (former editor of Miscellany and current editor Cliff Baker) picked up with one Morgan and off to Chris Rowe's place for Lunch by CORINNE ROWE consisting of all things near and dear to Moganites - mushy peas - steak and kidney pie - chicken & mushroom pie - baked potatoes - carrots - topped off with strawberry and cream fresh and apple crumble - gad what a feast huh! great hospitality - then all over with Cliff Baker - to the greatest little MOG 3 Wheeler Museum somewhere in the south Kent area -

name not with me at the moment. Our next rendez vous with these two will be at DONINGTON on Sunday they will come up to see the Jaguar event with us for the day & then after we return on Thursday July 2 - David and I will have the privilege of going up to the "WORKS" (hey! how about this KEY - ££££ - bet you don't have that one!) I digress - in Morgans for the run up to the "WORKS" Friday July 3th for the VISIT and worship at the plant - wish you were here - ha! ... cheers to you both ....

Mike P. June 24/98, Bath, England.

## **From the Old English Car Club in Victoria, BC.**

Morgans are invited to our biggest public car event of the year, "An English Car Affair in the Park" (ECAIP'98) which takes place on **September 19 & 20 at Fort Rodd Hill in Victoria, B.C.** - entries are invited from owners of any age English cars, buses, vans, trucks and motorcycles, any condition. Contact John Beresford e-mail john\_beresford@bctinet.bctransit.com or call Chairman Stu Eastwood at (250)474-3956. My 1969 4-seater Morgan has been a lone representative of the marque for the past three

years. We need more Moggies there this year.

Thanks, Ron Wilson  
Vice-Chairman, Old English Car Club Victoria B.C.  
My personal e-mail address: rwfineart@aol.com  
The club's web site: <http://www.islandnet.com/~oecc/oecc.htm>  
The club's e-mail address: [oecc@islandnet.com](mailto:oecc@islandnet.com)  
My personal web site: <http://members.aol.com/rwfineart>

## **THE MSCCC WINE TOUR (May 17/98) REPORT.**

**By F. Art Sharpnessel**

Although officially a day early, the MSCCC "did its bit" for the Internet proclaimed "British Car Week", on May 17. Seventeen British vehicles took part in a celebration of Spring, with a breakfast, wine tour convoy, & BBQ. As someone present said: "Who do you call for your weather requests"? Indeed, the weather was splendid, as was the company. Eleven Morgan Club vehicles came to sample the bubbly, a great attendance! Among the faithful: Peter & Ella Toma (Mog), Glenn & Evelyn Nigh (In Peter's MGB), Nyal Wilson & Lois (Mog), Peter & Margot Heyerhoff (Mog), Chris & Gayle Taylor (Spitfire), Alan & Marlies Sands (Mog), Brenda & Brian Morgan (Mog), Paul Whittaker & grand-daughter (Bugatti replica), John Collins & Sonia Kokal (Jag), hosts Fred & Lynn Kuzyk (Mog), & new members Phil & Pat Whitehouse (MGA). In addition, several guests were present, representing several Clubs - their cars adding to the mix! These were: Malcolm & Brenda Taylor (TR3), Chris Walker & Gertha Griffiths (Spitfire), Derek & Sheila Fletcher (Healey 3000), Trevor Easton (Land Rover), Rob & Caroline Stewart (TVR), & Mike & Yolanda Potter (Lotus 7). Besides the host Morgan Sports Car Club of Canada, membership from the local: Toronto Triumph, Toronto Area Rover, British Saloon, Lotus, British Sportscar, & Healey Clubs, were also represented. Guests were by invitation, breaking the trend of the "Come-one, come-all" format of the last two annual Wine Tours. This was only proper as the event started & concluded at the organizer's home & some control of the guest list, rather than the vagaries of whim & chance, was appropriate.

enthusiastic guide, Eileen. Although we only saw two areas of the facility ( the fermenting vats for the wine & the stills for the spirits) there was no shortage of info, as Eileen loved to tell of the craft & as she stated herself; she tends to digress! We learned that vodka is made primarily these days from corn. That the quality of the local wines have improved since the days when only domestic varieties of grape were used. That the "bench" of the Niagara Escarpment provides a unique micro -climate for wine production (including the unique "ice wines"). And that this distillery is the only Canadian one left, as many of the famous, large spirit producers, are now controlled by foreign interests (so much for "Canadian Club")! After the formal education, it was on to the bar for tastings! The sheer variety of their product line was outstanding! From merlot to cream liqueur, to exotic delicacies such as tea whisky, and an affordable ice-wine & brandy combination. Needless to say, many folk decided to take something home!

After everyone's curiosity was satisfied, it was time for the return convoy to Burlington. The group was held up by two Laker Freighters at the Burlington canal lift bridge. Mike Potter had to detour around, as he might miss his flight for Cleveland. Beverage & a BBQ topped off the day. There was some high-jinx, as Al Sands fooled a few people with his fake "gashed finger" which he supposedly caught in a car door. As night fell, the last of the revelers departed. Fred & Lynn, as well as "Bentley" the yellow Lab, lit off fireworks to commemorate Queen Victoria's Birthday, on this holiday weekend. I understand the hosts wish to thank: Chris & Gayle for the sausages & buns, Nyal & Lois and Al & Marlies for the salads; as well as the Malcolm & Brenda, the Potters, and Pete & Ella for the unexpected gifts! A warm, sunny day, good friends, and a fine gathering in tribute of British Car Week & the Queen. "We are amused"!

Attendees met at the Kuzyk domicile for some "palate cleansing" pastry, fruit & such. At 12:30, late-comers were surprised to see the entourage actually ready to depart on time! The lead car led the convoy via the Hamilton Beach & North Service Road to the destination - Kittling Ridge Wine & Spirits, in Grimsby, Ontario. There we were met by our



Your roving scribe is pleased to report that Nyal's third installment of this event was indeed a tremendous affair! The multitudes arrived after mid day & the trick, as always, is to carefully place the cars on display in Nyal's front yard. And what an assemblage it was! About 16 member cars were marshaled onto the lawn & drive way. Many passerbys stopped to inspect the fleet, which included: Rolls, Jag, Triumph Spit, MGC GT, Miata, Volvo, Bugatti replica, BMW, and a bevy of Morgans - including the local debut of Alec Knight's 3-Wheeler!

Marvelous weather would prove the order of the day, once again affirming that the Morganeers have a "direct connection" in such meteorological matters! A remarkable about-face from the local storms of the previous day. A sumptuous bounty was also offered up by host Nyal, Lois, & the family. Attendees also brought offerings to increase the variety & size of the ample spread. Nyal was apologetic at the delay for the sausage & burls, as a new BBQ had to be procured on short notice - due to a fire in the normal BBQ the night before. I always thought that one was supposed to have fires in such devices but as Nyal's retired Firefighter neighbour stated: "This was an uncontrolled burn!"

A relaxed afternoon ensued, with much talk & checking-out of the vehicles. Nyal's recent Mercedes acquisitions were of interest, as was his 1923 Rolls. After everyone was suitably full, Nyal dispensed directions for the Tour. Before departure, a President's Award was presented to Nyal in appreciation for this event & the ones of the past.

While family looked after the clean-up duties, we guests "hit

the road". The route took us to Dundas, then along more undiscovered back roads. Over hill & dale, then to tree-lined flat land - that reminded Audrey Beer of Virginia. Many fine homes & scenic vistas were encountered. The fine route took us through: Greensville, Mineral Springs, Copetown, Harrisburg, and ultimately to our stop in St. George. There, time was allotted for antique shopping & a pause at the St. George Arms Pub! Some obscure treasures were unearthed. These included Morgan Trike greeting cards, as well as a bird house (for indoor use only - something everyone truly needs!).

As it was then becoming about 5 PM, many decided to depart at their own speed from this point. However, five Mogs decided to press on to the final stop. This was the Black Shop restaurant in downtown Cambridge. Russ & Sylvia Balfour became the tour guides as they led the remainder of the expedition into town. The restaurant is a fine stone building adjacent to the Grand River. A four piece musical ensemble provided entertainment that matched the quality fare & the opulent surroundings. As it was becoming dark, folks bid adieu & headed home after a wonderful gathering. Our thanks go to the hosts & all those who helped make this another fine day!

In attendance: Nyal Wilson & Lois; Peter Toma & Ella; Russ & Sylvia Balfour; Gary MacFarlane; Lynn & Fred Kuzyk; Martin Fisher & Friends; Margot Heyerhoff & her boys; Mary & Ray Shier; George Lafford; Alec Knight & Gayle; Jenny, Steve, & Trevor Beer; Audrey & Reg Beer; Chris & Gayle Taylor; Pat & Phil Whitehouse; Paul Whittaker & Hailey; Joan & Nigel Birch.

**MORGAN +8 For Sale:** 1985 model, Canadian car with 50,000 Kilometers. Upgraded suspension. New paint - 2 tone blue. Wire wheels & luggage rack. Located in Ann Arbor, Michigan. Asking C\$48,000. Contact: Martin Beer at CMC Enterprises 905-857-3210.

**SCUTTLEBUTT CORNER:**

Summer greetings! The rumour mill has been exceedingly quiet these days. Most of the spies & informants are on holidays! Perhaps the Pub Brunches should be continued through the summer, if only to get the latest scoops! Perhaps there is a volunteer to host such affairs? At any rate, your intrepid "Rumour-monger" has managed to find a few tid-bits.....

A Hairy: Thought you'd enjoy the following. Rumour is **Paul and Barbara** have the ex-Kronenberg +8 for sale. As this brute has been extensively modified and thus won't pass the new Ontario smog regs, buyers are being sought outside Ontario, BC, and other jurisdictions where putting nasties into the air is a no-no. Seems P & B have their hands full with the new house and want to get out of cars for a few years. Latest info is it has been sold and may surface in the St Catharines area. -from "Beady Eyes"

Hairy "Winston" Hogmog



Thank you for this submission! I understand that the Past Prez position is now vacant on the Executive & that the current Co-Prez would like to assume that position for 1999. There must be someone waiting in the wings to take on the mantle of President or Events? Any suggestions, anyone????? (We're serious, folks!)

Speaking of cars for sale, it seems that **Bob & Gloria Poloz's** car is for sale in Michigan. After putting 21,000+ km last season on their Plus 8, they need a break! After a notice of sale was posted on the Morgan internet newsgroup, a series of messages were generated, concerning "What kind of Plus 8 has wire wheels?". It was educational, as it was learned that new models do have the option of wire wheels & that they can handle the torque.

It's also reported that **David & Carolyn Rees-Potter** have pulled up stakes from the Ottawa area & are relocating to Florida. Phantom Farms is "on the block", thus the "Moggies On The Grass" event has been re-located. We wish them well in their new life in the "Sunshine State". Mind the fires!

Meanwhile, **Bob Wright's** work has caused him to temporarily re-locate to Maine. Please give my regards to "Cabot Cove & Jessica Fletcher"! Please do tell us how the Morgan trike likes the ocean breezes! Darn, I've yet to see that car, for yet another season!

I heard that **Phil Whitehouse** served as a judge at the Finger Lakes show in early June. Good stuff! We too can always use another learned judge!

And **Lynn Kuzyk** certainly is on the mend. Completing radiation in May, she was promoted to the Manager of **Holy Smokes** Tobacconist at Fortinos Plains Road, in Burlington. The downside of this is that she went from about 10 hours a week to 50 or 60, with only Sundays off! She has a website, located at: <http://www3.sympatico.ca/msccc/HS.HTM>. It's great that someone in the family got a raise, as **Fred Kuzyk** missed a promotion by a scant couple of percent!

Sadly, **Evelyn Nigh** has the same affliction as Lynn. I hope the words of encouragement in the last issue, are helpful. If there's anything you need, let us know. **Glen Nigh's** car almost made an appearance recently, if not for the oil cooler leak. Aw, who needs one of those, anyway. Just cap-off the ports!

## ALL ABOUT THE BEERS

It was the accepted practice in Babylonia 4,000 years ago that for a month after the wedding, the bride's father would supply his son-in-law with all the mead he could drink. Mead is a honey beer, and because their calendar was lunar based, this period was called the "honey month" - or what we know today as the "honeymoon".

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## A BIT 'O HISTORY

### BACKGROUND:

In the Battle of Agincourt, the French, who were overwhelmingly favored to win the battle, threatened to cut off

Before thermometers were invented, brewers would dip a thumb or finger into the mix to find the right temperature for adding yeast. Too cold, and the yeast wouldn't grow. Too hot, and the yeast would die. This thumb in the beer is where we get the phrase "rule of thumb".

In English pubs, ale is ordered by pints and quarts. So in old England, when customers got unruly, the bartender would yell at them to mind their own pints and quarts and settle down. It's where we get the phrase "mind your P's and Q's".

Beer was the reason the Pilgrims landed at Plymouth Rock. It's clear from the Mayflower's log that the crew didn't want to waste beer looking for a better site. The log goes on to state that the passengers "were hasted ashore and made to drink water that the seamen might have the more beer".

After consuming a bucket or two of vibrant brew they called aul, or ale, the Vikings would head fearlessly into battle often without armor or even shirts. In fact, the term "berserk" means "bare shirt" in Norse, and eventually took on the meaning of their wild battles.

In 1740 Admiral Vernon of the British fleet decided to water down the navy's rum. Needless to say, the sailors weren't too pleased and called Admiral Vernon, Old Grog, after the stiff wool program coats he wore. The term "grog" soon began to mean the watered down drink itself. When you were drunk on this grog, you were "groggy", a word still in use today.

Many years ago in England, pub frequenters had a whistle baked into the rim or handle of their ceramic cups. When they needed a refill, they used the whistle to get some service. "Wet your whistle", is the phrase inspired by this practice.

"My god! What happened to you?" the bartender asked Kelly as he hobbled in on a crutch, one arm in a cast. "I got in a tiff with Riley." "Riley? He's just a wee fellow," the barkeep said, surprised. "He must have had something in his hand." "Aye... that he did," Kelly said. "A shovel it was." "Dear Lord,... didn't you have anything in YOUR hand?" "Aye, that I did." Kelly said. "And a beautiful thing it was, but that particular part of Mrs. Riley is not much use in a fight!"

A rather attractive woman goes up to the bar in a quiet rural pub. She gestures alluringly to the barman who comes over immediately. When he arrives, she seductively signals that he should bring his face close to hers. When he does so, she begins to gently caress his beard which is full and bushy. "Are you the landlord?" she asks, softly stroking his face with both hands. "Actually, no" he replies. "Can you get him for me - I need to speak to him?" she asks, running her hands up beyond his beard and into his hair. "I'm afraid I can't" breathes the barman - clearly aroused. "Is there anything I can do?" "Yes there is. I need you to give him a message" she continues huskily, popping a couple of fingers into his mouth and allowing him to suck them gently. "Tell him that there is no paper in the ladies restroom."

a certain body part of the all captured English soldiers so that they could never fight again.

The English won the battle in a major upset and waved the

body part in question at the French in defiance.

#### QUESTION:

What was this body part?

#### ANSWER:

The body part which the French proposed to cut off of the English after defeating them was, of course, the middle finger. Without the middle finger it is impossible to draw the renowned English longbow. This famous weapon was made of the native English Yew tree and so the act of drawing the longbow was known as "plucking yew". Thus, when the victorious English waved their middle fingers at the defeated

French, they said, "See, we can still pluck yew! PLUCK YEW!"

Over the years some "folk etymologies" have grown up around this symbolic gesture. Since "pluck yew" is rather difficult to say like "pleasant mother pheasant plucker", which is who you had to go to for the feathers used on the arrows, the difficult consonant cluster at the Beginning has gradually changed to a labiodental fricative "F". And thus the words often used in conjunction with the one-finger salute are mistakenly thought to have something to do with an intimate encounter. It is also because of the pheasant feathers on the arrows that the symbolic gesture is known as "giving the bird".

And you thought you knew everything.....

### Hazardous Material Report:

ELEMENT: Women

SYMBOL: Wo

DISCOVERER: Adam

ATOMIC MASS: Accepted at 53.6kg, but known to vary from 40-200kg

OCCURRENCES: Copious quantities in all urban areas

#### PHYSICAL PROPERTIES:

- \* Surface usually covered in painted film
- \* Boils at nothing; freezes without known reason
- \* Melts if given special treatment
- \* Bitter if incorrectly used
- \* Found in various states from virgin metal to common ore
- \* Yields if pressure applied in correct places

#### CHEMICAL PROPERTIES:

- \* Has great affinity for gold, silver, and a range of precious stones
- \* Absorbs great quantities of expensive substances
- \* May explode spontaneously without prior warning and for no apparent reason

- \* Insoluble in liquids, but actively increases greatly in saturation of alcohol
- \* Most powerful money reducing agent known to man

#### COMMON USES:

- \* Highly ornamental, especially in sports cars
- \* Can be a great aid to relaxation
- \* Very effective cleaning agent

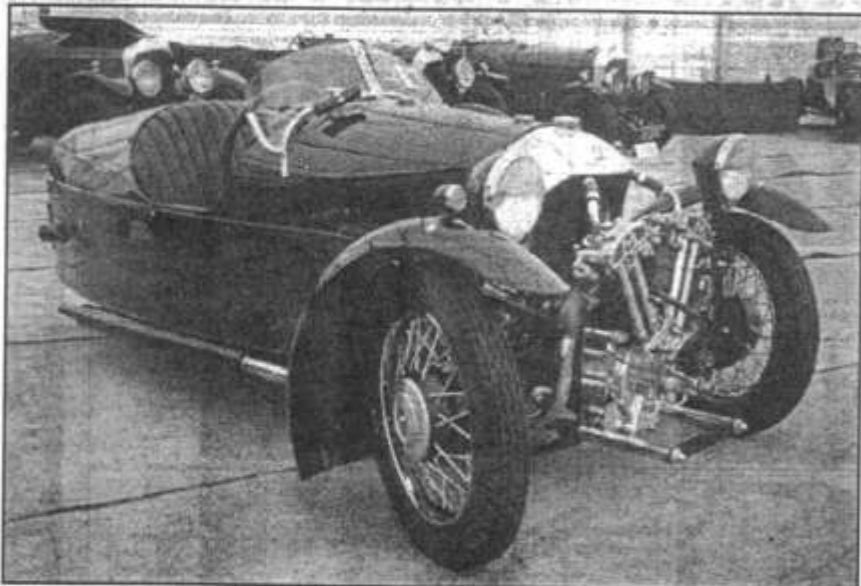
#### TESTS:

- \* Pure specimen turns rosy pink when discovered in the natural state
- \* Turns green when placed beside a better specimen

#### HAZARDS:

- \* Highly dangerous except in experienced hands
- \* Illegal to possess more than one, although several can be maintained at different locations as long as specimens do not come into direct contact with each other.

## 6 CLASSIC CAR WEEKLY/JUNE 24 1998



Above: After a 22-year restoration to super concours condition, the 1934 Matchless 1000cc-powered Morgan SS Aero was apparently displayed in the lounge of its vendor's home before it was sold for a record price of £29,000.

All in good fun (& extremely dangerous bad taste!)

*Hairy.*

Courtesy of Marlies Sands



# Gemini drivers marked by a short attention span

**Gemini birthdates:**  
May 21 to June 21

Geminis are, above all, restless and inquisitive, forever seeking mental stimulation. You are almost too full of ideas, and a great talker.

That could be a bad combination on the road, as your concentration and attention are split between the job at hand and whatever else is running through your head.

Offsetting that is your quest for knowledge and curiosity about life, so you're more apt to be someone who wants to improve your driving skills by taking advanced driving courses or reading enthusiast publications, such as *Wheels*, to pick up tips that make

## Road Signs

BILL McLAUCHLAN

you a better driver.

Geminis also require plenty of change in their daily lives. If there's a chance, you look for ways to vary your daily commute, sometimes taking more roundabout routes just for curiosity's sake or merely for the simple pleasure of doing the same thing a little differently.

One thing you have to watch out for, though, is indecision. Geminis are fickle and changeable.

This, along with an inability to follow things through could prove a haz-

ard when faced with rapid decision-making in high-speed traffic or congested city streets.

Driving a new car is not a priority for you.

Your changeable nature makes it hard to settle on a particular make or model and driving a used car may seem the most practical answer to your transportation needs.

If you do drive a new car, it may well be a company demonstrator.

Since you are ruled by Mercury, the god of liars, your facility for language and superb communication makes you an ideal prospect for a career in car sales.

As a lifelong free spirit, your preference for bright yellow as a car colour

seems somehow appropriate, but like Taurus and Pisces you're keen on light-coloured cars generally.

### GEMINI CAR PEOPLE

Toronto car dealer and former Canadian driving champion Eppie Wietzes.

F1 team owners Ron Dennis (McLaren) and three-time World Champion Jackie Stewart (Stewart). Top race car designers Patrick Head and Tony Southgate.

F1 stars Jean Alesi and Rubens Barrichello. Indycar driver Bryan Herta and NASCAR star Kyle Petty.

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

THE TORONTO STAR Saturday, July 4, 1998

# Emotional cancerians like traffic cut and thrust

But they favor sensible cars, avoid long trips and rarely get lost

**Cancer birthdates:**  
June 22 to July 22

Cancerians are likely to be emotional, sensitive and sympathetic — traditionally portrayed as carers and protectors.

You're also family-oriented so you're quite content to be seen driving sensible vehicles such as low-budget Cavaliers, Escorts or a minivan.

By the same token, you're less likely to drive powerful upscale sedans or sports cars — you may feel threatened by, and unsafe in, such a choice and unduly concerned about their potential impact on the environment.

Because you're also a home-loving type, you won't stay far afield, so annual mileage accumulations will be on the low side. Anyone buying a used-car from you gets a "creampuff."

On the road, your natural tenacity and apparent self-assurance give you an advantage in the cut and thrust of daily driving. You don't make room in traffic or give way easily. It all depends on your widely swinging moods, and your emotions and sensitivity on any given day will determine just how accommodating you can be.

A finely-tuned psychic sense coupled with outstanding memory will steer you straight

in life. You seldom get lost, find it easy to retrace a route you've only seen once and, even when unsure which way to turn, instinctively take the right route.

On the negative side, moodiness, defensiveness, and a tendency to harbour grudges can make you a difficult companion on long trips.

Commitment suits you because you seek security above all else. Consequently, you try to drive a hard bargain when new-car shopping, but ultimately give in to the dealer since you put more emphasis on good after-sales service and



BRIAN HUGHES

## Road Signs

BILL McLAUCHLAN

repeat purchases from the same source.

When you do make a choice, chances are it'll be a silvery-blue car, or some other lighter shade of the same colour.

### CANCER CAR PEOPLE

Five-time world champion Juan Fangio and fellow F1 drivers Johnny Herbert and Jan Magnussen. NASCAR stars Richard Petty, Sterling Marlin and Hut Stricklin. Top female rally driver Michele Mouton and current World Rally Champion Tommi Makinen. Indycar team owner Dale Coyne.

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

# British car firms win registration plate battle

LONDON (Reuters) — Britain's car industry this week claimed victory in its battle to end a registration plate system that results in a quarter of all new vehicles being bought in August.

Transport Minister Gavin Strang announced that from 1999, the date identifier on all vehicles, currently a letter, will change twice a year — in March and September.

Currently, the change is made annually on Aug. 1. That means manufacturers are forced to stockpile thousands of vehicles ahead of the change to satisfy the demands of image-conscious motorists.

"The change to a six-monthly identifier aims to smooth out the August sales peak," Strang said.

Last year, August new car sales topped the half a million mark, representing 25 per cent of annual sales.

Ian McAllister, president of the Society of Motor Manufacturers and Traders, said Strang's announcement represented a victory for car dealers and drivers as well as manufacturers.

"We see it as a win-win situation," he told reporters.

"Customers will be able to get the attention from dealers that they deserve. Dealers will be able to satisfy demand without this huge peak and the costs associated with it."

"And manufacturers can orient production in a much more sensible way."

His organization has agreed to pay the cost of implementing the change, initially estimated to be about \$17,900.

But enthusiasm for the new system was not universal in the industry.

An automotive services group, Lex Service PLC, said a drivers' survey it had commissioned showed that 29 per cent of drivers would buy cars in either March or September under the new system.

"The two new peaks could add up to more than the current peak, suggesting a below average demand in months such as October, November and December," it said in a statement.

TORONTO STAR



# The Morgan Car

EXTRA MORGAN  
SUPPLEMENT

## A message from Peter Morgan, Chairman and Managing Director of the Morgan Motor Co Ltd.

It gives me a great deal of pleasure to realise that so very many people are still interested in Morgans old and new. In fact, considering the size of the company, and the output of Morgan cars over the years, we must be the most fortunate firm of motor manufacturers in existence, to have so much interest shown by our enthusiastic owners.

The 70th Anniversary of the introduction of the Morgan three-wheeler has now passed, and perhaps the question could be raised as to why the Morgan Motor Company did not mark the occasion themselves. Two reasons arise in my mind, firstly when discussing the future of the company with my father, HFS, before he died in 1959, neither of us felt we could stay the course and survive until the 80s, mainly due to the thoughts that the mass produced car would become so much cheaper compared with the hand constructed type of vehicle. Fortunately this state of affairs has not arisen up to the present time.

The second reason was a somewhat more personal one of my own, in so far that after the 50th year event at Malvern I remember thinking that we will work towards reaching

the 75th Anniversary and mark that occasion if and when it occurs.

To try and explain the survival of the Morgan would be a difficult and lengthy task, as so many factors undoubtedly arise. But possibly one answer could be due to trying to retain the general image of the Morgan, as a sporting car which is fun to drive, and which can give a good account of itself when running in suitable competition events.

The information provided in this supplement should provide everyone with a working knowledge of the history, performance, and specification of all four-wheeler Morgans built from 1936 to date, which may be something of a relief to my future working life — at the moment I seem to spend a fair proportion of my time acting as the company's unpaid historian! This does not mean, however, that I discourage customer contact, for without them we would most assuredly have no future to contemplate.

I hope your reading of this supplement gives you as much pleasure as I still derive from running the company which makes the cars. ●



Above, Peter Morgan, Chairman and Managing Director, (right) seen at the opening of a pub in Malvern dedicated to the marque.

## Introduction

ALTHOUGH there are cynics who say that Morgan is alive, and well, and living in the 1930s, it doesn't seem to have deterred the paying customer. At the time of writing, Morgan are building cars to satisfy orders originally placed in 1974, when the waiting period had cautiously been forecast as "about three years". They are now calmly accepting orders for 4/4 1600s and Plus 8s, while warning that there might even be a ten year wait for delivery to take place.

For at least the last 15 years, the demand for Morgans has far outstripped supply. Production at Malvern Link is never better than ten cars a week, or — in a good problem-free year — about 450 cars a year. It explains why any current-model Morgan is worth far more as a trade-in (especially more if it is a private sale) than it cost when new, and why certain unscrupulous customers have been known to take delivery of a new Morgan merely to sell it at a huge premium a week or so later. This is just an indication of the way that the Morgan cult continues to flourish.

It also explains why, when we talked to Peter Morgan before starting work on this special survey, that he expressed the hope that it would not stimulate demand any further, as "we have quite enough difficulty in keeping our present customers happy . . ."

You need to be a motorist with a hard heart if you cannot see the possible fun of owning a Morgan. In fairness, having bought one you would also be advised to develop a very hard bottom, for the suspension of all Morgans might charitably be described as "very firm". This, of course, is as it should be, for even a 1980-model Morgan is built according to the methods, and the standards, of the 1930s.

For the lover of thoroughbred cars, of

course, this situation is ideal. Here is a car which he can acquire, having much more performance than any actual 1930s car, but with modern and very effective brakes, and — hopefully — a traditionally coachbuilt body shell which has neither been butchered by several previous owners, nor suffered too much rot along the way. He is, in short, faced with the honourable pleasure of experiencing yesterday's motoring, today.

If the four-wheeler Morgan has one thing, above all other, it is character — which explains why it, quite literally, has no rivals. Other firms (and we won't name them here . . .) have tried to muscle in on the market in recent years, but have all failed, either because they had no sporting traditions, or could not develop any, and inevitably suffered the description of being "vulgar". No Morgan, not even the strange Plus Four Plus, ever set out to be other than it was — a simple, strong, and almost alarmingly

attractive sports car, and there are thousands of "Moggie" devotees who love it for that.

It also stands, virtually alone, in the ranks of a genuinely thoroughbred car, in being built by the same management, in the same factory, as it always has been. The present chairman and managing director, Peter Morgan, was already in the business when the first four-wheeler car became established at the end of the 1930s, and the company has been family-owned ever since it was established more than 70 years ago. That, of course, ensures the continuity of design, of thought, and of liaison with the customers which has always made Morgan such a friendly concern to do business with.

In the following pages we might not be able to satisfy every query about the Morgan motor car, its joys and its heartbreaks, or even of its little ways, but we hope we can make clear the necessary and practical facts about the various models built in the last 44 years.

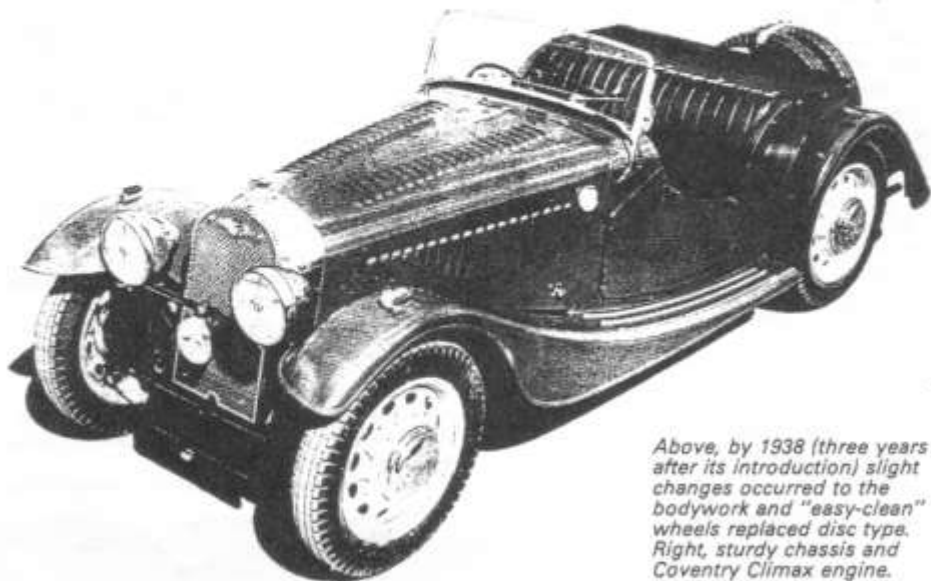
Below, a Morgan worshipper pays his respects



Courtesy of the Rens library of Morganabella

# Development of the

In this review of the four wheel Morgans, **Graham Robson**, chronicles the development of the marque, its competition activities, performance and fuel consumption facts, and the Morgan Sports Car Club.



*Above, by 1938 (three years after its introduction) slight changes occurred to the bodywork and "easy-clean" wheels replaced disc type. Right, sturdy chassis and Coventry Climax engine.*

**T**O make things crystal clear, and to encapsulate the entire development of four-wheeler Morgans in two sentences, I would say this: In general layout, today's Morgan is exactly like those built in 1936. In detail it is almost entirely different. Confused? Of course you are — but it nevertheless sums up the evolution of the Morgan motor car in the last 44 years.

The very first Morgan, a three-wheeler cycle car, was displayed in 1910, and descendants of that original layout were built until 1952. The original prototype four-wheeler Morgan sports car was built in 1935, and production cars went on sale early in 1936. Since then, about 12,500 Morgans of one type or another have been built, rarely at the rate of more than ten cars a week, rarely without the customers having to wait patiently in a queue for his car to be completed, and — in every case but for one model — they have incorporated traditional constructional methods and classic styling.

The fact that the same basic chassis layout has been retained from 1936 to this day, and that the same type and range of body shells and styles have usually been available, makes my task in describing the evolution of the cars much easier. In those 44 years, the only really big advance has been in the performance provided. There is also the rather sad fact that, because of the inflationary times in which we live, the price has continued to rocket upwards.

I must start, therefore, by describing the chassis and suspension layout. Each and every four-wheeler Morgan has been built on the basis of a simple but sturdy ladder-style steel chassis frame, in which the main side members are shaped in what is lovingly known by all Morgan enthusiasts as "Z Section", which is to say that the top flange of the side member is turned outboard, while the

bottom flange turns inboard. Box and tubular cross members provide cross-bracing, and at the front there is a built up cross-member to provide support for the coil spring and vertical pillar independent front suspension (the layout was adopted for the first three-wheelers, and has never basically been changed). The frame passes under the line of the back axle, and suspension is by half-elliptic leaf springs with no additional location.

In 44 years there have been two changes of wheelbase, which is rather fundamental, and several changes of track, which is not. The original 4/4s had a 92in wheelbase, while all the Plus 4s, and the 4/4s reintroduced in 1955 used a 96in wheelbase. The big Plus 8 needed a stretch to 98in (the extra two inches all being accommodated forward of the toeboard) to accommodate the massive Rover vee-8 engine.

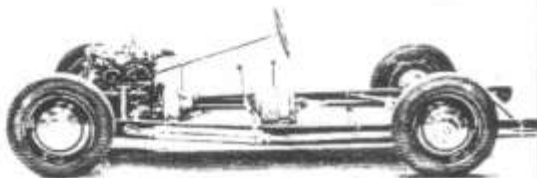
4/4s fitted with Meadows gearboxes (those built up until 1939) will present real difficulties if gearboxes need work, as Meadows stopped making the boxes before the war, and have not been in the transmission business since then. Moss gearboxes of both types are easier to restore, as Morgan themselves took over manufacture of some components when Moss closed down a few years ago. There should be no impossible delay in obtaining parts for the Ford gearboxes fitted behind their appropriate Ford engines in 1955-1980 4/4s, though I should warn any D-I-Y man that there seem to be a myriad variations in parts used by Ford behind the "Kent" engines of 1959 to 1980.

In any and every case, a call to the factory (Malvern — STD 06845 3104/3105), and a discussion with Mr W. J. Walwyn, who is the Director in charge of the parts and purchasing departments, will usually result in the correct item being identified. To look into the stores at Morgan is to enter an Aladdin's cave as far as

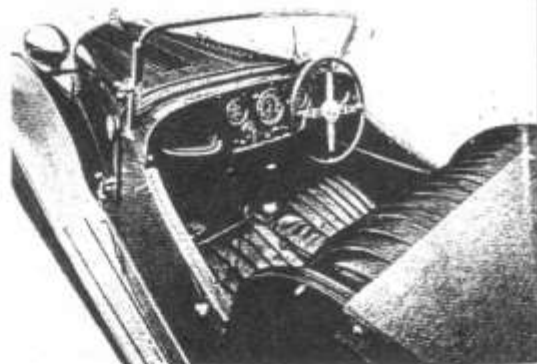
a Morgan enthusiast is concerned.

If you ever saw a Morgan body being constructed when new, you would realise why a big stock of wood-framed body items, or doors, is not kept in stock, for every car is individually fitted out, with a great deal of attention, by craftsmen with a great deal of experience. It is probably as well to suggest that you treat the rebuilding of a Morgan as a restoration project (as of an out-of-production thoroughbred car) rather than one of simple repair, and replacement of standardised parts. Be careful, too, of assuming that one part might still be the same when fitted to a Morgan built, say, ten years later. Over the years, a great deal of detail change has persistently been carried out. Even a 1980 Plus 8 is rather different from a 1968 model, and the difference between a Plus 8 and, say, an early Plus 4, is considerable.

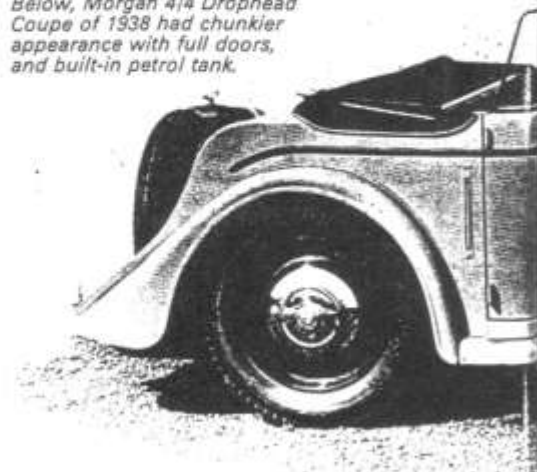
We seem to give this advice when commenting on any rebuilding or restoration project but: it is essential that you should be armed with as many motor car numbers — chassis, body, engine and even gearbox —



*Below, interior of 1936 Morgan 4/4 — note large instruments and sprung steering wheel.*



*Below, Morgan 4/4 Drophead Coupe of 1938 had chunkier appearance with full doors, and built-in petrol tank.*





# Morgan breed

when searching for spare parts. There is never any harm in contacting the factory regarding the originality of your car. Mark Aston, Morgan's sales manager, showed us the production ledger when we recently visited Malvern, and pointed out that a considerable number of details about any car are entered in the ledger when the car is being built.

Although a Morgan is by no means an easy car to keep in top-class condition (the main problem being to stop the body rot which inevitably attacks the woodwork), it is mechanically very simple and straightforward to lay bare. Unlike the truly complex enthusiasts' cars like the vee-12 E-Types, and the real pressed-steel rot boxes like Austin-Healey 3000s or MGBs, a Morgan is a simple, basic, strong, structure which can readily be restored to its original condition. Having seen, and heard, about the way in which spare parts, advice, and specifications can be dispensed, we are convinced that a Morgan is a perfect subject for restoration. At the end of the day, too, its behaviour makes it all worthwhile. ●

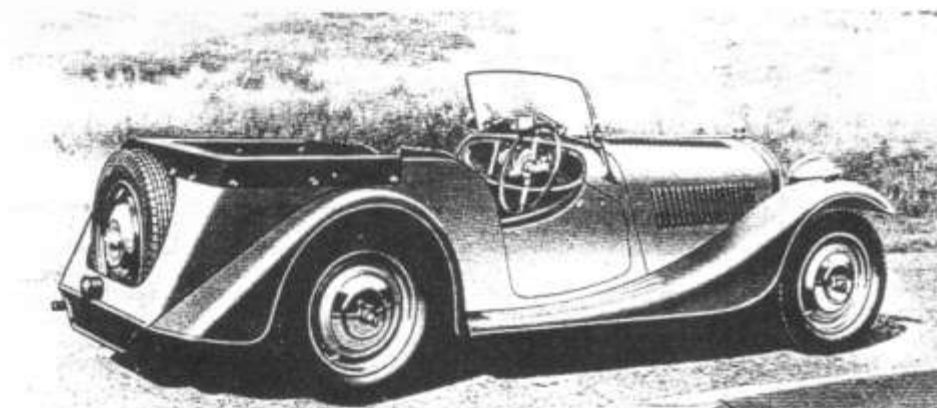
## 4/4 Model — 1936 to 1950

After prototype trials in 1935, when the original car was powered by a side-valve Ford 933cc engine, the 4/4 went on sale in 1936 with an overhead inlet/side exhaust Coventry-Climax four-cylinder engine of 1122cc. This was a familiar proprietary unit used by several concerns in the 1930s, including Triumph. For competition purposes, however, the engine capacity was awkward, and in 1939, after a satisfactory showing at Le Mans, an alternative "Le Mans Replica" model was offered, in which the engine size was reduced to 1098cc with a reduced cylinder bore. A feature of the layout, retained by Morgan for many years, was that a separate, central gearbox was mounted well back from the engines, and connected to them by a cast light alloy tube. Original gearboxes were supplied by Meadows, but from 1939 a Moss box was specified in its place. Even by 1939, when the company had produced less than a thousand cars of this type, they had become available in three different styles — the original two-seater sports car, a four-seater

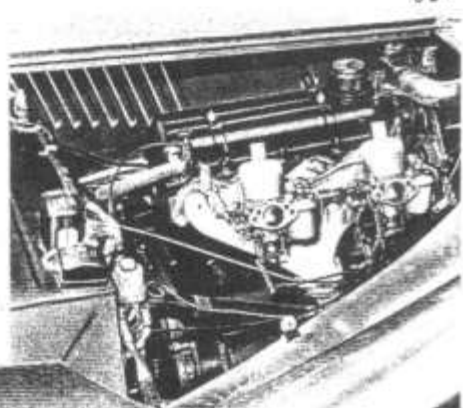
"tourer" in which the rear seats were over the back axle, and in which luggage accommodation was non-existent, and a two-seater drop-head coupé in which a folding hood was allied to straight-top doors and slightly different rear styling.

By 1939, however, Coventry-Climax engine supplies were beginning to dwindle, and Morgan took up an offer from Standard to use a special overhead valve derivative of their Flying Ten unit. This was a 1267cc engine whose head was designed using experience gained in manufacturing overhead valve engines for the larger-engined SS-Jaguars, and was rather more powerful than the Coventry-Climax unit. Only 29 engines were actually used before the war intervened, but as there were no new Coventry-Climax engines available from 1945 onwards, it became the standard post-war offering. Strangely enough, Standard never used the engine for any of their own models — not even for the Triumph Mayflower, which would surely have benefited from using it. Indeed, the fact that the engine was especially built for

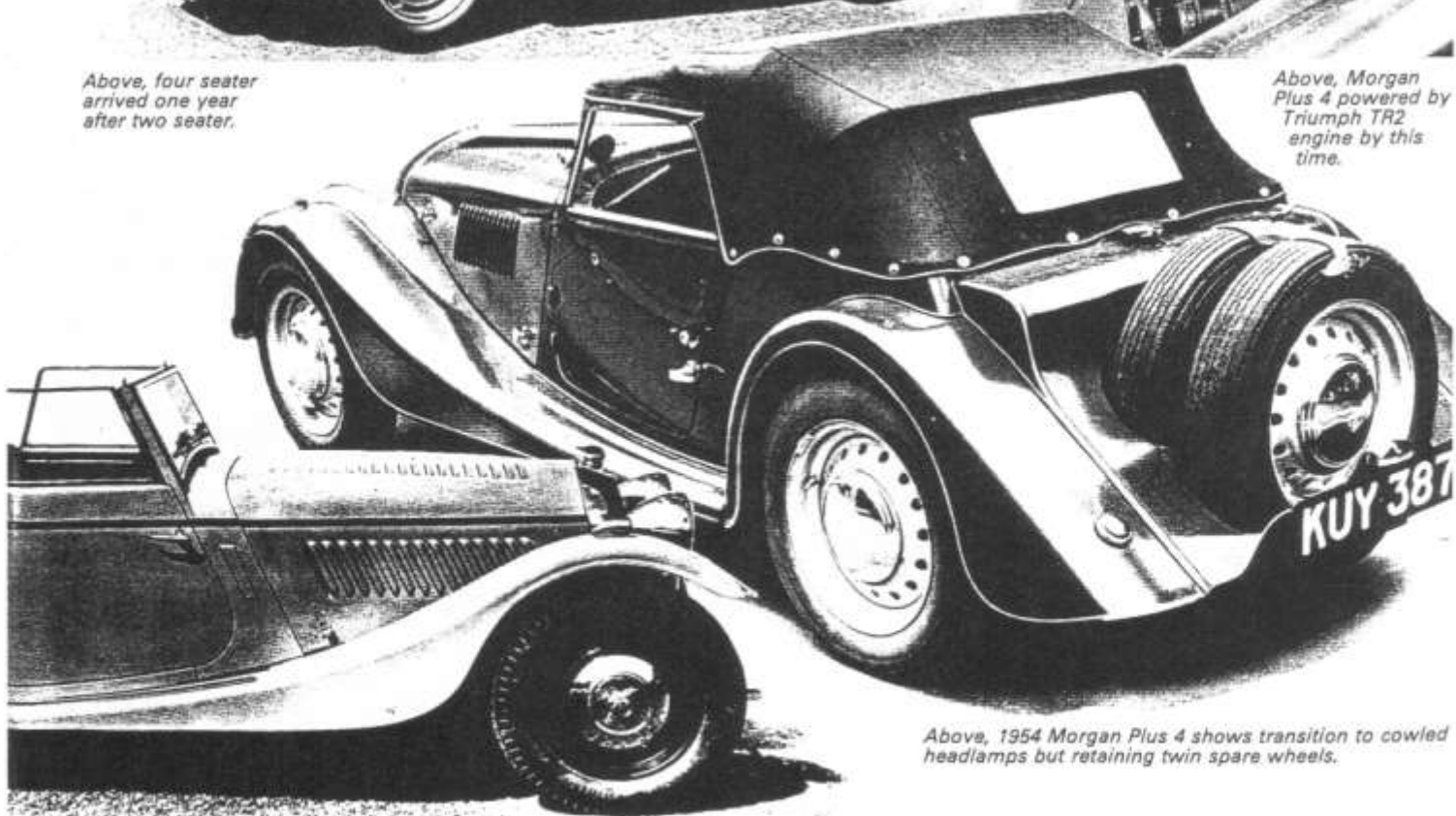
6



*Above, four seater arrived one year after two seater.*



*Above, Morgan Plus 4 powered by Triumph TR2 engine by this time.*



*Above, 1954 Morgan Plus 4 shows transition to cowled headlamps but retaining twin spare wheels.*

# Development of the Morgan breed

Morgan was a major factor in the big change which followed in 1950, for 1267cc supplies, quite simply, became impossible to guarantee.

The original Morgan four-wheeler car, therefore, was phased out in 1950, and replaced directly by the Standard Vanguard engined Plus 4.

## Plus 4 (and derivatives) — 1950 to 1968

The Plus 4, which took over from the original 4/4, needed a four inch wheelbase stretch to accommodate the much bulkier 2088cc Standard Vanguard engine and to allow a little extra space in the cockpit. At the same time the wheel tracks and the overall width were increased by two inches, a slight but worthwhile improvement. Like the later 4/4s, the Plus 4 had the separate Moss gearbox, which was connected to the engine by a lengthy cast tube.

The Plus 4 was substantially faster than any previous Morgan, but its TR2-engined development of 1954 was even more exciting, and now, perhaps for the first time, Morgan had a car which was potentially an outright

winner in rallies and some types of racing. Once the TR engines became optional, most customers specified them, although Vanguard engined cars continued to be built until 1958.

Right from the start, in 1950, the "usual" three body options were available, and from the autumn of 1953 there came an important styling change, when the original up-standing radiator and separate headlamps gave way to a sloping grille and semi-fared in lamps. This, however, was only a temporary solution, for one year later the sloping radiator was replaced by the curved style used to this day.

An important and rather special body option, officially available from the autumn of 1954, was the four-seater drop-head coupé style, really an amalgam of four-seater tourer and coupé hood layout (but it was by no means as simple as that). According to factory records, a mere 51 of these cars were built, the last being delivered in January 1957, and the majority being built in 1955, some with Vanguard and some with Triumph TR engines.

From the mid-1950s until 1968, when the Plus 4 was finally discontinued, it received steady but essentially detailed improvement, which included extra body width, the availability of front wheel disc brakes (from spring 1959), and the uprating of the TR engines to accord with Triumph's own usage. Thus, the last of the Plus Fours had a 2138cc TR4A engine and 104bhp (DIN), compared with 1991cc and 90bhp (gross) in 1954.

There were two important sub-derivatives of the Plus 4:

## Plus 4 Super Sports — 1961 to 1968

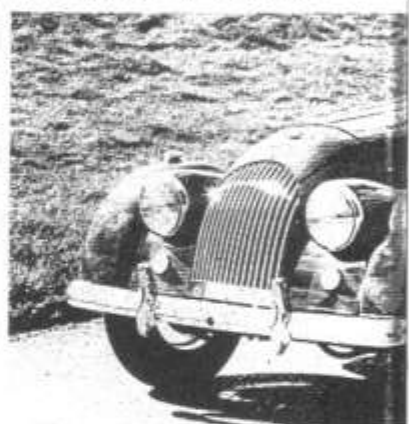
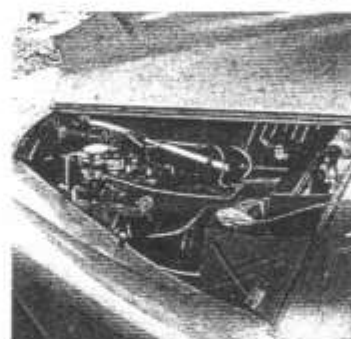
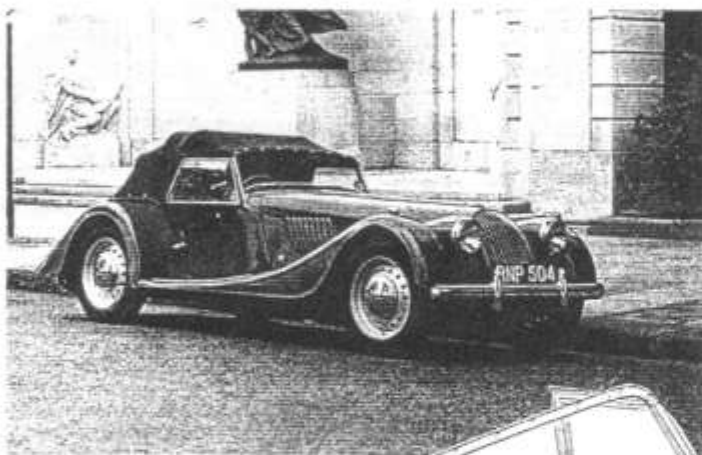
Between 1961 and 1968, 101 of these cars were built, with 1991cc or 2138cc Triumph TR engines tuned and greatly modified by the Chris Lawrence organisation. Depending on the final tune chosen, they could have up to 125bhp, and because they had mainly light-alloy bodies they were much more accelerative than the standard product.

There were no obvious styling changes, but the changes were immediately obvious when the bonnet was raised, and the twin-choke Weber carburettors and special manifold was revealed. An engine oil cooler was standard, as were wider 72 spoke wire wheels, and some cars had individual bucket seats instead of the normal bench seats. Nearly all had two-seater sports bodies, but a handful were built with 4-seater and with 2-seater coupé styles.

## Plus 4 Plus — 1963 to 1967

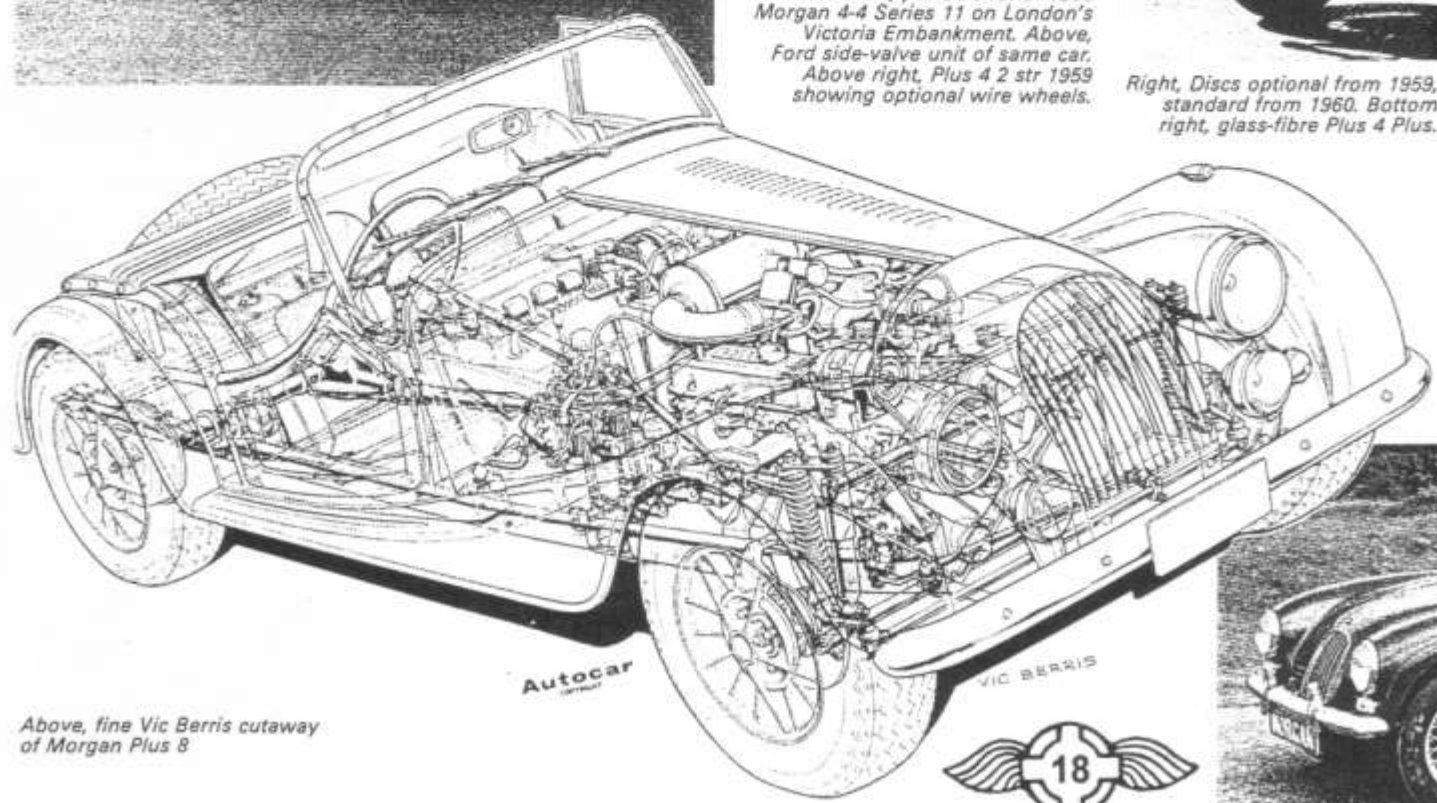
This was the only Morgan built which didn't look like a traditional Morgan. Peter Morgan was led to believe that a more modern style was needed to keep his company going in the late 1960s, and developed a full-width bubble-top coupé style, in conjunction with John Edwards of EB Plastics (who supplied the shells complete), using glassfibre. The inspiration was the Debonair GT body (also made by EB Plastics), and the Plus 4 Plus has often been accused of having an XK150 nose and a Lotus Elite rear.

The chassis was absolutely unmodified Plus



Above left, period shot of 1956 Morgan 4/4 Series 11 on London's Victoria Embankment. Above, Ford side-valve unit of same car. Above right, Plus 4 2 str 1959 showing optional wire wheels.

Right, Discs optional from 1959, standard from 1960. Bottom right, glass-fibre Plus 4 Plus.



Above, fine Vic Berris cutaway of Morgan Plus 8



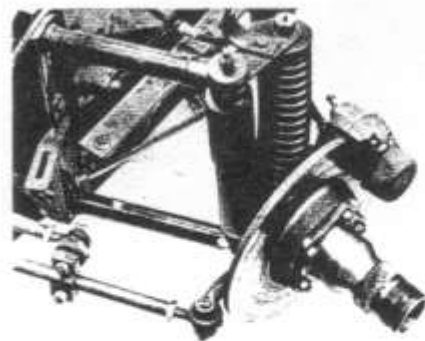
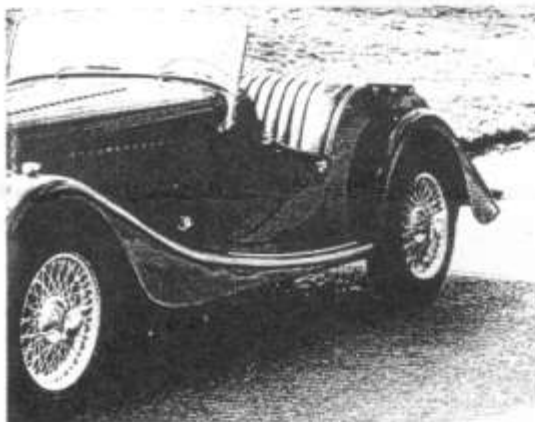
4, and the 2138cc TR4 engine was standard. However, although Peter Morgan campaigned the works prototype with great success in British events, the model was not a success. Peter always says that he was misled by the original advice tendered — that the people who said that Morgan should modernise its image were not potential customers anyway, and therefore did not know what they were talking about — and never committed the same mistake again.

Over the years the fiction has grown up that 50 cars of this type were built, but a study of factory records shows that precisely 26 cars were delivered, the last of all leaving Malvern Link in 1967.

#### 4/4 models built from 1955 to date

These cars, which are now much the most numerous of all Morgans, should not be confused with the original 4/4s of 1936-1950, from which they are very different. The 4/4 was re-introduced in 1955 to fill in a marketing gap at a cheaper price than the Standard-Triumph engined Plus 4s then in production. With suitable detail re-engineering, they used the Plus 4's 96in wheelbase frame as their base but have only ever been offered with two-seater and four-seater tourer bodywork.

They were the first-ever Morgans to have gearboxes in unit with their engines, and the first officially (but not in one-off form) to be equipped with Ford engines. They come in five different basic varieties:



The SII had a side-valve 1172cc Ford engine and three-speed box, and was built from 1955 to 1960

The SIII, complete with overhead-valve 997cc engine and four-speed box, was only built in 1960-1961

The SIV had a 1340cc engine, and was built from 1961 to 1963.

The SV had a 1498cc engine, and was built from 1963 to 1968

The 4/4 1600 (*not* the SVI, please...) has a 1599cc bowl-in-piston engine, and has been on sale continuously from 1967 to date.

Just to confuse everyone, it should be noted that there was a tuned SII "Competition" from 1957 to 1960, an SV "Competition" from 1963 to 1968, and that the current 4/4 1600 was originally a "Competition" derivative of the basic 4/4 1600, which had the less highly-tuned Ford engine of that size.

It is interesting to note that the current 4/4 1600, which is being built at a slightly higher rate than the Plus 8, is at least as powerful as the TR2-engined Plus 4 of the mid-1950s, though it is lighter and has a 400cc smaller engine.

Not all 4/4s had disc brakes, which became optional in 1960 for the SIII, but were standardised for the SIV from the end of 1961.

The 4/4 is still, of course, in full production, with steel-panelled or alloy-panelled body, and as I have already stated, the waiting list for new deliveries is presently quoted at ten years!

#### Plus 8 — built 1968 to date

By the mid-1960s, Standard-Triumph were only building wet-liner four-cylinder 2138cc engines for their own TR4A sports cars, and for Morgan, so when the new TR5 was revealed in the autumn of 1967, powered by a dry-liner six cylinder engine, it was clear that the Plus 4's days were numbered.

Peter Morgan chose to use a Rover vee-8 engine of 3528cc in place of the old TR4A

engine after politely refusing a takeover bid for his company from Rover, and after considering alternative engines like the six-cylinder TR5 unit (too long), and the vee-8 Triumph Stag engine (still only a prototype). The first ever Plus 8 prototype was built in 1967, and used a Plus 4 frame, but it was a real shoe-horn job, and the 1968 production car had a lengthened and widened frame so that the vee-8 engine could drop in more easily, and require no external body panel changes. Compared with the 4/4 1600, which has a 48in wheel track, the track of the original Plus 8 was 49in at the front and 51in at the rear; from October 1973, and current models have a 52in front track and a 53in rear track.

Apart from minor though significant development changes, the main alterations to the Plus 8s have been to the transmission arrangements. The first cars, built up until May 1972, had a Plus 4-type of centrally-mounted Moss gearbox. From May 1972 until the end of 1976, the vee-8 engine was directly mated to the Rover 4-speed all-synchromesh box used in the P68 3500 saloon model. From the beginning of 1977, not only was the engine uprated to the new SD1 saloon car standards (155bhp (DIN) instead of 143bhp (DIN)), but it was mated to the new five-speed all-synchromesh gearbox also found in that car, and in the TR7 and TR6 models.

The Plus 8 has only ever been sold with the two-seater sports style, like that of the 4/4 1600 but significantly wider. From October 1975 to January 1977 there was a light-alloy bodied "Sports Lightweight", but this has now been replaced by a normal option of light-alloy panelling to the normal bodywork. All Plus 8s have cast-alloy road wheels, which have never been available on the 4/4s; conversely, there has never been a wire wheel option on the Plus 8.

No automatic transmission Plus 8 has ever been marketed, though one prototype was built. ●

## Morgans since 1936 — the march of horsepower

Model	Years Built*	Engine size, and power
4/4	1936-1939	Climax 4-cyl, 1122cc, 34bhp (gross) at 4500rpm
44 Le Mans Rep	1939	Climax 4-cyl, 1098cc
4/4	1939-1950	Standard 4-cyl, 1267cc, 40bhp (gross) at 4300rpm
Plus 4	1950-1958	Standard 4-cyl, 2088cc, 68bhp (gross) at 4300rpm
Plus 4	1954-1962	Triumph 4-cyl, 1991cc 90bhp (gross) at 4800rpm — from 1957, 100bhp (gross) at 5000rpm**
Plus 4 Super Sports	1961-1968	Lawrencetune Triumph 4-cyl, 1991cc, 116bhp (gross) at 5500rpm
Plus 4	1962-1968	Triumph 4-cyl, 2138cc, 100bhp (net) at 4600rpm
Plus 4 Plus	1963-1967	Triumph 4-cyl, 2138cc, 100bhp (net) at 4600rpm
4/4 SII	1955-1960	Ford s.v. 4-cyl, 1172cc, 36bhp (gross) at 4400rpm
4/4 SIII	1957-1960	Ford s.v. 4-cyl, 1172cc, 42bhp (gross) at 4800 rpm
4/4 SIV	1960-1961	Ford ohv 4-cyl, 997cc, 39bhp (gross) at 5000rpm
4/4 SV	1961-1963	Ford, 4-cyl, 1340cc, 54bhp (net) at 4900 rpm
4/4 SV	1963-1968	Ford, 4-cyl, 1498cc, 60bhp (net) at 4600rpm
4/4 SV	1963-1968	Ford, 4-cyl, 1498cc, 78bhp (net) at 5200rpm
4/4 1600	1967-1970	Ford, 4-cyl, 1599cc, 74bhp (net) at 4750rpm
4/4 1600	1967 to date	Ford, 4-cyl, 1599cc, 88bhp (net) at 5400rpm — later re-stated as 86bhp (DIN) at 5500rpm
4/4 1600	1967 to date	Ford, 4-cyl, 1599cc, 88bhp (net) at 5400rpm — later re-stated as 86bhp (DIN) at 5500rpm
Competition	1967 to date	Ford, 4-cyl, 1599cc, 88bhp (net) at 5400rpm — later re-stated as 86bhp (DIN) at 5500rpm
Plus 8	1968 to date	Rover, V8-cyl, 3528cc, 151bhp (net) at 5200 rpm — later re-stated as 143bhp (DIN) at 5200rpm — from autumn 1976, 155bhp (DIN) at 5250rpm

\* Calendar Year

\*\* Between 1955 and 1957, TR2/TR3 engine power changed progressively from one extreme to the other; there were several subdivisions, some quoted as 95bhp (gross) at 4800rpm.

# Morgans Since 1936

THE chart in this section has been assembled with the help of Morgan, and takes account of several discrepancies thrown up by other well-documented sources. Because of these discrepancies, and without an exhaustive and time-consuming study of Morgan's own chassis records, it is likely that the figures quoted will differ very slightly from others published elsewhere.

It does seem, however, that about 12,500 four-wheeler Morgans have been built since production began at the beginning of 1936 — and that total continues to increase at the rate of nine or ten cars every week, which is the practical capacity of the works at Malvern Link.

It has not been possible to separate detail statistics of the popularity of the various two-seater, coupé, or four-seater body styles and — because the chassis were built as normal Plus 4s until the bodies were added — the 26 Plus 4 Plus cars have been included in the total for the Plus 4 production achievement.

To stem all criticism, and to answer arguments, Morgan themselves state that there were:

26 Plus 4 Plus models, built from 1963 to 1967

101 Lawrencetune Supersports Plus 4 models, some with 1991cc and some with 2138cc engines, built from 1961 to 1968

51 Four-seater coupé Plus 4s, built between 1954 and 1957.

Incidentally, of the 12,500 four-wheeler Morgans, 883 cars were built between 1936 and 1939. Morgan historians also like to emphasise the difference between "flat radiator" and "cowled radiator" models, so in this context I should state that a total of 2094 "flat radiator cars" appear to have been built.



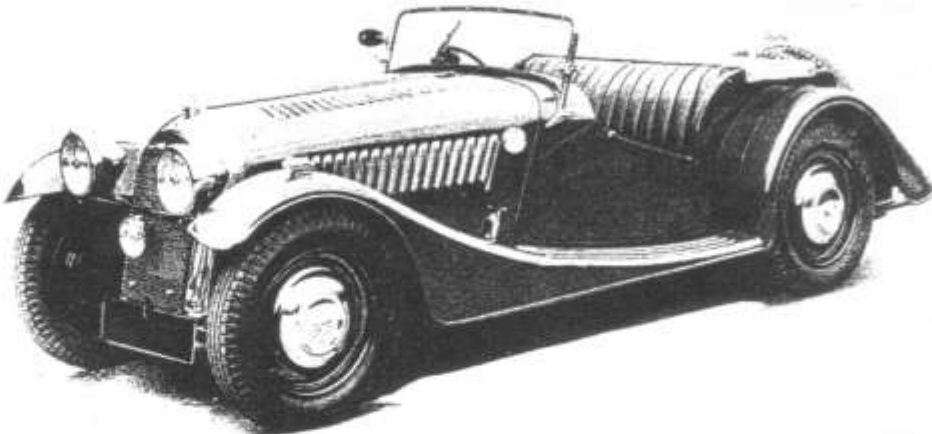
## Family Tree

Year	Model
1936	4/4
1950	+4 (V)
1954	+4 (TR)
1955	4/4 SII
1958	4/4 SIII
1960	4/4 SIV
1961	4/4 SV
1963	+4+
1967	
1968	4/4 1600
1980	Plus 8

Note: V = Vanguard engine, TR = Triumph TR engine.

A few cars of each superseded model were probably delivered in the year after which they were officially discontinued.

All Morgans except the Plus 8 had four-cylinder engines; that of the Plus 8 is a vee-8. Production of 4/4 1600s and Plus 8s continues unabated.



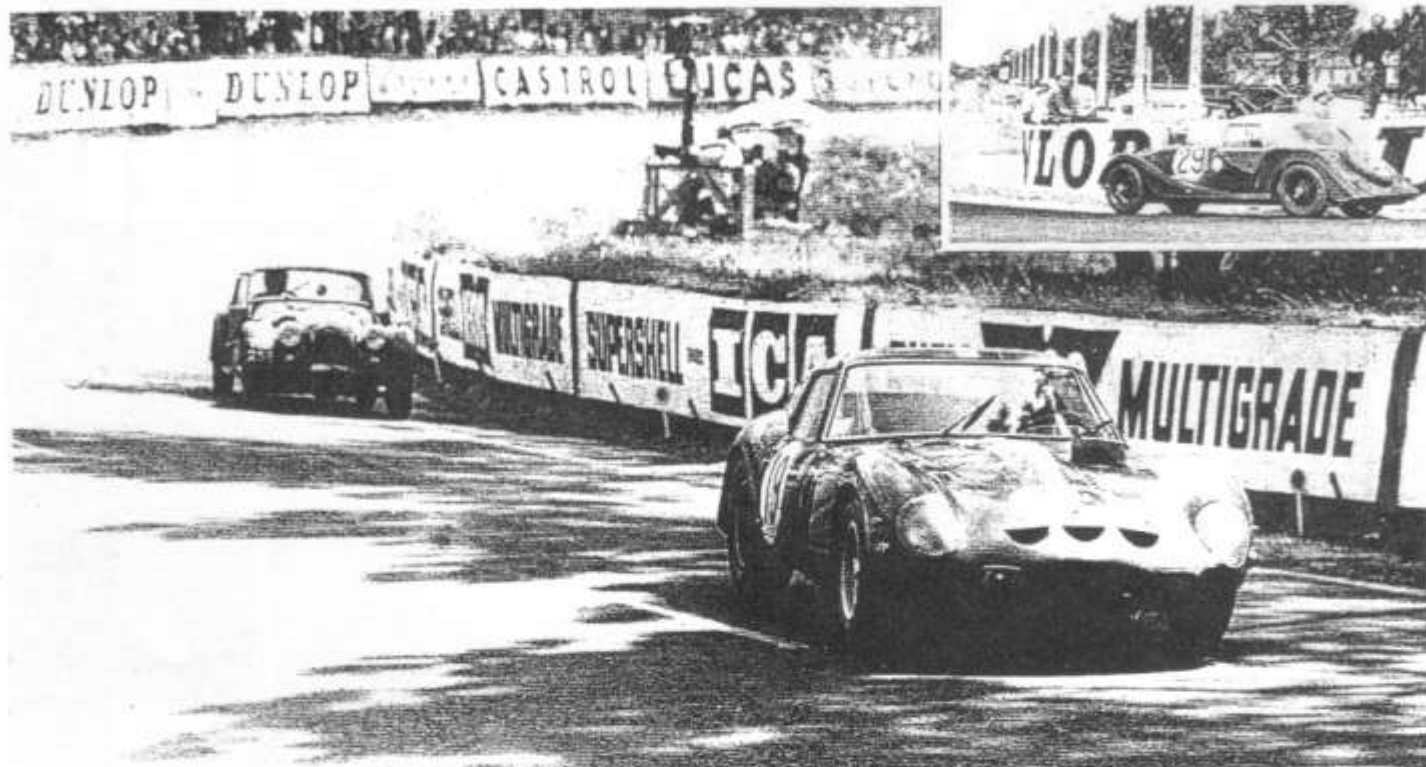
Above: the 1938 4/4 which cost £190. Below, left, the small production glass fibre Plus Four Plus and right, the current Plus Eight.



## Morgan Models: When built? In what numbers?

Model	Engine	When Built	Chassis Number Sequence	Number built	
4/4 Series I	Coventry-Climax 1122cc	1936-1939	1 to 2081	789	
	Coventry-Climax 1098cc	1939-1946		65	
	Standard 1267cc	1939-1951		578	
Plus 4 includes 26 Plus 4 Plus coupés)	Ford various	1936-1939		4	
	Vanguard 2088cc	1950-1958	P2100 to 6853	893	
	TR2 1991cc	1954-1956	(early Triumph-engined cars carried suffix "T", while	366	
	TR3/TR3A 1991cc	1956-1962	Vanguard engined cars carried suffix "P")	1871	
	TR4/TR4A 2138cc	1962-1968		1523	
4/4 Series II	Supersports 1991/2138cc	1961-1968		101	
	Ford svt 1172cc	1955-1960	A200 to A586	387	
4/4 Series III	Ford ohv 997cc	1960-1961	A589 to A648	59	
4/4 Series IV	Ford ohv 1340cc	1961-1963	B650 to B855	206	
4/4 Series V	Ford ohv 1498cc	1963-1968	B856 to B1495	639	
4/4 1600	Ford ohv 1599cc	1968 to date	B1600 to B4760 at October 1980*	3160	
Plus 8	Rover 3528cc	1968 to date	R7000 to R8830 at October 1980*	1830	
Production continues unabated.				Grand Total	1436
				Grand Total	4754
				Grand Total	4451
				Total	1830

# Morgans in Competition



The Lawrence/Shepherd-Barron Plus 4 at Le Mans in 1962 behind the 3 litre Ferrari of Noblet and Guichet and, insert, the same car, which was placed 13th and won the 2 litre class.

**A**LTHOUGH every Morgan car ever made was sturdy, relatively light, and had very responsive handling, that didn't automatically make it a good competition car. I think it's fair to suggest that the original 4/4s were somewhat under-powered, and that the opportunities for a Plus 8 to shine are rather too limited. In terms of "works" or "works-assisted" efforts, the hey day of the competition Morgan has been connected with the Plus 4.

On the assumption that it is properly protected underneath, a Morgan has always been well-suited to production car trials, and there is a history of success starting with the 1936 4/4s and coming up to date. In marque racing, or in formulae to which it is especially suited, a Plus 8 is ideal, and a fast Plus 4 (or Super Sports) has also been successful. Morgans were most prominent in rallies in the 1950s and early 1960s, when driving skill in tests, sprints and short hill-climbs had to be matched to the map-reading skill of the navigator on the road sections. Now that almost all worthwhile rallies are settled by the use of special stages, where strength allied to a good ground clearance is essential, a Morgan is quite unsuitable.

Many truly private owners, of course, have had their successes, but unless they were connected with the factory I have not found the space to include their efforts.

## Trials

These were always close to the hearts of Morgan management, as the contestants were the types likely to buy new Morgans if they were impressed. H. F. S. Morgan entered the

very first 4/4 in the 1936 Exeter Trial, where he gained a Premier Award. Later that year three factory cars entered the "Edinburgh" and one gained a Premier award. Peter Morgan took a Silver medal in the 1937 Edinburgh, but undoubtedly their finest pre-war effort was in 1938, when HFS and Peter Morgan both gained Gold Medal "Triple" awards for being unpenalised in that season's Exeter, Land's End and Edinburgh Trials.

Peter Morgan and W. A. G. Goodall continued to compete successfully in this type of event until the 1960s, with Peter in particular notching up Golds in cars as diverse as a two-seater coupe, and in the prototype Plus 4 Plus coupé. However, by now such trials had become social affairs, and it was in rallying that most of the prestige was to be gained.

The Prodsport Plus Eight, now raced by Charles Morgan. This is the original road test car.



## Rallies

Between 1937 (when they first competed) and 1939, Morgan factory entries had a fine record in the RAC Rally, with George Goodall winning his class on three consecutive occasions each time in a Coventry-Climax engined car. Also in 1939, Jim Goodall (George's son) won the Scottish Rally outright, defeating among other cars a further six Morgans.

It took time for rallying to re-establish itself in Britain after the Second World War, but the new breed of RAC Internationals, the famous London, and the MCC Nationals, were all ideal for Morgans because of their combination of navigation and driving tests. Peter Morgan might well have won the 1951 RAC outright in a Plus 4, if he had not been outdone on the last test by the redoubtable Ian Appleyard and his Jaguar XK120, but Morgan won the Team

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## Morgans in Competition

Prize. A year later Messrs Morgan, Goodall and Steel won the RAC team prize again, and in that year Jimmy Ray's privately entered Plus 4 won the London Rally outright, a feat which he repeated in 1953. There were TR-engined Plus 4s in many major National events thereafter, which included "Doc" Spare taking third overall in the 1956 RAC Rally, and in Pauline Mayman becoming prominent in her famous car, registered EPM 324 (the letters were her initials).

Class wins were common place, but the Plus 4 was never a contender for outright victory in European events. In Britain, from the end of the 1950s, Brian Harper became the man to beat in his red Plus 4 — one of his finest drives being to win the 1959 London Rally. In the same year, incidentally, Peter Morgan was foiled from making a good show in the RAC Rally when he became embroiled in snow drifts in Scotland and had to make a huge detour to stay in the event; nevertheless, he finished sixth overall and won his class. Harper continued to win events outright — Welsh in 1960 and *Express and Star* in 1961 — before switching to a Sebring Sprite.

By this time, however, rallying was becoming very specialised, and the "homologation special" was becoming common, so further Morgan success was out of the question, especially when rough special stage events began to predominate.



Above, Morgans in historic racing. Plus Four SSs at Nurburgring, 1980 with Lucassen leading Hofmans. Below, Morgan representation at the 1954 Alpine Rally.



### Races

The 4/4s racing career got off to a very creditable start in 1937 when Robert Campbell won the Ulster Trophy race on handicap, and when in the following month D. C. McCracken won the Leinster Trophy race. The big event of 1938, however, and one on which much Morgan folk-lore is based, was when Prudence Fawcett and her co-driver G. White entered a 1098cc 4/4 (with preparation help from Malvern) in the world-famous Le Mans 24 Hour Race. The little car had a very reliable and successful race, finishing 13th overall at an average speed of 57.2mph.

A year later, with Dick Anthony driving the car in place of Ms Fawcett (who never appears to have raced again), along with White, the re-engined (1122cc) 4/4 was taken to Le Mans once again. On this occasion there was all manner of trouble with petrol supplies, and sticking needles, which led to a breakdown out on the circuit, to Anthony *running* back to the pits for fuel supplies, but a very fine and fighting finish at an average speed of 64.53mph, in 15th position overall.

In 1952, however, the specially prepared Vanguard-engined Plus 4 of Lawrie and Isherwood broke down with engine failure, and there would be no further Morgan presence at the French circuit until 1962. By this time Chris Lawrence had begun to make a name for himself in highly tuned TR-engined Plus 4s, and it was he, with Richard Shepherd-Barron, who drove the well-known TOK 258 into a fine 13th place at Le Mans in 1962, winning the 2.0-litre class, and averaging no less than 93.97mph, all with no more trouble than a broken exhaust manifold pipe which did not take too much edge from the car's performance. It was the company's finest ever Le Mans performance.

Three years later, at Brands Hatch, Chris Lawrence (with John Spender) figured in a rather epic battle for the two-day 1000 mile Guards Trophy, in what was meant to be a production sports car race. The "Morgan" in

question was actually a Super Sports Plus 4 chassis clothed in one of Lawrence's own super-streamlined SLR (Sprinzel-Lawrence-Racing) coupé light alloy bodies, and it was obviously quite fast enough to win such an endurance event.

On the first day, however, the unfortunate Lawrence suffered a big delay when a cracked front suspension pillar was found, and this delayed him by no fewer than 21 laps, and lost him the lead. On the second day, rather too late to do more than pull himself up a few places, the combination of SLR-Morgan, Lawrence and Spender led almost throughout and averaged more than 75mph for a 500 mile "day".

By this time, however, Plus 4s were no longer really competitive in anything other than "marque" racing, though a young man called John Stapleton was beginning to make quite a name for himself in some club events. By the early 1970s, too, Chris Lawrence had been drawn back into a Morgan for racing, and enlivened several club events — his car was borrowed by Robin Gray to win the Spreckley Thoroughbred cars race at Silverstone late in 1973, a feat which he repeated on occasion in 1974. Within a couple of years a "works" connection, though rather tenuous, was re-established with racing when Charles Morgan (Peter's son) began to use MMC II, one of the very first Plus 8s, and a magazine test car, with some success.

To bring the story right up to date, however, I should mention that two Plus 8s performed with great distinction in Britain's first-ever 24 Hour race — at Snetterton, in June this year. Although it was Stirling Moss and Desiré Wilson who took the publicity, and it was an Opel which won the event outright, two Plus 8s (one prepared and entered by the Morgar Sports Car Club and one by the Morris Stapleton organisation) finished in third and fifth places. Clearly, in the right places, and in the right hands, the Plus 8 is still a highly competitive car. ●

The marque was usually well represented in the MCC's Land End Trial. This is the 1954 event.



# Performance & fuel consumption

IN a survey like this, we think it is important that full and impartially obtained performance details should be assembled, in tabular form. Normally we have no difficulty in being able to choose, and to provide the facts about almost every derivative of a design, or family of cars, which qualify for inclusion. With Morgan, however, we have a problem. The company was usually so confident of selling all its cars that it sometimes did not bother to provide a test car of one particular type. This certainly explains why our weekly contemporary, *Autocar*, only managed to lay its hands on seven Morgan test cars in 44 years!

Even that very limited opportunity to test the product would have been acceptable if the seven cars had been a representative selection. However, although there are two different pre-war 4/4 tests of Climax-engined cars, two different Plus 4s and two Plus 8s, there are no figures available for a Standard-engined 4/4, nor has any late-model 4/4 with the overhead valve Ford engine ever been tested.

So, what can we say? Firstly, with regard to the Standard-engined 4/4, the claimed engine power was 40bhp instead of 34bhp, on identical gearing, from which it might be assumed that the maximum speed was at least a true 80mph, and that acceleration would be significantly, but not dramatically, improved.

4/4s which have been built since 1968 have all had 1599cc engines, for which 86bhp (DIN)

is claimed, and for which the unladen weight is about 1650lb. This probably means that the car should be slightly more lively than a TR2-engined Plus 4 (for which the 90bhp was by no means a "nett" figure), and that it should have a maximum speed of at least 100mph. Let's guess (and it can be no more than that) at a 0-60mph time of around 11 seconds, a standing  $\frac{1}{4}$ -mile in about 17.5 seconds, and typical fuel consumption of better than 30mpg.

Finally, a word about the difference between the two Plus 8s. The first test car of 1968 still had the centrally-mounted Moss gearbox, in which top gear was direct drive. The 1978 car had the Rover "SD1" type of five speed gearbox, in which top gear was effectively an overdrive. In fourth gear, in fact, the new car was almost equally as outstanding as the original. No Morgan, incidentally, has ever been sold with an electrically-controlled overdrive, or with automatic transmission. ●

*Going faster! a competition Plus Four with experimental hardtop which competed in 1961, often with Pip Arnold at the wheel.*



	4/4 2-seater Climax i.o.e.v. engine 1122cc £194	4/4 4-seater Climax i.o.e.v. engine 1122cc £225	4/4 Series II 2-seater Ford s.v. engine 1172cc £714	+4 2-seater Vanguard ohv engine 2088cc £890	+4 2-seater DHC TR2 ohv engine 1991cc £830	+8 2-seater Rover ohv engine 3528cc £1478	+8 2-seater Rover ohv engine 3528cc £5961
Cost When New	£194	£225	£714	£890	£830	£1478	£5961
Road Tested in <i>Autocar</i> :	11 Dec 1936	12 Aug 1938	14 Sept 1956	27 April 1951	7 May 1954	12 Sept 1968	15 July 1978
Maximum speed (mph)	78	76	70	86	96	124	123
Acceleration (sec):							
0-30mph	6.1	7.0	6.9	4.6	3.5	2.3	2.2
0-40mph	—	—	—	—	—	3.5	3.5
0-50mph	15.9	17.3	18.0	11.3	9.0	5.2	4.6
0-60mph	28.4	28.3	29.4	17.9	13.3	6.7	6.5
0-70mph	—	—	—	28.0	17.5	8.6	9.0
0-80mph	—	—	—	—	24.5	11.8	11.4
0-90mph	—	—	—	—	35.9	14.5	15.4
0-100mph	—	—	—	—	—	18.4	20.2
0-110mph	—	—	—	—	—	25.7	31.0
0-120mph	—	—	—	—	—	42.9	—
Standing $\frac{1}{4}$ -mile (sec):	Not recorded	—	23.5	n.r.	18.5	15.1	15.1
Top gear (sec):							
10-30mph	10.9	12.9	—	9.9	—	5.8	8.8
20-40mph	11.6	13.8	15.1	9.0	8.4	5.0	7.7
30-50mph	12.0	15.7	15.5	9.5	8.4	4.8	6.8
40-60mph	—	—	19.2	—	8.6	4.6	6.7
50-70mph	—	—	—	—	9.6	4.5	7.2
60-80mph	—	—	—	—	—	5.2	7.9
70-90mph	—	—	—	—	—	6.0	9.2
80-100mph	—	—	—	—	—	7.4	11.8
90-110mph	—	—	—	—	—	10.9	20.3
100-120mph	—	—	—	—	—	13.8	—
Overall mpg	35	35	36	24	30	18	20
Axle ratio	5.00	5.00	4.44	4.1	3.72	3.58	3.31
Unladen weight (lb)	1582	1642	1568	1904	1876	1979	2128





Photo by Vern Dale-Johnson

Not HAL MOG (July 30 - Aug 2) but a panoramic shot of the MOG 28 Concours field with Mount Saint Mary's College and the beautiful Maryland countryside in the background.

## The Morgan Pub Song

Dedicated to all those pubs which one day a month become a 'No Go' area to all Non-Moggers.

Come Landlord fill our flowing mugs,  
From John O'Groats to Dover,  
Someone's gone and parked his Mog,  
And knocked the gents loo over.

Chorus.  
For tonight we'll merry, merry be,  
In our Mogs - four wheeled or three,  
Who's hands that upon my knee?!!  
Tomorrow we'll be sober.

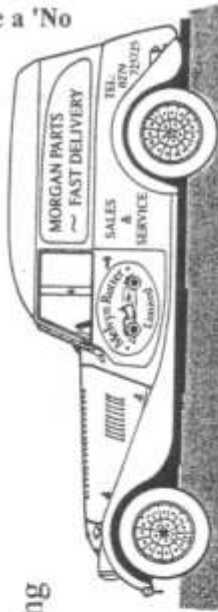
Come first week of every month,  
We meet to talk things over,  
Someone's gone and wrapped his Mog,  
Around a Police Land Rover.

Chorus.  
For tonight we'll merry, merry be,  
In our Mogs - four wheeled or three,  
Who's hands that upon my knee?!!  
Tomorrow we'll be sober.

<http://www.pcdeal.com/morgan/toons/toons.htm>

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Land Rover is the "Featured Marque" this year. Come celebrate their 50th anniversary! Decorate your cars & dress in the festive spirit! Award for "Most Christmassy Car". Over 140 British cars last year in convoy to the show.

When: Sunday, September 27

- Registration Opens at 11AM.
- Tour departs at 1PM.
- Car Show starts at 2:30 PM at Mapleview Centre, Burlington.
- Awards party follows car show at 5PM.

Where: The Halton Region Museum at Kelso Conservation Area, Milton (Trenaine Rd near Steeles).

**No registration fees!** Instead, please bring a new toy or other donation for the charity such as NEW, unwrapped, toys, cosmetics, clothing, grocery items, clothing, candy, books, jewelry, cash, etc.

Miller's Bakery of Georgetown will be providing food items for sale, with all the proceeds aiding the Museum & Operation Santa Claus.

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## DID YOU KNOW

By Nick Baldwin

WHO had hadles depicted in a toroise, an anchor, a four-leaved clover and an Indian headdress?

The answer is Gordon Keable, Balbot, Braxler and either Guy or Pontiac.

Not surprisingly, the Mayflower ship was found on the Plymouth, if not the Triumph Mayflower, and Volvo opted for the symbol of iron and a circle symbolising the translation of the Latin word *solus*, I roll.

All manner of firms have favoured stylised aeroplanes, the current custodian being Saab, while Steyer-Puch, being an ancient armaments firm, goes for a target or gun barrel.

We all know about prancing horses — Ferrari and Porsche — and tridents, the emblem of both Maserati and Honda, as well as the Sixties British Trident GT car.

But whose badge included the national colours of Spain and the Swiss Cross? This one was Hispano-Suiza, named after Spain, where the firm began, and Switzerland, engineer Marc Birkigt's birthplace.

The Tricolor was surprisingly not added after a successful factory was opened in France.

A serpent swallowing what looks like a jelly baby also appears with a cross on the Alfa Romeo badge, based on the city arms of Milan.

A ferocious scorpion seems an appropriate logo for the fierce little Abarth, but the reason for its adoption was actually Carl Ahn's Scorpio birth sign.

For a time Volkswagens featured a wolf atop a castellated tower, which was an allusion to Wolfsburg or Wolf's castle, where the factory was situated.

The star of Daimler and Jarral wreath of Benz were combined in 1926 to become the familiar entangled three-pointed star.

Meanwhile the four rings of Audi stand for the four makes of the pre-war Auto Union of DKW, Audi, Horch and Wanderer, while BMW's divided circle represents a propeller from its aero-engine origins.

The town of Belfort has a lion emblem since it stood firm against a

German attack in 1871. A similar attack is still going on for car sales and Peugeot defends French honour with the same lion.

Citroën's chevron commemorates André Citroën's days as a maker of gears and Hotchkiss has crossed cannons from its gun-making days. In the same way, BSA featured rifles and FN cleverly combined a rifle with a bicycle pedal crank.

Vauxhall's Griffin is a heraldic beast derived from the family crest of Paul de Bréant. Ford's Hall wagon the Thames, at a place eventually altered to Vauxhall, and by strange coincidence his name was at Luton to where Vauxhall Ironworks expanded in 1905.

The old Rover yoking symbolised the freedom which came from touring on the firm's bicycles, and then cars, while Standard's badge was a flag as a pun on standard and to signify its Britishness.

Oven in Ford's were a bit of fun from Morris based on the coat of arms of Oxford.

Crossley not surprisingly went for a cross and Armstrong Siddeley favoured the sphinx for its silence and inextinguishability.



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Others in party : \_\_\_\_\_  
Address : \_\_\_\_\_

Phone(s) : \_\_\_\_\_ FAX : \_\_\_\_\_  
Baby Sitting Service needed ? Friday night: \_\_\_\_\_ Saturday night: \_\_\_\_\_  
Service arranged by Giftins for guests staying at Hampton Inn only.

**VEHICLE INFORMATION:**

License Plate: \_\_\_\_\_ State: \_\_\_\_\_  
Model: \_\_\_\_\_ Year: \_\_\_\_\_  
Color(s) : \_\_\_\_\_ Ser. # : \_\_\_\_\_

**PRIMARY REGISTRATION FEE ( for two participants - all motor) Events: \$ 23.00**

Each Additional Family Member over 13 ..... # \_\_\_\_\_ x \$ 5.00 = \$ \_\_\_\_\_

Each Additional Family Member 12 & Under ..... # \_\_\_\_\_ N/C = N/C

**AWARDS SUNDAY BRUNCH ..... # \_\_\_\_\_ x \$17.00 = \$ \_\_\_\_\_**

**TOTAL AMOUNT DUE M.C.C.D.C. .... = \$ \_\_\_\_\_**

MAIL COMPLETED FORM & PAYMENT BY OCTOBER 10 TO:

LISA SHRIVER

REGISTRAR-MINIMOG

45070 BRAE TERRACE #101 , ASHBURN, VA 20147

**NO "DAY TRIP" REGISTRATIONS & NO REFUNDS**



**THE BOOT 'N BONNET  
CLUB'S  
9TH ANNUAL  
BRITISH CAR DAY**

SUNDAY, AUGUST 23RD

KINGSTON CITY PARK

10:00 - 4:00

AWARDS AT 3:00

PARTICIPANT'S CHOICE JUDGING

DASH PLAQUES

BBQ

COST: \$15 PER CAR

(INCLUDES BBQ FOR 2)

FOR INFORMATION CALL

613 386 3797

613 542 8110



BRITISH CAR DAY '98  
PREREGISTRATION

I/we will be attending \_\_\_\_\_  
(Name/names)

Marque/Model & year of vehicle \_\_\_\_\_

Please send this registration form, along with your cheque for \$15.00 made payable to "The Boot 'n Bonnet Club" to 307 Union Street, Kingston, Ontario. K7L 2R2.





### SCHEDULE OF EVENTS

-All cars and participants must be Registered to participate-

**FRIDAY AFTERNOON - OCTOBER 23, 1998**  
- Arrival & Check-in at Lobby Registration Desk -  
HAMPTON INN - NAVAL BASE  
2 PM thru 7 PM

**FRIDAY EVENING - OCTOBER 23, 1998**  
- NAVSTA NORFOLK Welcome Reception -  
Vice Admiral & Mrs. Giffin, III  
Maryland House  
1631 Dillingham Boulevard, Naval Station  
8 PM thru 10 PM

**SATURDAY MORNING - OCTOBER 24, 1998**  
- Autocross Clinic & "soft" Competition -  
NAVSTA NORFOLK  
9AM thru 12 NOON

- MID-DAY FREE TIME -  
**SATURDAY AFTERNOON - OCTOBER 24, 1998**  
- Rally & Ship Tours -  
Starting Gate at Hampton Inn  
NAVSTA NORFOLK & Historic Norfolk  
2 PM thru 6PM

- MiniMOG Free Time -  
Evening  
**SUNDAY MORNING - OCTOBER 25, 1998**  
- MiniMOG People's Choice Car Show -  
OFFICERS CLUB - Naval Air Station / Breezy Point  
Front Entrance  
Assemble at 10 AM

- MiniMOG Awards Brunch -  
OFFICERS CLUB - Naval Air Station / Breezy Point  
Main Dining Room  
11:30 AM thru 2:30 PM



**Vice Admiral & Mrs. Henry C. Giffin, III**  
with the

**Morgan Car Club of Washington, D.C.**  
are pleased to announce  
**MiniMOG at Norfolk Naval Station**

Friday, October 23, 1998  
thru  
Sunday, October 25, 1998

-HOTEL ACCOMMODATIONS & RESERVATIONS -  
Hampton Inn - Norfolk Naval Station  
8501 Hampton Boulevard  
Norfolk, Virginia 23505  
- MiniMOG Group Reservations -  
(757) 489 - 1000

- MiniMOG REGISTRATION -  
Lisa Shriver - M.C.C.D.C. Registrar  
45070 Brae Terrace, #101  
Ashburn, Virginia 20147  
(703) 729 - 1018

MiniMOG NAVSTA NORFOLK Co-Chairmen  
Vice Admiral Henry C. Giffin, III  
NAVSTA NORFOLK  
Bob Hanson - M.C.C.D.C.  
Post Office Box #3504, Alexandria, VA 22032-0504  
Telephone: (703) 820-3496 evenings





# FALL WINDUP '98

Niagara Falls, Ontario  
September 25-27, 1998

COME "HOME" TO WHERE IT ALL BEGAN

Don't miss all the fun as the Austin Healey Club of Southern Ontario will again hold its season finale at the Inn on the Niagara Parkway. Space is limited and all clubs and marques are invited to help us celebrate, so register TODAY!

Names: \_\_\_\_\_

Name/Age of Children: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: ( ) \_\_\_\_\_ Postal/Zip Code: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Registration \$35.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Guest Rooms \$77.50 x \_\_\_\_\_ nights \_\_\_\_\_

Sat & Sun Breakfast Buffet No Charge

Saturday Lunch \$ 5.00 x \_\_\_\_\_

Banquet/Awards/Party \$28.00 x \_\_\_\_\_ adults

\$14.00 x \_\_\_\_\_ child under 12

TOTAL ENCLOSED \$ \_\_\_\_\_

Please make cheque or money order payable to AHCSO in Canadian funds. Once you have registered for the event, you will be confirmed with the Inn and you need not do anything more. DO NOT call the Inn directly. Mail your registration form and payment to Les Vass, 511 Guelph Line, Suite 702, Burlington, Ontario L7R 3M3. For further information call (905)639-4829. Look forward to seeing you all at Fall Windup '98!!!

This year we are going "Home" to where it all began many years ago at the beautiful Inn on the Niagara Parkway. Fall Windup has been held at various venues but this location is ideally situated and setup for real car enthusiasts like you. Located on the magnificent Niagara River just up from the Horseshoe Falls.

The chalet-type guest rooms are in a park like setting where we can relax and enjoy the many activities of the weekend. Each room is equipped with two queen size beds so you can share up to 4 people if you wish. A free all you can eat cold breakfast buffet is included with your weekend away.

There will be the usual fare of events plus a few surprises. Why not take in the beauty of the Falls and the many attractions in the immediate area. So much to see and do.

- |             |        |                         |             |
|-------------|--------|-------------------------|-------------|
| Hospitality | Prizes | Can-Am Bull Pull        | Dashplaques |
| Auction     | Rally  | Popularity              | Dancing     |
| Funkhana    | Awards | Loads of Fun, Fun, Fun! |             |

Space is limited so register today to avoid disappointment. Lets sell out the entire Inn so we can truly have a British car weekend all to ourselves. Come and renew old friendships and make some new ones as well. Upon arrival your registration package will contain information, schedules and tickets for your weekend of fun!

See you all on the shores of the picturesque Niagara River. A weekend to remember!

## NIAGARA FALLS, CANADA



Inn on the Niagara Parkway  
7857 Niagara River Parkway  
Niagara Falls, Ontario, Canada L2G 6R5  
Tel. (905) 295-4371, Toll free 1-800-688-3535





# CLASSIFIED ADS

MSCCC is a non-profit organization. Not only that, we intend to stay a non-profit organization. Accordingly, each paid-up member may advertise in one "business card" space at no charge. Members may also have a "flier" enclosed with THE BLISS by paying that issue's postage.

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*The American Magazine for Morgan Enthusiasts Who Love English Cars*



1 year (6 issues) \$22.95 2 years \$39.95 Canada US dollars only \$26.00 / \$46.00

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Advertisements and fliers are provided as a service to members. Morgan Sports Car Club Canada has no opinion on the products or services offered.

A store for enthusiasts of fine cars and of :  
motor sport, Books, magazines, art, collector's  
miniature cars, kits, videos, etc.

## Autophile

850 Eglinton Ave. E. RICHARD STAFFERTON  
Toronto, Ontario,  
Canada M4G 2L1 Tel-Fax (416) 425-1555

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(905) 681-8343

## Membership Renewal:

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Home: \_\_\_\_\_ / \_\_\_\_\_ Business: \_\_\_\_\_ / \_\_\_\_\_

Fax: \_\_\_\_\_ / \_\_\_\_\_



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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:

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Burlington, Ont L7P 1L2

905-336-0251

msccc@sympatico.ca

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

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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)

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#### COORDINATOR:

Ed Burman

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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.

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

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pwl6079@bcit.bc.ca

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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!





*You are cordially invited by hosts Marlies & Alan Sands*  
to join us at the annual Morgan Sports Car Club of Canada's  
"Pig-Out" Summer BBQ.  
Saturday August 1, 1998 from 3PM onwards.

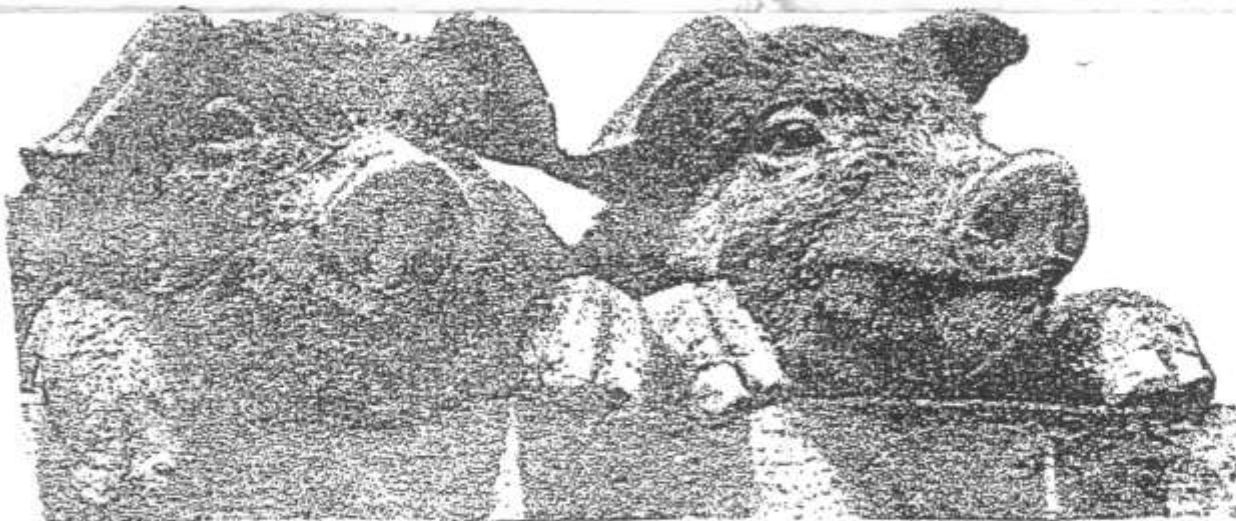
The hosts are providing the roasted pork, guests are requested to bring a side dish, their own beverages, & your British or collector car (if road-worthy). Bathing suits & lawn chairs are optional! A highlight of the visit to Piper's Hill Farm, is a tour of Al's large garage with its many completed & project cars, and bikes. Sorry, the ultra-lite aircraft will not be flying!

Those inclined are invited to bring tents, etc & stay the night!  
On Sunday morning, the hosts are offering a continental breakfast, followed by a driving tour of the Caledon area.

Piper's Hill is located at 2197 Hwy #50 in Colgan, Ontario.  
Please RSVP Marlies at (905) 936-4341, as soon as possible (several days prior would be great).

This will help ensure adequate amounts of pork, co-ordination of food items, and directions to their estate. Please indicate if you plan to stay over night for Sunday.

We thank you for your support of the "British Car Toy Run" & we hope that you will join us at this MSCCC special event, shared with friends.



# PIPERS HILL PIG-OUT

TRIPLE C MOTORING ACCESSORIES ★ MR. PICKWICK'S ★ YE OLDE ENGLAND INNE ★

## REGISTRATION PACKAGE

# BRITISH INVASION VIII

September 17-20, 1998  
STOWE, VERMONT

*Benefiting the*  
Vermont Children's Aid Society



Join us Thursday for the Northern Vermont Tour!  
165 miles of beautiful countryside, breathtaking views and sleepy villages  
with lunch on Lake Willoughby.

Sponsored by  
**Mequiar's**  
The Trusted Experts  
in Surface Care  
Since 1901

★ **Photo Contest** ★  
Got a great photo of  
British Invasion?  
(see EVENTS page) ★

ITOMASTER ★ YANKEE CANDLE CAR MUSEUM ★ THE VINTAGE GARAGE ★ BRITISH AIRWAYS

# Schedule and Class List

## Class Description

Class	Description
A	Asian Martin
B	Austin C. Morris Mini — 1960's
C	Austin C. Morris Mini — 1970's - 1980's
D	Austin Healey — 100/106 & 3000 Roadsters - Side Curtains
E	Austin Healey — 3000 Convertibles - Roll-Over Windows
F	Austin Healey — Bug Eye & Sports
G	Bentley & Rolls-Royce — Pre-War
H	Bentley & Rolls-Royce — Post War
I	Bentley & Rolls-Royce — Shadow & Later
J	Jaguar — XK120/140/150
K	Jaguar Sedans — MK 5/7/8/9/10
L	Jaguar Sedans — MK VII, 420
M	Jaguar Sedans — Series I, II, III
N	Jaguar Sedans — XJS
O	Jaguar — E-Type Series I / 61-70
P	Jaguar — E-Type Series II / 69-71
Q	Jaguar — E-Type Series III / 71-74 & V12's
R	Land Rover — Series I, II, III
S	Land Rover — Defender
T	Range Rover — Discovery
U	Range Rover — All others
V	Lotus
W	MG — Pre-War & TC Series
X	MG — TD & TF Series
Y	MG — A Series
Z	MG — B Early (Chrome Bumpers)
S1	MG — B Late (Rubber Bumpers)
S2	MG — B GT & MG-C GT
S3	MG — C
S4	MG — Midget
S5	MG — 3 Wheelers, Plus 4
S6	Morgan — Plus 8
S7	Sunbeam, Alpine & Tiger
S8	Triumph — TR-2, TR-3A
S9	Triumph — TR-4, TR-250
S10	Triumph — TR-6 through 1973
S11	Triumph — TR-6 from 1974
S12	Triumph — TR-7, TR-8
S13	Triumph — Spitfire, GT-6
S14	British Racing Cars
S15	Special Interest (1950-1949)
S16	Special Interest (1946-1963)
S17	Special Interest (1966-Present)
S18	British Motorcycles
S19	Replicas

### Thursday, September 17<sup>th</sup>

(starts from the Ye Olde England Inn, Stowe, VT)  
10:00 AM "Northern Vermont" Driving Tour  
To the Northeast Kingdom: Lunch Served

### Friday, September 18<sup>th</sup>

(at the Bouchard Farm, Stowe, VT)  
10:00 AM - Noon Vendor Registration and Sign In  
Noon - 6:00 PM British Motorcar Show Registration and Sign In  
Noon - 4:00 PM British Auto-Jumble British Marketplace  
4:30 PM - 6:30 PM "Vermont Countryside" Driving Tour  
6:30 PM - 7:30 PM Reception & Cocktail Hour  
(Name Badges Requested)

### Saturday, September 19<sup>th</sup>

(at the Bouchard Farm, Stowe, VT)  
8:30 AM Show vehicle registration opens  
9:00 AM Show grounds open to public  
British AutoJumble  
British Marketplace  
British Car Corral  
British Classic Motorcar Show  
Rolls-Royce Cut-a-Way engine display  
British Pub & Food Concessions  
10:00 AM British Concours d'Elegance Judging  
Rovers North National Land Rover Open Trials driving competition  
11:00 AM People's Choice balloting begins  
12:00 NOON REGISTRATION CLOSES  
2:00 PM People's Choice balloting ends  
2:30 PM Concours d'Elegance Awards  
3:30 PM VT Children's Aid Raffle Drawings  
People's Choice Awards  
British Classic Registrant's drawing for British Airways round trip tickets to Britain.  
Show Closes  
5:00 PM

### Sunday, September 20<sup>th</sup>

(at the Bouchard Farm, Stowe, VT)  
8:30 AM "The Nutch Run" Driving Tour  
(Leaving High School Parking Lot, run time 75 minutes, paved roads)  
9:00 AM Show grounds open to public  
British AutoJumble  
British Marketplace  
British Car Corral  
Competition of Colors  
British Pub & Food Concessions  
10:00 AM "Merrill-Lynch Bull Pitt"  
(Car Club Tug + War Competition)  
Rovers North National Land Rover Open Trials driving competition trials  
Tailgate Picnic Competition Displays  
12:30 PM British Tailgate Picnic Competition Awards  
1:00 PM British and European Classic Car Auction  
Competition of Colors Awards

**Triple-C**  
**MOTOR**  
**ACCESSORIES**

# British Invasion VIII

## REGISTRATION FORM STONE, VERMONT

September 17th - 20th, 1998 • Pre-registration Deadline is September 1, 1998

**INTERNAL USE ONLY**  
 Class: \_\_\_\_\_  
 Date Rec'd: \_\_\_\_\_  
 Check: \_\_\_\_\_  
 Check Amt: \_\_\_\_\_

Name(s) \_\_\_\_\_  
PRINT NAMES EXACTLY AS YOU WISH THEM TO APPEAR ON NAME TAGS AND CAR CARDS!  
 to Appear on Car Card(s): \_\_\_\_\_  
NOT MORE THAN TWO NAMES PLEASE

Registrant: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prov.: \_\_\_\_\_ Zip: \_\_\_\_\_

Country: \_\_\_\_\_ Phone: \_\_\_\_\_

First Car: FEE IS \$35.00 FOR EVERY CAR ENTERED. British Classic Motor Show (People's Choice):  
 YEAR MAKE BODY STYLE DISPLAY ONLY CLASS  \$35.00

Please register for ONLY 1 of the first 3 competitions (FOR EACH VEHICLE)  \$10.00  
 Or... British Concours d'Elegance (Judged Competition):  
 Or... Car Corral:  \$25.00

AND you may also enter the Tailgate Picnic competition.  \$15.00  
 Or... Sunday Tailgate Picnic Competition:  
 Or... Northern Vermont Tour\* (on Thursday - Lunch is \$35.00 ppv) Attendance:  \$\_\_\_00

Second Car: FEE IS \$35.00 FOR EVERY CAR ENTERED. British Classic Motor Show (People's Choice):  
 YEAR MAKE BODY STYLE DISPLAY ONLY CLASS  \$35.00

Please register for ONLY 1 of the first 3 competitions (FOR EACH VEHICLE)  \$10.00  
 Or... British Concours d'Elegance (Judged Competition):  
 Or... Car Corral:  \$25.00

AND you may also enter the Tailgate Picnic competition.  \$15.00  
 Or... Sunday Tailgate Picnic Competition:

Guests (One adult guest is free for each registered car):

First Guest: \_\_\_\_\_  \$FREE  
 Adult Guest: \_\_\_\_\_  \$10.00  
 Adult Guest: \_\_\_\_\_  \$10.00  
 Adult Guest: \_\_\_\_\_  \$10.00  
 Children Under 12: \_\_\_\_\_  \$FREE

Sunday Classic Car Auction (Call Thomas Hitchcock Company 800-634-7653 or 802-889-4662):  
 TOTAL:  \_\_\_\_\_

**New for '98: PLEASE PRE-REGISTER! ONLY PRE-REGISTERED** will receive computer generated personalized name badges and car cards: Day of show registrants will be issued generic registrant name badges and fill-in car cards. Registration and car show entrance to the show field will CLOSE promptly at NOON on Saturday to allow for registrant voting, ballot collection and counting, and preparation for the Awards Ceremony. We have made changes to provide for the safety of the registrants and their cars as well as to reduce the time required for day of show registration.  
 If you would like a personalized name badge and car card PLEASE PRE-REGISTER!

INSTRUCTIONS AND ADDITIONAL INFORMATION ON REVERSE SIDE

### ADDITIONAL INFORMATION:

Car Club Affiliations: \_\_\_\_\_  
 Trailer Parking Required:  YES  NO  
 Where will you be staying in Stowe: \_\_\_\_\_

**Insurance Release Statement:** I hereby agree to enter the above described cars in the British Invasion Week in Stowe, Vermont and to participate in other planned events scheduled during the meet. In consideration of the right to privilege to enter and participate in these events and other valuable consideration and intending to be legally bound agree to release the British Invasion, Inc., and the committee from any and all liability for injuries, damages, or loss arising from my entry and attendance in the meet.

REGISTRANT'S SIGNATURE: \_\_\_\_\_ Date: \_\_\_\_\_

I (we) carry liability insurance with \_\_\_\_\_ REGURANCE COMPANY \_\_\_\_\_ to: \_\_\_\_\_  
 Policy Number: \_\_\_\_\_ Effective from: \_\_\_\_\_

### INSTRUCTIONS:

- \* The first 300 pre-registrants will receive a special "MEET GIFT" and goodie bags for the year.
- \* Registration fee includes a Tour Plaque, admission for two to all field events Friday, Saturday, and Sunday, and the Registrant's Reception.
- \* The Pre-Registration deadline is September 1, 1998. Because of time constraints, we cannot promise the registrations received after the deadline will be processed in time for Pre-Registration.
- \* First fill out all of the registrant information. There may only be one registrant. However, there may be names printed on the Car Card. Awards will be presented to car owners whose names appear on the Car Card. Those names will be used during the Awards presentations.
- \* Second, please fill out the car section. Check the events that you would like to enter. Please notice that a car can only be registered in one of the following events, British Classic Motor Car Show, British Concours d'Elegance or Car Corral. There is room to register two cars on this form. To register additional cars please attach a separate sheet of paper with all the required information. The car classes are listed on the previous page.
- \* For those wishing to display British motorcars on the Show Field in class, but NOT compete for awards, please indicate "Display Only" on the registration form, and cover your entrant's number with the "Display Only" stickers that will be included in your registration package.

YEAR	MAKE	BODY STYLE	DISPLAY ONLY	CLASS
1969	JAGUAR	E-TYPE		N

- \* Next fill out the guest section. For each car registered, one adult guest is free. The pricing shows this the first guest. If you are registering more than one car, please eliminate the \$10.00 fee for one additional adult guest. Children under 12 are free.
- \* Please make sure you sign the registration form under the Insurance Release Statement section. Your registration will not be processed without being signed.
- \* Please make a copy of your registration form for your records
- \* Please make checks payable in US Funds ONLY to "The British Invasion, Inc." and remit to:

**The British Invasion, Inc.**  
 c/o Paula Gaetano  
 "Ravenwood"  
 6 Pendulum Pass  
 Hopkinton, MA 01748-2658 USA

# 4th BRITISH CAR TOY RUN For Operation Santa Claus

Sunday, September 27, 1998

Milton to Burlington, Ontario, Canada

**Santa wants you!**



Come join the British Cars in the **4th British Car Toy Run**, in support of Jimmy Lomax's **Operation Santa Claus** charity.

This is a Christmas theme driving tour (police-escorted) from the Halton Region Museum in Milton to the Mapleview Centre in Burlington Ontario, ending in a Car Show, & Chili bash awards PARTY! There will be Goody bags \* Dash Plaques (for the first 200 cars) \* Awards \* Music \* a 50/50 Drawing \* Door prizes \* Santa & his Elves.

**Land Rover** is the "Featured Marque" this year. Come celebrate their 50th anniversary! Decorate your cars & dress in the festive spirit! Award for "Most Christmassy Car". Over 140 British cars last year in convoy to the show.

When: Sunday, September 27

- Registration Opens at 11AM .
- Tour departs at 1PM.
- Car Show starts at 2:30 PM at Mapleview Centre, Burlington.
- Awards party follows car show at 5PM.

Where: The Halton Region Museum at Kelso Conservation Area, Milton (Tremaine Rd near Steeles).

**No registration fees!** Instead, please **bring a new toy or other donation** for the charity such as NEW, unwrapped: toys, cosmetics, clothing, grocery items, clothing, candy, books, jewelery, cash, etc.

Miller's Bakery of Georgetown will be providing food items for sale, with all the proceeds aiding the Museum & Operation Santa Claus.

**Hosted by:** Morgan Sports Car Club Canada **Sponsored by:** Morgan Motor Company (UK), Mapleview Centre, Halton Region Museum/Kelso Conservation Area, & many other fine companies.

Join the "**Santa Cause**"! The only charity show of its kind for British vehicles in Canada! Since 1958, Operation Santa Claus has been helping people of all ages to have a merrier Christmas. For his years of voluntary dedication, Jimmy has received the Order Of Canada, among other recognitions.

**For more info, to be a sponsor, or to pre-register, call:**

Lynn or Fred Kuzyk (905)336-0251.

Email: [msecc@sympatico.ca](mailto:msecc@sympatico.ca)

Christmas does come TWICE a year!

*Morgan*

First of the real sports cars

