



5/2000

# THE BLURB

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER

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OKTOBERFEST 1978 AT ANCASTER

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## 1979 CALENDAR

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CAN YOU GUESS WHO'S WHO???????

Sure must be a busy Morgan season! No one has time to write and no one seems to be at events so deduction is everyone is doing their own "MOA" or "MOC" thingee. This does include myself as we're in final preparation for MOA III, due to leave in about a week for the (hopefully) sunny south.

For those who have not yet rec'd the message, the Fall Weekend (Sept 8-10) at Mountain Springs Lodge has been cancelled due to lack of interest. As of August 1 we had 5 rooms reserved and no one had come forward to run the show. Sorry to break tradition, the message is we need both volunteers to help run events and we need commitment from our members to attend. Thanks to those members and friends who did make the effort, sorry we've had to disappoint.

However, all is not lost... Ken & Pat Miles are coming through Toronto after MOA III so, on Oct 14 we are having a BBQ & beer get together at the DJ's (1532 King St West – if coming from the east on the Gardiner, take the Dunn Ave exit, if coming from the west take the Jamieson Ave exit. Go north to King then west until you get to 1532. There is lots of street parking on both sides.) We'll gather about 4 pm. Bring some goodies – I'll supply beef burgers and weenies. This is a closed event for MSCCC members only please, as we have limited space.

The would be organizers of the 2000 "Toy Run" have backed out. John Smith of the British Sports Car Club has offered to step in at what is now the 11<sup>th</sup> hour to try to pull together the event. If you'd like to help, or donate "toys" for those in need, please contact John. His email is [mecarnut@perth.net](mailto:mecarnut@perth.net)

**Newest MSCCC members** are Tom and Lynda Van Zuiden (Hamilton) who are the proud owners of the ex John Lot (Windsor) 69+4, 4 seater. Welcome to Morganeering, and welcome to the MSCCC.

The only major Toronto area "event" held in the past while (other than the Aug 19 Pig Out at the Sands... more on that in a minute and Classics on Father's Day, again more in a minute) that I've any information on is the new **MG event at Glendon College** in Toronto. This event was well attended, but not by Morgan owners – nary a one on the field. Elsewhere are included some pics and a story. I do know Brian Laramie, a friend who recently acquired a gorgeous 69 XKE roadster in bright red, won the top non-MG award. The MGCCT will be hosting this event next year with... I would hope... better support from the Morganiste.

During the DJ's 2 weeks in California (sorry, J. Dale Barry and the +4 group, we were not in the LA area long enough to connect. Our one night in LA was spent at my cousin's in Manhattan Beach. One of his friends owns (from recollection) a DHC and 4 seater. Dale, if any member recognizes this description, my cousin is David Dale-Johnson and he can say hello). We did get a visit in with the Northern California Morgan Owners Group, primarily to discuss MOA III. Elaine and Phil Fisher hosted a BBQ for the group from the San Francisco area timed to coincide with our visit. Was a great party and in addition to development of more Morgan friendships we've reconnected the newsletter swap (Ed Burman, another for you to read!).

Another rental car story on this trip as well. On arrival at LAX we made our way to the National Emerald Island where you can choose any car they bring out. While waiting a new Isuzu Rodeo arrived so in we hopped and felt like we were back in TO! Only they still haven't improved the shocks and I missed the Bilstein's. This mount did give us a very comfortable ride up the coast – bit of Mullholland Drive, lots of the West Coast Highway, very few interesting cars... couple of Porsche's, Honda S2000, 57 Corvette, couple of 427 Cobra replicas. Only Morgan sighting was in the window of *Automobilia* in Cambria where there was a 24 x 30 original art portrait of a 3-wheeler. I'm sure one of the "Wet Coast" group knows the shop and has since liberated the picture for their "cottage".

We stayed overnight in Santa Cruz and took in their boardwalk. As we strolled, our attention was attracted by a familiar voice and... there, just starting his concert, was Don McLean. Lots of great ballads with, of course, "American Pie". As we left Santa Cruz the next morning (sorry, Greg Solow, Saturday morning and your shop wasn't yet open), we chose another great road from Santa Cruz up Highway 9 to Highway 35 through the Saratoga forest of redwoods – Felton, Ben Lomond, Boulder Creek. There was one lonely Healey 3000 on this section, with the hood up no less. Scores of motorcycles & bicycles and incredible scenery with the fog rolling in off the coastal plain. During the week we dropped by Pier 39 to see Bill Fink but again, no connection... perhaps on the next visit.

I mentioned the **Aug 19 Pig Out**. Great event... thanks again to Marlies and Alan Sands for the use of their facilities and the hospitality. As it was cool, no one ventured to use the pool, but still the afternoon and evening offered a great get-together. Pleased to see Audrey and Reg Beer out (Audrey's looking great and feeling close to her old self, you'll all be pleased to know), also Edward Burman down from the Ottawa area in "Meagan" his well-traveled, white 4/4 4 seater. Other MSCCC members present were new member Rick McGrath with his recently acquired (from Calgary) red Plus 8, Carlos and Sylvia Yep (who have forsaken Morgans for a Honda S2000 – thanks Carlos for the opportunity to test this pocket-rocket, what a blast!), George Watson who stopped by in his +4, 4 seater to pick up his missed Blurb's, Russ & Sylvia Balfour in their recently resprayed 4/4, Hendrik Rens and daughter Anya who still has his 4/4 and having serious thoughts about letting it go...., John Collins and Sonya in the French Blue 4/4 (only Mog to arrive with the hood up, John... is this an indication of a bit of softness setting in?), Ray & Mary Shier in their 4/4, Nigel & Mary Joan Birch in their Miata, John & Sharon Roden in their TR3, Chris & Gayle Taylor in their Spitfire, Paul Whittaker in his Bugatti replica, Paul's sister Shirley Zinman with her "Michael Pistol #4 Special" (Shirley was kind enough to bring Michael along giving us the opportunity to discuss this unique vehicle not toooooo far removed from a Morgan, after all it does have the heart of a Fiat 124 and has lots of wood & aluminum bits. You'll recall a write-up on

this car in a previous Blurb). Other members present were Jenny Beer and son Trevor (Steve & Martin were off in California ensuring the recently restored racer made it through it's inaugural event – it didn't!), Peter & Heather McCowan (who like the DJ's arrived in 4 x 4 style), and Mike & Linda Hughes (also using the tin-top for the event). Plus the MG's and a Vauxhall of several friends who share the Morgan spirit of camaraderie. Sharon Roden brought a very unique "rock" for Marlies and Alan – thanks, Sharon... with the Morgan paraphernalia this couple has I was out of ideas for a suitable memento of the occasion. As Alan's birthday was only a couple of days before the Pig-Out, Peter McCowan used the occasion to present Alan with their "gift". A "Mini Me" of Alan, resplendent in Pig Out BBQ chef's gear. Very appropriate and, we're sure, something that will turn up again soon. By the way, Al, the "learners L" you stuck on the Isuzu as we pulled away will come in very handy, in about 5 years when Marissa starts to ask for the keys!

Mike and Yolanda Potter (they have a real Super 7) invited several non-Lotus "guests" to their BBQ on August 12. Unfortunately the Prez was arguing with Health Minister Alan Rock and others that day and had to skip but Paul Whittaker, Shirley Zinman, and Alan & Marlies Sands did attend to argue the finer points of Mogs vs Loti. We appreciate the invitation and look forward to the "rain check".

**Members in the news...** later in this issue is an article out of the Toronto Star on member Terry Brown and his latest acquisition, a 1922 Velie. You'll have to read the article to understand... I've not rec'd any answers to the question Terry posed a couple of Blurb's ago on air filters – Terry do you still need an answer? I notice in the Velie article that you have access to the internet – try the GoMoG website as an information source. (This is also a reminder to those of you who are web-enabled but not listed on the recent MSCCC web address sheet, please drop me an email).

Speaking of the web, a new site to check out is [www.itmc.net/itmcshop](http://www.itmc.net/itmcshop). This is the Internet Trading and Merchandising Company. Here you will find the MSCC (UK) Bookshop, clothing shop, paraphernalia, and general info on the MSCC.

**Classics Against Cancer Report** – Mary Shier submitted the following brief review of this annual Father's Day event (June 18). *"The weather this year proved to be proper British as it rained all Saturday night and for a good part of Sunday morning resulting in about 100 cars making the effort to attend. According to Ray, there were less than a dozen British cars on the sogbound fields - 1 Morgan (Shier's), 1 TR3 (Roden's) + some MGBs, a couple of Jags and a '47 Bentley DH. John and Sharon Roden + O'Brien from Fonhill were up at 5am and drove in dry weather until Milton whereupon they were forced to stop and roof up. John and TR3 had their photo on the front page of the local newspaper -- in colour no less -- that's a feat in itself. All in attendance received double "goodie bags"."*

A perusal of the results shows a Jaguar E type winning the up to 1966 class and a MG winning the 67-75 class. In the non-Brit class, MSCCC member George Lafford won 3<sup>rd</sup> in class for his BMW 2002tii. Another MSCCC member (and founder of the Classics event) Neil Young won a 1<sup>st</sup> in class for his Caterham – congratulations, Neill

From the July 17<sup>th</sup> issue of USA Today, that paper that gives us all the important news, comes a "special report" **"Formula predicts rollover Risk"**. The formula is, using the assumption 55% of a vehicles weight is above the center of gravity,  $K = 0.55 (H \div W) / \text{Weight}$ .



Prez Sez: "Want to calculate her rollover risk or yours?"

Do the math and you get a % probability of rollover. Example for a new Ford Focus where  $K = 0.55$  (56.3 inches high  $\div$  58.65 track width) / 2521 pounds = 10.6% probability of rollover. Do the math for the new Aero 8 and we get:  $K = 0.55$  (43 in  $\div$  69 in) / 2200 lbs = .0001557 or 1.6%. Implication is the new Aero 8 is one of the safest cars to be in if involved in an accident where you might rollover so... everyone should be driving an Aero 8! Wonder if Amanda will buy that logic?

During August I did get to the long-promised and anxiously awaited "special issue" of the Blurb featuring the rather erotic work of **Valentin Tanase**, and more.... This "adult coloring book" has been posted to all those who asked for a copy. If you are a MSCCC member and did not get a copy, please let me know by email, phone, or snail mail. If you are a non-MSCCC member and want a copy, the price is \$5 including postage. One copy per addressee only, please as this is not an official MSCCC publication, all copying, collating, stapling, enveloping, and posting effort and costs have been donated by the Prez.

We arrived home a week or so ago to find a business card pushed through the mailslot from **Jacques Savoye, Morgan agent in France** (he also represents Rolls-Royce, Bentley, Maserati & TVR – good taste!). "Im a member of the Morgan club of France and obtained your name from the Belgium Mog Revue. If you come to France ask me for the details on how to get to my garage". Jacques can be reached through his website [www.jacques-savoye.com](http://www.jacques-savoye.com)

## JACQUES SAVOYE

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P A R I S - C A N N E S - B O R D E A U X



It is time to consider nominees for the **Doug Price Award**. Criterion for the Award is "most enthusiastic member", recognizing contributions to the MSCCC. The judging is informal – fill in a ballot or send a note to Vern Dale-Johnson. Nominations will close the end of September (or sometime in October) and the award presented at the MSCCC Central Canada Christmas party (rumored to again be hosted by Russ & Sylvia Balfour – look for info later in this Blurb). Note nominees/nominators can be from anywhere in Canada but must be MSCCC members in good standing.

### **Morgan Sports Car Club of Canada "Doug Price Award" Nomination:**

I would like to nominate \_\_\_\_\_ for the Doug Price Award as the "most enthusiastic member" of the Morgan Sports Car Club of Canada because (print in 25 words or less...)

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Your name: \_\_\_\_\_, member of the MSCCC in good standing

Date: \_\_\_\_\_

**Judith and Carl Moore**, MSCCC members from Plano, Texas have been summering in Muskoka. They've been trying to get to a summer event, the Pig Out was our suggestion of the best rendezvous point but.. The following note says it all: "Thanks for the invite, however I have to go to Dallas for a Board of Directors meeting on Aug 17th and will

not be flying back until late on Aug 19th. We will be here until late September so if something else comes up let us know and we will try to make it." Regards, Judith and Carl Moore. Back up is **British Car Day** so... watch for and give them a big welcome!

### **Central Canada Morgan Events:**

- Sept 16-17 **British Car Day**, Toronto Triumph Club, TTC infoline 416-410-4TTC or [www.interlog.com/~triumph/home.htm](http://www.interlog.com/~triumph/home.htm)
- Oct 14 **BBQ at the Dale-Johnson's**, welcome get-together for Ken & Pat Miles and to tell tall stories re MOA III. Email [vern\\_dj@msn.com](mailto:vern_dj@msn.com) or call 416-530-4599 if you are coming. Starts at about 4 pm.
- Dec. 9 **Christmas Party at the Balfour's**

### **West Coast Events for MSCCC and MOG NW:**

- Sept 23 **All British Vancouver to Whistler run**, Ted Carew-Gibson 604-421-3939

### **Eastern Canada Events for MSCCC and GoMoG:**

- Sept 20 **MOA III in Montreal**, Best Western Villa-Marie, 3407 Peel, 514-288-4141
- Sept 21-22 **MOA III in Quebec City**, Hotel Manoir Victoria, 44 Cote du Palais, 418-692-1030
- Sept 23 **MOA III in Fredericton NB**, Country Inn & Suites by Carlson, 445 Prospect, 506-459-0035
- Sept 24 **MOA III in Truro NS**, BW Glengarry T&C Center, 150 Willow St, 902-893-4311
- Sept 25-26 **MOA III in Baddeck NS**, Cabot Trail Motel, 902-295-2850
- Sept 27 **MOA III in Halifax NS**, Cambridge Suites Hotel, 1583 Brunswick St, 902-420-0555
- Sept 28 **MOA III in Digby NS**, Mt. Gap Inn, 902-245-5841
- Oct 21 **La Runne de la Grosse Citrouille**, Ed Burman 613-839-3140

## Other Events of interest:

Sept 9-Oct 8     Keith Cox Memorial MOA III – New Orleans to Nova Scotia (see above for Canadian stops)  
Sept 16-17     17<sup>th</sup> Annual OhMOG, Newberry Ohio, Ken Long 419-877-0515 [slong93404@aol.com](mailto:slong93404@aol.com)  
Oct 13-15     Autumn Mog XXII, Friar Tuck Resort, Catskill, NY, Joe DeLuca 973-598-0697 (see flier)

## Morgan Memorabilia:

Still lots of MSCCC pins and crests available. Pins are the highest quality 4 color epoxy, 1 inch across, priced at C\$12 each. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue – at C\$10 each. We can also embroider your clothing with the MSCCC crest – send items to Vern DJ. Cost is C\$10 / crest. Many of our members have had the MSCCC crest added to shirts with a second club already in place, allows you to advertise your support for two groups at once!

## Notes from the East:

Ed Burman ([elburman@cyberus.ca](mailto:elburman@cyberus.ca))

"Tyre pressures are a personal preference and driving style sort of thing" Lorne Goldman, in response to Andy's enquiry: "Is there any (verifiable) connection between pressure and any other handling characteristics?"

Hi Andy, aside from the different general "feel" one gets at different pressures; each partnership of a specific car with specific tyres at specific pressures will handle cornering differently. This gets us into the concepts of "understeer" and "oversteer".

I will speak very generally here. In a constant turn, when the slip angle of the front tires is greater than the slip angle of the rear tires the car will turn LESS as speed increases. It feels as if the car is "pushing" against the outer side of the turn and you have to slow down to increase your turning ability. This effect is called understeer. If you slow the car in turns, you also reduce your rpms coming out of turns which slows you down even further. Testing for understeer is easy. Tape the top of the steering wheel when it is straight then go around a turn at a slow speed and see how much turning you need. Then go around the same turn at increased speeds as see if the car is "pushing" the "edge" of the turn.

Oversteer is when, in the same constant turn, the slip angle at the rear tires is now greater than the slip angle of the front tires and the car feels sorta "loose". The car seems to be turning too much into the turn and the tendency is to turn in the opposite direction (the direction the rear tyres are moving).

When this happens there are tricks you can do with the throttle to force the rear to slide but.....this is not always ideal.

Tyre pressures greatly effect how your car behaves in turns...increasing front tyre pressure decreases understeer and increases oversteer, it works opposite for the rear tyres. When the Factory recommends 18 lbs in front & 19 lbs for the rear of your car, they have determined that for this car and these tyres, this combination will give you the best turning ability. Morgans are, after all, the most fun in the corners. Lorne GoMoG

Regarding this tyre pressure thing, although I believe I may have said it before, if you drive your car with recommended pressures and find the handling a bit wanting, just measure the tyre pressures hot. If they have risen around 3 PSI, you have the correct pressure for your usage. If it's 2 PSI, you are running too hard; likewise 4 PSI means the tyres are heating up from too much flex and you need a bit more. If none of this helps, you'd better investigate some better rubber. Remember, tyres and lubricants are relatively cheap when it comes to the value of your investment.

The manual recommends 22 PSI on current Plus 8's. I am running 23 PSI based on the formula above and have no complaint whatever with 205/55ZR/16's. The car has reasonable stability and understeer until you feed it a bit of throttle, whereupon it tracks as if on rails. (That is a Plus 8

characteristic I believe Lorne may have failed to mention earlier. Those with 4 cylinders and less torque on tap will experience something different. The Zetec 4/4's I've hired in the U.K. merely seem to straighten out rather than steer when I've done this and generally require another technique. They are fun in a different sort of way!!! Of course, with a Plus 8, TOO much exuberance can get you unstuck in a real big hurry.)

## **Notes from the West:**

Dear Vern: I just got around to reading your latest missive in The Blurb and chanced on your comment about encountering a red/black Morgan on the Coquihalla on Friday, 23 June. As a Kamloops resident I can tell you that there are all too few Morgans in this area -- two plus pieces to be exact -- and we happen to own one of the intact machines, a 1970 Plus 8, with a red body and black fenders. Just a little unique in this part of the world. My streaming silver hair is not quite so unique. Anyway, after checking my diary I did indeed leave Kamloops at 4:15 p.m. on the 23rd and would have been on the Coquihalla heading west towards Merritt by 4:30 p.m., enroute to Sechelt. I recall it was a grand driving day, even in a Mustang I am sure. I arrived in Horseshoe Bay in about 3 hours and 35 minutes with the roads quite busy east bound but virtually no traffic heading west and few, if any, of Her Majesty's finest on the road with their radar machines.

I was enjoying the ride, as you surmised, and the car, as usual, performed flawlessly. So now you have your query answered as to the ownership of the red/black Morgan. If you find yourself in Kamloops again, give us a call as we would be delighted to meet you. My office number is 250 828 4051 and home is 250 372 1873. Cheers, Richard Blair

**Re MOA III:** Good morning Elaine ... We have just returned from the second leg of our summer/fall Morgan adventure. Leg one was to the west coast of Vancouver Island for a splash of the Pacific on the tires. Last week was to the Okanogan... central part of the province much like Wenatchee Wash. We met up with 8 other members of MOG NW and the MSCCC to participate in Rally in the Valley.

As to the theory about Morgans needing low pressures to make the "ride" more tolerable, the choice of pressure here has more to do with the kind of contact patch which works best with this car and the kind of tyre profile chosen. In other words, do you want to present the road with a lot of sidewall, only the very centre of the tread, or something in between?! Safe Driving, Willie Lamb, 3 / 4 MOG

Ron Theroux (ronsmog@home.com)

Just a great 3 day event, well hosted, with 206 British cars registered..... That's 1556 miles on the beast in the past month. Hope it runs as well on MOA III.

Thank you for all the up dates. These have helped us set our dates and plans in motion. We will be traveling with two great friends. They will be our support vehicle (Ford Windstar) for 7 weeks on the road. Our hope is to spend 50% of our time camping (yes tenting at our age) and hotel/motels as weather and location dictate.

We would like to be blended into your route, and spend as much time as we can with all of you. Again we hope to meet up with the run at Plattsburg to Digby. Personal note, both our support driver Nel Stromgren and I spent the summer of 1953 at the Navel Training Station HMCS CORNWALLIS 12 miles from Digby NS. Kind of a homecoming? We hope to re-visit the base while in Nova Scotia.

Looks like we will be on the road east Thursday Aug 24th.. By the time we meet in Plattsburg we should be a pair of sun ripened, wind blown happy Morgan campers?

PS: ...WITH REGRETS we are not able to attend your party tonight..... Please give our regards to Vern Dale-Johnson of the MSCCC. Chat with you soon..... Regards Ron & Yvonne Theroux

**Another weekend jaunt and a gearhead question:** A contingent of 13 Morgans gathered from the Portland and Seattle areas (and a wickedly quick early Plus 8 from Vancouver BC) and cruised to the Newport area of the Oregon coast (Newport was home to the Orca Keiko for

some time in his rehabilitation). Great roads, terrific weather, fine company, nice wine, etc. As we got closer to the coast I found my car ('67 Plus 4, 4 Seater) sputtering and backfiring every so often. We noodled a bit and I inspected and tugged on ignition wires in the hope of finding something obvious but nothing came to light. It got continually worse so I started fiddling with the timing and the vacuum advance thinking it might be getting off a bit. It didn't act like a regular miss but a random miss on random plugs. As we drove toward town on Saturday I pulled over twice to see if I could fiddle it a bit more. The second time I couldn't even start the car and then discovered one of the ignition wires to the coil was (now) clean off its slide-on connector. Thanks to a Swiss Army knife the wire was stripped and wrapped on the tab

long enough to get to a NAPA parts store and get a new terminal. Unfortunately, all the mistaken fiddling with the timing had left the car with no power but a timing adjustment by ear in a shopping center parking lot sorted it out.

Now the question: I know the wire was attached in the earlier inspections (the car won't run without it) but my theory is, if it only had a few strands attached, the impedance went up enough to cause an intermittency which caused momentary dropout and therefore, the sputters and backfires. Does that make sense or is there another gremlin in this scenario? "Why are all my problems today the result of my solutions yesterday?" Michael D. Miles, PE Consulting Design Engineer

### For Sale / Morgans Wanted:

Check out is [www.itmc.net/itmcsnop](http://www.itmc.net/itmcsnop). This is the Internet Trading and Merchandising Company. Here you will find the MSCC (UK) Bookshop, clothing shop, paraphernalia, and general info on the MSCC.

Melvyn Rutter has been working to develop a new Morgan magazine, "**Morgan World**" with the first issue already "in the mail". Price is £25 for 4 issues / year. With Melvyn behind this venture it will happen (as opposed to "Morgan Life" back in 98 – many are still smarting from that disaster...). To subscribe to "Morgan World", send an email to Melvyn at [Melvyn@rutter.clara.net](mailto:Melvyn@rutter.clara.net) or see his ad in the Blurb for a mailing address / fax number.

Fred Sisson's "**Bedside Reader**" is back in production. If you don't have a copy of this book, get one! It is now being distributed by David Crandall. Contact him at [davidc@netwrk.org](mailto:davidc@netwrk.org) His note: "Hi all - to avoid a lot of disappointment for folks emailing Fred on, please direct any inquiries to me. We are now distributing the "Reader" and can accommodate credit cards [Visa, MasterCard, Discover], checks, or PayPal. The Reader is 8 1/2 x 11, three-hole punched for easy insertion into a standard three ring binder, shrink-wrapped. This edition of Fred Sisson's Morgan Bedside Reader is just \$50 + shipping and handling via USPS [\$6 US and Canada, \$16 rest of world]. Overnight or express extra. Reference product MOG-101. Please allow two weeks for delivery".

From the web: **1993 MORGAN PLUS 8 RED w/ BLACK int. 8 CYLINDER 12,500mi. 5 SPD.** This is the most desirable late model car with special order aluminum body, gasoline powered Rover 3.9 liter V8 and 5 speed trans. It has beautifully fitted leather interior and black canvas top. A like new Automobile. US\$47,995 SALES at 847-247-0447. <http://SpecialCar.com/northshore/> (car is from Elkhart Lake, Wisconsin)

**1963 MORGAN PLUS 4 BLACK w/BLACK int. 4 CYLINDER 4 SPD.** Four Seat, Wire Wheels, Triumph Powered, Very Attractive Restoration. US\$22,995 SALES at 847-247-0447.  
<http://SpecialCar.com/northshore/>

A friend of a friend has a **1967 Morgan +4** for sale in the Marblehead, Ohio (Near Port Clinton) area. The description is: under 45,000 miles, new wiring harness, rebuilt front suspension, good condition. Asking US\$15,000. Contact Mr. Baker, 419-798-9774.



## Notes from the Web:

**Morgans at VIR Homecoming:** Mogfolk and vintage racers - The marque was well represented with five Moggies amongst the 125 entrants for the official grand reopening of this fabulous 3.3 mile circuit in southern Virginia. Participants included Hank Giffin with his +4, the McOmbers with their 4/4 (which they've owned and raced for 38 years!) and fellow MOPs Peter Dunn (4/4), Don Greimel (4/4 aka Tweety Bird) and yours truly with the +8. The good news is that it was sunny and dry for four straight days. It was also HOT with heat advisories for Sat & Sun. The Morgan paddock certainly attracted its share of visitors with present owners, past owners, hopeful owners, and past racers stopping by to share a story and our shade. A sizable crowd of spectators was at the track on Sunday, obviously realizing this was the real racing in the area as opposed to that other brand down the road in South Boston ...

Don and Gene's 4/4s didn't miss a beat all weekend (and why should they, they're 4/4s after all!) with only a "fuel supply problem" on the next to last lap taking away a very strong performance by Don Greimel who ran at this track when it was

**Morgans at the Pan Pacific 2000:** Many rose early with the false dawn having tried to sleep but tossed and turned all night and into the early morning hours. Some were out in the dim light touching wires verified just hours before, tightening bolts and nuts already secure, checking valves and lines free and functioning - just nervous energy before the start later in the mid morning. Fifty one cars were entered, forty nine would start. 1913 or 2000? Doesn't matter. The statistics were the same. Now or then, the anticipation was the same. Drivers and mechanics were watchful and alert in 1913, same feelings and emotions at the AAA building 87 years later. So began the Pan Pacific Race 2000 on 24 May 2000.

The Pan Pacific 2000 was a celebration of the 1913-1917 road races between Los Angeles and Sacramento with a major stop in Visalia. The road

new. Hank Giffin's +4 was fast as ever but Hank was trying to come to grips (no pun intended) with his new tires. (And I have the video to prove it!) Peter Dunn was a contender until suffering a flat during the feature and yours truly ran great (if a bit hot) all weekend until I dropped out of the feature with my temp needle well above H. Best to bail out before any damage was done. It was 95 F. with high humidity. Time for an alloy radiator! Overall, in spite of our little gremlins, and taking in account the entire weekend, I'd give us a solid B+ for results and an A for effort, spirit, and camaraderie.

This was a great event, which can only get better as word spreads and more people participate. A large number of names from VIR's past were in attendance as honored guests, a special VIR alumni race was held, and the banquet food was the best I've ever had. Even we "common" entrants were treated more like guests than mere paying entrants. A class act at a class facility. The false grid is covered and the bathrooms are air-conditioned! Hey, what's not to like! Cheers, Craig Seibert 1968 Morgan +8, car no. 611, "Duff Morgan Racing"

aces ended with legislation prohibiting racing on public roads in 1917. The Pan Pacific 2000 recreated the spirit of the old road races over several days using the same general route used 87 years ago. Strategic stops and overnights at Valencia and Bakersfield before the finish in Visalia guaranteed a supposedly easy pace for the old restored but unproven race cars. The 250 mile distance, road conditions and heat in the valley took toll of the old cars much as it did back in 1913.

The Pan Pacific race was essentially an endurance run for the old pre-war vintage cars due to the variation in driving conditions and weather. The roads varied from smooth pavement in the city and valley to rough pavement and some dirt near Lebec. The conditions were flat in places, gentle rolling hills in others to more steep hills and low

valleys in the mountainous regions. The weather varied from foggy, low cloud conditions, mild rain, overcast and bright sunlight. Temperatures varied from low 70s to about 100 degrees in the deserts.

This year's event began in downtown Los Angeles at the AAA building on Figueroa near Adams south of the Santa Monica Freeway and just west of the Harbor Freeway. AAA had arranged for LAPD escort between downtown Los Angeles and San Fernando in the low mountains. About 25 motorcycle officers leap frogged between one street blockage to another as the event cars drove north on Vermont Ave to Glendale with a short stop at Griffith park. The next stop was Santa Clarita for an overnight stay at the Valencia Hyatt. Driving time was about 4 hours and the stop was a welcome occasion to check for loose bolts on the cars and to stop oil and water leaks which appeared soon after the start. The day began a bit cool but finished comfortably in the 70s.

Day two dawned cool, foggy and wet. A light drizzle continued for awhile up San Francisquito Canyon Road and became warmer and clear near Lake Hughes. The light drizzle and cool temperatures were fine for the operation of the air cooled engines of some of the old race cars but the mountain conditions were a strain for the water cooled engines. The need for water replenishment was acute and was adequately provided by the AAA at strategic points along the route. The mountain driving continued to Gorman and Lebec near Frazier Park but the temperature continued to rise. A mid day stop at Lebec School for lunch on the fields with the children. What an interesting time.

The temperature was in the high 80s as we left for the 10 miles of dirt road across the Tejon Ranch and down the grapevine area. This was perhaps the most interesting part of the journey. The Tejon ranch opened the original dirt road to the Pan Pacific cars for the first time in 75 years. The road, essentially a cow path, was boulder strewn between deep pot holes, up and down the hills, across a stream and could be navigated only by cars with 8-12 inches clearance. Some of the early racecars and the more modern race, sports and touring cars were forced to resort to the freeway to

drive north down to the valley floor. Once on the valley floor, the road to Bakersfield was uneventful, though hot and dry.

Overnight in Bakersfield was a thrill as the group dined at the museum grounds. The Bakersfield museum area is a combination of old restored buildings, antique oil field equipment and a major historical transportation collection. Most of the participants were unaware of the history of the Bakersfield area. As an example, the 1913 race ran through Bakersfield and circumnavigated a newly built racetrack before continuing north to Visalia. The racetrack was built in 1912 for a cost of about \$100,000.00, over \$8 million today. It was a surprise that auto racing was so popular in the early years of the century.

Day three dawned hot and dry. We left the Bakersfield museum and drove north through Terra Bella, Porterville, Strathmore, Lindsay, Exeter and on to Visalia. Stops in these towns and cities between Bakersfield and Visalia were thrilling as we welcomed more school children, give rides to some and talked with many. We were a bit surprised by the interest of the people, both young and old. We arrived in Visalia hot and tired but soon rested enough to drive to Main Street for a finish line celebration. More crowds. Not just crowds but thick crowds moving among the cars, smiles everywhere and genuine interest in our past few days and the running of the Pan Pacific 2000.

The Pan Pacific 2000 race celebrations saw a surprising collection of pre-war race cars and post war sports cars, a few exotic cars and one new Shelby series I. All participants were mindful of the historic nature of the event and each was basically thrilled at the opportunity to be part of this long weekend activity. The cars entered in the Pan Pacific 2000 included owners/drivers and crew from a large variety of home cities. The event attracted those proud to be the current maintainer of a historic vehicle, those with a romantic nature, those with a thrill of being part of the occasion and those wanting to drive in the tracks of others made so long ago.

The Visalia Motorsports weekend followed the Pan Pacific Race 2000 and included car shows, race exhibitions and a large collection of show cars,

both domestic and foreign. The weekend attracted a number of Morgans in addition to those that participated in the race. These included: Larry Ayers/Donna Dell'aria, 1930 Morgan Super Aero, 3-wheeler (race). Norm Balzer, 1959 Morgan plus 4 (show). J. Dale & Karen Barry, 1934 Morgan Sports Racer, 3-wheeler (race). John & Cynthia Benton, 1946 Morgan F-Super, 3-wheeler (race). Gary Byrd/Paul Tullis, 1925 Vauxhall 30-

#### **Le Mans, interested in attending the 2001 race?**

Hi to you all... And now for something different. Never mind your rotating giggling pins, snake oil cooled blocks, oversized/under inflated pneumatics and other technical bits, how about a bit of fun. For the last 2 years, I have been pleased to organize the trip to the Le Mans 24hr race in June for like minded Morgan enthusiasts.

This year we had 40 cars leave the UK with 4 others joining from other bits of Europe. In fact Keith Elliott made the trip from Graz in Austria. I have been persuaded to do it all again for next year and have made a 40 car reservation on the Portsmouth/ Le Havre ferry for Wednesday 13th June, returning on Monday 18th June. Camping will DJones@ronseal.co.uk

**Tony McLaughlin's Morgan registry:** In response to several questions about the international aspect of the Morgan Registry, I ran the numbers on the listings currently in the Registry by country: They are: 503 – USA, 154 – Holland, 146 -- United Kingdom, 57 – Canada, 42 – Australia, 16 – Sweden, 15 – Germany, 13 -- Norway, 13 -- New Zealand, 8 – Belgium, 8 -- South Africa, 6 – France, 6 – Italy, 5 – Austria, 4 – Finland, 3 – Denmark, 3 – Japan, 3 – Switzerland, 2 –

**Aroma Therapy:** Hi Guys. Seems Rolls Royce have a problem! New ones at least, Apparently the ever changing regs on fire resistant materials used in auto construction have taken their toll on ....er....um..... That unmistakable aroma that exudes from the finest English automobiles, seemingly it has been compromised to such an extent that a U.K. company has marketed a perfume that can be utilized "in car" to bring back that traditional smell

98 (race). Joe Dickerson, 1951 Morgan 4/4 (show). Dennis Glavis/Toby Tuttle, 1953 Morgan plus 4 (race). Sam & Marie Logan, 1960 Morgan plus 4 (race). George & Kathy Tollworthy, 1934 Morgan Super Sports, 3-wheeler (race). Bart Weaver, 1960 Morgan plus 4 (show).

J. Dale Barry, +4 Club

be in the legendary cowsheds on the Expo campsite and I organize all the race tickets etc. at preferential rates. The cost of the whole trip comes in at about £450 for a car and 2 people. Add 10% for next year and you won't be far out. If anyone would like an itinerary let me have a mailing address.

Charles Morgan tells me that the factory are thinking about a return to Le Mans in 2002 with an Aero 8 team, 40 years since their last victory there. They would of course have to drive their cars there, unlike the cosseted Porsches in the GTO class. Any one interested, get in touch while space is still available. Dallas Jones

Luxembourg, 9 – Other, 35 – Unknown.

This is quite a broad spectrum of enthusiasts! If anyone happens to go to a country, they may contact a Morgan owner via email and perhaps drop in for a visit. Isn't this what owning a Morgan is all about? If you are not listed on the registry, why not? Tony

<http://www.gcnd.net/morganville>  
[ldmcjr@zebra.net](mailto:ldmcjr@zebra.net)

that we all know and value so much in our enclosed carriages of distinction! Strange subject I know ... Blame J. Dale Barry for typing... *"Ah, the wind in the face, the sound of a thumping V-twin, the smell of gas and oil and the waves and smiles of those about us. Makes it all worthwhile".*

Even as open topped sports cars it would appear that Mogs could have related and special smells.

So what would "*Ode D'Mog*" smell like, and would the smell require variation across the model range? Could even be that the MING of Mog (ming... Scottish word for less than pleasant smell is minging!) could indeed be more personal, depending on state of repair and year built -- I'm trying to avoid the obvious rotting wood, wet carpets and forgotten sandwiches stuffed in damp corners. Trying to lift my thoughts!

I know what the catalysts on later models can smell like..... So will avoid "discussion". However the Trikes seem like winners for possible maximum pleasant and potent pong potential, especially if they are running Castrol "R" for lubricant. AHH! yes, definitely. Don't know what Castrol "R" is (UK only I guess?) your education is severely lacking... It was a vegetable based oil I believe, that was perfected for racing engines, and the aroma for me, has no substitute for bringing back happy memories of early race meetings. I remember also that folk used to put a teaspoonful of it in their petrol tanks to emulate the smell of the racetrack in their road car/bike. It was also rather expensive, wonder if it is available today? And NO, it did not smell like Dino's fish and chip takeaway! It did make rather a mess should your hard-pressed engine ... ER... leak oil. Most unusual!!

Cars do have recognizable smells ... Don't they? I'm pretty sure, of the various "ladies" that graced my little garage over time, some had a most easily recognized aroma of their own and I'm confident that I could still identify some of them by smell alone.

Mossy and Lorne apparently rate smell highly, as they both recently related to the wonders of Mog driving in the country and enjoying the aroma of

**Morgans, the shape of things to stay:** Hi chaps and chapesses, You may be interested to know that the European Trade Marks Registry has granted legal protection to the shape of the Morgan Sports Car. This means that no other manufacturer or replica company can copy the Morgan shape without facing court action. I believe that this is the only car shape that has been accepted and is due to the longevity of its basic

trees as diverse as the Gum and Pine, Lenn...Well his is just bound to smell of polish of all kinds (congrats on yet another win Lenn). Achim... Just got to be burning rubber with a hint of Ferodo brake dust, I guess... Toad... No doubt "beaver" away, quite the usual thing for a Canadian? He is surrounded by the smell of wood shavings new oil grease and fresh paint, just longing to convert the aroma of construction to that of a living fire breathing Morgan. No doubt as you read Toad is searching out a hidden cash of Castrol "R" saved for the first flight of the beetle back. Roger with his new leather mixed with a smidge of coolant and of course others who I am far to polite to mention, no doubt ponging of boiling antifreeze and real hot metal. Perhaps blindfold car park/ garage Mogpong identity games could be in danger of displace the reign of the "feely bag" on wet winter evening noggins...

Room for a little snobbery perhaps? I detect a 98-99 +8 the mixture is not quite right, stepper motor perhaps with a hint of catalyst... Hmm not such a good year?.. Perhaps I could suggest another vintage... Now a charming little 67 4/4 or a cheeky little 32 SuperSport... No, My preference is for an 84ish +8 with that distinguished fuel burnt with power as a criteria and do I detect a whiff of Kevlar in the brake system? Hmm, the minuscule measure of compromise just makes that vintage my particular favourite. So perhaps a Morgan driver has heightened senses in the nasal area...

ME.....I live west of a pig farm.... More taste than smell... Just love those prevalent westerly winds!! Moral? Be careful where you stick your nose! Seems Carsonova is into aroma! Cheers, George Dow.

design dating back to the 30's. Even the Aero 8 retains the relationship between the swept back S - wings, the grille and the bonnet (hood). It joins the illustrious company of Coca Cola with its bottle shape, the three-sided Haig Dimple whisky bottle and the Baby Bio plant food bottle. It stops the Morgan becoming another Cobra, E Type or MG TF. There really is no substitute for a Mog.  
Dallas Jones



**With regards to the Aero 8:** We are still in negotiations with Charles Morgan about the frontal aspect of the car and live in hope. I ordered the car last December without the benefit of having seen any pictures.

The car at Goodwood was a prototype hack that had done 24hrs at full throttle around Nardo during hot weather testing. This is one reason it looks so ragged (rear boot lid falling apart etc). The production cars will have aluminum wings with much better finish quality; the prototypes and the Geneva Show car were done in glass fibre.

If Morgan currently makes around 600 cars a year, I should have my new one very soon indeed. But as it is, I was quoted a delivery date of December 2001 a month ago. Considering that commencement of production for the Aero 8 officially has been pushed back to the end of October from July, and knowing how glacial the pace at the factory can be, I would be surprised if my car arrives much before August 2002. I think your 470 cars actually refers to the total order book for the Aero 8, which of course is fantastic for the Company. The plans are to ultimately build 200 Aero 8s a year, but the factory wants to start slowly to avoid costly mistakes.

In terms of performance, acceleration will be a

**ATTENTION TR-2, 3, 4 owners and racers.** I just had a car towed to my shop with a failed oil pump gear. The oil pump gears that have been supplied by TRF and by Moss USA appear to be made by the same people. The 4 lobed inner gear rotor is pinned to the shaft that drives it with a steel pin that appears the same as the originals that were produced by Holbourn Eaton (I believe). On the pump that we inspected today, the pin had worked its way out of the rotor until it jammed against the outer rotor, seizing the pump and shearing the drive shaft that comes down from the distributor drive gear. This gear had been in service for 9,000 miles over a period of 3 years. There were no signs of anything that could have possibly caused this failure. The pin appears to have

marginal improvement on a well-fettled 4.6. Top speed, road holding and ride comfort are on an altogether different plane, if Rob Well's one-off space-frame chassis (on ROB8R, it's for sale at Libramotive) is any indication. The aluminum chassis is a work of art. Pity the front end of the body isn't... Achim (No. 37 on the Aero 8 waiting list)

Achim, The number of 470 orders definitely is for Aero 8s only. Admittedly, between these are quite a few "converted" orders, from ordinary +8s and perhaps even 4/4s. This does mean anyway that the MMC has no need to RAISE production by 200 cars a year, as many of the hours usually spent on producing the +8s can now be devoted to building Aero 8s. These reputedly take less time to construct.

That would also explain the raise in production to 600 cars a year. If you really are #37 on the Aero 8 list, I'd expect earlier delivery than December 2001, even if production doesn't commence until October this year. Hopefully they will get it going before too long. Otherwise some customers [who are not used to Morgan waiting lists] may get impatient. Of course, it is important to avoid costly mistakes, as you say. Hermen Pol

worked itself loose on its own. (Unfortunately, the owner didn't shut the engine down in time even though he heard "knocking" noises and he drove the engine until it spun the rod bearings and seized). According to Moss the warrantee on the oil pump gears is "one year, unlimited mileage". As these are the only pump gears available at this time, so far as I know, I am very concerned as it could be a major problem. As of yet, I don't know how big. I am going to check all of the gears I have in stock and try to press the pin out. I don't know how tight a press it should be. I will compare it to some original but worn out gears that I still have around. Regards, Greg Solow, The Engine Room, Santa Cruz, Ca.

**The final word:** The love of my life (the one who tells me that I was lucky to have met her; but really smart to have married her) requested I forward her daffynition of the sexes:

**WOMEN:**

Women are honest, loyal, and forgiving.

They are smart.

They know how to use their softer side to make a point.

Women want to be the best for their family, their friends, and themselves.

They are strong when they think there is no strength left.

A woman can make a romantic evening unforgettable.

They drive, fly, walk, run or e-mail you to show how much they care about you.

The heart of a woman is what makes the world spin!

Women bring joy and hope.

**MEN:**

Men are good at lifting heavy stuff and fixing shit.

Lenn Nelsen, San Antonio, Texas (Joining the androgynous society)

## Autumn MOG Event.

For those of you who are looking for a nice fall event, not too far away, and want a change from Stowe, some of us (from GOMOG) will be attending the Autumn Mog, at the Friar Tuck resort - Catskill, New York. October 13th to 15th. There is a website for an overview of this gorgeous place complete with pictures which may help you to make a decision! Go to [WWW.friartuck.com](http://WWW.friartuck.com) for a peek. The program sounds exciting, with the chance to attend some or all of the following with fellow Morgan owners:

- It is a three day, two night event with Friday evening reception, Saturday awards banquet and full breakfast buffets.
- Full access to an Olympic size indoor pool, fitness centre and enormous jacuzzi, plus tennis, bocce, and nightly entertainment.
- John Jennings is setting up a Concours for Saturday morning with popular ballot to determine winners.
- Jim Nichol will host the touring section on Saturday afternoon through the Catskill Mountains.
- Saturday night there is a reception followed by an awards banquet, including both silent and noisy auctions! Scott Willoughby will be the auctioneer. Bring along any Morgan related items for this which you wish to contribute. (Call Joe DeLuca at [973] 598-0697 if you plan to bring something.)
- Fred Cohen will be organizing the Gymkhana on Sunday morning with additional prizes to be won.

The 3/4 Morgan Group are organizing this event and promise us a spectacular time. The venue is about 50km south of Albany, so it can be done in one day if you don't stop too often!

Call Edward Burman, Interclub Events co-ordinator for more information.

Edward L. Burman (1969 Morgan 4/4 four seater - Chassis B1830, Engine: 681-F60150A.)

PO Box 268, Carp, Ontario. K0A 1L0 Canada.

Email: [elburman@cyberus.ca](mailto:elburman@cyberus.ca)

Phone: [613] 839-3041

The first car that I ever sat in may have been an MG. However, I can say with complete confidence that the first car I ever saw was an MG, a M.G.T.A. back in 1938 when my father took me to the Abingdon works on a British August Bank Holiday, when the factory was open for the families of the employees to enjoy their annual summer party. My father, not to mention a few other relatives all worked either for MG or the Morris Motors Group, which in 1938 was the only game in town if you lived in or around the University City of Oxford. I have a black and white snap shot of a very small boy...me...beside a very big M.G.T.A. I have a vague memory of sitting in such a car but as my psychiatrist points out every time we discuss my obsession phobias, it could all be in the mind! Hence my reluctance to claim any early physical relationship with the car, that came a few years later when I was doing my national service in the RAF.

Not to put too fine a point on it our pay was not exactly top draw. In fact compared with my North American colleagues who were also based at various air stations throughout Britain in the decade directly after the second world war, we were defiantly the poor relations. In order to supplement my income from the Royal Pay Master, I would join the ranks of the temporary/permanent, casual labor, ferry crew who's job it was to drive the new MGTDs from Oxford to Southampton, the international port of departure for America. At that time the motto throughout war torn Britain was "Export or Die" and the MG company was certainly in the forefront of the export activity.

They did not wish to use trained personnel to drive these export cars to Southampton, a distance of about eighty miles so this casual, no questions asked providing you had a valid driving license policy was adopted every time there was a deadline to meet in terms of filling up the empty space on a transatlantic freighter.

Because I could get a weekend pass on a semi regular basis and I still had a few relatives scattered around the Morris empire, I became a semi-regular member of the temporary/casual ferry crew who were given ten bob, (two bucks in 1950 exchange rates), to cover expenses and sent off with just enough petroleum (Sorry gas), to get them to the Southampton docks. (Petroleum was severely rationed at this time and every drop had to be accounted for).

The money was to enable us to buy a railway ticket back to Oxford Central where a coach was waiting to take us back to Abingdon for another delivery trip. On average you could do two a day and make about eight dollars at the current exchange rate. If you tucked the transport (Dealer) plates under your arm and stood at the roadside you would usually get a lift back to some spot near Oxford by a friendly truck driver. This enabled you to pocket the ten bob and thereby assist your economic status by about 60%.

You will recall that we were only given enough gas to get us to our destination, further more we were told that we must not exceed a speed of 40 miles an hour in order that the engines were not put under any undue stress before they reached their new owners.

With a limited amount of fuel and a speed limit that matched that requirement we had to watch how fast we went. At the same time we could not crawl along and put excess strain on the engine so the transport exercise did take more than a touch of driving skill coupled with the ability to judge how much gas could be saved for the fifteen mile "open" strip that was located about half way between the point of

destination and the point of departure. It was a three lane suicide section of the highway that had been built sometime between the wars when people thought that if you gave the motorist a central lane to overtake they would take turns in utilizing this feature. In reality what happened was that everyone traveling from the left or the right simply used the center lane as the fast track and usually managed to hit each other in the process.

However, if you were displaying Export Transport plates you were usually given a wide berth as the penalty for hitting one of Britain's "Export Gems" was severe. We traveled in packs of either three or four cars for economy reasons, I.e. If we broke down, ran out of gas, or hit something there was ready made transport to the nearest phone. We seldom broke down, sometimes ran out of gas and it had been recorded that we, through not fault of our own, had been hit by another motorist!

Let me set the picture in vivid color. Three or four young virile Brits in charge of a sports car that was not theirs.. on an open highway.. for fifteen miles.

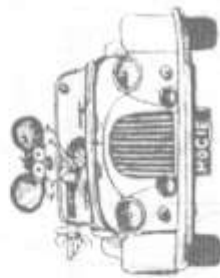
The guy in front who had been giving you all the B/S about his driving ability coupled with the guy behind who had told everyone at least three times that there was nothing on the road that could show him a clean set of tail lamps! What else could you do but set an example of modest achievement by beating the "you know what", out of them as soon as you hit the open road. In consequence the very new engine, not to mention the gearbox and all the other supporting equipment got a good test in their first hundred miles of use. The vast majority survived to bring joy and happiness to their American owners for many years.

Others spent time in and out of their American dealers service departments with strange problems that none could analyse, while a very small minority broke down well within the warranty period to be replaced by Austin Healeys that had been raced at such higher speeds on their way to the docks.

If you were one of those people who purchased a MGTD between 1931/53 and then found that it turned out to be a fantastic car in terms of speed and overall performance, you could well own me a couple of large drinks. Remember, I may have been the delivery guy who introduced your car to the world of competitive speed on the fifteen mile highway between its birthplace and your New World!

If you are now too old to drink just send the cash it will be put to good use.

Geoff Wheatley 4327 Indianfield Road Clinton N.Y. 13323.



Ed Driver, MSCCC  
member from Saskatoon  
sent in this photo of  
himself.



“..... and the WINNER IS .....”



First place run at MOG 30, in the 4 seater class was awarded to Vern Dale-Johnson at 58.6 sec. Vern is President of Canada's MSCCC.

John H. Sheally II photo courtesy of the GoMoG website.





## AUTUMN MOG XXII

Friar Tuck Resort - Catskill, NY  
October 13<sup>th</sup> - 15<sup>th</sup>, 2000

Alrighty then, let me tell you a little about the famous Friar Tuck Resort. For starters, it's located on the Hudson River in the beautiful Catskill Mountains, just off the NY Thruway, and about even with the Connecticut-Massachusetts borderline. This means it will be readily accessible from those places where most of you reside.

The Tuck has rambling, well-groomed grounds and luxurious accommodations. The rooms are clean, modern and spacious. We are the primary guests and have the best rooms in the house. Our package includes a three-day, two-night stay, Friday welcome reception, Saturday awards banquet, plus full breakfast buffets. Also, if so inclined we have full access to the indoor pool, fitness center and enormous jacuzzi. (not to mention tennis and bocce if the weather is unseasonably warm). We also are entitled to enjoy the nightly entertainment - i.e. the floor-show in the Monk's Lounge.

If you can access the web, look for a sneak preview at [www.friartuck.com](http://www.friartuck.com). Members who have stayed there on previous occasions say it will be ideal for our Autumn Mog 2000 and the cost will be lower than last year's event in response to popular demand.

Festivities will begin with a Welcome Reception on Friday night as Moggers trickle in from their journeys with tales to tell, no doubt. Look for Debbie Perman who is acquiring some new shirts and such for our regalia booth, plus so... new surprises.

John Jennings will be setting up the Concours on Saturday morning at the lovely lawn near the duck pond. Once again a popular ballot will determine the class winners.

Jim Nichol will host the touring section on Saturday afternoon through the splendid fall foliage of the Catskills Mountains. His expertise in this area and reputation for clean well-checked-out events promises some genuine fun for all.

On Saturday night a reception will precede the Awards Banquet and during the banquet we will conduct both our traditional silent and noisy auctions. Scott Willoughby has consented to be our auctioneer again this year and that's something to really look forward to. Reminder: we are soliciting your Morgan-related items for this year's auction. I know it will be hard to match the generous donations we had last year, but we have to try. Please contact Joe DeLuca at 973-598-0697 if you have something to contribute.

On Sunday morning after breakfast, Fred Cohen will be conducting the gymkhana in the parking area next to the duck pond, followed by awards for that event - a fitting end to a fun-filled weekend.

A lot of Morgan 3/4 Group members have put forth a great effort to make this event a big, friendly success. We hope you will be able to join us for a wonderful getaway weekend.

Joe DeLuca  
Autumn Mog XXII Director



Mail to: Dean Meyer  
233 Mountain Road  
Ridgefield, CT 06827

THANK YOU!!

## MORGAN 3/4 GROUP

## AUTUMN MOG XXII

AT THE FRIAR TUCK RESORT, CATSKILL, NY - OCTOBER 13-15, 2000

NAME(S) \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

HOTEL \_\_\_\_\_

Friar Tuck \_\_\_\_\_

OTHER HOTEL \_\_\_\_\_

(Other? Order banquet tickets via this registration form)

This registration form is for event activities only - not rooms. **Make your hotel reservations directly with the FRIAR TUCK RESORT at 800-832-7600 - Please Reserve Early!**

Hotel package includes a 2-night stay, Friday reception (hot & cold snacks), Saturday banquet, full breakfasts both days, nightly entertainment and full use of the indoor pool, jacuzzi and all sports, fitness and recreational facilities.

Double occupancy: \$153 per person, plus tax (8%) and service charge (15%)

Single occupancy: \$235 per person, plus tax (8%) and service charge (15%)

The Friar Tuck Package includes two banquet tickets (double occupancy). Additional tickets for extra guests, children and people not staying at The Friar Tuck must be ordered separately via this registration.

### EVENT REGISTRATION

PLEASE CIRCLE ALL THAT APPLY FOR EACH CAR:



#### CAR 1

Trike 4/4 Plus-4 Plus-8 Drophead Roadster 4-place Competition  
YEAR \_\_\_\_\_ COLOR \_\_\_\_\_ STATE \_\_\_\_\_ LICENSE# \_\_\_\_\_ SERIAL# \_\_\_\_\_

#### CAR 2

Trike 4/4 Plus-4 Plus-8 Drophead Roadster 4-place Competition  
YEAR \_\_\_\_\_ COLOR \_\_\_\_\_ STATE \_\_\_\_\_ LICENSE# \_\_\_\_\_ SERIAL# \_\_\_\_\_

#### MORE

Write them in on the on back →

NUMBER IN YOUR PARTY: ADULTS \_\_\_\_\_ CHILDREN \_\_\_\_\_

Up to two people - one car \$35 each \$ \_\_\_\_\_

Additional adult \$15 each \$ \_\_\_\_\_

Additional car \$15 each \$ \_\_\_\_\_

Add'l Banquet Tickets (adults) \$49 each \$ \_\_\_\_\_  
(includes tax and service charges)

Add'l Banquet Tickets (kids under 12) \$24.50 each \$ \_\_\_\_\_  
(includes tax and service charges)

Grand Total \$ \_\_\_\_\_

(Make checks payable to "Morgan 3/4 Group")

## Thoughts for collector car driving safety

by Bob Howard

Our British steeds of the '50s through the '80s are our pride and joy. Although everyone wants to look at them carefully at our Gatherings, few drivers seem to be looking carefully when we are out on the road. Why? We don't know. We can say for certain that many others seem to drive as if we weren't there. Perhaps it's because of our cars' diminutive size, the tail lamps being very low by current standards, the headlamps being very close together on some models, the narrow track of some, or the sleek, streamlined look of others. Whatever the reason, we have all suffered moments of anxiety as a result.

Here are some ideas for greater visibility and general safety on the road. Be careful out there!

1. Check all lights frequently for proper operation.
2. Install a third brake light. New LED technology makes them smaller yet brighter than the ones of a few years ago. You might glue magnetic sign material to the lamp's mounting bracket and stick it to the rear of the car somewhere, as on the top of the TD fuel tank, top of Midget, MGA and MGB boot lids, or at the roofline of the GT. One suggested light is J. C. Whitney #12NR7650A, \$9.95, which has two bulbs and does not require a logic circuit for those of you who are fortunate enough to have turn signals.
3. Install brighter bulbs in tail lamps. These will draw more electricity, which is not a concern with brake lights. If you drive much at night, or drive with headlamps on during the day, watch the ammeter for effects of brighter bulbs. You might want to adjust the voltage regulator to increase the flow to the battery. It's not as hard as the manual makes it seem, and you won't void the car manufacturer's warranty. Take a bulb into your local parts store to see what they can do for you. Some halogen bulbs are available (much brighter for the same electrical draw). Check for clearance within the fixture — these halogens burn much hotter and might affect plastic lens material.
4. Consider turn signals if your car wasn't fitted with them. The law doesn't require them, but most people don't see your signal hand. Some MG drivers put a white or orange glove on the signal hand.
5. Make stick-on reflectors from magnetic sign material and reflective tape. Slap these onto the vertical surfaces after dark. They are surprisingly visible in the headlamp glow of fast-approaching cars.
6. Consider an under-car fluorescent light at the rear. While they might seem like a California hopping-car item, when hung under the rear of the car so that only the violet/purple glow of light shows, these are said to be visible long before our little cars come into view. About \$25 at J. C. Whitney or your friendly local hot rod and biker shops.
7. Keep your tire pressures correct for the modern

tires you're using. The handbook's pressures for the older cars tend to be low for rider comfort. TDs with the suggested 18psi have the grip of a pig on ice. Bs with the normal pressure squeal tires when backing out of the driveway. Most drivers switch to radial tires eventually. They are indescribably better than the old Dunlop bias ply rubber that was fitted to so many for so long.

8. MG wipers are a synonym for useless. Keep RainX on the outside of your glass. Some say that a couple of drops of liquid dishwashing detergent placed on a dry cloth and polished onto the inside glass will reduce fogging. If your car doesn't have defrosters fitted, this may be a help to you.

9. Check that brakes are working equally on all wheels — and working, period. Rear brakes that don't work at all are not obvious, since the fronts do most of the stopping anyway. If the brake cylinders both leak, or if both axle seals are seeping, the handbrake pulls up to the right place just fine. Alas, the brakes don't stop the rear wheels, and on the usual gentle stop you will never know!

10. Change brake fluid every 24-36 months. It absorbs water from the atmosphere which then rusts/corrodes the works. Some use silicone (DOT 5) fluid for its moisture resistance. Remember that DOT 3 and DOT 4 are ruinous if spilled on your paint and cause unimaginable pain if splashed in your eyes.

11. Drive defensively. A slight feeling of paranoia can be good.

These are thoughts and ideas submitted by club members and friends. We can't vouch for their effectiveness, so neither the club nor any of its members assume any liability.

### BRITISH MARQUE CAR CLUB NEWS

# 17<sup>th</sup> ANNUAL BRITISH CAR DAY

Sunday, September 17<sup>th</sup>, 2000

Presented by: The Toronto Triumph Club

Bronte Creek Provincial Park, Oakville, Ontario

Exit the QEW at Burloak Drive and follow the signs.

Gates open at 10:00 AM. Voting ends at 2:00 PM.

Rain or Shine - *These are British Cars!*

More than 1000 cars in 1999, come out and help us reach 1100!

Awards: Participants Choice Voting, Door Prizes

Enlarged Swap Meet and British Car Parts vendors area

More than 50 vendors present in 1999

Bring a picnic lunch or buy your food there.

Please help the "British Sportscar Club" in their support of  
Operation Santa Claus by bringing along an unwrapped toy

For more information: Call or write

TTC Infoline at 416-410-4TTC

The TTC P.O. Box 39,

<http://www.interlog.com/~triumph/home.htm>.

Don Mills, On. M3C 2R6

In 2000 Bronte Creek Provincial Park is allowing camping on Saturday September 16<sup>th</sup>. Also on the 16<sup>th</sup> a drive is being planned followed by a get-together/barbeque at the Walker's, in nearby Burlington. More details on the TTC hotline just prior to the event or the TTC webpage.

## Time-travelling at a United Nations of sports cars

Impeccable vintage cars take over Glendon College for one magical day

### Woman at the Wheel

KRYSZYNA LAGOWSKI

Imagine a pristine, grassy field lined with fabulous old sports cars, from sleek little MGs, Austin Healeys and Alfa Romeos, to curvaceous Jaguar E-Types, Austin Minis and even a Citroën Ami 6.

You're not in sports car Valhalla. You're at the MG Club of Toronto's Foreign Car Invitational held recently at Glendon College. And there I was, assigned to pick just three of the best — a nasty piece of business.

Although every weather forecaster in the city had predicted rain, the heavens poured only sunshine on the congregation of shiny hoods and gleaming chrome.

A total of 120 vintage vehicles gathered of every conceivable colour — rich strawberry red, Wedgwood blue, canary yellow, snowy white and, of course, classic British racing green.

Fortunately, I was not alone in my arduous task. The MG Club had also asked Global TV personality Bob McAdorey (who pulled up in his green convertible Jaguar E-Type) and actor Don Francks to help in the judging.

It was a virtual United Nations of sports cars, as the MG Club had extended invitations to a host of foreign car clubs, into accessory stores and even set up a Web site.

"We started planning this event back in December, 1998," said Jon Rosenthal, the event's organizer and proud owner of a lovely white 1970 MGB.

The club had held "autojumbles" (a

British expression for flea market) in the past with great success, but the time had come to try something different. Rosenthal realized there were many car cruises, rallies and so on around the GTA, but no car shows of international vintage sports cars.

After some shopping around, a venue was found at Glendon College — a perfect spot, with its charming old buildings, well-tended grassy fields and gracious — ities. Organization was lickety-split with Rosenthal running the show. I noticed a number of MG Club members strolling the field with walkie-talkies, keeping an eye on things.

A deejay played Steppenwolf, Motown and Petula Clark odes. I wasn't sure which movie I was in — American Graffiti, Easy Rider or A Hard Day's Night!

A couple of RCMP officers in dress uniform added yet another splash of colour to the day. Officer Steve Mason chuckled when I asked if he was checking for illegal substances. "Nope," he replied, "I'm here for the cars, especially the Jaguars."

There were door prizes drawn every hour or so, with prizes awarded from the many sponsors such as Meguiar's car care products, Castrol, Car Buffs and others.

And the cars! To be eligible, the speedsters had to be 20 years old or more, and there were some I'd never seen in person — a Triumph Mayflower, Datsun 2000, 1950 Daimler, Magnette and even a Mini 16-wheeler.

Each car had been painstakingly

PH: Please see Owners, G25



RED HOT: Two of Canada's finest admire MG Club of Toronto member Dino Zappi's 1960 MGA at the Foreign Car Invitational held recently at Glendon College.

## Owners share stories

PH: Continued from G25

prepared for the event. The love and care that had been lavished on polishing fenders, buffing chrome and fine-tuning engines was reflected in the stories the owners shared with me.

Jim Webb, with his '76 MG, chronicled the restoration of his baby over the past couple of years with framed photographs. He told me how he'd bought a '68 MG at age 17 and driven it everywhere — even on his honeymoon.

Marriage and family made a sports car impractical for many years, but finally Webb tracked down the perfect candidate for restoration in B.C., had it shipped across Canada and fixed it up himself.

The result was the spitting image of the car he had so many years ago, right down to the original "mineral blue" and butterscotch interior.

I thought Webb's story was so sweet that I awarded him third prize.

When you're a judge, you can go by whatever criteria you want. In fact, we judges had been told to choose the cars we'd most like to take home.

I asked if I could also decide which owner I'd most like to take home.

That got me nifty looks from a few people with no sense of humour.

My pick for first prize was an immaculate 1965 MG white and red coupe. It even sported an original spare tire, and lug nuts with the "MG" logo. Now that's detail.

For second prize, I chose a 1940s candy-apple red MGA owned by one of the event organizers, Dino Zappi. The sexy, good-looking lines of this little number really stood out.

My own personal prize for too-darn-cute went to a '62 Fiat Autobianchi Cabriolet, which resembled a convertible Austin Mini. Owner Paolo Carigiolo assured me this model is extremely rare and had never been sold in North America.

"When I was a kid in Italy, my cousin had one," he recalled wistfully. "We used to drive with me and my brother along the beach."

There were a few adorable Austin Minis, which I have a soft spot for. I remember wanting to cuddle them when I was a kid in the '60s. My fave was a white wordie wagon.

And of course, there were a number of Jaguar E-Types — my favourite car of all time. There was even a bright red 1968 convertible, which won for best British car, non-MG. And I wasn't even the judge in that category.

Another winner was the Heart and Stroke Foundation, who received a generous portion of the proceeds from the event.

It was hard to remember when I'd seen so many extraordinary cars together in one place, or met so many delightful people. Perhaps Rosenthal summed it up best when he said, "These wonderful old cars attract a certain crowd. You just know — rain or shine — it's going to be a memorable event."

Krystyna Lagowski is a Toronto freelance writer.

### Cartoon





# Coast to Coast tour . . .

July 4 to July 11  
by Norm Helmkey

When we arrived on Vancouver Island near midnight on July 3, from Port Angeles, Washington, the odometer had turned over 4,015 miles since we left home. Now it was just five more days until we began the long trek across Canada to Newfoundland, but there were lots of things that had to be taken care of before the tour began.

This was our third trip to Vancouver Island, but the first time we had any extra time available to drive around to see the wonderful sights on this "little bit of ah'right" as it was described by an Englishman we met in Victoria. The first night we legally camped was up in the Saanich Peninsula at Sydney. The natives were really friendly and, of course, our Ultra Van with the "Smilie" face, was always the lead into the conversation. We soon saw many other Coast to Coast participants and among those in the know, the popular term has become "Coasters."

On July 5, we checked into the Fort Victoria Campground right in Victoria and the first night met many of the other "Coasters," including Frank, Diana and Kim Unrau, our tour director. It is pretty difficult to put into words how everyone feels about the unbelievable amount of work that these folk have done over the last three years or so to so thoroughly organize this tour. The detail is awesome. One look at the 174 page tour book, which includes over 25 pages of colour photos of the tour cars, and you realize this is a labour of love.

Everyone, well at least the men, began asking around as to where we could dip our wheels in the Pacific and, of course, everyone wanted pictures at Mile "0" of the Trans-Canada Highway which officially begins in Beacon Hill Park at the south end of Victoria. Not everyone on the island agrees where Mile "0" should begin. There are those that will argue the highway should begin at the 49<sup>th</sup> parallel as you run up Highway 1 toward Nainimo.

At Fort Victoria that first evening, we sat around on our folding camp chairs and told all kinds of tales of previous tours and the trip out to the west. Several had a bit of mechanical difficulty on the way out, but nothing enough to cause a drop-out. One couple visited Las Vegas and renewed their marriage vows (no comment). At least one person celebrated a birthday on July 5, so we all sang him a Happy Birthday.

I could tell from the conversation the next morning that many of us were beginning to get fidgety

and wished the tour would begin tomorrow, but the official start was still two days away. Some took off to do more sight-seeing around the island. When we reached the ferry dock for the trip to Tsawwassen I was really surprised to see we had driven 390 miles in a bit over five days around Vancouver Island.

## Coast to Coast tour . . .

(continued from page 4)

catered meal on Friday evening and on Saturday (July 8), breakfast was at the fairground and registration continued, through the afternoon.

The tour "goody" bag was one of the best ever which included the usual items plus a "T" shirt from TD bank and a superb windbreaker with embroidered Coast to Coast crest on the back. These jackets were donated by the Zehr Agency and Zurich Insurance.

Nearly everyone was at the "Driver's" meeting on Saturday afternoon where Frank Unrau laid out all the rules and a local police officer spoke about safe driving, especially when pulling a trailer, as many on the tour are doing.

The "kick-off" banquet was Saturday evening and again the committee outdid themselves. National anthems for New Zealand, the USA and Canada (these are the countries represented by those on the tour) opened the ceremonies and a letter from Prime Minister Cretien wished us all a great trip across Canada. Following the banquet, we were entertained by a professional musician and comedian.

Sunday morning, July 9 was at hand and we all were supposed to be sure to be on the 8 a.m. ferry from Swartz Bay to Tsawwassen, but many (including yours truly) who slept little that night were itching to go, so we decided to try for the 7 a.m. ferry and beat the rush.

On leaving the ferry, we headed to Jim Ratsoy's place in Richmond to see his collection of over 60 cars which include a pair of early Franklins (1909 and 1913) and many true classics. Jim had coffee and doughnuts ready for those on the tour. An unusual display at Jim's place was a whole wall of all different kinds of broadcast microphones, several "juke" boxes and pin ball machines. One of the hits with the ladies was a cute little BMW Isetta with a front opening door, all done up in a bright yellow.

Old Autos —

Monday, August 7, 2000

Registration began on Friday, July 7 at the Saanich Fairground which is a good distance from the campsite and it was really surprising to see so many there on the first day. As each vehicle arrived a picture was taken and later the picture was inserted in a custom-made wood plaque so every participant would have a very personal memento of the tour. There was an outstanding (continued on page 5)

## Coast to Coast 2000 SERIES

*This trip, which is almost over now, will be run in the next several issues as a series. Next issue will include getting there and the second week of fun. Others on the trip have also expressed interest in sending in their observations later on. —MM*



The Helmkeys dipping the Ultra Van wheels at Esquimalt.

Next, we headed south to Surrey and the Earl Tucker home where Earl has a museum and unique old vehicle collection. The logistics of parking over a hundred vehicles (most towing trailers) in a residential neighbourhood was neatly handled by involving the neighbours to direct the parking according to vehicle size. Earl's museum and workshop has a bit of everything, old signs, tour plaques, hood ornaments, a huge library of service and owner manuals,

two toy trains, complete with interlocking layout, an early soft drink bottle collection that takes up a whole wall in the mezzanine and a fantastic doll collection. Out in Earl's back yard there was a glass "farm" where he has dozens of old windshields stored in rows like they are growing out of the ground.

Earl has competed in a couple of "Great Races" and I remember when he came into Belleville with the 1934 McLaughlin Buick during the Ottawa to Mexico City race. Doug and Jean Lister who are on this tour were also on the same Great Race with their Durant.

Box lunches were served at Earl's place and it has been a full opening day, but we are not done yet, we left Earl's and headed to Abbotsford where we were to camp for the night at the University College of the Fraser Valley. The local Abbotsford Area Vintage Car Clubs of Canada held a "Show & Shine" that evening right at the campus, so many of the tour participants entered their cars, and visitors were entertained with an open house in nearly every trailer.

On July 10<sup>th</sup> we head up the Fraser Canyon to see the magnificent scenery and do some serious hill (mountain?) climbing, toward the town of Lytton. Many on the tour enjoyed a barbeque dinner before turning in for the night. We were lucky to have two local "Mounties" in full dress red coats look over the Ultra Van and pose for a picture in front of it. (See a later tour episode for the picture) Marion and I have friends in Salmon Arm so we left the campground and drove up there to our friends home, so we will pick up the tour next time in Revelstoke.





### CAN YOU GUESS WHO'S WHO ON THE COVER?

It's Autumn and time for pumpkins and Oktoberfest, and thanks to Mary Shier, a trip down memory lane. For some of us (new members) recognizing a few faces is a great positive - maybe our eyesight is okay after all!

If you can identify all of the people on this month's cover, you will win a small prize (not to be handed out until the Christmas Party on December 9th).

For those of you who would like a copy, please let me know and we will send you one.

Sylvia Balfour  
Editor

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# Licence renewal change 'overlooks' classic car owners

But ministry official insists new policy ensures fairness

The Ontario government has introduced a policy that makes car and truck owners pay their licence renewal fee for an entire year, regardless of their renewal anniversary date and the month in which they are renewing.

For example if your renewal anniversary date is November and you want to renew your plate in May (the month most classics are taken out of storage), you will be forced to pay the yearly renewal price.

In the past, you would be charged for seven months (May to November). Previously, we had a pay-for-use policy.

This allowed classic-car owners to pay for the use of our highways according to when they used them.

I believe the government has over-

## YourView

looked classic car owners when they introduced this policy.

I hope David Turnbull, Ontario's minister of transportation, will state why this policy was introduced and what he intends to do to rectify the oversight.

LEON PELESSEIO  
President  
Performance Mopar Club  
lpelesse@Mobility.com

Bob Nichols, senior media liaison officer with the Ontario transportation ministry, replies:

The ministry introduced its full-year validation policy on May 15. It applies to all passenger, motorcycle, mopeds and commercial vehicles under 3,000 kg used for personal use.

Vehicle owners must now pay for a full year when renewing licence plates.

Through this change, the ministry

will recover about \$2 million in lost revenue due to vehicle licences being renewed late.

The change ensures fairness, as all vehicle owners are now required to pay for full-year validations, regardless of when their birthdate renewal falls.

Anyone who knows in advance that they will not be using their vehicle for several months during the year may contact the ministry to "detach" their plates (i.e., letting us know when vehicle will not be on the road).

When owners are ready to drive again, they contact the ministry to "reattach" their plates. The reattachment fee is \$10.

The plate validation fee would then be pro-rated from the date of reattachment to the expiry/renewal date.

This option does not require licence plates to be surrendered.

The annual renewal fee for passenger vehicles in southern Ontario is \$74.

For motorcycles, the fee is \$42. For historic vehicles, it is \$18.





JIL MCINTOSH PHOTO

**SOFT TOUCH:** Terry Brown with his apple-pie American 1922 Velie.

## A car built by John Deere's grandson

BY JIL MCINTOSH  
SPECIAL TO THE STAR

In the antique car hobby, there are two types of collectors.

Some choose more common makes, with their relatively easy-to-find parts and repair resources, while others go out on a limb for the rarest cars they can find.

Terry Brown, a physician living in the north end of Whitby, is among the latter. Looking through a sale site on the Internet, he was intrigued by a category marked "Other." It was there that he found his 1922 Velie.

"It said it was a big touring car, but there was no picture," he said. "So I contacted (the owner), and he e-mailed me loads of photos. It looked super, so I called him.

"The car was outside Washington, DC, and the guy was a congressional lobbyist — I figured, now there's an honest fellow — who told me it was his deceased father's car.

The Velie was built between 1909 and 1928 by Willard Lamb Velie, grandson of John Deere. For the first six years it was sold through Deere tractor dealers, and Brown's touring car is one of 206 surviving Velies.

Brown, who came to Canada 30 years ago from the UK, acquired his love of old cars in his university days.

"My first car was a 1929 MG M-type and I paid \$35 for it. That car just wouldn't go. It was on a farm 40 miles away, and it took a day and a half on public transport to get there.

"I went up with bicycle tools to make it go, but it would only run two or three minutes. I'd push it up a hill backwards, let it go and jump in.

"I sold it for \$312 and the game was on."

Many on his long list of cars command huge prices in the collector field.

"I had a '31 BSA, I had Rileys, four ACs, Austins, Fords, Standards, a Lotus," Brown said.

Brown raced cars in his earliest days in Canada.

"I had a 1912 Model T, a Lotus, a Morris Minor convertible. I bought a Morgan, which I still have. And I just bought a 1926 Morris on the Internet."

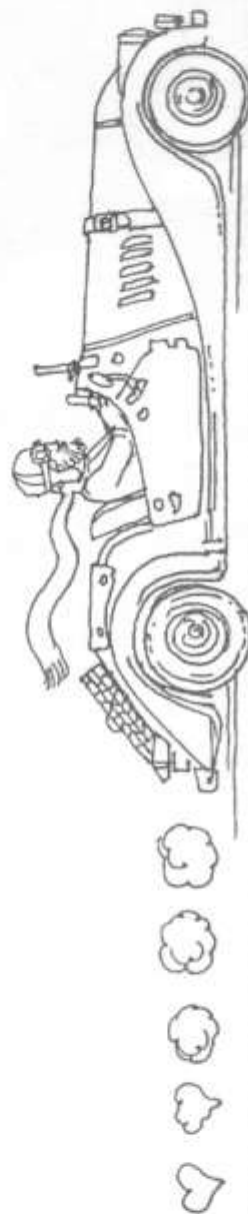
The Velie, built in Moline, Ill., was one of the most successful cars of its day. Brown's car was the first year for the huge, newly styled Model 585-passenger touring car, and the first to use a Velie-built, 6-cylinder overhead-valve engine.

The mahogany dash features a speedometer rated to 75 mph (120 km/h) and a trip odometer, although the gas gauge is located at the back of the car.

A large part of Velie's success was its price — \$1,500, when comparable cars sold for half as much again.

The family-run company could not continue following Velie's death in late 1928 and his son's in early 1929. Car production ended, and the factory was taken over by John Deere.

Brown was fortunate in that his Velie was in excellent condition. He does basic mechanical work and maintenance himself. "I like solving problems, wondering if I can fix things. It's a touchy-Velie thing."





Canadian entrants Len McNeely and Jim Walter pose with their dusty, but durable 1938 Packard touring sedan at a lunch stop in Glencoe, Ont. on their "Around the World in 80 Days" motor challenge. They won the vintage competition category overall.

Canadian team wins . . .

## Around the world in 80 days

Around the world in 80 days . . . sounds like a fantasy, doesn't it! . . . but let's really think about it . . . especially if you are planning in entering a rallye and driving it in an old or vintage car.

Well this is exactly what two Canadians have done. James Walters of Victoria, BC and his cousin, Len McNeely of Toronto, Ont. joined this millennium year adventure with a 1938 Packard touring sedan and just completed the 80 day gruelling, but exciting, rallye . . . and they won it.

Commencing from the Tower Bridge in London England on May 1st to the sounds of the Grenadier Guard's trumpets, the rallye departed with 101 cars and teams from 24 countries. They travelled through France, Italy, Greece and Turkey in the first few days. Then through Georgia, Turkmenistan, Dagestan and then onto the fabled Silk Road into northern China where they faced a four-day crossing of the Taklimakin Desert. Their mission continued on to Beijing where the first lap of the adventure ended.

Len reported that in Europe, they drove back roads almost all the time and sometimes dirt roads at night with massive dropoffs. They even experienced an 18 hour sand storm and drove in all types of weather.

On the 21st day of the rallye, he summed up "a day in the life of a ralliest" in an E-mail sent

from Bishkek Krypstan. It reads as follows:

Driving this rally reminds me of the movie "They Shoot Horses Don't They" with Jane Fonda. In that movie people in need of money in the depression danced in dance marathons until they collapsed and possibly died. Well this is sort of the opposite where people with some money are engaged in a marathon with some risk. Fortunately, we seem to have left behind the really scary driving of Turkey and these silk road countries appear much safer.

An average day begins at 6 a.m. or earlier when we arise about an hour and a half before we are due out. We are the 14th oldest car currently so we leave at 14 minutes after the start. First though, we have breakfast, gather anything that looks good from the breakfast buffet, pick up some ice (because we have an ice box in our car) and head out to drive from 400 to 600 miles on

roads that are generally primitive. Each day is split into a number of timed sections which you complete to the nearest minute and these aren't too hard as you follow a book of directions, although one mistake can drive you crazy. You must have a fancy odometer that runs short sections and long sections simultaneously and a navigator who thinks for himself and doesn't follow other cars. Often there's a little time for lunch because if you become delayed you don't leave time for possible breakdowns, so lunch is eaten on the go. We have about the largest car and one of the few with ice, but can you imagine doing this in an open two seater from the thirties? We are all responsible for carrying our own luggage, not like some American rallies where someone else takes care of that and you just leave it in your hotel room to find it 300 miles later somewhere else.

Then within the day, we might have a fast trial section, most often over dirt, but of shorter duration say 35 to 60 kilometres. But these are set up to separate the standings and sometimes are at near impossible times, so that you must drive flat out. At best they qualify as logging roads and one we took didn't even rate this and we unfortunately did it at night because of a border holdup. This is where we have actually done best as my partner has done a lot of dirt driving with rally cars.

However, most of the day is directions, as many as 1,000 in Europe, I estimated. Border crossings, buying gas in remote locations with small U.S. dollars, stopping and helping other competitors in trouble if we have time, or leaving them for the sweep Range Rover to take care of them . . . oh I forgot the main activity, waving to the thousands who line the roads. At times though, the kids are demons and throw rocks. This is very dangerous for open cars and in fact, we got hit and our side window is shattered . . . it makes our car look more like a gangster car at least, but it must have been the only time during that day that I had the window rolled up. So we get in about 6 p.m., do some emails or try to find the internet café, which as often gets me to a café that serves Nescafe, then dinner rally talk in the bar where we all tell lies about how good our car is performing, then rest.

Every 6 days we get a rest day in which we at least do laundry and sightsee.

We've driven from London to Bishkek in 21 days and in another 5 days we enter China which will take 14 days to cross. We've done 7,000 kilometres and taken one ferry across the

English Channel, one across the Adriatic and the special dumpy one across the Caspian. We've lost about 6 participants to mechanical problems, two basically on the first day, although one left trucking it on to no avail. We lost one over a cliff and down about 150 feet through the trees, an Austin Healey, which was trying to pass an old Rolls Royce . . . occupants were not hurt likely because they had a roll bar but the car was totalled.

Accommodation has varied from the very best, to the crew quarters on the ferry boat from hell on the Caspian and then more recently, the Sanitory Profilaktika which was some sort of workers resort but wouldn't make the worst students residence. Oddly I have slept the best in the worst accommoda-



A CANADIAN NEWSPAPER  
FOR THE ENTHUSIAST



Bathurst, Ontario, Monday, August 7, 2000

\$30.00 Per Year — \$2.50 per copy



tions and only a few hours in the occasional Ritz but accommodations are down hill. We room here until Beijing, so I better enjoy tonight.

Well the noise from the lobby tells me lies are in full swing so I think I'll stop and have a much anticipated beer.

At Beijing, the rally separated and only about 40 of the original 100+ starters continued on to North America to do the complete trip. Here Russian Anotov transports flew the cars to the next leg of the journey which started in Anchorage, Alaska on June the twelfth.

From Anchorage, they travelled through the Klondike, British Columbia and Alberta and south into Montana and a run through several states before re-entering Canada again at Sarnia, Ont., on July 3. It was that day when the "Old Autos" camera caught the adventurers at their lunch stop at the Embassy Restaurant in Glencoe, Ont., only 12 miles from Old Autos in Bothwell.

When they started to roll in, our first observation was the visual surprise of the condition of these cars. Having just run through a detour, they were mud covered and looked relatively worn. Closer inspection indicated much more. Most had dents, cracked windows, lights, and even some with major body damage. (Two had apparently rolled in the Rockies). Duct tape was used by many to protect, or cover, broken lenses or body damage. It was very apparent most of these cars really looked like they had already been around the world.

Back seats were filled with supplies, luggage and some with spare tires. Others had spares on the roof or trunk. Several had bumpers and grilles protected with screens and tubing. A large Buick bounced in showing possible shock problems. One car had a cracked windshield from a recent collision with a deer. A white Jag, with a damaged roof rack, was the result of a roll... but their enthusiasm wasn't damaged.

While wandering around, we couldn't help but think, that underneath all the dirt and scars, there were some very beautiful and some very high dollar collectible cars, and even some rare ones. Hopefully, now that this ordeal is over, those magnificent and dependable travelling machines will be treated to a re-furbishing or restoration to bring back their former glory and beauty.

We had a chance for a quick chat with Len McNeely and delivered recent copies of Old Autos for them to catch up on their reading. Being the only Canadians, they were deluged by area press and TV reporters during the brief lunch stop. The Packard appeared in good shape

so far except for the cracked window. It was day 65 of the trip and only 15 more to go... and they were in the lead. We wished them luck as they rolled away.

The rally proceeded on to Niagara Falls for a one day rest. Then it was off to New York City where the cars were again airlifted, this time over the Atlantic ocean, to Casablanca. From there, they journeyed through Morocco, Spain and France and finally arrived back in London England on July 18 to finish at the Tower Bridge on the 80th day.

We picked up on the internet ([www.co.uk/carnetrallyoffice/html/aroundtheworld.html](http://www.co.uk/carnetrallyoffice/html/aroundtheworld.html)) the final results of this longest endurance rally ever undertaken by automobiles, let alone vintage ones, and are very pleased to report that our Canadian team of McNeely and Walters won the Vintageant Category overall with their strong and durable Packard touring sedan. They also won the Vintageants Team Prize. These awards were presented to the winners in a special ceremony at the Quayside Restaurant in London, England near the start of the rally at

#### Tower Bridge.

McNeely and Walters financed this entire project by themselves, but were seeking pledges and contributions for children's charities, specifically the Lions Society of BC's Camp

Shawnigan for children with disabilities and Casa Guatemala, a home for orphaned, abandoned and malnourished children. The team is also matching all donations. More info was in our June

#### Monday, August 7, 2000 — Old Autos — 13

5 issue on page 25 or call 1-888-868-2822 for more information.

Congratulations "Team Canada" on a job well done. You made us proud!! — MM



This 1940 Chev coupe, originally from Ontario, was actually rolled in the Rockies.



This 1960 Rover 80 was the only entrant piloted by ladies only.



1962 Austin Healey 3000 MkII came a long way with very little luggage room.



Lots of duct tape is visible on the front of this 1952 Aston Martin DB2 coupe.



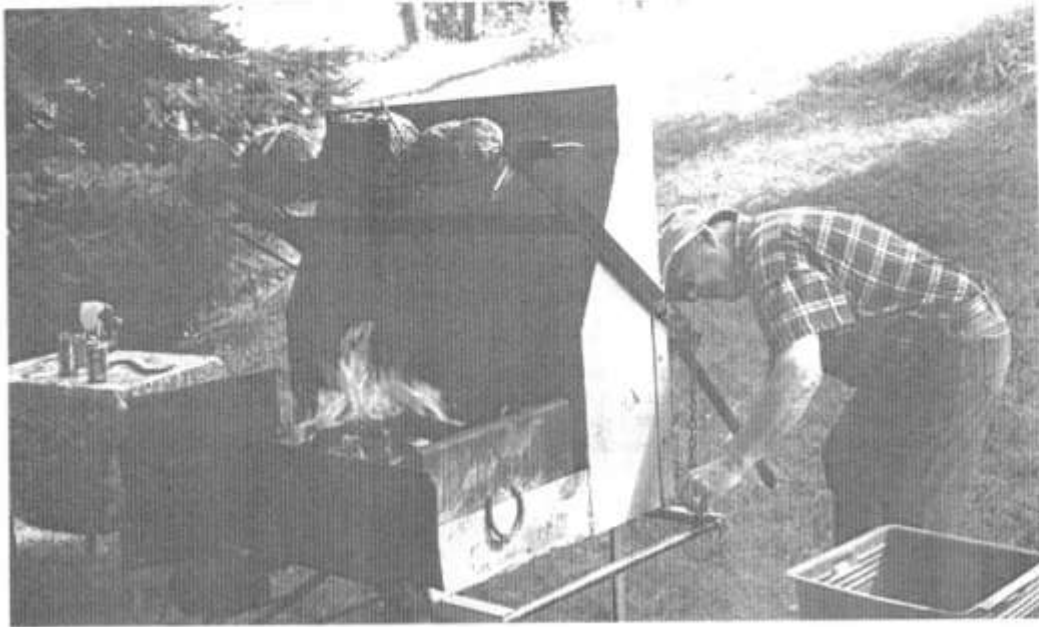
This 1929 Bentley Speed Six was one of the largest of the entries.



Rear view of the 1963 Hillman Hunter that had the map on the hood. This car also won the classic category overall.

THE SOCIAL EVENT OF THE SUMMER - THE SANDS' PERFECT PIG OUT, AUGUST 19TH!

Le Chef (Alan Sands) with les piggies



Sylvia Yep (embarrassed by showing up in a Honda S2000!)



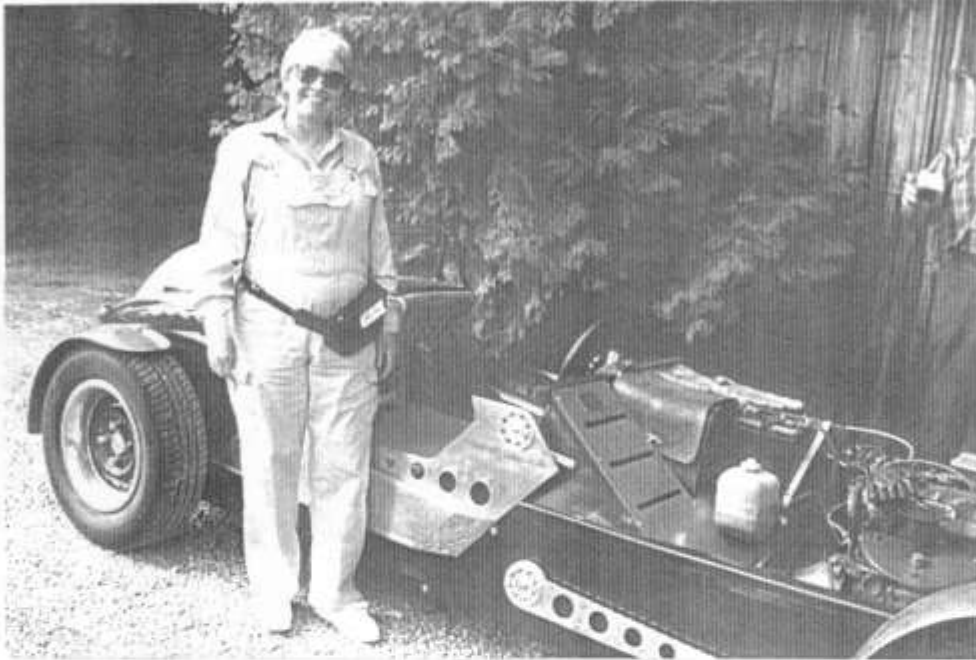
Alan Sands on his 3-Wheeler

Photos courtesy of Vern Dale-Johnson, President

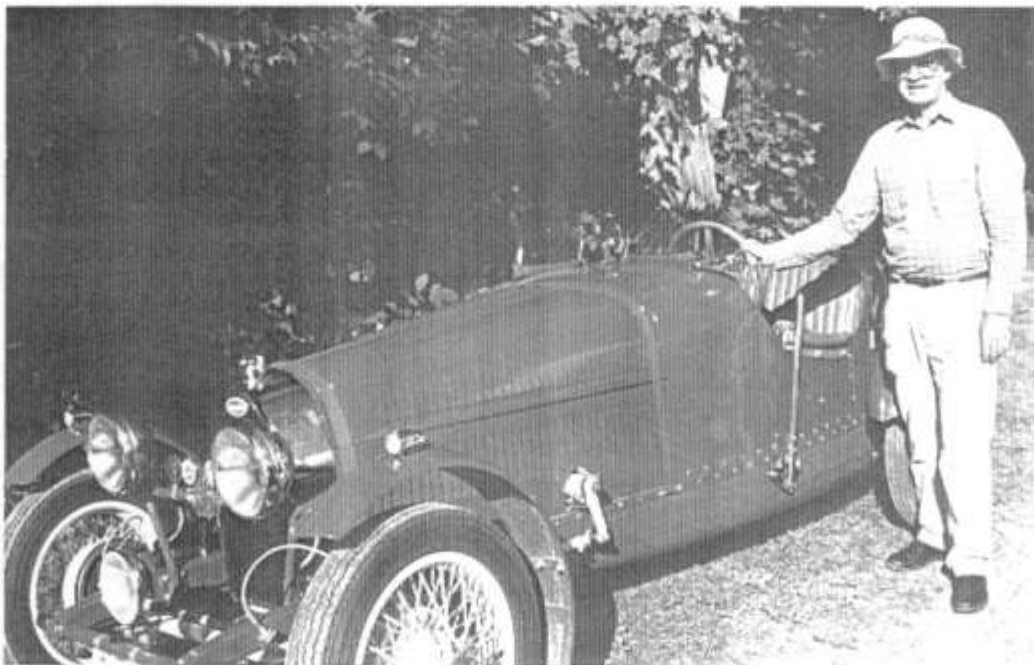
THE SOCIAL EVENT OF THE SUMMER - THE SANDS' PERFECT PIG OUT, AUGUST 19TH!

More Pictures:

Shirley Zinman commissioned this Fiat 128-based car from Michael Pistol. The car had to be built around the toolbag!



Paul Whittaker's Bugatti Replica



MORE . . .

Ex-ex-Prez John Collins,  
relaxing. ( We made him  
put away his "Tanase"  
colouring book.)



Edward Burman (Ottawa)  
& Amanda Dale-Johnson



Pig-out Gathering - Morgans and friends







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**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)

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Duties: depends



# **EXTRA - EXTRA - EXTRA!**

## **LATE BREAKING NEWS FOR MORGAN MEMBERS . . . .**

The Morgan Club has been invited by the British Saloon Car Club to join them on a fall run on Sunday, October 15th in Georgetown.

Cars and owners will meet at 11:00 am at Miller's Bakery on Guelph Street/Hwy#7 and tour the beautiful escarpment.

We will be feted to a lunch of Miller's hot pies and desserts.  
BYOB and RSVP to:

**PHIL MILLER at 905-877-0596**

Please spread the word because we are leaving for the UK tomorrow, but will be home again by that time.

Mary Shier  
<shier@bserv.com>