



5-98

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Another Tanase??? Yes, I couldn't pass up this work as an introduction to the 5th Annual British Car Toy Run on September 27th and to announce our MSCCC (Toronto) Christmas Party at the Balfour's on December 12 -- see you there!

THE CO-PREZ SEZ:

Fred & Lynn Kuzyk (msccc@sympatico.ca)

Fall is upon us! We'd like to welcome new member **Stuart Clare** of Nova Scotia. An MG owner, he covets Morgans!

TO EVERYTHING, THERE IS A SEASON.... As Vern alluded to in the last issue, Lynn & I have decided to wind down a number of our duties at year's end. We've had the "we can do that" attitude for so long, we find lately that we "can't" much longer. We've worn so many hats that the head has gotten heavy! Seriously though, the following portfolios will be vacant: **President, Regalia, & Events.**

Vern is considering taking the plunge & finally moving up to the "oval office". That will mean that a **Vice-President** will be required. So, there still remains a critical shortage of "people power" in this party. We've been paring down our personal commitments of late: dropping a few club memberships, going to fewer events, opting out of the BCCI Representative gig, etc. But more rest is needed. Doing Regalia since sometime in '90, Events since '91, and the Co-Prez since '95, I think it's time for new blood, ideas & energy.

I will still continue on as **Webmaster** but updating the website less frequently than I have been. I'm sure that "Hellen Hogmog", "Winston", & "Art" will make the odd contribution to the Blurbs next year. Lynn has suggested she will do an odd event, such as another one of the infamous Wine Runs, but certainly can't have her finger in all of them. I'm sure that we won't completely disappear into the woodwork, or the garage, & will pitch in where we can. After being the principal organizers of the last 6 Fall Weekends, if the event is to continue, we suggest that the position of **Fall Weekend Co-Ordinator** be created. Or at the least, a committed committee. Many clubs have a single person assume overall responsibility for a single large event. That's all they do - the one event. This makes life easier for the Events or Social Officers, not having to take charge of every project. We've been fortunate the last 2 years having **Peter & Heather McCowan** do much of the legwork in Collingwood. We learned from experience with the Spring Pelee Expedition & the Montreal Adventure, that not having "advance" people in those areas makes a lot of work & surprises for the "out of towners"! We were also fortunate to have **Martin & Christine Brassard**, from the Executive of the MG Club of Toronto, to not only participate but to pitch in where needed.

We leave with the club coffers in excellent shape. All the expenses with the **Fall Weekend & Toy Run** are not yet in, but still there should be at least several thousand dollars in the kitty, according to Jenny. The reason this is possible is the long standing traditions of this group: Frugality of the Executive & Generosity of the Members. We hope that this tradition continues. For years, dues were \$15. More recently they increased to \$25, but you don't get rich on that. Regalia isn't a big revenue maker either. We don't have a big annual, money-making event. Membership has increased in recent years to around 100 homes - not huge either. How's it done? It's pretty simple. Since Audrey's days, the Executive looked for ways to scrimp, while they paid for a lot of little things out of their own pockets. Members too would host events & refuse or not expect to charge the club for their hospitality! The Executive would not indulge in such perks as "liquid lunch" meetings at the organization's expense or pay for meeting places, etc. The Executive (more accurately the Beer

family) has also engaged in currency profiteering. American dollars were purchased when they were cheap for the US Account, and recently converted to Canadian (now that our \$ is at an all time low) yielding a whole bunch of loonies! We've avoided glossy magazines & frivolity and this is how a small club can be active, affordable, yet solvent. It's been suggested by Vern that if the club should fold due to lack of interest or "people power", that the money be placed in trust, until such time that someone is willing to re-start a Canadian Morgan Club with a national mandate. I would concur. Jenny has suggested that surplus funds could also be used to purchase regalia, such as T-shirts, which would be sold to members at a huge loss. I also agree, as long as someone else looks after the details. It's been awhile since we ordered such items as those infamously misspelled "Niagra" T-shirts that Lynn had made!

We've tried to push the open shop concept, the "come one come all" philosophy. If our own members can't come out for an event, others might. The opportunity was then there for net-working, joint endeavours, contacts, reciprocity. I can't remember the last time we did a clique event with just "friends". Everyone who came out we regarded as our friends. I hope this philosophy continues. Inroads have been made but there are still many who cannot go beyond their own kin, clan & kind. At one time I thought a Constitution would be good thing. I'm glad we held off on that one. Policies lead to more opportunities for anonymity, exclusion, & restriction instead of whatever it takes to get the job done.

The **4th Toy Run** will also be the last that we organize. We still have high hopes for the idea. Motivation of our members; unity, interaction, networking among the British Clubs; yadda, yadda. Interest & support has slowly grown, but we've run out of gas! Given that we are unlikely to find a **Toy Run Organizer** among our own ranks (other Morgan groups across Canada have been contacted but so far not shown the will to pick up the standard), I will "test the waters" for any individual, group, or firm, that may wish to continue the concept. A member of a club outside the British realm is looking into the "fit" for his club. In which case, the event would become the "5th Santa Claus Run", and would also be open to other segments of the hobby, like German, Italian, Japanese cars - maybe even Fords & Chevys! Hopefully, the idea of no age restrictions would prevail. I can't see any difference between say, a 1980 rubber bumper MGB & a 1990 Miata. Nor a 1994 Morgan & an early flat rad.

I found it quite offensive that a group of grumblers from outside the club, took exception to the presence of the Miatas at last year's "run". (Even "Santa" was ready to give these "purist" spoilers a smack!) If no takers can be found, the event will live on in our memories.

TOY RUN: We'd like to thank **Hendrik Rens** & his employer Herzig Somerville for the beautiful poster they created. Hendrick just managed to squeek in the printing before the next load of stamp orders hit from the Post Office - yes they were the printers for the Gillies Villeneuve stamp series, among others, and the posters are of "stamp" quality. We hope to sell posters at the event for \$2 each, with all proceeds going to "Jimmy's Kids". **Vern Dale-Johnson & Trevor Easton** also receive kudos for helping to distribute these around the area. Vern also receives my condolences about



his car. The accident occurred following a meeting we had with Hendrik on the poster. Last but not least, I would like to thank those members who answered the call for volunteers on September 27: **Doug Turner, Margot Heyerhoff, Vern Dale-Johnson, & the Balfours**. And we'd like to thank those from other clubs who called to say that they would like to pitch-in: **Isobel Greenfield (MG Club) & Brian Kavanaugh & friend John (BSC)**.

IN PRINT & ON THE AIR: An article which appeared in the publication *Jaguar Driver* on the last Toy Run didn't make into the Blurb. I'll see if I can post this sometime on the website. **Earl Band**, President of the MOG Great Lakes club in Michigan passed on his sentiments regarding the website. He's quite taken with the vehicle, especially the extensive links. **Bob Wright**, relocated to Boston, sent his regards to all at the Collingwood affair and his regrets that he would miss it - he passes along an invitation to come & visit sometime. The producers of a TV show are still courting Al Sands, as well as the Beer family, to appear on their show. Would be nice to see! I had the pleasure to lend my voice to Jim Kenzie's Toronto radio program, on July 11. I was asked to speak on the car club scene, with specifics on the MSCCC. Don't worry - all was rosy about the hobby!

SPINNING THE WEB: Lots of emails, but not a lot new. I did receive a response to my posting of the **Toy Run**. A fellow wondered if there would be a lot of vendors present. I had to tell him there will not be. Yes, "cheap parts" is really the prime motivator in the hobby! I've added a message board on the website. Now all those folks from the four corners of the earth can post their own messages directly for cars/parts wanted or for sale.

NEW REGALIA: Have just received 175 computer CDs on "**Bed & Breakfasts In Canada**" from software designer (& Ottawa MG enthusiast) **Trevor Boicey**. This is greatly appreciated & these will be in the Toy Run goody bags (I know **Ray & Mary Shier** could use a copy)! These retail for \$19.95 & I test drove one on my hard drive. The set-up wizard works for both Windows 3.1 & 95. The program is a comprehensive database, with easy navigation. You can choose any province, region, or town to find info on B&Bs, or alphabetically by name. Photos of each (inside & out) appears, as well as relevant info. You can save favourites or print info. In Windows 95, you can even listen to music while you browse! Start planning that road trip! If you don't get a copy see the advertisement in this issue.

A new **Morgan video**, presented by the Company, is now available! The video is only available to clubs & owners and is only £9.99 from New Media Television in York, England. Call: +44 1904 621222 or email: giles@nmtv.demon.co.uk. Don't forget to mention your MSCCC membership. I have been given the video sleeve, it features Charles Morgan tracing the history of land mark cars, in the factory & surrounding countryside, from early days to the Plus 8. I'll have to snag a copy!

RECENT EVENTS: I did make an appearance at **Empire Day**. A very English-like day in the weather department, with lots of rain. This didn't stop 4 Mogs from being there. Besides myself, there were the cars of the **Toma's, Heyerhoff's, & Shier's**. Attendance was down about 100 vehicles. Ah, the vagaries brought on by whim & weather! Yet there was great entertainment. The organizers can take solace in the

wide-spread club support this time. The British Sportscar Club picked up the tab for dash plaques & a Long Distance Award. The Healey folk did get their trophy event - in a separate field, until it was time for their judging, when they moved to the center field. MGs & Triumphs were in respectable numbers. Land Rovers didn't get to off-road. And the Saloon Club had needed hardtops over their heads.

Next was the **Sand's Pig-Out**. "Art" has a full disclosure. Lot's of cars & people. Great time! I didn't do too much schmoozing, preferring to relax by the pool. A President's Award was presented to **Marlies & Al** for another superlative event, including the weather! Then came the **Fall Weekend**. Lynn was nodding off at the wheel of the Saturn support vehicle both to & from the venue. Slept during the driving tour. She crashed (on the couch) on the Sunday afternoon & slept the evening away, but a good time was had! The facilities were outstanding & affordable. People enjoyed the driving tour, fun concours, banquet, & funkhana (I hope). We particularly enjoyed the hot tub time, while the judges were doing their thing. Thanks guys! Except for the short drive to the banquet, everything centered around the chalets & resort - instead of being billeted 50 miles or so from the event! Our Executive never receives info on Watkins Glen, yet everyone seems to know about it. It's a BIG event that will always draw a huge number of cars & people. We don't see a small, Morgan-specific event as "competition" against a juggernaut, but rather an "alternative" for the faithful. I'm prompted to say this, as a posting made to the Morgan internet newsgroup about our event received a response of: "would like to come but your timing is bad, don't you know that the Glen is on & some other Morgan event (Jiminy Peaks)!" Yep, there's always something else on somewhere. People don't recognize factors such as weather, tradition, or other considerations. Well, the organizers of the other Morgan event mentioned don't seem concerned about the draw of the Glen & their bad timing, either!

President's Awards were presented to: **Chris & Gayle Taylor** (new members with oodles of support), **Ray & Mary Shier** (Veterans with years of support), & **Martin Fisher** (Toronto Tour & BBQ). Winner of the **People's Choice: Martin Beer**, trike. **Best Non-Morgan: Gerry Albano**, MGA (BSC). **Judge's Choice - Best Morgan: Earl Band** (MOG Great Lakes). **Funkhana Winners: Martin & Christine Brassard**, MGB (MG Club Toronto). **Martini Contest Winner: Vern Dale-Johnson**. **50/50 Draw Winner: Reg Beer**. Thanks to **Head Judge: Vern Dale-Johnson**, with support from **Ray Shier, Orrin Geeting, & Chris Taylor**. Thanks to the **Martini Judges: Peter Toma, Martin Brassard** (MG Club), & **Wilf Wunderlich** (Toronto Triumph Club). Thanks to: **Peter Batt** (MG Club), for the additional door prize items, **Russ Balfour**, and **Rob Draper** (Triumph Club) for their kind words, all the folks who helped out, and to everyone who came out! And a big thank you to **Peter & Heather & the staff of the Mountain Springs Lodge**.

COMMENTS ON UPCOMING LOCAL EVENTS:

Sept 25-27 Austin-Healey "**Fall Windup**" Weekend in Niagara Falls, open this year to other marques & clubs. Registration \$35, Rooms \$77.50/night. Contact Les (905) 639-4829. We expect many of the Healeys will attend the Toy Run on Sunday (as did the MGs for the "**British Wheels & Wings**").



Sept 27 MSCCC 4th British Car Toy Run. Proceeds to "Operation Santa Claus" charity. Christmas theme driving tour, show and party. Open to all British marques & guests. Awards, goody bags, dash plaques, door prizes, etc.

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

Oct 4 MSCCC Pub Brunch. Queens Head Pub, Brant & Elgin Streets, Burlington, ON. From 12:30 PM. Guests welcome!

Oct 3 or 4 Glenn & Evelyn Nigh has proposed attendance of MSCCC members at the **Niagara Food Festival**. They are offering their home as a resting place for your car as you visit the festival on Merrit Island, and a place to relax before heading off home. Call Glenn at work 905-732-4457, Evelyn or Glenn at home 905-732-4361 for details and directions.

Oct 4 Morganeers are also invited to participate in a **Fun Rally** hosted by the **MG Club**. Starts at the Fortino's lot (Hwy 10 & 7) Brampton. First car away at 10 AM. About 2 hours, 100km. Brunch follows. Info: Bill (905) 472-5535.

Oct 25 British Car Autojumble. International Centre, Airport Rd. Mississauga, ON. 10:00 am to 4:00 pm. Entry fee: \$5.00/person. Hosted by the Toronto MG Club. Info: Martin Brassard (416) 410-5464

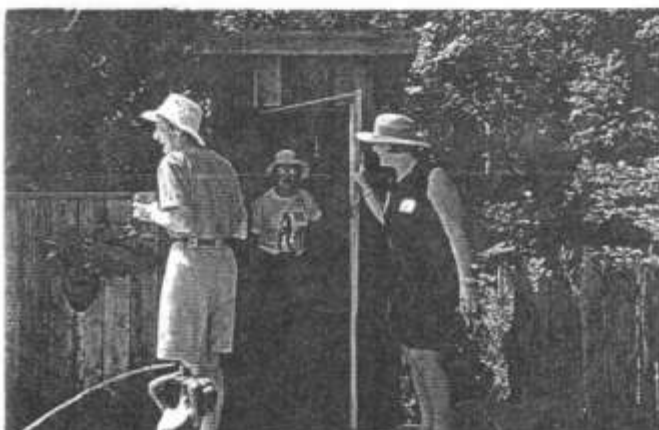
Nov 8 MSCCC Pub Brunch. Queens Head Pub, Brant & Elgin Streets, Burlington, ON. From 12:30 PM. Guests welcome!

Dec 6 MSCCC Pub Brunch. Queens Head Pub, Brant & Elgin Streets, Burlington, ON. From 12:30 PM. Guests welcome!

Dec 12 The Balfours **Christmas in Cambridge** is a go. Instructions as per last year. See flyer with this Blurb.

"Thanks for the memories"

-Fred Kuzyk



Pig-out: Lynn Kuzyk & the girls check out the "barking dog" in the loo. F. Kuzyk photo

Fred Kuzyk thanking Alan & Marlies with a "President's Award" ("He needs a C-cup" says Al) L. Kuzyk photo



Fred with Christine & Martin Brassard -- Funkhana winners at the Fall Weekend VDJ photo

Martin Fisher piloting Marissa Dale-Johnson in the Fall Weekend Funkhana (this car is driven daily, lives outside!) VDJ photo



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SCHEDULED EVENTS FOR (THE REST OF) 98 (CANADIAN MORGAN CLUB EVENTS IN ITALICS, TORONTO EVENTS):

Sept 27 *4th Annual British Car Toy Run*, (info 905-336-0251)
 Oct 4 *MSCCC Pub Brunch*, Queens Head Pub, Burlington (info 905-336-0251)
 Oct 11 *Thanksgiving Tour, MSCCC West* (info, Ron Theroux 604-576-2957)
 Oct *Freeze-up Run, GoMoG* (Ottawa) (date & details, Ed Burman 613-839-3041)
 Oct 23-25 *MiniMOG at Norfolk Naval Base*, (info Bob Hanson, MCCDC, 703-820-3496 evenings)
 Nov 8 *MSCCC Pub Brunch*, Queens Head Pub, Burlington (info 905-336-0251)
 Dec 6 *MSCCC Pub Brunch*, Queens Head Pub, Burlington (info 905-336-0251)
 Dec 12 *MSCCC Christmas Party*, Balfour's in Cambridge, RSVP to 519-621-1772
 July 16-19/99 *MOG 99*, Stirling Scotland, check out <http://www.dundee.ad.uk/~sdwscott/>

Oct 4 *Fall Rally*, Toronto hosted by MG Car Club (Martin Brassard, 905-712-0719)
 Oct 25 *Autojumble*, sponsored by MGCCT, International Centre, Toronto, 10am-4pm, 416-410-5464
 April 18/99 *Ancaster British Sportscar Flea Market & Car Show*, Ancaster Ontario, 905-957-2429

Editors Notes:

Vern Dale-Johnson (vern_dj@msn.com)

Executive Nominations: As Fred has noted, all Executive Positions are open for nominations – especially Lynn & Fred's positions of **President, Regalia, and Events**. Nominations are for **President, Vice President, Treasurer, Regalia, Events Coordinator, Blurb Editor & Publisher, and Interclub Events Coordinator**. Current incumbents 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!

There is a suggestion in the Prez Sez for a "**Fall Weekend**" coordinator and another plea for Morganeers (or other Brit Car fanciers) to pick-up the "**Toy Run**" – note this does not have to be run in Toronto. How about Vancouver in support of the Cancer Society or Ottawa in support of the Children's Hospital?

More on the "shunt": On July 19, the day after the Toronto Summer Run, Fred Kuzyk, Hendrick Rens and I were meeting at Hendrick's to discuss the Toy Run poster. On the way back to Toronto this @\$%@! in a van decides to test the laws of physics by making a left turn from the right hand lane right into my path – it is true two objects cannot occupy the same space without a substantial dissipation of energy! A full survey of the damage to the +4 showed one misshapen right front wing, a damaged bumper, broken cowl, dinged bonnet, bent frame, destroyed crosshead, suspect hub carrier, etc. Outside of a question on "who did what" to cause the accident (thankfully a kind lawyer offered his services as a witness) the **Silver Wheels Plan** did not blink when CMC presented their

estimate. Suffice to say it was closer to C\$10,000 than the C\$2,000 originally estimated by the police. Thank you Tony Lant & Co and CMC/Reg Beer for the support to get us back on the road.

Notes from the Fall Weekend: While OLBDII is in intensive care Audrey Beer took pity on this poor Morganeer and "loaned" the DJ's her 56 +4 for the weekend. Now that is commitment! I considered the loan an honourable "bribe" for the judging at the Fall Weekend concours – close to the best we got although Lila's "full frontal" and Ella's "smooch" deserve honourable mention. Not too much imagination from others, only some beer to keep the judges moving through the extensive field of Mogs, MG's (some trying to hide), Triumph's and Hannibal (Reg's 60 R-R SC).

A couple of notes from the judging: we did look at air-in-the-spare, quality and quantity of lubricant on the dipstick, orderliness-cleanliness of the trunk or toolbox, hanging thingies, bugs, wheels, duct tape, and recognition we do have to be environmentally friendly should our fluids overflow. Although noone escaped comment, some winners were (with special thanks to Mary & Ray Shier for the categories):

Orrin Geeting – automatic corrosion protection as evidenced by the spare wheel of his DHC covered with a nice black film.
Fred & Lynn Kuzyk – smoke alarm to tell them when the cigars have overcome the ability of the cramped up-hood area to dispose of the smoke and warn of impending spontaneous combustion of the aged ash.

Wilf Wunderlich – the "Martha Stewart Award" for his TR3 – everything you could possibly want in the boot, neatly arranged, and fully polished.



Reg Beer – the "Monica Luridsky Award" for his RR 60 SC. Absolutely the biggest turnsignals ever seen on any car (Lucas King of the Road's).

Chris & Gayle Taylor – the "Preston Manning Award" for their Spitfire – squeaky clean, spic&span down to the carbon fibre choke cable cover – guaranteed no dirt would stick.

Rod Drapper – "Red/Green Award" for his TR4A, the only car with a legitimate use for duct tape.

What am I?

(from the Mog Belgium Review)

This useful tool is commonly in the range of 7 inches long. Its functioning is enjoyed by members of both sexes, usually found hung, dangling loosely, ready for instant action. It boasts a clump of little hairy things at one end and a small hole at the other. In use, it is quickly inserted, almost always willingly, sometimes slowly, sometimes quickly into a warm, fleshy, moist opening where it is thrust in and drawn out again many times in succession, often quickly and accompanied by squirring bodily movements. Anyone found listening in will most surely recognize the rhythmic, pulsing sound resulting from the well lubricated movements. When finally withdrawn it leaves behind a juicy, frothy, sticky white substance, some of which will need cleaning from the outer surfaces of the opening and some from its long glistening shaft. After everything is done and the flowing and cleansing liquids have ceased emanating, it is returned to its freely hanging state of rest, ready for yet another bit of action, hopefully reaching its bristling climax twice or three times a day, but often much less.

OK, all you Clinton - Luridsky (sic) followers, get your minds out of the gutter – it is not a cigar but a toothbrush!

This summer, while in search of Beanie Babies (yes, the MOG was out of commission), I stumbled across a Halda Speedpilot "Sports Special" on one of the shelves. Priced at \$30 I determined in true flea-market fashion that the price was too high and offered \$25. When I got my prize home I found it kept great time so we cleaned off the flaking chrome and burnished the aluminum bezel to an appropriate shine. Now the issue was did it work as a speed-pilot. A message was sent to the Morgan chatline with several great responses, including many comments on the prize I'd snared. I've learned the 7.5:1 gear reducer with the unit is appropriate for the +4 but am still looking for a manual.....

Interclub Activities:

Dear Amanda and Vern:

Just a brief note to thank you for your incredibly awesome hospitality last weekend. Hope I did not disrupt things too much. Also for the Port, which both Margaret and I will enjoy to the very dregs (if any).

Had a great time at the Pigout, and was glad to have had the opportunity to meet some of the HogMog group. Told Greg what a great event he missed and will do a write up for the rest of the GoMoG members. Too bad no one from your area is going to Stowe, or are they? There will be eight of us, (Greg, Cathy, Barb Green, Claude Jacques and Nichole, John Bowles, David Rees-Potter and me). Let me know if you hear of any one going. We have the same house reserved as last year, on the Notchbrook Rd.

One of the respondents was Hermen Pol, known to many in our Morgan world. He asked me to help him in his quest to track down all surviving examples of various types of Morgans, such as all flat rads, DHC's, +4+'s, +4 SS's and others. He would be interested in both your MOG's info and copies of any club membership lists that include info on the Mogs owned. These can be sent by surface mail to Hermen Pol, Het Veer 129, 1633 HD, Avenhorn, Holland or, via email to polmogni@wxs.nl

For those with Moss gearboxes in a sorry state, you may want to contact Linda Eckler of Morgan Spares. They are in the process of trying to have Moss gearboxes reproduced for the +4 and would like to know the demand for such an item. Should you be thinking about needing a Moss box over the next few years please let them know (see ad in this issue or respond to morganspares@taconic.net).

As we talk about emails, Jose Maria Sola has advised the Morgan Sports Car Club Espana has an email address – mssc_espasa@hotmail.com and, if anyone is still looking for info on the Oct 8-12 Rioja tour at this late date send a note to – rioja98@hotmail.com

Members Neil & Ruth Young spent some of their summer cruising up the wet coast from California to B.C. in a big Buick (comfort rather than looks). One stop was Pebble Beach where a significant number of the 22 rolls of film run through the camera during the trip were exposed. Among the cars shown at Pebble Beach was a 1962 Morgan SLR aluminum bodied +4 racing coupe owned by Adrian van de Kroft of Holland. Another in the show was the 1938 4/4 four seater owned by Bob Schmidt of the Northern California Morgan Owners Club. We'll be purusing Neil's entire series of photos for inclusion of some gems in the November Blurp.

From Carlos Yep: Aug/Sep issue of "Classic Car Register" (in plastic bag, red cover with a Porsche theme) there's futuristic car artwork including a Morgan from Quebec artist Alain Levesque 819-423-5244.

Not a Morgan event but worthy of noting – Member Margot Heyerhoff has an exhibition of her paintings at Seasons Restaurant in Oakville Sept through Dec. Open daily for lunch and dinner, call 905-844-0676 for reservations.

Ed Burman (elburman@cyberus.ca)

Had a good run to Belleville, and made it by 12:40. However this included a stop at the Tim Hortons. Was able to pick up some cherries near Brighton, but not nearly as nice as the one's you had. Also had a good drive back to Carp from Belleville, although Margaret was not feeling well. She is fine now, but we provided her with an ice cream bucket just in case. Throwing up in a Morgan is not recommended, and is not covered in the manual.

Again many thanks for everything. Hope we can repay the favour sometime when you are in the Ottawa area.

Best wishes, Edward.



William Zehring wrote:

I attended the 50th anniversary festivities at Watkins Glen this past weekend, and had a great time. I was a bit surprised to see only two Mogs in competition. One was a very nicely prepared black +4 (complete with louvered undertray and twin webbers), while the other was a very late 4-cyl. 3-wheeler (complete with whimsical drag chute deployed at the end of the race). I don't know who the owner of either car is, but they did a good job of 'showing the flag.'

I must say I was surprised to see almost no Morgans in amongst the in-field collection of enthusiasts who drove their cars to the track. Countless MGs, Triumphs, and respectable numbers of other marques, including Jag, Datsun (more 2000's than you could shake a stick at), Alfa, Porsche, etc., but I don't know that I saw more than one or two additional Mogs! What gives?? I guess I'm part of the problem; me Mog stayed in the garage all weekend.

Will Zehring

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Dear Will et al,

Can't give reasons for the small number of Mogs at the Glen. I know of a few of our folk who were there, although one was probably there in an Allard! I am pleased to report that we had far more Morgans than the 4 mentioned at the 20th edition of our annual Morgan Club of Canada **Fall Weekend**. I believe there were 14 Mogs, including a trike & 2 cars from Michigan (which gave us the wonderful opportunity to meet the President of the Great Lakes Group, Earl Band). Also in attendance were an equal number of MG's, Triumphs, Rolls, etc. I hope that the 3/4 Group's Autumn Mog, as well as the new Morgan get together down in Virginia, that was mentioned on this list, were also successful on this same weekend.

The facilities for our event were outstanding & affordable. People enjoyed the driving tour, fun concours, banquet, & funkhana. Except for the short drive to the banquet, everything centered around the chalets & resort - instead of being billeted 50 miles or so from the event! Our Executive never receives info on Watkins Glen, yet everyone seems to know about it. It's a BIG event that will always draw a huge number of cars & people. We don't see a small, Morgan specific event as "competition" against a juggernaut, but rather an "alternative" for the faithful. I'm prompted to say this, as a posting made to this list about our event received a response of: "would like to come but your timing is bad, don't you know that the Glen is on & some other Morgan event (Jiminy Peaks) is too!" Yep, there's always something else on somewhere. People don't recognize factors such as weather, tradition, or other considerations. The organizers of the other Morgan events mentioned didn't seem concerned about the draw of the Glen & their bad timing, either!

I trust these organizers will continue to stage small, Morgan specific alternatives. The wife & I have staged the last 6 Fall Weekends and we're stepping down now, as we're a tad burned-out. If the others step down too - the only alternatives for Morgan Group events lists may be a series of multi-marque, big events, hundreds or thousands of miles away (racing at Leguna Seca, Watkins Glen, etc). That would be a shame. Somehow, I don't think the organizers of the Glen sweat the poor turn-out of Mogs, or of breaking even, but I bet the Executives of our little Morgan enclaves do. Just another perspective.

Fred Kuzyk, MSCCC

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Stuart J. Ross wrote:

Fred, I was chairman of **Autumn Mog XX** last weekend at Jiminy Peak. With all of the events happening in Sept and Oct before the weather turns bad, we have a limited number of dates from which to pick. For example, next week is The British Invasion at Stowe. Many hotels and resorts in scenic areas raise their rates in October for the leaf watchers, so we have a limited window of opportunity in selecting a time and place for a fall meet. It is unfortunate that this year, we conflicted with Watkins Glen, but what can you do in the face of all of the obstacles/conflicts/limitations that face you in planning and organizing an event? All I can say is that the Autumn Mog went very well and we had 50 cars at the meet, which is very close to the number at the MCCDC MOG in Maryland on July 4th. We were filmed by Speedvision Wild About Wheels which will give the marque great publicity. I belong to several other car clubs and the overlapping number of events makes my decisions difficult concerning attendance and participation in as many as possible. We couldn't (as in the past) use Labor Day weekend (too early, Lime Rock is now 3-4 days...too long...can't get a room for just 2 days). Can't conflict with British Invasion, many people enjoy that so much. Hold it after that and people are either tired from a long drive to Stowe, or broke or both and/or the leaf season raises hotel rates. Anyhow, that's why Autumn Mog was Sept 11-13 and conflicted with the Glen. There is no "commie plot" to divide the Morgan drivers or subvert anyone's good time. Just too many events and too little time.

We need to clone ourselves and our cars. then maybe we can attend all of the events at the same time!

Regards....Stu Ross (3/4 Morgan Group - 63 +4)

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Stuart,

You've answered the question as to where all the Mogs were! A smattering also here, probably another smattering in Virginia, but only 4 at Watkin's Glenn. I agree there is no "commie plot" and too bad that we cannot clone ourselves & cars! We received your email about Autumn Mog XX & posted it under Events on our website ages ago, as a service to interested Morganeers. The same was done for the new event in Virginia, as well as Watkin's. Choices are good. I'm glad that yours was a success rivaling that of MOG 28. (I saw Jim Nichol's post regarding your numbers). I too belong to a few clubs, local ones where we've attempted to promote

interaction.

The same considerations/obstacles, etc you mention have been wrestled with by various Executives here for a decade or so. Instead of Stowe, substitute British Car Day (900 cars last year & anywhere from 12-20 or more Morgans - a huge number in these parts). Rates are higher during Labour Day & earlier. And too hot, then. Weather turns rotten after September - too cold. The end of September is (for the moment) our own event for charity, open to all. Keep the event in Niagara or go elsewhere? And on. The reality is such that we must "compete" with the Glen if our little Mog event was to continue. Local folk will continue to go New York, rather than "around the block". We never get many cars from neighbouring states, despite a very favourable exchange rate the last while, except at MOA in 1990 - something not seen before nor likely to be repeated in Canada. Pity! Given the long & rich history of Morganeering here by the likes of "Curly Ellis" & Metro Motors, Chris Charles, the Beer family, & G.B. Sterne et al on the "wet coast", would be nice for the legacy to go on. I have nothing against racing, just the wife & I have tried to keep our Fall Weekend event alive for the last 6 attempts. Other clubs & cars were invited to add more numbers & interest. Please excuse us while we gloat, as we finally "won one" on the Glen!

Perhaps I'll see you at Autumn Mog XXI as we are finally free to follow the vagaries of whim & weather, like most folk. Thanks for the report.
Cheers, Fred Kuzyk, MSCCC

Notes from the East:

Greg Kaufman (toad@storm.ca)

The Morgan Club (GoMoG), working with about a tenth of the people that OVTC (Ottawa Valley Triumph Club) and other clubs have at their disposal mounted a tremendous display at this, the **1998 Richmond Sports Car Show** at the Richmond fair grounds on June 14. No one but the five or six of us involved in brainstorming our unusual display knows of the drama before hand when we had an absolute best, most creative idea of painting Edward Burman's car a hideous shade of pink (honest, Ed, it was temporary paint) so that we could introduce the idea of HOG-MOG, took a back seat to our ultimate amazing display. However, it looked like it was going to rain and the paint would have smeared and Edward's car would have looked like mushy cotton candy rather than an excellent idea whose time had run out. Then there was the fantastic idea of doing a "Team-McLaren-Morgan/Morgan Mercedes" motif. We had cardboard; we had racing stickers (thanks to Felix at Cycle Salvage, Tim at Ralph's Auto Supply, and Wayne at Young's Speed and Performance); we had overalls; and we had full sized reproductions of Mika Hakkinen's face to place over our own. We even had humungous Mickey Thompson tires to make the display definitely authentic. It was THE winning idea! But it rained the three days before the show and there was no opportunity

to fashion the spoilers or to jack up the race car to retrieve the soggy tires. But, hey, what an idea.

So, we retrenched. Darn it! We needed a display and we needed it NOW! Brain-racking time. Ah, Virginianne has a Morgan, she's an artist, let's see what she has to say. Thankfully her Yorkshire Terrier was having puppies and maternity was high on her mind. GoMoG needs a rebirth; a renaissance she said. Why not, I agreed. And this is how the Morgan Club came to within a smidgen of winning the sought after trophy for the best club display at the Richmond show. Photos of the display speak for themselves; a triumph (ahem) in artistic conception, so lovingly contrived by John Hartry, whose 1955 +4 played Baby Bear, Edward Burman, nary a flinch of birth pain from Momma (1967 4/4 four seater), and Greg Kaufman Big "1959 +4" Poppa. Special thanks to Rebecca Kaufman (956 +4 [AWOL]) for being the artistic one to letter the exquisite signs and her friend, Fabrice, for doing a great job with the plastic wrap and scotch tape. And, of course, Virginianne, who inadvertently came up with the superb idea, as well as Milt Maybee who was going to lend us those slicks! Did we have fun? Yes! Did the Triumph club have fun beating every single item of clothing off us, right down to the belts that hold on our cowls: yes! Then I'd say the whole thing was a stupendous success.

Shannon Lee Mannion, from Issue #4 of 1998, "The Morganizer"



Notes from the West:

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

August 16..... MSCCC West Coast Exec meeting

To get a good fare to Vancouver, to visit my 98 year old Aunt, and to get in a visit with the West Coast MSCCC exec -- Ron Theroux and Mike Powley, I took a Saturday flight and spent Sunday lunching with Aunt Mary and then enjoying the hospitality of Ron, Yvonne and James Theroux. Mike, RoseMarie, and Maryanne Powley joined us after we'd had a chance to down a few beers and work through both the garage (housing "the Mog" and James 49 "Corvette Killer" Willey's Jeep -- aka with a 327 Corvette transplant) and in discussion of the recent 7 day 3700 km (that's over 2000 miles for those who still use the King's measure) "Wheels for Kids" rally from Vancouver through to Calgary with \$125,000 raised in aid of the South Fraser Children's Health Centre. Put on by

the RCMP with the aid of a professional rally master, and a fantastic escort, the rally hit many highpoints in the interior of B.C. Both Ron & Yvonne (58 +4, 4 seater) and Ken & Pat Miles (69 +8) finished in the top 4. For the event, James helped create special jackets complete with MSCCC crest transfers for the 4-some -- thus the MSCCC was effectively represented.

Ron's car sports the only known MOG "Bra" fashioned by son James to protect those leading edges of the front wings. Even John Sheally would be envious of this accessory! As we were purusing the "bra" the Powley's arrived just in time to snap the enclosed photo and move on to phase two of the afternoon --

martini hour -- where a sampling of the now infamous jalapeno enhanced Beefeater martini (see report on Fall Weekend) ensued. As we've often heard, Yvonne and Ron do know how



Vern Dale-Johnson, Ron Theroux, Mike Powley --
"Western Exec Meeting" M. Powley photo

to BBQ and that evening was no exception. Thanks again for another great Morgan happening.

Vern D-J.

Could this be "RUMPy" of the RCMP? Ron Theroux on "Wheels for Kids" rally (check out the MSCCC crest on the jacket). Y. Theroux photo



Subject: Majorette is making Morgans again & Les Burkholder won first place in the PHOTO concours at PORTLAND

Gentlemen - this is just a rather lazy way of getting some information out real quick - Les Burkholder got first place at the PORTLAND ALL BRITS PHOTO Concours in the humour category for his 38" X 22" shot of his Morgan at the Vancouver All Brits -right by the rhododendrons - that's the "beauty" part the humour part was the caption - **"MY WIFE, or MY DOG, MAYBE ... But keep your paws off my MORGAN!"** well it might not be funny to non-Morgan owners - can get you a smaller picture for publication at some point

What you need to know as EDITORS of Morgan matters & in some cases collectors of this stuff ... is that MAJORETTE is making the little MORGAN again - here is my tale...

First (and as of now only) found at the DUTY FREE Truck Crossing on the way down to the Portland All Brits Fri. Sept. 4th. The toy is the usual "old mold" unit with fading gas cap and door handles etc. If you know the ELLIOT & BIG BEBERT versions you will know that the bracket for the top was cut off -

and this is the case with the new unit ... NO TOP & NO STEERING WHEEL. It at this point only seems to come in the original red with the white plastic interior and the silver louvers dash and grill it is still the old series 200 number and the base has no country of manufacture on it as is the ELLIOT & BIG BEBERT issue. The bubble pack however says made in THAILAND as did the ELLIOT & BIG BEBERT. Further the pack is the short version with a predominant deep red screen as are all the current packs. The price was high - \$2.25 Canadian - well that is not high to the rest of you!

So that is my tale - if you folks start finding them about you should let us know and especially let the Morganites know - great to have them back I think as they make great token gifts thingies. Cheers to you all ... Mike P.



Sands' PIG-OUT:

Saturday, August 1st, Piper's Hill in the Caledon Hills. Once again, the MSCCC had superlative weather for yet another event. Someone counted an unconfirmed 94 cars in the laneway - what is surely a record! Several clubs were represented, including a goodly number of MG folk. Non-Member guests invited were those that attended last year's Toy Run.

Interestingly, there were a few gate crashers! It must have been a slow... weekend for some marques! Billed as a joint GoMoG/MSCCC affair, the Ottawa participation was capably represented by Ed Burman & his 4/4 4-Seater driven down all the way from Carp (Ottawa).

Among the first to arrive at about 3PM, was a convoy from Burlington. Consisting of the Taylor's Spitfire & support vehicle pick-up truck, Caver's Jag, Toma's & Kuzyk's Mogs, &

Report by F. Art Sharpenwessel

guest Albano's MGA. The MGA was experiencing over-heating at speed, not able to keep up with the Mogs, etc; it took a more leisurely position at the rear. Attendees arrived to the sight of the huge ham roasts, merrily turning on the

motorized spit.

The Sands' & McCowan's greeted us while they made preparations. For some of us, the pool beckoned, while for others - the first stop was Al's garage & its many toys. Al had lined up the mobile specimens outside their stable, providing an "honour guard" for those that passed. Even a neighbour's red Mercedes 300 SL convertible joined the fleet for the day, fitting in well with the Allard, Morgans, & others.

After receiving my "My Name Is" tag, I settled down at the poolside for a refreshing dip & some refreshments. Others

unflattering state, with her pants pulled down (oh those bad boys!).

Many more of the Morgan faithful would arrive through the course of the day. Apart from those of the convoy, they included: the Beer family, Ghizlanzonis, Rodens, Morgans, Shiers, John Collins & Sonia Kokal, Heyerhoffs, Birchs, Clarkes, Dale-Johnsons, Farmers, Smiths, Rens, Balfours, Yeps, Paul Whittaker, Peter Pfahl & friend Otto. If I've missed anyone - my apologies, as there were a lot of familiar faces!

A bounty was served up. Plates & plates of various gastronomic delights offered a variety to sample. To say that no one went hungry is a fair assessment! Some of gluttonous "hogs" went for seconds! Some of the MG guests played hosts & brought trays of finger foods to serve the Morganeers by the pool.

As darkness fell, many began to bid adieu. However, an intrepid band had set up a "tent city" on ultra-lite hill ("Kitty Hawk"). These were not gypsies nor vagabonds! You see, this long weekend was chosen so that out-of-towners might spend the night & have the time to return home leisurely. Although there were no game folks from abroad, some local folk decided to accept the invitation, and get into the spirit of "roughing it" by camping over, so that the intended revival of many moons ago would transpire.

So, tents were erected (excuse me, "hoisted" as Mary Shier properly corrected). A camp fire was built. Thus civilized man got closer to his primitive roots, although no Morgan chassis was sacrificed to the fire god! Banjo & guitar were produced for a mercifully short sing-song. Which included a rendition of "Happy Birthday To You", as Big Al celebrated his 65th birthday this weekend. Al was amazed that Fred could not only play guitar but remember lyrics! Neither performer is union talent & could use lessons from Martin Fisher, Paul Whittaker, or the Spice Girls. I think the song is supposed to be Girl Power, not Girling Power! Eyes eventually grew heavy

& the last of the revelers finally passed out.

Not the most comfortable sleep mind you, with a couple of buzz saws working overtime. Some awoke with a big head. Myself & Winston for certain & we also saw Fred by the pool at day break, a little worse for wear. Nonetheless, everyone was up for breakfast. Marlies had no shortage of ham! Although we did finish off the last of it, as well as muffins, fruit, eggs, etc.

After packing up, the 8 cars took off for a scenic tour. It was warm & a lot of water was consumed - the beverage of choice, unlike the previous day! The teams consisted of: Sands, McCowans, Kuzyks, Tomas, Taylors, Shiers, Whittakers, & Albanos. At a stop in Creemore, Pete McCowan was witnessed as he bought a "traveler" of Creemore Springs brew. Appears that some were still in fighting trim! Continuing on, one section of the tour had a spectacular view & a grade that befitted a Land Rover! Eventually, we arrived at the Orangeville Kelsey's for lunch. Thus the weekend concluded.

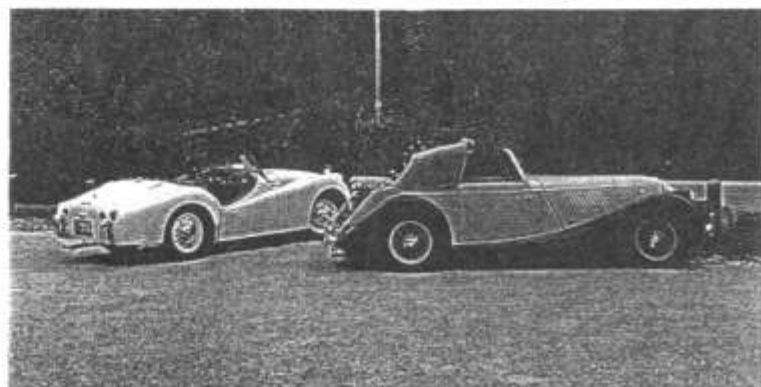
Triumphs were scarce this year. The choice of date conflicted with the Triumph weekend in Sarnia. One must conclude that almost every Triumph in Southern Ontario was there. A few other clubs were also not represented. But a record turnout was achieved. Although no cheap parts were available, stacks of old car magazines were placed out by Al, free for the taking. Indeed by the next morning, almost all found new homes & Marlie's basement was successfully cleaned! A President's Award was presented to Marlies & Al for their hospitality. This author would also like to add his thanks!

I remember talking with the Ghizlanzonis about previous affairs at Piper's Hill. Many happy memories center around this special place. Melissa reminisced fondly of skating on the pond, many years ago. Indeed, it is special, as are the people, and only happy memories surround us there.

"Art"



More "Fall Weekend" -- cheering section for the "Funkhana" and shots from the "Driving Tour" -- Orrin Geeting's DHC and Wilf Wunderlich's TR3
VDJ photos



SCUTTLEBUTT CORNER:

Hairy "Winston" Hogmog

Fall greetings! Where has the year gone?

I understand that Oliver Dawson is spending September in Europe, leading a "Beer tour". Good stuff. Some people like to visit tourist traps & castles, but I'd rather drink my way around the old world at famous breweries, too! "If it's Tuesday, this must be Heineken!"

Meanwhile, the Shiers have completed a solo expedition to Newfoundland and back in Mog. Well, "Lord tunderin', stay where you're to & I'll come where you're at, bye"! 5000 miles & the only problem encountered was a burnt bulb! Perhaps Ray & Mary will act as guides for Hellen & Hairy on the "Maritime Adventure" in 2000? Have a kipper in the meantime!

It's also come to my attention via my buddy "Art" (see his write-up on the infamous "Pig Out") that Alan Sands celebrated his 65th birthday at the beginning of August. Well, all I can say is that I hope now that Big Al will be collecting Canada Pension, he will finally have the time & means to start to enjoy life!

Paul Whittaker has become the Club's unofficial photographer, providing photos of every event he attends. Keep up the good work, Paul. I'm told they've tried to have someone fill the shoes of an "official" photographer for years with no takers.

Bob Wright (owner of the "Invisible trike" - I've never seen it) & family have relocated to Maine. They'll be having a lobster dinner during the Fall Weekend & thinking of us. The seafood will certainly be fresher there!

At the Fall Weekend, a rubber chicken somehow managed to find its way into Martin Fisher's car. Martin says: "It just flew in there". He adds that such a thing is good to avoid driving offenses. You throw out the chicken and say: "Officer, I swerved to avoid it!"

Also at the Fall Weekend, it's almost impossible to believe that 3 cars could develop mechanical problems on a two hour tour. Only two of these cars were Morgans, however.

Flash! Beer brothers defeated as Gymkhana champs by an MGB! Read the Report by Art!



I see in the Blurb that the Healey Club has resurrected their Fall Windup weekend in Niagara. All clubs & marques are invited, and the

Blurb has publicized this, which is commendable. Despite an increased presence on the British Car Council by the Healey Club, they seem to have scheduled the affair on the same weekend as the British Car Toy Run. Oh well, Healeys were never out in large numbers at the Toy Run, I suppose we'll expect even less (but not Les) this year! Scuttlebutt has it that one of their Executive proposed a donation from their club after last year's Run, but that went nowhere. I also hear that Fred & Lynn have decided that this will be their last Toy Run. This will probably mean that there will be less choice next year on which event enthusiasts will attend, but decisions will be easier. OK, you win! You can't fight the conflicts, I mean "alternatives" or "choices" of the "unified" Car Council Clubs! What "Winston" wants to really know is: will "Austin-Healey" be the "Featured Marque" for yet a THIRD straight year at their "British (or is it Healey) Wheels & Wings" event in 1999! If they'd like to try something DIFFERENT, I hear Morgan is celebrating 90 continuous years of production in 1999 or 2000 (depends on who you talk to). Not just the anniversary of some dead guy's birthday. I mean really, even Elvis would be 60 or something by now!

Clinton & Nixon Compared

Major Scandal during their presidency....

Nixon: Watergate
Clinton: Waterbed

The President's biggest fear....

Nixon: The Cold War
Clinton: The Cold Sore

Complaints toward the President....

Nixon: Carpet-Bombing
Clinton: Carpet-Burns

Their Vice-Presidents...

Nixon: His was Greek
Clinton: His is a Geek.

Presidential qualities....

Nixon: Couldn't stop Kissinger.
Clinton: Couldn't stop kissing her.

Things the President couldn't explain....

Nixon: The missing 18-minutes on the tapes
Clinton: The 36D bra in his briefcase

Presidential Nicknames....

Nixon: Tricky Dick
Clinton: Slick Willy

Submitted by . . .
Parent@juno.com



Here's a follow-up to the Hazardous Material Report in the last edition.....

**MATERIALS SAFETY DATA SHEET
MEN - A CHEMICAL ANALYSIS**

- ◆ELEMENT: MAN
- ◆ATOMIC WEIGHT: Accepted as 170 lbs, known to vary from 98 to 360 lbs
- ◆SYMBOL: EGO
- ◆DISCOVERER: Eve. Discovered by accident one day when she had a craving for ribs.
- ◆OCCURRENCE: Large quantities in all populated areas. Highly concentrated deposits at all sporting events and areas known as "singles bars". Extremely low quantities can be found in any location where cleaning up is required. (See Women and Slave Labor)

PHYSICAL PROPERTIES:

1. Surface often covered with hair—bristly in some areas, soft in others.
2. Boils when inconvenienced, freezes when faced with Logic & Common Sense.
3. Melts if treated like a God.
4. Can cause headaches and severe body aches; handle with extreme caution.
5. Specimens can be found in various states ranging from deeply sensitive to extremely thick.
6. Becomes stubborn and unyielding under pressure; yields only when subtlety, subterfuge, flattery are applied.

Regalia: MCCDC has cast a badge to commemorate the MiniMOG being held Oct 23-25 at the Naval Station in Norfolk Virginia. Artwork is raised polished brass with a black painted background. The badge will be offered first to MiniMOG attendees but, if there are enough orders a second "pouring" will be done. Cost is US\$29 each. Orders should be placed with Bob Hanson (tel 703-820-3496 evenings). Those wishing to attend the MiniMOG should contact Lisa Shriver (703-521-4698 or email Lisa.Shriver@entex.com).

Want some unusual **stocking stuffers**? Jacques Gallien of the Belgium club has traded me several packets of his original photographs. These packets contain 9 folded cards suitable for notes of appreciation. They can be had for C\$10/packet or, trade for suitable Morgan memorabilia. Contact Vern Dale-Johnson 416-530-4599 or vern_dj@msn.com.

Don't forget to send in your appropriate personal clothing for adornment with the MSCCC "crest" @ C\$10 per item plus shipping. Or, if you don't want the hassle of sending in your items, I've ready made "crests" on polyester felt, available at C\$10 each. You can specify the background colour. Contact Vern Dale-Johnson.

CHEMICAL PROPERTIES:

1. Is repelled by concentrated quantities of precious and semi-precious metals and stones (See Jewelry Store). However, is attracted to small quantities of these when viewed worn against the skin of a woman. It is believed woman's skin combines with the aforementioned to create a highly magnetic attraction for this element.
2. May explode spontaneously if wallet is opened.
3. Requires copious quantities of substances known as attention, reassurance, and stroking.
4. When saturated with Alcohol will be fairly inert and will repel most other elements.
5. Is repelled by most household appliances and common household cleansers.
6. Is repelled by small children clothed in diapers, particularly those of the malodorous variety.
7. Is rendered non-functional when confronted with the items in #5 & #6.
8. Is neutral to common courtesy and fairness.
9. Is impervious to embarrassment.
10. Most powerful embittering and aggravating agent known to woman.

submitted by... Donald J. Engelman

Hairy.



MORGAN THIS MOST TRADITIONAL of British sports cars approaches the millennium with bright prospects. The latest cars being built at Malvern Link feature things like electronic dashboard modules and dual airbags (both fitted with proper respect for the Morgan's period charm, of course). And, before long, the 4.0-liter Rover V-8 will likely pick up our American dialect of DOT, EPA, HC, CO, NO_x and OBD-2 and move under the classically long, louvered bonnet of the Morgan. Once there, this powerplant will find considerably less mass to propel: to wit, the Morgan's

2230 lb. versus a Range Rover's 4680. When the time comes, we certainly hope to be looking down that same classically long, louvered bonnet and exercising all that lovely torque.



	Morgan Plus 8
Price:	\$59,000
Body/seats:	roadster/2
Engine:	3.6 liter only
	V-8
	188 hp
Layout:	F/R
Length (in):	155.9
Weight (lb.):	2230
Mpg, city/hwy:	18/30
Side airbags:	na
ABS:	na
Reference:	FEA-1/93

A +4 on the Isle of Man

by Alan Marsh

For quite a while we had been dreaming of the possibility of attending a Morgan meet on the Isle of Man. This all started some two years ago; here's some background information.

The (UK) Morgan Sports Car Club stages an annual Morgan meet, and historically one or more of its regional centres has taken on the many responsibilities of organizing and running the event. Over the years, different centres have staged the annual MOG in numerous places in England, in Scotland, and in Wales. About two years ago, through its monthly publication 'Miscellany', MSCC let its membership know that no centre had yet volunteered to organize the 1998 MOG, and asked for volunteers to speak up. MSCC subsequently informed us that the Government of the Isle of Man had proposed putting on a MOG in that independent country in the Irish Sea. They would do a large part of the organizing and running of the event, under the auspices and guidance of MSCC. They proposed a MOG in May 1998, and indicated that some of the events would use portions of the TT course. This is an interconnecting series of public roads that were used for the Tourist Trophy automobile races in the first decade of this century, and which continue to be used for the extremely popular annual TT motorcycle races. It would be the first MOG held outside the United Kingdom, and yet still within Great Britain.

This proposed ManxMog generated a whole lot of letters to the editor. Numerous people said they were delighted at the prospect, count them in! Others said that due to the location of the island - 3 to 4 hours by ferry from England, Scotland, or Ireland - and because it was during the school term, MOG 98 shouldn't be on the Isle of Man because they couldn't attend. The MSCC powers that be were in a bit of a pickle. On the one hand, there were several hundred Morgan cars and their families eager to support the full extent of the meet - a situation similar to most other years' MOGs when such numbers come and participate in the full range of activities over the meet's three or four days. On the other hand, because of logistics those members who typically attend the meet only on the Concours and trade-stand Sunday, but whose presence normally doubles or triples the Morgan count, could not attend a meet on the IoM.

Displaying a stroke of genius, the MSCC powers declared there would be no MOG 98! Instead, there would be two events: ManxMog in mid-May, and (accepting a kind offer coming from Little Hallingbury, England) HalMog 98 eleven weeks later. As soon as we read this news, we started setting aside our pennies and annual leave.

It didn't take long for the ManxMog chairman to be announced: Mr Tim Ingham. We had met Tim and his wife Alison driving their bright red four-seater with Morgans over America in 1990. Remembering Tim's organizational and leadership skills, we knew ManxMog was off to a very good start. Soon there was a monthly full-page ManxMog update in 'Miscellany', and the friendly ManxMog bug was getting more and more under our skin. In February, we were at the annual Awards Dinner & Dance in Malvern, where Tim and his ManxMog committee had set up a table to answer questions and assist folks in registering. Mr Dixie Dean of Magic Holidays and the Isle of Man Steam Packet Company was there as well, with information on a wide variety of ferry and accommodations packages.

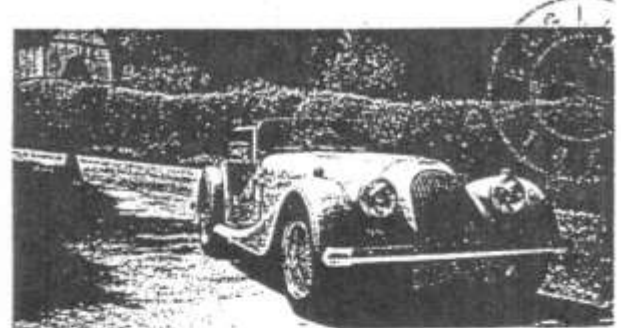
Not only were we determined to attend ManxMog, as an early birthday present we decided to rent a Morgan for full participation. Through 'Miscellany' we were aware of three places renting Morgans: in London, Scotland, and near Penzance. One day at the Works while chatting with Mr Peter Morgan, we mentioned our plans and asked if he was aware of any other Morgan rental places. He suggested that later in the spring we check with the factory, as there might be a Works car available. You could have knocked us over with a feather! The major obstacle left was for the US Government to decide if the national security could survive our absence. Guess what their answer was.

We have been to Malvern a number of times, the first being the fall of 1965 when we had the great joy of collecting our new Plus 4 roadster (#6085) at the Works. We'd also attended the 1984 MOG celebrating the 75th anniversary of the Morgan Motor Company, the 1986 MOG saluting the 50th anniversary of the four-wheeled Morgan, and the 1992 MOG in Wales. Another six or so trips to England always featured a visit to the Works; it's as if our passports couldn't be stamped with an exit visa until we'd visited the factory on Pickersleigh Road. Those Morgan folks truly have a way of making visitors feel welcome!



GREAT ESCAPE MOTORING IN A MORGAN

What better way to explore the English countryside than from behind the wheel of a Morgan? You'll feel every ripple in the road and the wind in your face, but a day's-end pint in a quaint pub will remove any bugs from your teeth. London Handling Ltd.'s last Morgan self-drive tour for this year (October 26 through November 1) begins at the Barns Hotel in Bedfordshire and continues into



Scotland and Wales, with two participants sharing a car and a room. The tour's £1175 price (about \$2000, not covering airfare) includes seven nights in three-star hotels, plus breakfasts and dinners. A tour organizer accompanies the group—a maximum of seven Morgan 4/4s—to help plan each day's route and put the cars to bed at night. London Handling's Stateside contact, the ETM Group in Westport, Connecticut (800-445-8999), can provide further details and arrange flights. More Morgan tours are scheduled for next summer. Book early. —DAVID STEVENS

Alan Marsh, MSCCC member
reprinted from:
The Rough Rider, 98.5
newsletter of the MCC DC



13th annual all British field meet . . .

story and photos
by Len Haffenden

VANCOUVER, BC - Van Dusen Gardens, May 16th, 1998. It really is a stirring sight: rows of gleaming English autos set amongst the rolling lawns and flowers of this very central Vancouver location. And the reason the cars gleamed is because they were reflecting the most welcome sunshine, which up until ten a.m. was in some doubt. This event has not been rained out in thirteen years, which is really pushing your luck.

There is a certain repetition about these field meets, and I

don't want to be so crass as to give you last year's write-up with just a new date. So, I am going to dwell on some of the more obscure makes present this year.

There were forty-four separate classes, which certainly covers anything made in England with wheels and a motor. Entries came from the North West catchment area; Washington State, Oregon, Alberta, BC, and Vancouver Island (I know it's already part of BC, but try telling them that), with some cars arriving in groups, as club outings.

The mood of the whole place

is like one big party: there is a lot of visiting going on, picnic baskets are out in full force, and I see people I know on a once-a-year basis.

First, perhaps a guided tour. After clearing the main gate, and now minus \$5.50 entry, you will see on your left the Morgans clustered among some trees, all kinds of Morgans, flat rads, three wheelers, four wheelers, two seaters, four seaters, in all, a very clannish lot, as I know too well, having owned several over the years. Over to the right, on a gentle green slope, are about twenty E-type Jaguars, which lead into the other types of Jaguar, the XK-120, 40, and 50's, the occasional pre-war model, and the large saloons, the Mark VII, VIII and IX's, with a brand new V8 sports car nearby.

Walk around a small fountain and back left and the Triumphs (and tragedies) are there in full glory, with just about every pre-war model represented. Keep walking uphill, then over a small rise are the eager little MG's, TC's, TD's, TF's, the Midgets, a few rare coupe and sedan versions, but none of the large SA or WA models.

Proceed now around some flower beds, downhill again, where the Land Rovers have set up camp. Both Land Rover and Morris Minor are celebrating their 50th anniversary this year, and are receiving a bit more attention than usual. Many of the Land Rovers present had full safari equipment, winches, shovels, camouflage netting and so on.

Just beyond this raggedness of vehicles and owners were the commercial units, vans, trucks, and campers, but all British. A little walk further again were the newer top end cars: Aston-Martin, Bentley, Rolls-Royce, Lagonda, Daimler limousines, etc. Keep going left now, and back the up hill, and rows of Austin-Healeys greet you, from the Sprite to the 3000 Mk. II's.

Near them are the Metropolitans, those charming Anglo-American hybrids, one of which had its own matching trailer, then the small English Fords, the Anglias, Prefects, Consuls, and Zephyrs.

Adjacent to these smallish cars was a lonely 1950 Standard Vanguard sedan, which I recall gazing at in showrooms in London when they were new in

1948; I thought it was a big car then, but we all emigrated shortly after to Calgary, and I soon knew what a big car was, as Dad bought a 1941 Hudson Commodore, which later I learned to drive on.

Then, in a stately row, were the older top end cars, Bentley and Rolls-Royce again, plus Talbot, AC, Armstrong-Siddeley, and Riley.

As a contrast, the next group, parked defiantly, were the snub nosed Mini-Minors, all versions present: Morris, Austin, Cooper, and just plain "Mini" one of which had a spectacular Union Jack painted on its roof.

Near them, beside two very rare Jowett Jupiter roadsters, was a row of very small cars, the little Baby Austin 7's, almost asking to be taken home, like a cute puppy.

Another sweep around some magnificent rhododendron bushes, back past the Morgans to the main gate area, where several vendors were selling T-shirts, model cars, and related automobilia, and that ends the garden tour.

The rarer cars alluded to above are mostly in the ten photos, with their own notes. Some thoughts on the general appearance of these cars: most are well prepared, cleaned up, primarily authentic, and a pleasure to look at, and chat with the owners.

Just a few should easily have been left at home, with their shabby body work, some ragged interiors, and dull, flaking paint. After all, the public does pay to come in here, and they expect to see the best.

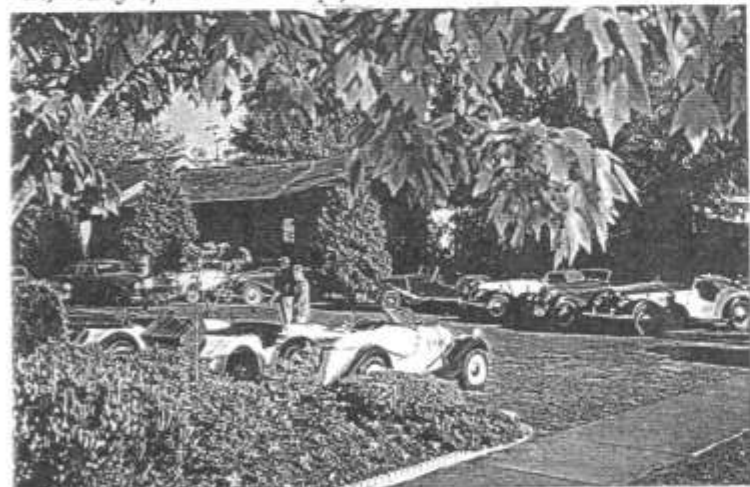
A final comment, some tend to over prepare their cars. To see a 1948 MG-TC with its 19" wheels chrome plated, and with wide whitewall tires as well, and many engine parts also chrome plated, this is certainly not how they left the factory.

Now we all like to customize our cars a little. It makes them ours and not yours. But there is a limit. Too much chrome is like too much ice-cream, and we all know what that leads to.

So readers, for that restoration you are contemplating, think: - quality materials, restraint, factory specs, as close to anyway, some more restraint, 99% authenticity (no one's perfect), and finally, more restraint, and you will end up with a beautiful restoration to be proud of.

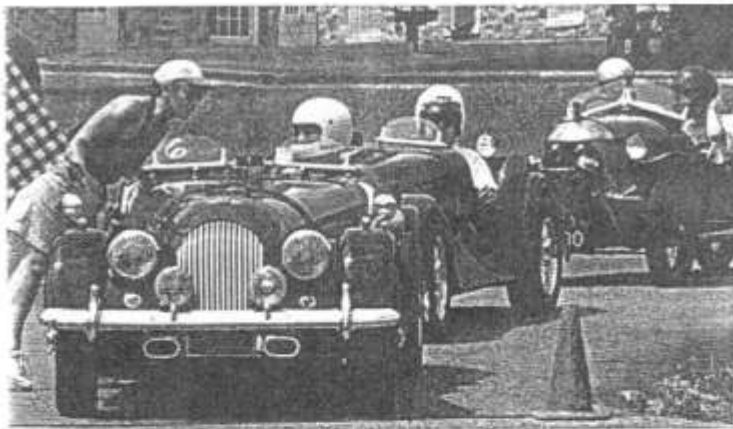


The start of the Morgan cluster, two early flat rads close in; many of these came up from the states.



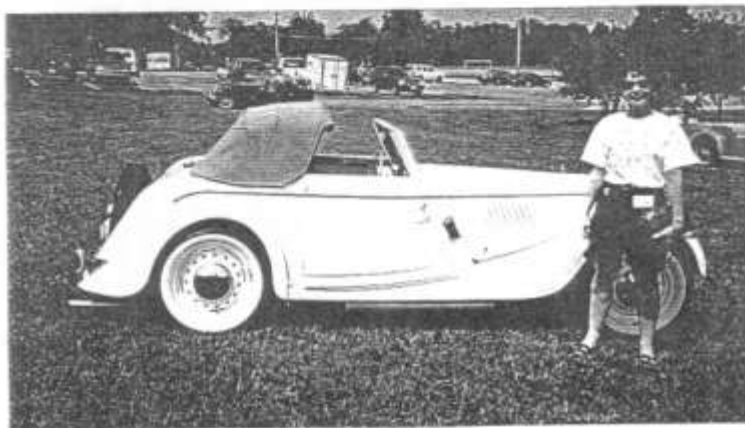
MOGNW/MSCCC get together at the Theroux's after All Brits Field Meet, May 16. R. Theroux photo





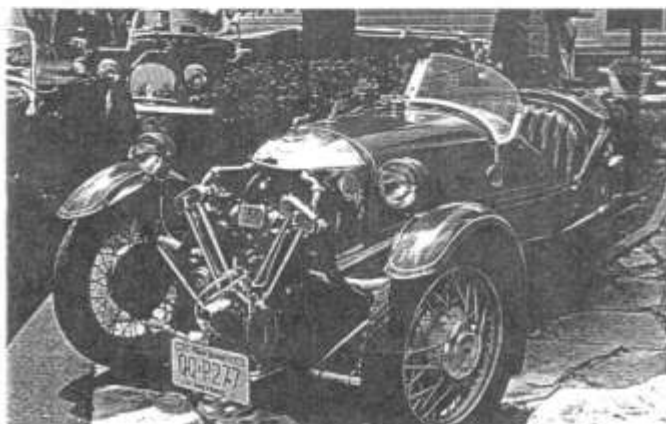
Rene Willoughby getting Morgans of Vern Dale-Johnson (+4, 4-seater), Hank Giffin (+4 Competition), and Jim Nichol (trike) ready to run @ MOG 28 Autocross – all won their class. *from Miscellany, Sept 98*

Carolyn Rees-Potter (GoMoG, MSCCC) with her favourite Morgan @ MOG 28 *D. Rees-Potter photo*



Lunch at Nyal Wilson's to kick-off the "Escarpmnt Run 98". *P. Whittaker photo*

Alec Knight's trike at the "Escarpmnt Run 98" *P. Whittaker photo*



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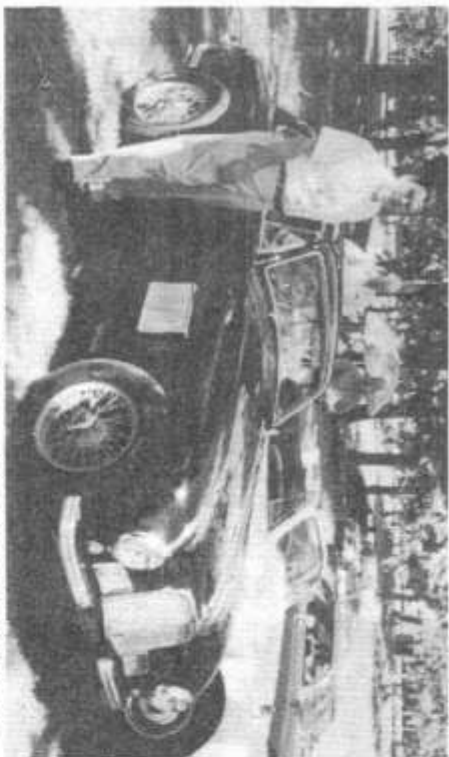
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Aston Martin competed successfully with this DB2 at Le Mans in 1950 under the then team manager John Wyer. This historic car is lovingly campaigned by Bruce Anderson of Beaconsfield Que. and is 100% original.

Brits at Beaconsfield

story and photos
by Dave Boon
Ottawa, Ontario

BEACONSFELD, QC - is one of the more attractive suburbs off Montreal. It's located at the east end of the city and hugs and follows the shoreline of Lake Saint-Louis. The venue in which the British (and import) car show was held was at Centennial Park - right on the shore of the lake. Lac St-Louis - as it is named in Quebec - is essentially a widening of the St. Lawrence River - not far from the juncture of the Ottawa River.

The day of the "gathering of the Brits" was on Sunday, May 24, which turned out to be a beautiful day for my wife and I to drive the 100 plus miles from Ottawa to Beaconsfield. A number of we Ottawa

Jaguar Club members, in a group of about eight cars, left our home city on our trip to the event at about 8 a.m., and arrived at the grounds, after a rest stop, at about 11 a.m.

Fortunately we had a guide - Leon Frechon of Hudson Que. - who lead us on a scenic route to the park. When we arrived the grounds were almost filled and the organizer of the event - Daniel Thompson - was busy in both directing us and other arrivals to parking places, and in keeping the entry-road traffic moving.

While the majority of the cars on display were of British origin there was also a good cross section of vintage European marques, and a smattering of North American models.

In particular, there was the vintage 1939 Citroen of Richard

Boudria of Beaconsfield - about which Norm Mort had recently written an article for Old Autos. Richard had turned a basket case into a beautiful yellow "Traction Avant" convertible.

Another classic on view was the 1960 Mercedes 190 SL which is campaigned by Gaetan Ruel of St. Jerome Quebec.

As the proud owner/driver of a 1958 Jaguar fixed head I was pleasantly pleased to see so many other early Jags on display, as well as a Mark V saloon, plus the nice looking Mark IX of John Pinnell.

One of the more interesting autos on display was an Aston Martin DB2. This is a very early example of this famous model and it is campaigned by it's proud owner, Bruce Anderson of Beaconsfield. Bruce has other cars in his stable including a white XK drop-head.

This DB 2 was built for and was to win at Le Mans! In the interest of weight-saving it was not fitted with conventional "bumpers" but has but a three inch chrome strip protecting the front and rear of the vehicle. The quarter-windows are made of plexiglass - to save the few ounces extra of safety-glass! The ultra-light body is all smooth-flowing aluminum and certainly shows the skills of the panel-beaters of the era.

It is powered by a 2 litre engine supplied from Lagonda and my research shows that this historic beauty is listed as a certified Milestone car.

The interior is still in excellent shape and unbelievable as it is, the car is still shod with the same "Super" 6.50/16 bias ply

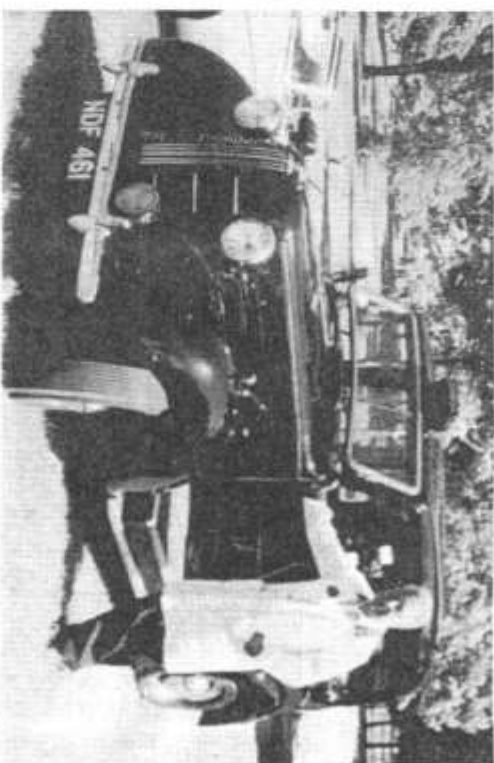
tires that came - many, many years ago - with the vehicle package!

The cars started to head for home or other venues at about 2 p.m. I and my wife Frances also left, as in the interests of good family relations, I had agreed to drive Frances to a shopping-stop

Monday, July 20, 1998 — Old Autos — 11

at a factory outlet complex that was on our return route to Ottawa.

The outlet store turned out to be a bust - but that was certainly not the case for that pleasant Sunday outing that was enjoyed through the hospitality of our Beaconsfield hosts.

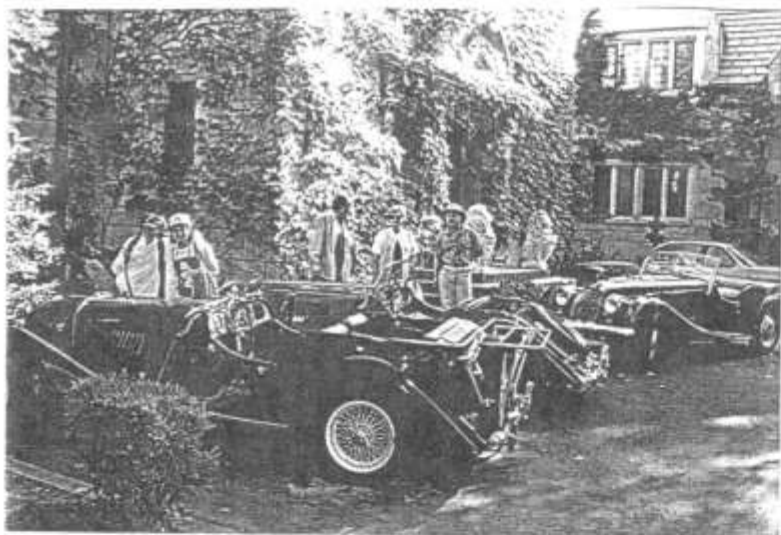


This London taxi - Model FX3 - enjoyed by Roy Elliot of Como, Que. is powered by a reliable 4 cylinder Healey engine.



Leon and Julie Frechon campaign this classic XK 120 Jaguar roadster. This 1953 beauty has never been restored or refurbished and has won concours awards for it's originality.





Summer Run & BBQ from "Sunnyside to Rosedale", July 18: Morgan's of Dale-Johnson's, Martin Fisher, and Yep's.

Amanda Dale-Johnson, Sylvia & Carlos Yep, Martin Fisher & friend. Missing was the "gate crasher", Peter Pfahl who dropped in between vows from a nearby wedding!

VDJ photos



Perfectionist Virgo a difficult customer

THE TORONTO STAR Saturday, September 5, 199-

Virgo birthdates:
August 23 to September 22

Virgos are practical by nature — in an analytical and critical way. If Virgos are seen as complainers it's because they are perfectionists.

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Routine maintenance and repairs have to be done in the right way, at the right time and at the right price — or you want to know the reason why.

Service technicians and repair shop managers head for the hills when they see you coming.

Out on the road, your desire to get things right can be a valuable asset. You play strictly by the rules of the road, obeying traffic signs, signals and doing everything you can to be a good road user and keep traffic flowing smoothly.

It's hard for you to understand why other drivers can't see the sense in this approach and you often express it aloud, much to the chagrin of your fellow passengers.

Likewise, your tendency to criticize and seek impossible perfection can undermine relationships and a

Road Signs

BILL McLAUCHLAN

career as a driving instructor may not prove fruitful.

Virgos, who by tradition believe that the best things come in small packages, are very often owners of Honda Civics, Toyota Corollas, Chrysler Neons or similar small compact sedans.

If you don't need the practicality of a family sedan, then something small and sporty like a Porsche Boxster, BMW Z3, Mercedes SLK or even a small sport-utility could appeal to you.

Predictably, your penchant for darker colours points to a grey or dark blue paint job.

Typically, Virgos maintain high standards of hygiene and health care and that, too, is reflected in the pristine condition in which you keep your vehicle — usually spotless inside and out.

VIRGO CAR PEOPLE

F1 world champion Damon Hill. Racing legend Stirling Moss. Famed auto designers Ferdinand Porsche, Ettore Bugatti and Lola's Eric Broa-



BRIAN HUGHES

dley. Canadian Indycar driver Ludwig Heimrath Jr. Indy 500 winner Arie Luyendyk. Indycar team owners Tony Bettenhausen and Dick Simon. NASCAR frontrunner Ricky Rudd.

This twelfth-and-final installment of Road Signs completes Bill McLauchlan's automotive tour of the zodiac.

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

THE STEERING COLUMN

EXCLUSIVE TO THE GLOBE AND MAIL • FRIDAY, SEPTEMBER 11, 1998

Morgan

A living legend, Guinness Book of Records holder and one of the fastest hand-built cars on the road

In an automotive world dominated by computerization, automation and instant communications, it's refreshing to find an enterprise that still employs the traditional skills and ingenuity of dedicated wood workers, panel beaters and leather crafters. That's the way it is at the Morgan Motor Company in Malvern Link, a town nestled among England's Malvern Hills in Worcestershire, some 190 km northwest of London. And that's the way it has been for almost 90 years.

You won't find any assembly lines at Malvern Link; the cars are simply pushed on their own wheels from the "tin" shop to the paint shop to the trim shop. Nor will you find any engine labs staffed by white-coated engineers. You will even be hard pressed to find a computer.

What you will find is a staff of skilled artisans methodically turning metal, wood and leather into classically styled Morgan roadsters with long narrow hoods and clamshell fenders. They roll out of the low, red-brick factory on Pickersleigh Road at the rate of 10 per week, and are eagerly snapped up by a clientele so imbued with Morgan magic they are willing to wait up to five years for a new "Moggie."

The Morgan tradition dates back to 1910, and the vision and ingenuity of a vicar's son who took up engineering rather than follow his father, H.G. Morgan, into the cloth. Henry Frederick Stanley Morgan (he became known as HFS in the motor industry), born in 1881, studied engineering at the Crystal Palace Engineering College in south London. He then took a job as a draughtsman with the Great Western Railway.

HFS had an early interest in auto-

AUTOHISTORY

BILL VANCE

mobiles, and in 1901 bought an Eagle 3-wheeler. He turned that interest into a vocation when he and a partner opened a garage in Malvern Link in 1906. It was successful enough that they soon opened a second one in Worcester.

Morgan was sure that he could improve on the engineering of the Eagle and other existing designs, and with his business prospering, he was now able to pursue a dream of building his own car.

His first effort, a single seater completed in 1909, was a kind of cross between a motorcycle and a car. It was a 3-wheeler fitted with a seven-horsepower Peugeot motorcycle engine mounted between the front wheels.

The front suspension was an ingenious sliding-pillar-and-coil-spring type that HFS had adapted from a pioneering French Decauville design. It proved so well engineered and durable that its basic configuration has been used in every Morgan ever built. Not many engineering designs endure for 90 years!

Morgan showed two prototype single seater Morgans at the 1910 Motor Cycle Show at the Olympia exhibition hall in London. Although generating considerable interest, only about five orders were received. It so discouraged HFS's partner that he departed the business.

HFS looked for someone to build the cars for him, but was unsuccessful, so he formed the Morgan Motor Co. in 1910. His father provided financial backing, and became the company's first chairman.



The motorcycle show had taught HFS two important lessons: he must change his car to a 2-seater; and he must gain publicity by demonstrating the speed and durability of his cars in competition.

HFS entered a single seater in the first London-to-Exeter 2-day trial held on Boxing Day 1910. The JAP-engined Morgan won a gold medal, and received good publicity in the media. More competition successes led to many orders when Morgan displayed his cars at the 1911 motorcycle show.

An important Morgan trait was a good power to weight ratio. This was at the heart of its racing accomplishments, and with more and more competition successes in the hands of both private owners and factory entries, the Morgan name built a solid reputation. Following a victory in the first Cyclecar Grand Prix of France, Morgan introduced its Grand Prix model in 1913. It was an immediate sales success, particularly in France, and would be made until 1926.

Morgan continued to build 3-wheelers through the 1920s and into the '30s. They used a variety of air- and water-cooled side valve and overhead valve motorcycle and car engines, including JAP, Anzani, Blackburn, Matchless and Ford. A few light commercial vehicles were also produced.

In 1919 Morgan expanded its line and widened its appeal with the introduction of its 4-seater Family model at the Olympia motor show. This configuration had been experimented with as early as 1912, but other priorities, such as military work for the First World War, had prevented its development.

The Family was followed in 1920 by the very popular Aero model with its tiny semi-circular aero windcreens. It was later expanded to a 4-seater Aero Family model. The Aero was replaced by the Super Sport in the late 1920s.

In spite of the arrival of small 4-wheel cars in the '20s, such as the Austin Seven and the Morris Minor, there continued to be a market for 3-wheelers primarily because of the British tax system. Since 3-wheelers were not considered "real" cars, they were taxed at the motorcycle rate, about half that of 4-wheelers. When much of that tax advantage disappeared in 1935 it was a severe blow to Morgan. Although it did

continue to produce 3-wheelers, others such as BSA and Raleigh got out of the business.

With the trend clearly away from 3-wheelers – Morgan's production fell from more than a 1,000 in 1929 to 286 in 1935 – Morgan began to think of adding a fourth wheel. Its model "F" 3-wheeler introduced at the 1933 motorcycle show had the potential to be expanded to a 4-wheeler. It was powered by a Ford side-valve, 4-cylinder car engine.

It didn't take long for Morgan to change the F to four wheels. This was accomplished by spreading the frame members at the rear, and fitting a car rear axle and suspension. For more power, a 1.1 litre Coventry Climax inlet-over-exhaust four was used, and the 4-4 (four wheels, four cylinders) model was introduced in 1935. A 4-seater version was developed for 1938 by relocating the battery and fuel tank, and making the luggage space smaller. Three-wheeled Morgans would continue to be offered until 1951, when demand finally disappeared.

Following the hiatus in car building during the Second World War, Morgan returned to production in 1947 with the 4/4 (now, for some inexplicable reason, with a slash (/) instead of a dash [-]). With the former Coventry Climax engine no longer available, the 4/4 was powered by a 1.3 litre Standard four.

Then, in 1951, Morgan introduced the Plus 4, a car that would be its mainstay until 1968. It was powered by Standard's new 2088 cc overhead valve Vanguard sedan engine that was also used in the Ferguson tractor. This continued until 1954.

When the Triumph TR2 sports car arrived in 1954 with the Vanguard engine slightly reduced in displacement to 1991 cc, and beefed up to 90 hp, Morgan started using it. Morgan would move on to the TR3, TR4 and TR4A versions until Standard discontinued it in 1968.

A significant change in appearance came in the mid-50s when the free-standing headlamps Morgan had been using were no longer available. This necessitated fairing the headlamps into the fenders, and giving the grille a curved rather than a flat face.

To provide a lower priced sports car, Morgan revived the 4/4 model in 1955, again powered by a little Ford side-valve four. The 4/4 has continued to be offered, changing

to later versions of Ford engines as they were developed.

Morgan even temporarily succumbed to the lure of modern aerodynamic styling in 1964 with the introduction of the fibreglass bodied coupe (a first for Morgan) called the Plus 4 Plus, a model that bore some Lotus cues. It wasn't really accepted as a Morgan, and only 26 were produced before the experiment was discontinued after just three years.

In 1966 the Rover Co. made an overture to buy out Morgan. This advance was rebuffed, but Peter Morgan, HFS's son who had become chairman upon his father's death in 1959, turned the tables and said they might be interested in Rover's V8 engine. Rover had just acquired the 3.5 litre, aluminum pushrod V8 from General Motors who no longer required it for its Buick-Oldsmobile-Pontiac intermediates.

A deal was consummated for the V8, and the Morgan Plus 8 was born. Little more than a Plus 4 stretched to accommodate a V8 engine, it was introduced at London's 1968 Earls Court Motor Show. The combination of Morgan's light construction, resulting in a curb weight of only 2,005 lb. (909 kg), and the urging of 184 hp, resulted in quick performance. *Road & Track* magazine recorded a zero to 60 mph (96 km/h) of 8.5 seconds. The Plus 8's traditional Morgan brick-like aerodynamics kept the top speed at only 105 mph (169 km/h).

Morgan brought back the Plus 4 in 1985, now powered by a 2.0 litre Fiat engine. Production with this engine ended in 1987, and was replaced in 1988 with a 16 valve Rover four.

At the present time Morgan offers three models: the 2.0 litre Plus 4 in 2- and 4-seaters; the 1.8 litre 4/4 2-seater; and the 3.9 litre V8 powered (optional 4.6) Plus 8 2-seater.

Morgans have not been imported into Canada or the U.S. (except for a few compressed gas models) for several years because of government restrictions. This is an ironic twist because it was the North American market that saved Morgan when European demand dropped off in the '60s. Martin Beer of CMC Enterprises (1990) Inc., in Bolton, Ont., the Canadian Morgan distributor, says that due to Transport Canada's fuel system integrity standards, the future for

MRS BEER
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2nd August 1998

Dear Audrey

NMTV are the producers of a Morgan Video, presented by the Morgan Car Company.

I have enclosed a copy of the video sleeve for your perusal which shows some of the cars featured. The video was filmed on location at the Morgan factory and in the beautiful surrounding Malvern Hills. All the cars in the film are wonderful driving examples, and are captured in their element.

The whole film has an enthusiasts feel to it, and in order to maintain this exclusivity the video will only be available to Morgan Clubs and enthusiasts groups or owners.

The price of the video is £9.99, and discounts can be arranged for clubs who wish to provide copies for members.

If you have any queries, please do not hesitate to contact me on the following:

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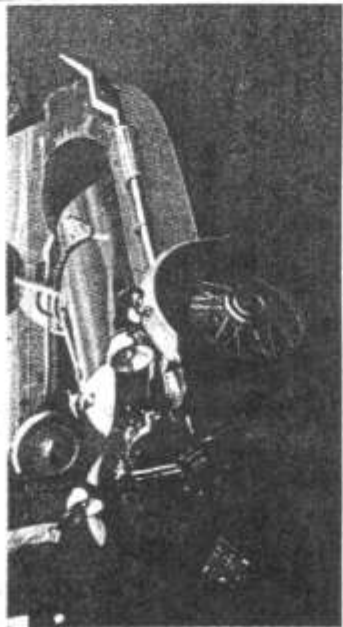
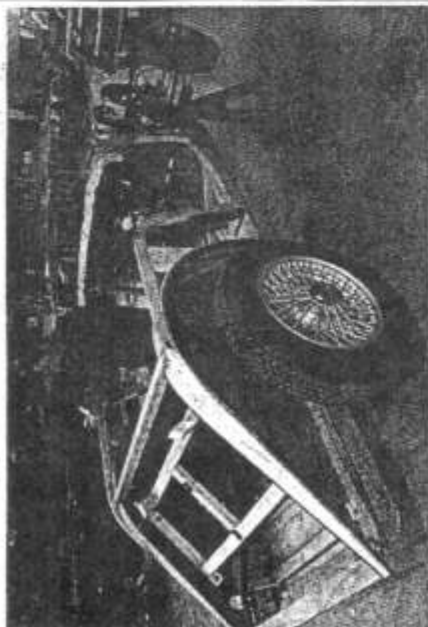
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Panel beating and woodworking was how Morgan built the 1934 Super Sport (above) and how they still do it for the 1998 Plus 8 (top left).

Morgan imports into Canada looks bleak at the present time.

The Plus 8 is expected to be in full compliance with U.S. requirements by the end of this year, so should be returning to that market soon.

In the meantime, the little factory on Pickersleigh Road, where tradition is the watchword, continues to roll out its apparently timeless machines. They go to customers in many parts of the world who cherish the character of classic craftsmanship over the automated anonymity of mass production.



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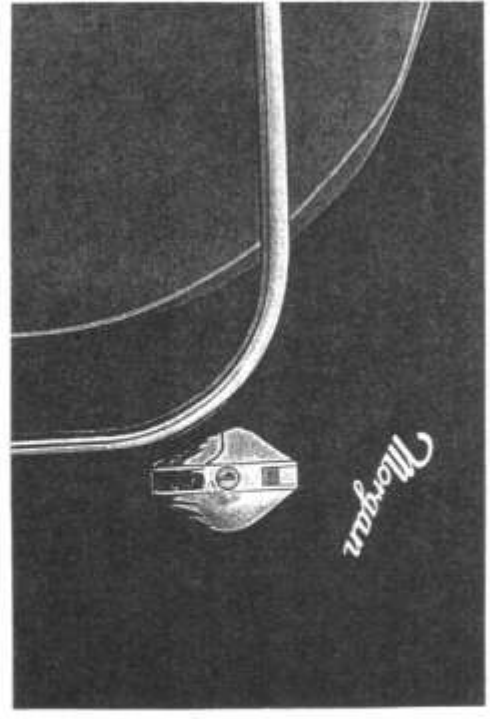
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Quiz time:
- What's wrong with this picture?
- Whose Morgan is it?

VDU photo



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
9 AM 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.

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Membership Renewal:

Name: _____

Spouse: _____

Address: _____

Home: _____ / _____ Business: _____ / _____

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Morgan(s) owned:

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

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

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

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

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

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

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
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Dues are payable before Jan 31 of each year to the Treasurer.

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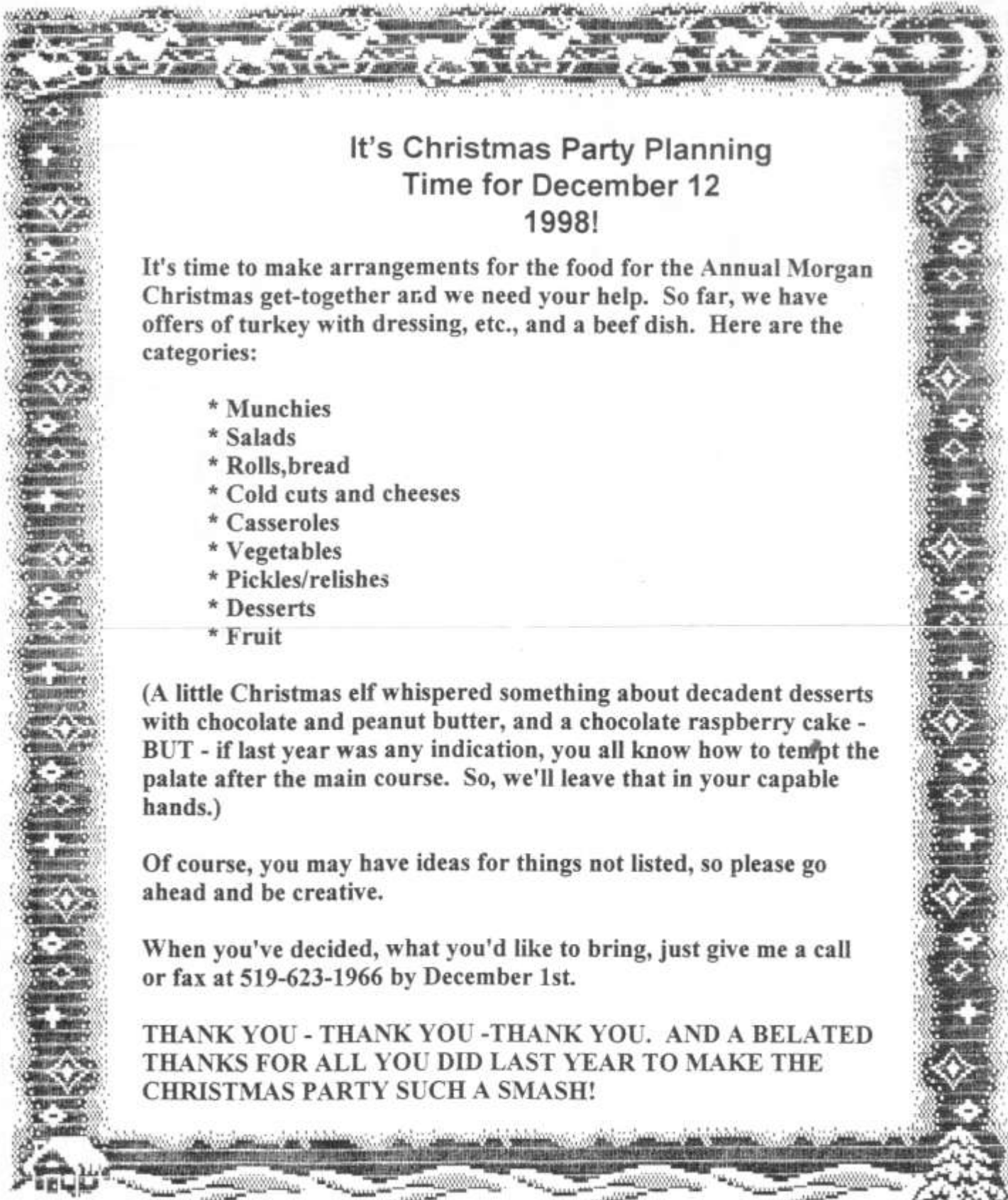
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Duties: depends
Fax: not a hope!



**It's Christmas Party Planning
Time for December 12
1998!**

It's time to make arrangements for the food for the Annual Morgan Christmas get-together and we need your help. So far, we have offers of turkey with dressing, etc., and a beef dish. Here are the categories:

- * Munchies
- * Salads
- * Rolls,bread
- * Cold cuts and cheeses
- * Casseroles
- * Vegetables
- * Pickles/relishes
- * Desserts
- * Fruit

(A little Christmas elf whispered something about decadent desserts with chocolate and peanut butter, and a chocolate raspberry cake - BUT - if last year was any indication, you all know how to tempt the palate after the main course. So, we'll leave that in your capable hands.)

Of course, you may have ideas for things not listed, so please go ahead and be creative.

When you've decided, what you'd like to bring, just give me a call or fax at 519-623-1966 by December 1st.

**THANK YOU - THANK YOU -THANK YOU. AND A BELATED
THANKS FOR ALL YOU DID LAST YEAR TO MAKE THE
CHRISTMAS PARTY SUCH A SMASH!**

Sylvia Balfour