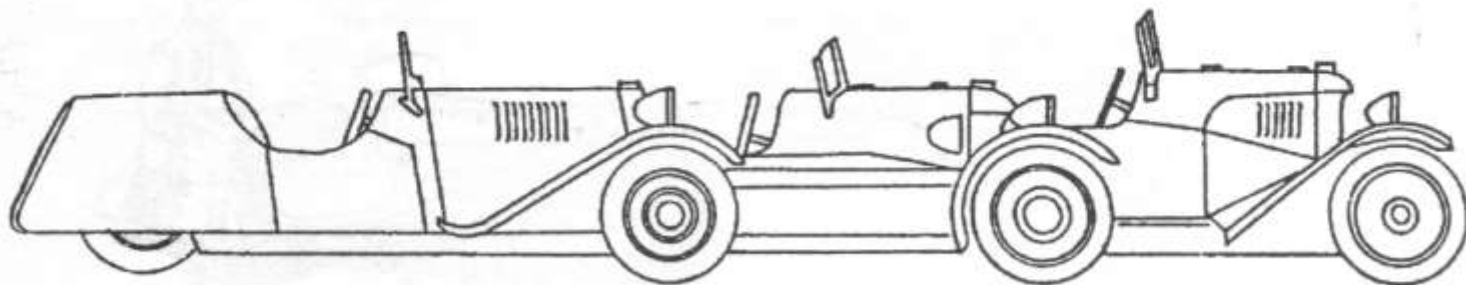
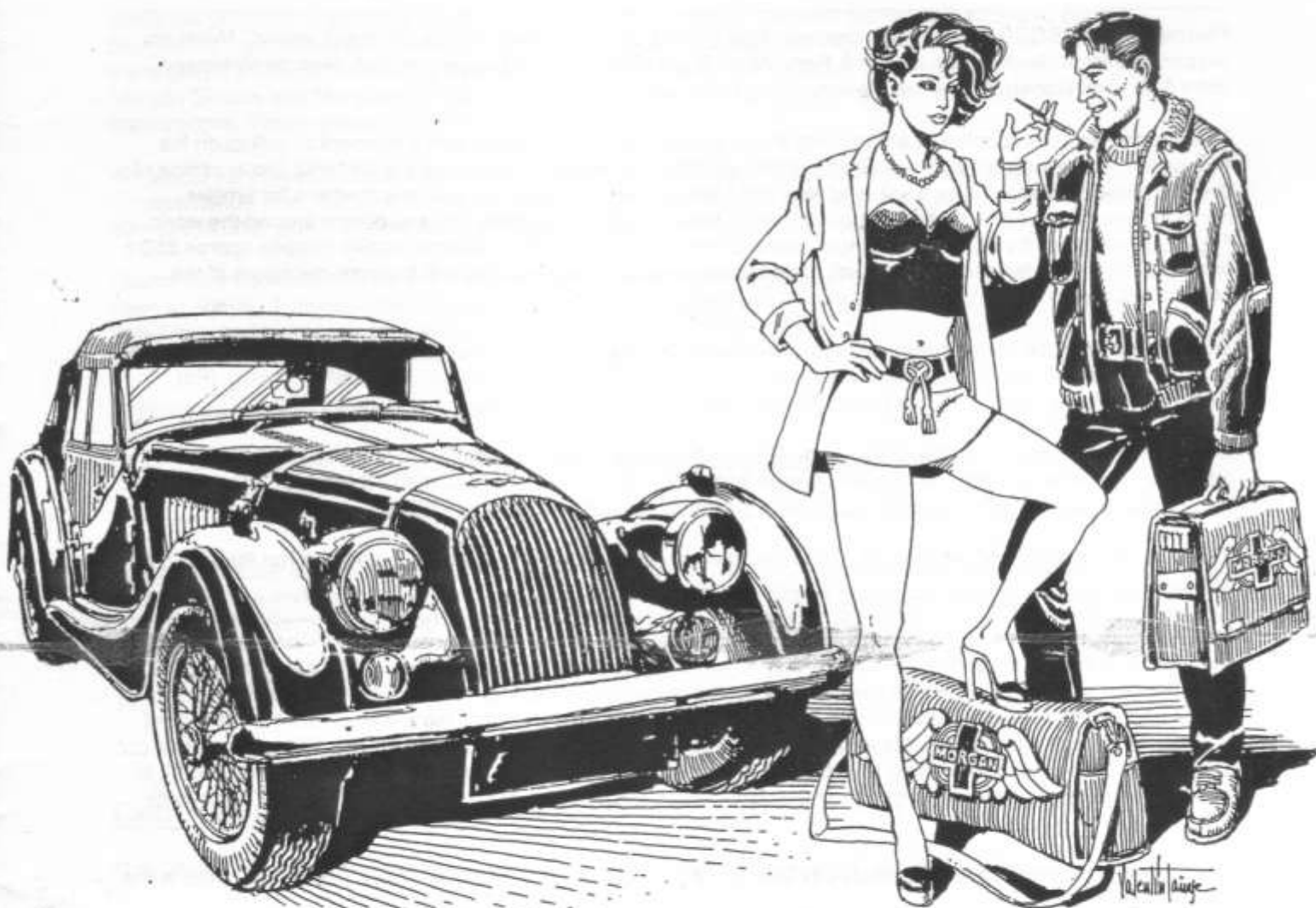




Issue 3 - 2003, May

# The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



## Prez Sez:

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

The sudden and unexpected death of Greg Kaufman, heart of the GoMoG group and editor of their newsletter, the Morganizer left a huge void. Lorne Goldman has been the webmaster for the GoMoG internet site, as well as the initial moderator of the eMOG chatline... this will continue under Lorne's able direction. With regards to the written word, as many of the GoMoG members are also MSCCC members (13 if the 44 on their mailing list are already receiving The Blurb) at our last Pub Meeting (April 6) a motion was passed by those present to extend delivery of the balance of the 2003 issues of the Blurb (or, until the Morganizer finds another editor) to the remaining GoMoG members and to encourage those who were GoMoG members to use the Blurb as their forum for information. Effective with this issue of the Blurb those who previously only received the Morganizer will now be receiving the Blurb. For those who were receiving both the Morganizer and the Blurb, we hope you also approve of this compromise.

In the March Blurb I did not get the opportunity to welcome new members to the MSCCC – Brian & Sheila Hawkins of Mississauga Ontario. Our welcome to you, hope to see you out at our **upcoming June 8<sup>th</sup> event**. (Got your attention, didn't I! Read on for info on this Van Zuiden-Nigh event to kick off the summer)

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Minutes of the MSCCC Pub Brunch meeting, April 6 2003, Queen's Head Inn, Burlington Ontario. Members present – Vern Dale-Johnson, Glenn & Rene Nigh, Brian Morgan, Mike Hughes, Rod & Jennifer Wilkinson, John & Sharon Roden, Ray & Liz Stevens.

The sudden and unexpected death of Greg Kaufman was mentioned along with a moment to reflect on his friendship. It was agreed that with Greg's death the MSCCC would offer to send the GoMoG group copies of the Blurb issues of May, July, Sept, and Nov 2003 with a special notation to use this medium for articles, announcements, and information pertinent to the Ottawa, Eastern Canada, US and others around the world. Motion was passed by MSCCC Directors present (note this is about 30 additional copies costing approx \$50 / issue - \$200 for the balance of the year). It is hoped some of those included will become members of the MSCCC.

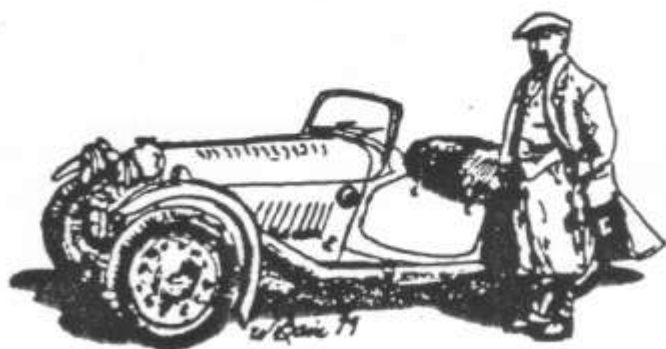
BCCI Long Distance Awards were announced. Those present were reminded to keep records of their mileage (kilomage) at the beginning of the season (April 1 start) and end of the season (October 31 finish). [For those who need a "form" one has been included with this Blurb].

BCCI Dues and Insurance were discussed. Directors present agreed to pay for 90 MSCCC members plus the \$35 BCCI membership fee - \$215 total. A note from Lant Insurance was discussed. If the MSCCC purchased this insurance as a single club cost would be a minimum of \$900 plus 8% tax - \$972.

The June run is still being worked on. The date has now been selected – June 8<sup>th</sup> – with the run through SW Ontario.

MOG 33 was discussed. Rod Wilkinson had already reserved a room at Seneca Lodge in Watkins Glen for the night of July 1. This allows for a run into Shepherdstown WV by early afternoon on July 2. Since then the Van Zuiden's and Dale-Johnson's have also reserved at the Seneca Lodge. Cost is US\$63. Anyone wishing to join us on the run should call 607-535-2014 to make a similar reservation. Note there is also a contingent leaving from the Niagara area very early on July 2 (like 5 am) and we expect to meet up with them on route out of Watkin's Glen. Anyone wishing to join the 5 am crowd should call Sharon or John Roden 905-892-6907 to make arrangements. (please keep reading... Alan Marsh's latest update on MOG 33 is just after our events lists)

A reminder the correct date for **British Car Day** at Bronte Park is **September 21<sup>st</sup>**, not Sept 14 as noted in the March Blurb.



18 April 2003

Dear Vern:



On behalf of the ¾ Morgan Group Ltd, I would like to invite the members of MSSCCC to **AutumnMog XXV**. This will be our 25<sup>th</sup> such gathering and we plan a full roster of engaging activities for Morganeers male or female, young or old, with or without their Morgans. Last year's event attracted 40+ Morgans ranging from trikes to brand-new +8s.

The event will be **October 3-5 in Lenox Massachusetts**, smack in the heart of the beautiful Berkshire Mountains. Headquarters will be at the **Apple Tree Inn** [Rooms are US\$80-\$90 plus tax, call the Apple Tree Inn at 413-637-1477 to reserve. Website - [www.appletree-inn.com](http://www.appletree-inn.com)] where the club has reserved all the rooms.

While the program of activities is still evolving, you can count on the core elements that please every Morganeer – a concours, a tour/rally, regalia, an auction, a banquet, a keg of top quality brew. In addition, there will be a Morgan University that will include events just for the distaff side, tech sessions, a visit to Morgan Spares aka Morgans of New England, one of the new US agents, spares from Olde World Restorations, Penny Bates, Proprietress.

We would very much like this anniversary event to be a true "hands across the border" affair and hope to enjoy representation from our brethren to the North. Should you and some of your members be able to attend, we'd also like to offer you the opportunity to display and sell a selection of MSSCCC regalia.

Please let me know if there's any other information that would help you inform the membership and encourage them to attend. I can be contacted by email at [davidc@thenetworkinc.org](mailto:davidc@thenetworkinc.org), phone at 800-877-5400 or 978-948-7764, and by regular mail at 136 Fenno Drive, Rowley MA 01969-1004 USA. Updates will be posted on the club website [[www.morgan34.org](http://www.morgan34.org)] and I'll try to keep you directly in the loop as well.

Best regards, David Crandall, VP and AutumnMog Chair.

Need more details? email / phone David Crandall [davidc@thenetworkinc.org](mailto:davidc@thenetworkinc.org) or 800-877-5400.

Vern: I've done a bit of searching on the net. The first link covers cruise nights across Canada (B.C. to Nova Scotia) and the northern U.S. states (well, not quite true, all U. S. States for those traveling way south). The next link may contain more detail but for eastern Ontario. David Farmer

<http://www.cruisinshow.com/Frames/Schedulemainselectbody.html>  
<http://www.ncf.com>

### Central Canada Morgan Events:

- |                  |   |
|------------------|---|
| May 24-25        | <b>Toronto Triumph Club / MGCCT – Spring Fling</b> , planned for Orillia & Georgian Bay.<br>Contact Vic Whitmore 905-889-7261   |
| May 25           | <b>Heritage Village Southwestern Ontario (HVSO) – Fun on Wheels</b> , Windsor area, info - 886-776-6909 or 519-776-6909.  |
| May 24 to June 8 | 1 – <b>The Seventh Annual British Car Week</b> – get out and drive!<br>"Morgan's on the Grand" drive. Contact Tom Van Zuiden 905-627-3991<br><a href="mailto:tvanzuiden@sympatico.ca">tvanzuiden@sympatico.ca</a> or Glenn Nigh 905-309-0850 <a href="mailto:reneglen@vaxxine.com">reneglen@vaxxine.com</a> |
| June 15          | <b>Classics Against Cancer</b> , Georgetown (see flyer in March Blurp) visit<br><a href="http://www.classicsagainstcancer.on.ca">www.classicsagainstcancer.on.ca</a> for more details.  |
| June 27-29       | <b>VARAC Vintage Festive at Mosport</b>   |



- July 2-6 **MOG 33, Shepherdstown, West Virginia.** Organized by MCC DC (and MSCCC) member Alan Marsh. Details to follow. Early reservations? The Clarion Hotel [www.clarion-shep.com](http://www.clarion-shep.com) 304-876-7000 ask for rooms under MCCDC at US\$79/night.
- July 6 **Mad Dogs & Englishmen XIII, Michigan.** **Morgan is featured Marque.** Visit [www.maddogsandenglishmen.org](http://www.maddogsandenglishmen.org) or call 269-344-5555 for details.
- July 20 **Brits in the Park, Lindsay** hosted by the Victoria British Car Club. Info call 905-652-3658
- July 27 **MGCCT Annual Import Invitational Car & Motorcycle show.** Southbrook Farm & Winery (Dufferin & Bathurst) 9:00 am onwards. [mgtoronto@excite.com](mailto:mgtoronto@excite.com) or call 416-410-6464 for details. Preregister and get a discount! (Flyer in March Blurb)
- Aug 17 **Annual British/European Car Show, London, Ontario.** Contact 519-268-7841 for more info
- Aug 24 **Kingston British Car Day,** Linda Thomas 613-385-2447
- Sept 6-7 **Zippo US Vintage Grand Prix,** Watkins Glen [www.theglen.com](http://www.theglen.com) 803-723-7872
- Sept 21 **British Car Day,** Toronto Triumph Club – Bronte Park, Oakville
- Sept 26-28 **MSCCC Fall Weekend,** contact Sharon Roden 905-892-6907
- Oct 3-5 **¾ Morgan Group AutumnMog XXV,** contact Dave Crandall [davidc@thenetworkinc.org](mailto:davidc@thenetworkinc.org) or 800-877-5400

#### **"Morgan's on the Grand", June 8 2003**

Organized by Tom Van Zuiden and Glenn Nigh this promises to be a beautiful run through SW Ontario with a lunch stop in Paris (photo op at the now defunct "Morgan's" pub) with the option of dinner in Burlington. Contact Tom or Glenn for details. Run starts in Ancaster Ontario, arrive by 9, depart at 9:30.

#### **Sunday, June 15<sup>th</sup> – Fathers Day...**

**Classics Against Cancer** in Georgetown. 2 British classes (still time to register). Bring your picnic lunch and enjoy the venue and the variety. Entrants should arrive early (before 9 am). Visitors anytime to enjoy the show and events. [www.classicsagainstcancer.on.ca](http://www.classicsagainstcancer.on.ca)

**MSCCC Fall Weekend** is coming together under the guidance of Sharon Roden. Dates of **Friday Sept 26 – Sunday Sept 28** have been chosen. Host hotel is the **Admiral Inn, 3500 Billings Court, Burlington Ontario.** That's at Walker's Line and the QEW, just south of the highway. Price is \$74.95 / night (held under Sharon Roden – Morgan Sports Car Club). Phone 1-866-236-4661 to reserve. Rooms are on hold in the South wing. Parking is away from the QEW, breakfast is available on site. Saturday evening dinner is planned for Tucker's Market Place, private room – buffet is \$17.99 per person. Tom Van Zuiden is working with Sharon on a Saturday wine tour of the area. Sunday plans still being formed. **Anyone willing to host or willing to help obtain a suitable Sunday brunch location please call Sharon 905-892-6907.**

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

- May 17 **Vandusen All Brits,** contact Ken Miles 604-576-8036
- May 24 to June 1 – **The Seventh Annual British Car Week** – get out and drive
- May 25 **Vintage Car Races,** info Stu Rulka 604-538-8470
- June 14-15 **Father's Day Picnic,** Victoria contract Woody Thomson 250-479-7743
- June 28 **Scottish Games** Contact Mike Powley 604-542-0921
- July 4-6 **Rally in the Valley,** Kelowna Limited registration see [www.obcc.com](http://www.obcc.com)
- July 31-Aug 28 **Alaska Highway Experience,** contact Ken & Pat Miles 604-576-8036
- Sept 20 **Vancouver – Whistler run** (details to follow)

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

- June 1 **Byward Market Auto Classic Car Show,** Lara Dubois 613-562-3325
- June 22 **Sporting Classics Richmond Car Show,** Andre Rousseau 613-590-7365
- July 1 **Canada Day Car Show,** Arnprior, Karl Leclerc 613-841-2353
- July 11-12 **5<sup>th</sup> Annual British Car Days, PEI.** Contact Bob Bentley 902-964-3294
- Aug 10 **Aylmer Auto Show at the Aylmer Marina,** J.P. Sylvestre 613-684-9406
- Aug 24 **Boot 'n Bonnet Kingston British Car Day,** Linda Thomas 613-385-2447





Sept 14-20 **Targa Newfoundland** (see details in January Blurb)  
Sept 18-21 **British Invasion XIII**, Stowe Vt. Mike Gaetano 508-435-8007 [www.britishinvasion.com](http://www.britishinvasion.com)  
Sept 26-28 **1/4 Morgan Group AutumnMog XXV**, info on location to follow... contact Dave Crandall  
[davidc@thenetworkinc.org](mailto:davidc@thenetworkinc.org) or 800-877-5400

## **Subject: MOG 33 DARTBORD # 10 BY ALAN MARSH, MOG 33 CHAIRMAN**

MOG 33 will be July 2-6, 2003 in Shepherdstown, West Virginia, at the Clarion Hotel & Convention Center, [www.clarion-shep.com](http://www.clarion-shep.com) (304) 876-7000, with rooms under "MCCDC" at \$79 (normally \$109) plus 9% WV tax. Our rooms and rates will be held until June 1st, at which time they revert to the public at \$109 plus tax. As of April 23rd Morgan enthusiasts had reserved 81 rooms. Do you have yours reserved yet? MOG 33 is only 10 weeks away!



**REGISTRATION COUNTER** As of April 20th we had received 14 Registration Forms, for 28 people and 16 Morgans, and which included 7 Antietam bus seats and 4 panoramic photos. Please remember that the various fees and prices increase with postmarks after May 31st.

**MOG 33 PRE-ORDERS** When you pre-order your meals, MOG 33 regalia, and other items via the MOG 33 Registration Form, it helps us greatly in our planning. We will have very good numbers upon which to base our quantity (and size) orders for the regalia and other items. We thank you by offering you discounted prices when you pre-order by the date specified on the Registration Form. Although we typically order a slightly higher number of items, we cannot guarantee that you will be able to get what you want at MOG 33 if you have not pre-ordered it. Pre-ordered items will be already set aside for their owners to collect at Registration. This scheme also minimizes your time at the MOG 33 Regalia table. It's great for you and good for us; we encourage you to pre-order as much as you can.

**eMOG and MOG 33** We are expecting a good number of eMOGgers to attend MOG 33, and we're very much looking forward to meeting folks we've gotten to know mainly by their e-mail addresses and on-line chat personalities.

**SATURDAY ANTIETAM FIREWORKS** We are letting you decide about the Antietam Fireworks with your Registration Forms and checkbooks. If enough of you sign up by June 1st, we will arrange a 47-passenger air-conditioned bus with a restroom, VCR capability for watching previous MOGs and other videos, and reclining seats.

**MOG 33 GOALS** One of our goals is to attract six Morgans registered outside the contiguous United States. Another goal is to have each competitive event computer-scored by 6 PM the same day (but not necessarily publicized until the Awards Banquet). This will allow a significant Club goal of publishing The RoughRider by July 20th, complete with all MOG 33 results and ample photographs.

**SINGLE GYMKHANA COMPETITORS** Please remember that there is a minimum and maximum of two people in a car, and you must run in a Morgan to be eligible for a trophy. At Registration we will have a list for single individuals to indicate they are looking for a gymkhana partner; this technique has been quite successful in the past.

**GIMMIE A BREAK!** Your chairman is taking a Midlands vacation; now it's your turn to talk MOG 33. PLEASE SEND ANY COMMENTS to Alan Marsh, 3126 Rittenhouse St NW, Washington DC 20015 or [alan.b.marsh@att.net](mailto:alan.b.marsh@att.net) - please put "MOG 33" in the subject line).

**July 11-12 5<sup>th</sup> annual British Car Days across the Bridge in PEI...** Contact Bob Bentley 902-964-3294 [rbentle@isn.net](mailto:rbentle@isn.net) or Chris Spenceley 902-569-5337 [spenceley@pei.eastlink.ca](mailto:spenceley@pei.eastlink.ca) or see flyer later in this Blurb. From the Feb-March British Car comes this note "July 12-14, 2002 - The latest British Car Days across the Bridge, the best little car show on earth, held in Prince Edward Island in maritime Canada each summer was very special this year. Not only was the usual, delightful array of LBC's on hand, but also an example of Bentley's finest offering, immortal 3-litre was there... PEI is a sports car driver's paradise, with lovely roads, not too wide, not too small, winding in and out, up and down, and through some of the most delightful maritime scenery you could want..."



## Other Events of interest:

Aug 1-3 **MOG 2003**, Northumbria, UK. This year's meeting will be held at the Newcastle race-course. Located in the beautiful North East of England this, as in previous years is an event not to be missed by the Morgan enthusiast. For full details visit the event web site. [www.mog003.co.uk](http://www.mog003.co.uk)



As previously noted there are Morgan events being planned well into the future – from weekend to several weeks long. **2003 – Alaska Highway Experience; 2004 – 6 weeks on Route 66; 2005 – Morgans Over America IV** will include a segment in the SW Ontario area... Lots of opportunity to experience your Morgan and the North American continent....

**The Seventh Annual British Car Week - May 24 to June 1, 2003** British Car Week is the ongoing tradition of spreading awareness of classic British automobiles. Driving our British cars in our own communities during this week, especially in larger numbers, will help create a heightened exposure toward these wonderful cars, thus help to preserve the entire British car hobby.

Craig Runions, MOG NW and 3 other "wild and crazy guys" are headed for the **Goodwood Revival**. Actual dates? But you'll find Craig and crew arriving in Gatwick on Sept 2 and then heading back from Gatwick on Sept 14. I've suggested they alter their route and make the return via Halifax to take in the Targa Newfoundland... no word if they've considered the change in plans yet or not!

Speaking of wild & crazy.. This was an actual conversation heard at the **Zippo Gran Prix** a couple of years ago. Son of one attendee "I'm missing my girlfriend's friends wedding". Father of aforementioned son "I'm missing my father's birthday". Friend of aforementioned father "I'm missing my anniversary" but all this was nothing compared to the announcement regarding one of the driver's we were watching. He had left his honeymoon in France to return to Watkin's Glen to race over the weekend!

## For Sale:

From **Cathlyn Kaufman**: *"Due to Greg Kaufman's untimely death, Rebecca and I have decided to sell Greg's two Morgans. This has not been an easy decision but it is hoped by offering these two Morgans early in the spring, they will be able to enjoy a great season on the open road".*

**For Sale: Mortie, 1959 Plus 4 Morgan.**

**Colour: Maroon and Black with Black Leather Upholstery.**

This car was restored in a 'frame off' process. The frame was replaced, all sub-systems were reconditioned and rebuilt. The engine was professionally rebuilt and upgraded. The body components were refurbished and repainted separately prior to re-assembly. Various upgrades were effected in the power train, electrical, instrumentation and lighting systems to provide a vehicle of superior reliability and safety.

The following details are provided:

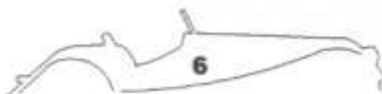
- Engine: 4 Cyl OHV 2.1 Litre with Dual Weber Carburetors, Polished Alloy Valve Cover, Deep Finned Aluminum Oil Pan, Energy Enhanced Ignition, Superior Profile Camshaft, K & N Air Filters.
- Wheels: Chrome Steel 72 Spokes with 'Knock Off' Hubs and Michelin XZX Radials
- Accessories: Convertible Top with removable back window, Tonneau Cover, Custom Luggage Rack, AM Radio, Fire Extinguisher

Odometer Reading: 36,093 Miles



A color photo of "Mortie" from the front quarter is on the 2-2003 Blurb cover photos from Cath Kaufman

**Price: \$35,000 (Canadian) Contact Cathlyn Kaufman at 613-832-3620 after 6:00 pm. Email [toad@storm.ca](mailto:toad@storm.ca)**



**For Sale: Angus, 1933 "Super Sport" Three Wheeler Morgan together  
with Angie, 2002 Aluminium Custom Built Dual  
Axle Enclosed Trailer  
Colour: Silver with Red Leather Upholstery**

The vehicle has been completely dismantled and restored from the ground up, finished in 2002. Tube frame, woodwork, wiring, brake system, and suspension system have been replaced, rebuilt and/or refinished as needed. New Beetle-back panels were manufactured. A new radiator shell/shroud was fabricated and nickel-plated. A new stainless steel, two-compartment (gasoline/oil) tank was made. The engine was fully rebuilt.

Engine: MX4-854 2 Cylinder OHV '1000 cc'

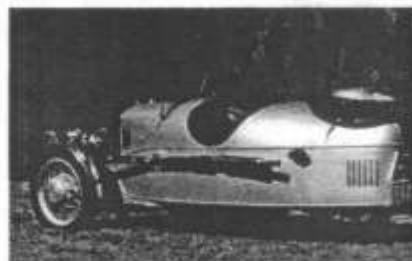
Wheels: Two Front Wire Spoked Wheels with a Single Chain  
Driven Wire Rear Wheel

Rear Horizontal Mounted Spare Wheel and Tire.

The trailer was specifically designed to facilitate taking Angus to car shows and provides a secure storage unit for the vehicle. Angus is cranked into the trailer and easily secured. The trailer does have electric brakes and additional running lights to ensure the safety of the Angus while in transit.

**Price: \$50,000 (Canadian) for Angus and Angie  
(will not be sold separately)**

**Contact Cathlyn Kaufman at 613-832-3620 after 6:00 pm. Email  
[toad@storm.ca](mailto:toad@storm.ca)**



Friends: With sadness I've been asked to inform you **Nyal Wilson's 1988 4/4** is "for sale". Medical problems has necessitated the sale. Details...

**1988 Morgan 4/4... with every available option & extra.**

Red body, black Connolly leather with red piping on upholstery, carpets, etc. Fitted with Black mohair top. Sliding side curtains. Low k'mge (35,000 km).

Wide body, burl walnut dash and glove box lid. Fold down stainless steel windscreen mounts. 5-speed gearbox. Stainless steel spokes on low-profile rims for superb road-holding. Stainless steel exhaust. Stainless steel luggage rack with fitted "bamboo" picnic basket.

Lowered front bumper (ie, returned to British specs) with additional flashing direction signals in the side-lights.

**Price C\$42,000.**

**Contact Nyal Wilson (owner for the past decade) at 905-648-0888 or 416-868-6925, fax 905-304-0888.**

Badge collectors... the new Chicago Morgan Group has created a badge. This is available from Dan Ehrmann for US\$60 including shipping to the US or Canada. Direct your enquiries to: Dan Ehrmann, President Windy City Mog  
[danehrmann@attbi.com](mailto:danehrmann@attbi.com)

**Roger Letourneau  
Automotive Machine Shop Services  
967 Niagara Street, Welland Ontario L3C 1M5  
905 714 1448**



## Morgan Memorabilia:

Self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles – race script (right) and classic script (left). These are available in black, white, yellow, and dark green. Each is about 5 inches (13 cm) in length. **Price is C\$3 (US\$2) per label (add return letter postage to any order up to 4 labels).** Ideal for those "special" items you want identified like... decoration on the daily driver, dressing up helmets, "morganizing" regalia items, etc...

*Morgan*

*Morgan*



We've still lots of **MSCCC pins and crests available**. Pins with either a "safety pin" or "tie-tac" closure are 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, white – **now priced at C\$12 each**.



We can also **embroider your clothing with the MSCCC crest or the new "Morgan Canada" motif** – send items to Vern DJ. **Cost is now C\$12 / embroidery**. 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! Note the new Morgan motif (shown on the left) is not available as a stand-alone crest, must be embroidered on your clothing or other articles.



How about those new Morgan Canada Wings? - they are also priced at \$12 / embroidery (not available as a stand alone crest).

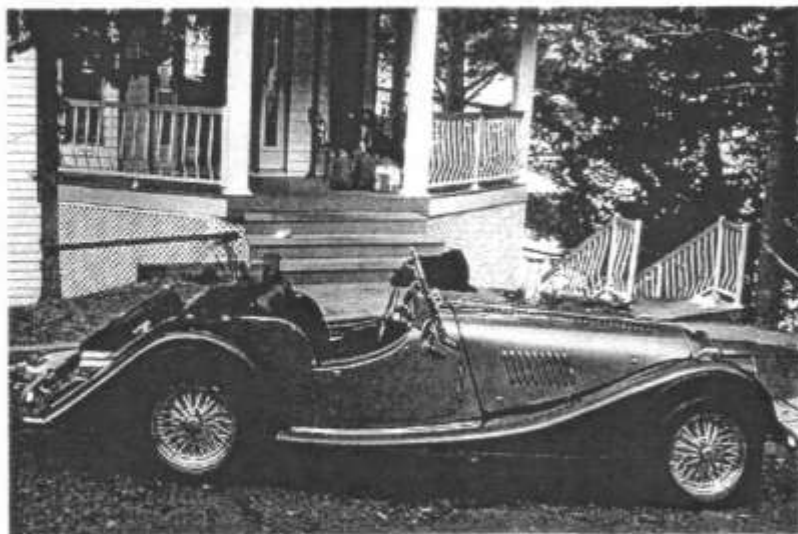
We've used our new "Morgan Canada" motif on **zippered sports bags** (with zippered side pocket) for C\$25/US\$17 – dark green, dark blue, and black are available. **Please include \$5 for shipping.**

**MSCCC grill badges** are available from the club (email or phone Vern Dale-Johnson) or from Melvyn Rutter Overseas Limited. Price has not changed – C\$80 (US\$55) plus \$5 shipping from the club, with a similar cost (plus VAT etc...) from Melvyn. Other good news – our supplier in England (Colmet – now part of Melvyn's empire) is now adding an extra thick (& strong) layer of clear epoxy over the entire badge face to minimize road damage. These new badges will have this feature, any older badges that need repair can be returned to Colmet for the same treatment.

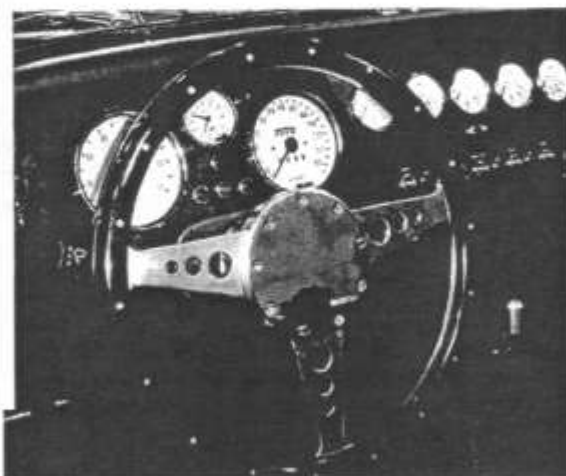


## Notes from the East...

"Apparently a teacher has been arrested in the UK in possession of compasses, protractor, and a straight edge. It is claimed he is a member of the Al Gebra movement bearing weapons of math instruction."



Latest views of Lorne Goldman's Phoenix... looking very good Lorne!





Some months ago I received a telephone call from Greg 'Toad' Kaufman. He, as the producer of the GoMoG newsletter asked, if I might write a short story for the Morganizer. Although a Morgan was to be featured we felt that it might be time for something a little unusual and eventually we came up with the idea of a murder story. I felt that Toad wanted something dark and unusual.

Tragically Toad has left us, and I thought to finish the short story he had requested and publish here on eMog, as a 'Friday Missif'. The tone of this tale is quite different to any Friday missif I have written before; not a jolly story at all.

It has within it elements of many pretty heavy emotions, plus lots of little nasties to divert your Friday evening. Read it slowly, and enjoy your weekends.

Your friend, from a Northern Ireland beset with high winds, horizontal rain and hail, Richard

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### The Shadows Pass

#### Part 1. About sixty years ago ...

"Where am I going? I don't quite know.  
Down to the stream where the king-cups grow -  
Up on the hill where the pine trees blow -  
Anywhere, anywhere. I don't know.

Where am I going? The clouds sail by,  
Little ones, baby ones, over the sky.  
Where am I going? The shadows pass,  
Little ones, baby ones, over the grass."

Long shadows cast by a warehouse wall distorted the worn steps and peeling doorways of a Polish delicatessen and an Egyptian pawnbroker. These small testimonies to the cultural variation of post-war London were still open, unlike others now submerged in nightly indigo, their oil lamps unfocussed through dusty windows shedding yellow gloom to the narrow street. A stray sunset ray bisected brilliance from a glass, an almost empty glass, momentarily lighting its dregs of beer against dark oak floor boards between a man's worn boots.

Aware of his eyes, the young girl played on. Her brother, having flashed briefly through the dim light of the pawnbrokers, had not reappeared outside the tailor's - she smiled, he was hiding in that narrow alleyway: at any moment to emerge, laughing, throwing their ball high against the warehouse wall. Brief gusts propelled dust mote devils betwixt old newspapers across a pavement still littered with the debris of market day. The eyes, possessed of a luminosity quite incongruous on the tired lined face, followed the young girl's carefree skip as she deftly avoided dark rotten fruit and horse dung. She shied dismayed from furtive shapes, rats, whose eyes unafraid also followed her movements but preferred to disturb the coat of flies clinging, lending a semblance of life, to shreds on clot encrusted bones, droppings from the butchers' stalls.

A slow regretful look down into the last mouthful of his beer, a quick swallow and a rueful smile that denied ten years to his age. Life had been hard for immigrants like him, still, he had escaped the camps and his family more than made up for the long hours of menial labour, and perhaps, just perhaps, things would improve tomorrow.

The rats heard it first, pausing just for a moment. As it grew louder the girl turned her head, gazing down towards the High street over a hundred yards away. Police and ambulances used such a bell; not an unusual sound on the streets, but the side road for the market led nowhere really, few cars used it even



if it was empty. Her small brother emerged triumphant from the alleyway and stood between father and sister taunting both with the new ball, pretending one moment to throw it into the pub, the next to hurl it over his head against the warehouse wall.

He didn't see the headlights swinging wildly as the police car shrieked into the side street, the bell now loud and insistent, horns blaring, engines screaming. Confused - engine noise, bells, lights, echoes - he watched his father's mouth open silently, sounds lost. A dull thud, the sound which carrying over everything, was followed instantly by a crump as the car without lights, the one being pursued, the one no-one had seen, hit the warehouse wall. Running steps, voices - the little girl stood shoulders hunched, as their father held his son, her brother. She wasn't to remember much from that evening; not the screams for help, not the bell ringing as she clung to the police car floor, nor even the desperation to get to Hospital. It was of course in vain, and perhaps they knew that, the boy lying across his father's knees, the police driver silent, fighting the wheel.

She did remember the killer. She remembered its large buckled black body, its four open doors, its broken upright headlights, its huge sweeping running boards. It had sat silent while the police carried her to their car, its bonnet crumpled, forced open like a huge mouth, hot breath rising into the cold dark evening.

=====

## Part 2. About sixty years later ...

"If you were a cloud, and sailed up there,  
You'd sail on water as blue as air,  
And you'd see me here in the fields and say:  
'Doesn't the sky look green today?'"

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The elderly lady stirred, her tears unnoticed in the depths of her slumber, fading memories leaving behind as always, the image of running boards, of the car no-one had seen. She became aware of the scent of lavender, blinked, brown fingers swept faded lashes. Her eyes, tawny by the light of a Tuscan sunset, considered her fields of herbs and her small factory far below in the river valley. Yet again the frisson of fear had passed, the memories blended again with other shadowy events stored over the years - but they were never far away, always there.

She smiled at her foolishness, these cars were long gone, even her venerable Bentley, a benevolent and comfortable carriage, had only the merest styling vestige of that era. Henry, her chauffeur, a gentleman not greatly younger than his employer, had been with her for many of the years that she had lived near the village. Now he stood, as he always stood at this time in the afternoon, folded blanket over one arm, car door ajar waiting for her to make her way across the gravel from her favourite crumpled armchair.

She looked forward to the daily ritual of the short drive into the village, the peace of the ancient church. She loved the old ghosts that shared her moments kneeling on the hard wooden surface, all the more because many were still corporeal, and were usually persuaded to share a small libation, even if only Earl Grey. She dozed on the drive down, as she often did - sleepily considering the decades that her passed.

As a pharmacist and herbalist of some talent and renown, she had been released into early retirement by a grateful and generous cosmetics company. She had found the Tuscan village after being persuaded to leave the autostrada south of Firenze by thirst and fatigue. A winding narrow road had led her to a

crumbling market square of proud history, great beauty and deep neglect. Where another visitor would have remarked on fields devoid of crops, dry irrigation ditches and impoverishment, she had inhaled the pure air, drunk from crystal streams and gloried in the wild flower meadows. Stirring gently in her light doze she smiled as the great car braked - she had come by chance, and stayed for over twenty years.

Unusually, the church had been empty and she had prayed unobserved, except perhaps by the dark figure on the Cross. Now she settled deeper into her favourite chair at the café, the one where the Earl Gray was served just so, perhaps with the encouragement of a small cognac. She loved the character of that most distinctive of teas, its smoky flavour was always so pleasant, that citrus tang - now the gentle mesmerising merry dance of dust motes on the edge of shadow, calm warm evening sun - her eyes began again to close.

Suddenly awake she noticed the dusty two seater sports car which had not been there a moment previously. The Earl Gray had formed a dark scum deposit on the porcelain, and she pushed it away absently reaching for her nasal spray. Spectacles brought the car into focus; she was suddenly walking without awareness of rising, handbag forgotten, blue veins stark against a white face.

'Do you speak English?', she turned her head from the running boards, the upright headlights, a cold hand gripping her heart, 'I'm looking for accommodation'. She noticed his red-rimmed eyes as he sneezed violently, '... hay fever', a wry grin.

'We have no accommodation here', she spoke a little more sharply than intended, 'its not the season yet ... but Roma is only a couple of hours south ...', she had to get this car out of her village, out of this market place. Pausing in despair she realised that the car would come back, that now it had found her it would return, and it would bring others. She felt sweat release from her shoulders and trickle, ice-cold, down her sides. 'I can make you up a nasal spray for that hay fever?', she continued now smiling again, 'I make most of the herbal medications in this town', he nodded gratefully, 'that would be most kind of you'.

She had believed these automotive relics consigned to an earlier age, to the junk yards and crushers where they belonged, and the driver... oh dear, it was all such a shame, he was such a charming man, not young in years but somehow youthful with an easy laugh and courteous manner. More Earl Gray had been drunk (he had enjoyed a coffee), and eventually the café proprietor had returned, spreading his arms in regret. No rooms, not even a chalet to rent on the camp site - too early in the season. She had leaned forward conspiratorially, 'I'm sure I can help with your hay fever, why not follow us up to the house, we have a spare room and Henry can make it up for you. Have you come far today?'

The Bentley was soundless on the long drive from the public road to her converted monastery. She well remembered her first visit: this smooth driveway had been a rutted cart track; she recalled her fascination with the steep tumbled limestone cliffs towering to one side and the precipitous drop to the valley floor on the other. It must, she thought, have made the monastery easy to defend, a thought that brought her back to the problem of the moment, she reached again for her inhaler.

The monks from whom she had acquired her home had been knowledgeable but she had quickly noticed their unnatural thinness, their disdain of food and wine, their devotion to snuff. Of course theirs hadn't been a tobacco product, instead something unique to their Order, developed over centuries, involving spores from luminous fungi growing in caves nearby. Their singing had been sublime, their painting astonishingly observant, personalities unusual in exhibiting manic sharpness followed by lassitude verging on somnambulism. She had quickly realised the snuff was narcotic, unfamiliar but powerful, perhaps with medicinal properties? She had had to try it, just once.

She paused, the little inhaler was becoming more demanding, oh, but worth it. She inhaled deeply, first one nostril, then the other. An explosion of hard edged brilliance. The inhaler was essential: its amplification of her being, the clarity of thought it bestowed was incredible. It enabled her academic work. She would have to do something about the inhaler in a few weeks, but there was always time. She smiled to herself reassured, there was no rush, she always had time.

Henry took the Bentley back into town once the guest room had reached his exacting standard and she went down to the kitchen; a simple meal and a bottle of wine sufficed. Her guest spoke of his journey down through France and into Italy, but most of all she was appalled at the degree to which he was held in thrall by the car. He spoke, really, of little else - its eight cylinder engine, its running boards, its leather, its polished wood. It was, she mused, out there now, still pointing down the slope towards the rear of her garden with its old vegetable patch, its green beans, the low crumbling stone wall. Standing in the window, she watched the house lights illuminate its flanks and she noticed that Henry must have washed it prior to his departure - even he was smitten. It was so often the case that evil was beautiful.

Through her hatred she admired its placid self-confidence, its patient malevolence. One of the badges on its front had used the word 'club'. It meant there were more of these cars out there somewhere. She turned suddenly, her mind made up, and wished her guest a gentle good-night.

The morning mists found the driver closing the distinctive bonnet, his hay fever much improved. Luggage already lay on the passenger seat. 'I was just coming in to thank you', he smiled, 'the nasal spray was just the ticket, and I am really so very grateful for your hospitality'. He settled himself into the seat and buckled the safety belt, engine firing as he turned the key. 'I assume that I just head back into the village and then down the hill to find the autostrada?', the engine beat slowed. 'Just before you go, I wonder if you might like to try an improved formula for hay fever?', she offered an inhaler, her own. He accepted it gratefully, 'do I try it now?'. She nodded, suspecting the likely effect of the narcotic on his unaccustomed nervous system. His eyes stilled as he inhaled deeply, and she retrieved her little friend from his nerveless hand, smiling benevolently.

She remembered well the lands where he now walked and knew that though fully aware he wouldn't care - not when she released the handbrake, not when the car rolled down the slope and through the old wall, not when it fell to the dark green river far below. She closed her eyes sharing his peace, fulfilled, knowing that this car at least would not be leaving, would not be able to tell the others where she had been all these years. The sun shone with some force now, mists rolling away as they always did, the smell of lavender and warmth rising already from the old stone walls, all so familiar, the home she loved. She looked again at the car, its occupant breathing slowly, its engine beat echoing softly. The sky dappled green by the thick foliage brought an image of the weed which would greet her guest, soon now, in the waters below. It too would flow, be alive with small creatures, fascinate with shimmer and gentle movement, beguile, soothe ...

'Bless you madam', Henry's voice broke through her reverie, 'I think the gentleman had one too many last night, you leave all to me', the engine died as he took out the keys, putting the car in gear. 'I'll wake him up and get him on the road when he's quite sober'. He looked at her steadily, waiting for her response, she dropped her eyes and he held out his hand for the inhaler, 'I think I'll have to find a safe place for this?' It disappeared into his pocket. She turned away. Henry had been such a help over all these years.

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The poem is by A.A. Milne.



### THE PHOENIX RUN

By Hugh Dickson

Under threatening skies and unseasonably cool weather eight Morgan drivers from the Northern Pod took a near three-hour tour over hill and dale - from one end, to the top and to the other end of Vancouver's hilly North Shore, Sunday, April 6th.

Host Hugh Dickson, organizing a Morgan club run for the first time, dubbed it "The Phoenix Run" and explained why as we set out at 10 a.m. Noting this year is his 40th year of ownership of his '58 Morgan 4/4, he said "I'm calling it the Phoenix Run because we're going past the spot where three and a half years ago I almost lost my car when the fuel line broke off the carburetor and the whole engine compartment burst into flames halfway up to Cypress Bowl in the middle of nowhere".

He said without a fire extinguisher and the fire fed furiously by gas, he was extremely lucky when two guys in a passing pickup truck stopped, had a bucket and scooped two or three bucketsful of water from a nearby ditch (which could have been dry) and managed to douse the blaze.

"All the wiring from the firewall forward, hoses, fan, belt, paint on the hood, cowling and right fender were replaced and the car runs better than ever," he said, adding the headlights no longer flicker like candles at idle at night. Needless to say, every since, he's carried a fire extinguisher, as we all should.

Out for the run with Hugh in their Morgans were Les and June Burkholder, Ron and Yvonne Theroux, Ken and Pat Miles, Mike and Rosemarie Powley, Steve and Liz Blake, Hugh Dickson and friend, and Stu and Marilyn Rulka. Club members Walt and Linda Reynolds, who don't own a Morgan yet, came along in their '65 Austin Westminster. Bringing up the rear was Bob and Judy McDiarmid in their daily driver.

The run took us east from near the Second Narrows Bridge, along Dollarton Highway, a circuit of the waterfront Cates Park, out to Deep Cove and along the winding narrow Panorama Drive with its cliff-side homes. A U-turn at the end and back, west to Mount Seymour Parkway, then onto the Upper Levels Highway into West Vancouver and up the Cypress Bowl road for the climb to the 3,000-foot-level parking lot.

As we climbed we ran into light rain and colder, colder temperatures and nearing the top, a lot of snow on the ground. We parked at the top and went for coffee among the skiers and snowboarders as very fine but melting snow floated down. A skier commented "we've had 60 centimetres of snow in the last two nights".



their Morgan and Win and Christine Muehling.

Mike Powley presented Les Burkholder with a large battery-powered continually-flashing orange traffic control light for having left his turn signal on the longest during the run. Mike indicated that Les really wanted to win this award as he had several practice attempts being beaten out several times but each time coming back stronger.

Then it was back down to the Upper Levels Highway, west to Horseshoe Bay, then a circuit of scenic Whytecliff Park where, as usual, a flock of scuba divers were doing their thing.

Then we headed east along West Vancouver's Marine Drive, south on 31st Street to the narrow, winding Bellevue Drive, past multi-million dollar waterfront homes, then a tour around Ambleside Park just west of Lions Gate Bridge, finally winding up at the small English-style Park Royal Hotel for a late brunch just after 1 p.m. where we were joined by Larry Sharpe for a drink between soccer games, Doug and Gill Seager in

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snow at Cypress  
ski hill

Photos by Miles  
and Powley



Mike... "Good panoramic shot. Love the daffodils - who's the street urchin looking at the Mog?"  
"That street urchin is another long-lost relative of BURNS - they are all over the Fraser Valley now (wonder why). Some say he looks a lot like me, but hey I'm not a relative of Burns (well that's what the parents tell me anyway)... what fun... cheers Mike P."



Daffodil pic is at Bradner/Abbotsford just this April 12 - it doesn't look like it is pissing rain now does it?

more... Northern Pod Robbie Burns Run

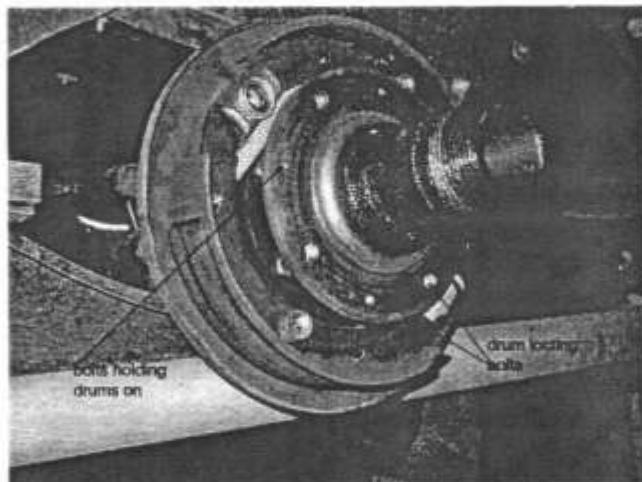
from Mike Powley



Tour Leader Motoring Mouth shyly posing with his new hair transplant - hoping no-one will notice any change



The intrepid crew have now discovered the Sir Sunbury McDonald cairn that was erected by the Clan McDonald Society to honour Simon Fraser's landing at this point. All agreed the washroom are much better now than in 1790.



### Warning to fellow Morgan drives with spoked wheels... Ken Miles

I have just discovered what was wrong with my brakes on the Tulip run and thought it might be worth while warning fellow Morgan owners so that they can avoid what was a near disaster.  
As you know I bought new splines for my wire wheels after I restored the 4/4. They came equipped with

positioning bolts to hold the drums in place. These are large bolt heads that look like huge slot screws that I thought were firmly fixed into the splined hub backing plate. Unfortunately they came out sometime and this allowed the drum to be held in place only by the bolts that hold the drum to the spline. These bolts eventually sheered allowing the drum to rotate with the wheel when the brakes were applied. I urge everyone to make sure to check that these positioning bolts are firmly in place (I could not move the ones on my old splines) as they came undone on my car before I even got through one set of brake shoes and must now be somewhere adding to the roadside junk.

Luckily no damage was done and I think I can locate some more positioning screws from my supply of used splines (if I can get them out) but it could have resulted in my drums being scored or worse still a serious accident.

So please if you have new splines check your positioning bolts or get someone with knowledge to check them for you. The attached picture shows the splined hub immediately after I took the drum off with no positioning bolts and only two sheered off holding bolts. Note I remove the wheels every year and clean and inspect them and a year ago all these bolts were in place with on 8000 miles on the car since then.

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## Concours Corner May 2003

Jeremy Harrison (jeremyhere@blueyonder.co.uk)

Dear Vern,

The MSCC concours **IS** at such a low ebb that I decided it needed **RADICAL** changes and the idea of changing the title to the "MSCC World Concours Championship" is just one of these, thus, this year we'll have our first MSCC concours World champion. I have used the title with great care and have included "MSCC" when ever it is mentioned, ie; the winner will be the **Morgan Sports Car Club's** World Champion, but this is not stating that the winner of **OUR** event is necessarily the overall best Morgan Worldwide. I **CAN** envisage a Super-Concours (a bit like in Heavyweight boxing), where all the various Club "World" Champions" compete for the overall "World Championship" and this would naturally be held in Malvern, the Home of the Morgan Sports Car, but that's years ahead [maybe at the 100<sup>th</sup> anniversary celebrations].

This does not stop any other Club using the "World Champion" title for their own event, so your overall winner could be called the "MSCCC World Champion".

I was going to call our event the International Championship or I could have used the title "National Championship", but I thought I'd go the whole hog and simply just for the big one before any one else did! I told everyone at the NCM about my changes and nobody objected to any of them.

I'm trying to get the MSCC Concours back to the position where people will be proud to win it overall and if the title change helps, then that will be great. Certainly, this year I have had more entrants from Europe coming than for many years with the "Pride of Ownership Class" is proving very popular.

Regarding your question of "MSCC Centre" vs "Affiliated Club" question, I know there is some controversy about various Clubs wanting to become Centres, eg; at the last NCM, someone wanted to know why Texas appeared to be a Centre and had a column in the Centre News section of Miscellany, when others were not allowed this privilege. There's terrible trouble in Spain too with 2 Clubs both wanting to use the "MSCC Spain" title. I'm new to all this political stuff, but I'll ask for you and let you know the answers. I've just received e-mail from 2 of the Dutch Concours entrants who want to enter as a Centre team in the "Inter-Centre Concours Team Competition" at Mog 2003, but I've had to tell them they are not a "Centre" and so they are excluded from this competition, which I've introduced to try to get the **UK** Centres interested in Concours. I suppose if Texas wanted to enter...!!

As a matter of interest, what difference does it make to you if you are a "Centre" and not just a "Club"? I'm a member of the MSCC Northern Centre and in fact we are actually a Club, independent of the Mother MSCC Club and we have our own entry in the RAC Blue Book, although we are still an official MSCC Centre as well. We are unique in Britain in this respect. We have several Northern Centre members who are **NOT** MSCC members, yet they go to all the events as members of the Northern Centre Club.

Its all a little confusing to me, I just drive the cars and **ENJOY** myself... isn't that what its all about?





Back to my monthly concours article, I want to make it more of a concours forum and I'd like contributions from concours entrants, judges and interested people to add to my column. I'd also like photos of concours cars World-wide to make it more interesting. Next Month I've sent in pictures of various concours judges to go with the article, so if you know anyone who would like to contribute, or you have some super photos of cars, competitors, judges etc then please e-mail them to me and I'll try to get them included. L&K, Jeremy

From Miscellany, May 2003 issue...

As all the MSCC Concours records appear to have been mislaid, would all previous MSCC **Concours Judges**, or those who would like to help with the judging or would like to learn how to judge, please get in touch with me a.s.a.p. so that I can ensure sufficient judges in place for Mog 2003. I will need several teams of judges at Newcastle. Judging is **NOT** an arduous task, indeed it's the most **FUN** way I know of making one or two friends and lots of enemies!

Trailing has been well received and we now have several European entrants who, they tell me, have spent many months on concours preparation and who would not have entered if they had to drive their superb cars all the way to Newcastle. Ample space is available to park all the trailers.

The new format of having a short pre-judging drive has also been well received, but I have been asked what will happen if there is very bad weather on the judging day. I am assured the 10-mile drive is on good roads and they will be cow-muck free! If the weather proves to be appalling, contingency plans are in hand for a shortened route, however, I have it on authority from on high that it **NEVER** rains in Newcastle on a Sunday.

The new classes I have introduced seem to have struck a chord with Morganeers of all types. The perfectionists have entered the "**World Championship**" class, while all those who have put their individual stamp on their Morgan have entered the "**Road Modified**" class, including several cars with multiple carb set-ups and others with fibre glass wings. There are also many Morgans out there superbly maintained with beautifully polished paintwork, gleaming engine compartments and interiors to die for, but their owners never look under the wings and wouldn't dream of polishing an exhaust pipe or, for that matter, entering in a Concours Competition. The "**Pride of Ownership**" class suits these owners and their cars perfectly. It is an enjoyable way to get into Concours and when you see all the other superb cars in the different classes, you may be tempted, as the song says, to "get down and get under your automobile" and do a little polishing. That's how I started and you may become motivated too.

All entrants will be asked to provide a short history of their cars on a pro-forma document which I will send to them before the competition. Anything of interest such as sporting successes, concours wins, modifications, driving adventures, etc. should be included and will be displayed on the car for all to read. Spectators will be allowed to mingle in the Concours Arena and get up close and personal to these beautiful cars, even during the judging.

U.K. Centres will now compete for the "Eric Wilson Memorial Team Trophy". This trophy was previously awarded for the now defunct Workhorse Competition. Eric was a great friend and inspiration to me and his well known yellow 4/4 4-seater won numerous International Concours Competitions. His charming widow Pat regularly drives the car and still enters it in many Concours events. It is most appropriate that this Trophy will now be used for the "Team Competition", because Eric's car was one of the three Scousemog Team cars, which won the old "Timewise Team Trophy" for ten consecutive years.

To make things easier for Centre Secretaries striving to find suitable cars to compete, I have reduced the number of cars in each Team from three to two. I now invite entries from **ALL the UK Centres for this competition**. The cars can be from any of the classes, but they will be judged using the World Championship rules, i.e., the underside of the cars will be judged and **authenticity** will form part of the marks.

If you have a beautiful shiny Morgan, or a highly modified Morgan, or a racing Morgan, or a top Concours 100% Morgan, then enter it in the Mog 2003 Concours Competition. You will be surprised to find how much **FUN** it is. There is always great banter with fellow competitors and this usually gets even louder when the judges are within earshot.



Entry forms are available by e-mail or snail mail from me. Both addresses are in Miscellany.

As one of the European entrants said recently, the £8 entry fee is not a lot to pay to have a top quality, guarded, parking place for your Morgan for the whole weekend. Jeremy Harrison

## Notes from eMOG...

**Subject: Morgan's at LeMans in 2003??**

**British GT Media Day 6 – An Aero 8** While Morgan fans are no doubt still in mourning after the news that the GT class Morgan Aero 8 has not been granted an entry to the 2003 Le Mans 24 Hours, all is not lost on an immediate GT racing future for the historic Malvern marque.

The immaculate maroon and silver Aero 8 of Morgan specialists Keith Ahlers and Rob Wells was all present and very correct at the launch of the British GT Championship today, ready to take on all comers in the brand new 'GT Cup' class.

Keith Ahlers explained that the car had been delivered from the factory just five weeks ago, and after a full component check and some minor modifications, had tested in two sessions at Goodwood (absolutely appropriate for a Morgan one feels!) before being fitted with a passenger seat to entertain the media at the launch.

Even better news filtering out today though for Morgan fans is that a second 'Cup' Aero 8 is nearing completion at the factory and this car should join the Championship in mid season in the hands of Morgan dealer Richard Thorne.

The DeWalt Aero 8 attracted a great deal of attention on its all too few race appearances in the 2002 championship. The new Cup cars will undoubtedly find a fan base very quickly.



The Dewalt Aero-8 is coming to America, well actually it is coming again as it was here earlier this year visiting Sebring with a For Sale sign on it.

Rich Fohl was there with his SS to run so just for the heck of it he left his card on the "Bumblebee" and a call from owner Richard Staunton resulted in a deal.

Fohl is on his way back for a visit with the Racer in the UK and the Dewalt Le Mans machine will have a home in Virginia. Rich is very excited with the deal and received a personal model of the car as well as all the paper work and a Dewalt driver's outfit.



During a phone call to me from the UK he told me about his visit with the car and when he was relating the sound of this beast firing off....his voice just stopped in mid sentence. "Thrilled" is an appropriate description. And rightly so.

A piece of Morgan history that will be enjoyed and treasured here. Rich plans some events with different clubs and organizations. It will be fun. Congratulations Rich! Sincerely, John H. Sheally II



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To **add comfort to your summer driving**, consider the following (short of building an Obus Forme back support into your seat...)

*"I'm actually a little embarrassed to even bring this up while you all are actually attempting to coincide the Force, the Big Bang and the Morgan, but personally I get a back ache from driving me mog for a long time. The fixed seat without lumbar support in the Plus 8 is actually a pain! All of the available lumbar cushions for cars seem to be much too large, as are a variety of pillows and cushions "borrowed" from different unattended sites in the house. What "does" work though is what we call a fanny pack and you English types a bum bag, a smallish one about 10" long and 5" tall, just stuffed a bit with two tea towels. Fitted low about one's middle (happens automatically with my middle) with the bag at the lumbar curve, it fills the space quite nicely and makes the ride even more of a pleasure. (In my next note, I'll explain the meaning of life.)"*  
Best, Clayton A. Feldman, MD San Jose

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#### **Subject: The National Transportation Safety Board**

The National Transportation Safety Board recently divulged they had covertly funded a project with the auto makers for the past five years, whereby the auto makers were installing black boxes in four wheel drive pickup trucks in an effort to determine, in fatal accidents, the circumstances in the last 15 seconds before the crash.

They were surprised to find in 9 of the 10 provinces the last words of drivers in 61.2 percent of fatal crashes were "OH SHIT!" Only in Alberta was it different, where over 89.3 percent of the final words were: "Hold my beer and watch this."

#### **Hog Mog Matters:**

Sadly, I announce the departure of **Moggie 8** from my garage. We parted company at the Toronto Classic Car Auction on Saturday April 5. The good news is that she has gone to someone who will understand her idiosyncrasies, having owned a '59 plus 4. He is Paul Foster, a chartered accountant from Windsor.

The whole event was wild, beginning with the delivery. Cars had to be registered between 3 and 8 PM on Thursday. Locals will recall the horrendous freezing rain storm that day. And here was I, having tried not to take the car out in the rain, on my way to the auction, on a sheet of ice, cars splashing slush and salt and, of course there is no way the top will stretch enough to snap up so it was classic open touring!!



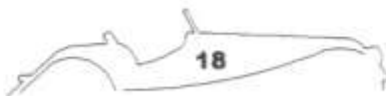
At one point in my 90 minute (20KM!!) stop & go commute, with hail and sleet punching me in the face, a woman ahead of me got out of her car and proffered a Snickers Bar saying that she felt sorry for me as I looked frozen to the core! There is a place for her in heaven (or perhaps dinner next Saturday?)

The auction is dreamland if one is into muscle cars. One 1970 Camaro, rather dull in appearance but apparently hosting a rare 427 engine fetched \$500K!!!! And a similarly ugly Super Bee missed the reserve and went unsold with the bidding at \$250K! Meanwhile, late model Mercs and Bimmers in reasonable shape sold for less than \$20K. Discretion prevents me from disclosing my final price but suffice to say, I had to drop my reserve!

I have enjoyed my Morgan immensely and the friends I have made through the experience. I will stay in touch and will own again. Martin, what's the waiting time for an Aero 8?? Brian Prendergast

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Rod Wilkinson's 56 +4 has found a new home... heading for the Wet Coast. And we do mean wet - has been purchased by an enthusiast in Powell River, more rainfall there than just about anywhere! (This is the ex Tescione, ex Jacques car for those who are keeping track). Rod is now tooling around in his +8. (this is the ex Wichenko car).



Group.. Our local Morgan agent (Martin Beer) shared with me information on the **35th Anniversary +8** (as noted elsewhere this is the final production of the +8 as we know it due to the phasing out of the old "Buick - "Rover" V8).

[with regards to the 35th anniversary +8] "There are limited numbers in that we will cease production in the early part of 2004. This gives us around 85 cars for the European markets, and 100 for America and the rest of the world. This is a great opportunity to sell the last of the best!"

"The **V6 is planned for production in early 2004**, and uses the Ford V6 which has similar torque, but more bhp than the V8. We will be open to receive specs on 1 October 2003, but not before. No prices are available yet. All of the above is public information" Matthew Parkin, Morgan Motor Company.

From the eMOG message board comes more information on the replacement for the +8 "The V6 that we spoke of here over the last 18 months was the red Beck designed prototype, on the road a year ago and parked since in a corner of the race car department at the Factory until recently. It had a new lightweight setup with much more passenger cabin space and was planned to be mated to the powerful Jaguar/Lincoln V6.

The latest gossip indicates that this newest effort is being sorted ex-Factory by Tickford (a Ford company) and will use the heavier Plus 8 chassis/setup and the less robust standard UK Ford V6. On paper, that should result in a less reactive, less performant model with overseas export issues. We must assume these rumours are wrong." Lorne Goldman

"AMS, the German motor magazine, announced today that the + 8 will be built until March 2004 and the successor was equipped with the Mondeo ST 220 engine (226 bhp)". Roderich Schwarz

"I thought the Jag V6 was just a Ford Mondeo lump with fettled heads. I wasn't aware it was any less robust, but perhaps you've heard otherwise? I think this is right; Tickford was subsumed into Aston Martin and with the Ford takeover has now been separated out again. Anyway at least you could expect everything to fit properly with their involvement.

As so much money has been spent on approval of the Aero for the American market, perhaps there is no intention to continue exporting the trad. Who knows?" Rob Lemon

"No great secret there. If you work under a Morgan with Bill Beck for a week or so and you learn a bit! Amongst other things, Beck was the one who fitted the V6 into the trad.

Reversing the valences adds much needed space to the engine compartment ...always the Morgan bugaboo. I believe Bill Fink also used the same idea to help fit a Corvette engine in as well. Essentially the valences (inner wings) sit on the frame with their flange facing outward so their vertical surface is on the inside of the frame. If you reverse them, the flange now faces inward and the vertical surface moves outward (no major difference to production). BUT you gain 3" in the engine bay. 3" is immense in automobile terms.

There is another design fact that vastly limits front suspension/steering options and restricts the engine bay again. This is the tapering of the car frame and valences to the front of the car. These could easily be angled wider at the front rather than closing in as they do. (The only reason I can think of for the tapering this is that it is a vestigial remain from the trike days.) If this was done, a huge range of steering, suspension, radiator and engine possibilities open up.

As well, if the firewall/bulkhead was altered slightly to allow for easy access to all the bellhousing bolts, and the rear gearbox bracket and crossmember were designed to be co-operative, there would be access to the clutch and gearbox without removing the engine. As it is, a simply clutch job or Richard's issue requires that the bonnet, the cowl, the radiator, the hoses, the efi wiring loom, exhaust manifolds, the engine and often the gearbox be removed (not counting detaching the prop shaft, gearbox, gearbox cover, propshaft cover. With a minor bit of redesigning, this could be limited to the detaching/splitting the propshaft and dropping the bellhousing with the gearbox. Presto..3 days becomes 3 hours!

None of these changes cost anything or change the exterior shape of the car or its handling. They do allow for a much larger choice of power plants, steering setups, front brakes and front suspensions without extraordinary effort and cut major maintenance costs.



There have been more moves in that direction. Actually, as the (Jag) Ford V6 fits then I have been assured that the Ford V8 fits. That is an interesting thought..." Lorne

**Morgan poetry** for you to contemplate as you clean and polish for those summer runs...

Washing  
Polishing  
Side lamps  
Headlamps

Wipers  
Mufflers  
Side screens  
Curvacious wings

Polishing all day long  
To make her shine  
A dirty Mog looks like a crime  
Polishing makes you strong

Mark, make her a treat  
Your car is begging  
A good day of polishing  
She wants so much to look great

Herman Vanderloos (wow, I thought I could only do it in French)

*I will not wash it van der loos,  
I will not wash it wearing shoes,  
I will not wash the lamps on the side,  
Nor will I wash the sills so wide.*

*I will not wash it round the back,  
I will not wash its rally plaque,  
I will not wash that little Mog,  
Except with servicing (check the log)*

*I will not clean it don't you see,  
Washing a Morgan is not me.  
I will not wash it any time,  
I will not wash it, hear me rhyme.*

*I will not wash it at my home,  
I will not wash it on the roam,  
I will not wash my little car,  
I will not wash it, there you are.*

Mark (Dr Seuss was actually more talented than people realize before they try this) Harrison  
Note: Both of our Morgans will continue to to adopt our "wash as part of a major service" policy.  
Regards, Mark Harrison

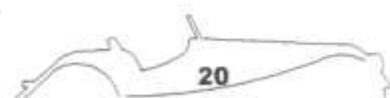
And finally, some musings for your contemplation as you consider that "to do" list for your Morgan...

I would not assume that the 4/4 is, by virtue of the smaller engine, necessarily the best bet for a young driver. Each model has its enthusiasts, and to massively oversimplify:

- There are those who love 2-seaters, for they have a coherent elegance, and it is good
- There are those who love 4-seaters, for they combine elegance with practicality, and it is good
- There are those who love the later, injected Plus 8s, for they have torque and it is good.
- There are those who love the earlier, carbureted Plus 8s, for they have simplicity, and it is good
- There are those who love the 4/4s, for they have an incredible agility, and it is good
- There are those who love the Plus 4 for they balance agility with power, and it is good

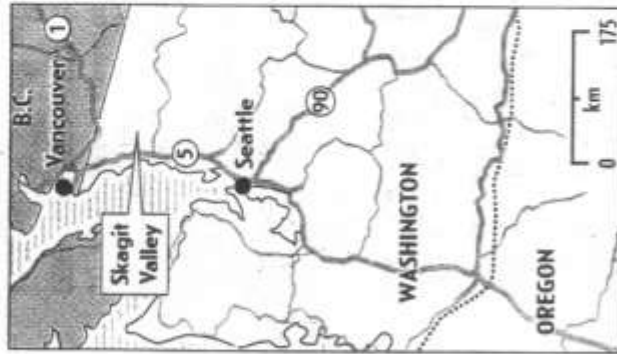
If there had been only a V-twin trike...It would have been enough.  
If there had been only a Ford trike...it would have been enough.  
If there had been a 4-4 ... it would have been enough.  
If there had been only a +4... it would have been enough.  
If ther had been only a 4/4... it would have been enough.  
If there had been only a +8... it would have been enough.  
If there had been only an Aero 8... enough already!

Paul,Evanston





# Washington State's Skagit Valley Tulip Festival is like a colourful quilt laid below Mount Baker



BY NEIL DUNLOP

A flock of snow geese lifted from the field where they were feeding. They rose in the air above our car like a ribbon swaying in the wind. Their white wings flashed in the sunlight.

We were on our way to the Skagit Valley Tulip Festival in the state of Washington, about 110 kilometres south of Vancouver and the same distance from Seattle. We had turned off Interstate Highway 5 and were making our way across the fertile Skagit Valley.

The region is a favourite winter feeding ground for thousands of snow geese and a rich agricultural area. In spring, it is best known for a valley floor covered with hundreds of acres of daffodil, tulip and iris blooms, like a

brightly coloured quilt.

Every April, more than 100,000 people pour into the valley for the 17-day festival. They visit the flower fields first and crouch between the rows of blooms while friends and family take their photos. Everyone is looking for the angle that will make it look as though they are afloat on a sea of colour.

Audrey Smith, the festival's executive director, says the fields are like "an explosion in a paint factory." Though not particularly picturesque, the description is apt. The colours are so vibrant they are not just visually stimulating but seem to overwhelm all our senses as though we can hear, feel and smell the colours as well.

This year marks the 20th anniversary of the festival. The first bulbs were imported from Holland in 1906 and planted in a modest garden. There are now more than 280 hectares planted in the Skagit Valley and flowers are a US\$42-million industry.

When the blooms appear each year depends on the weather. The daffodils come first, usually in late March; the tulips in April; and the irises last, normally in mid- to late-May. The irises are not as spectacular as their fore-runners because not as many are planted as tulips or daffodils.

The real draw of the valley is the tulips, especially during the festival. A lot of sun, rain and warm weather in March guarantees a resplendent festival. Cold weather late into March can delay blooming by several weeks. Once they do arrive, tulip blooms stick around for nearly a month.

The best way to see the flower fields is by car. Some people like to bicycle, but it is safer inside a vehicle. When the festival is in full swing, roads can be choked with motorists distracted by the brilliant fields of colour.

Many of the fields have small parking lots so people can pull off the road to snap pictures. There are also establishments with more elaborate displays. These include cafes, gardening shops, wagon rides and a bulb-ordering stop.

Tulip Town is one such place. A bulb and flower farm most of the year, it opens its fields to the public during the festival. For US\$2.50, we were allowed inside to see several acres of tulips burst into bloom. We walked around the fields, caking our boots in mud and marvelling at the red, white, purple and pink tulips.

Other bulb and flower farms also open their doors to the public. The parking lot at Roozen-gaarde was nearly full when we arrived. Admission costs US\$1 for the 1.2-hectare display garden planted with a quarter of a million bulbs. There are dozens of varieties of tulips in all shapes, sizes and colours, and many of the display tulips were in bloom when we visited.

Varieties boast fanciful names, such as Don Quichotte, Dreaming Maid, Merry Widow and Attila. People walk around the immaculate beds, marking favourites in their copies of the bulb catalogue. Some made another use of the splendid spring surroundings. Families laid out impressive

spreads on picnic tables while their children giggle and chase each other on the sloping lawns. Roozen-gaarde's vast fields of blooms seem to spill all the way to the jagged, snow-capped Cascade Mountains to the east. On clear days, towering Mount Baker is visible, but during our visit, its 3,285-metre peak was obscured by clouds.

If you do not have picnic supplies, head into the little town of La Conner for lunch. Set on the banks of the Swinomish Channel, it was once a busy port. Flat-bottomed steamers used to carry the valley's crops down the channel, into Puget Sound and south to Seattle.

Today, La Conner is a popular overnight stop for pleasure boaters on their way to and from the San Juan Islands or B.C.'s Queen Charlotte islands. A constant fleet of cruise boats from Seattle carries hundreds of flower lovers to the festival.

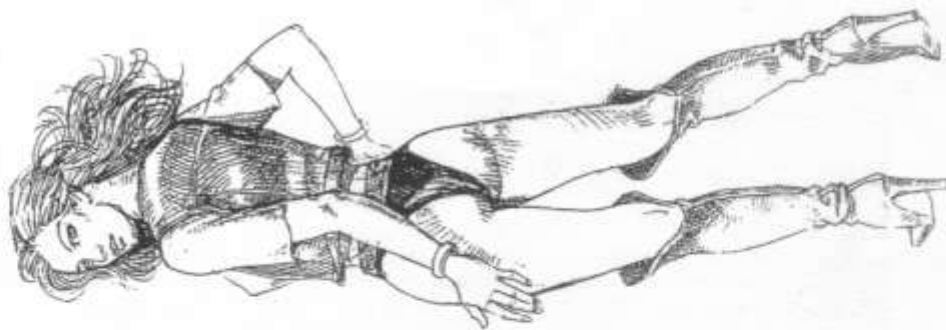
The boats tie up at the quay and their passengers join the happy throngs. Festival-goers stroll a main street lined with boutiques, inns and restaurants, poking their heads in the craft shops and perusing menus at the many eateries.

La Conner is a destination all by itself, but the flowers draw spring visitors, many of whom can't get enough.

After lunch, we went back to the fields for another look. As we got out of our car, we overheard a group of elderly women talking excitedly about the colours.

One expressed regret at having to leave. "Let's come back next weekend," she said, her friends nodding and clapping in their agreement.

National Post



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#### Friends

Once again faced with the not-so-Herculean task of replacing the lens on the ubiquitous Lucas L 594 turn signal lamp, I made a tool. Of course this was from desperation as I wouldn't dare admit how many paint jobs I've scratched replacing these lenses. Lately I've taken to taping around the rubber boot to avoid paint damage around these lamps.

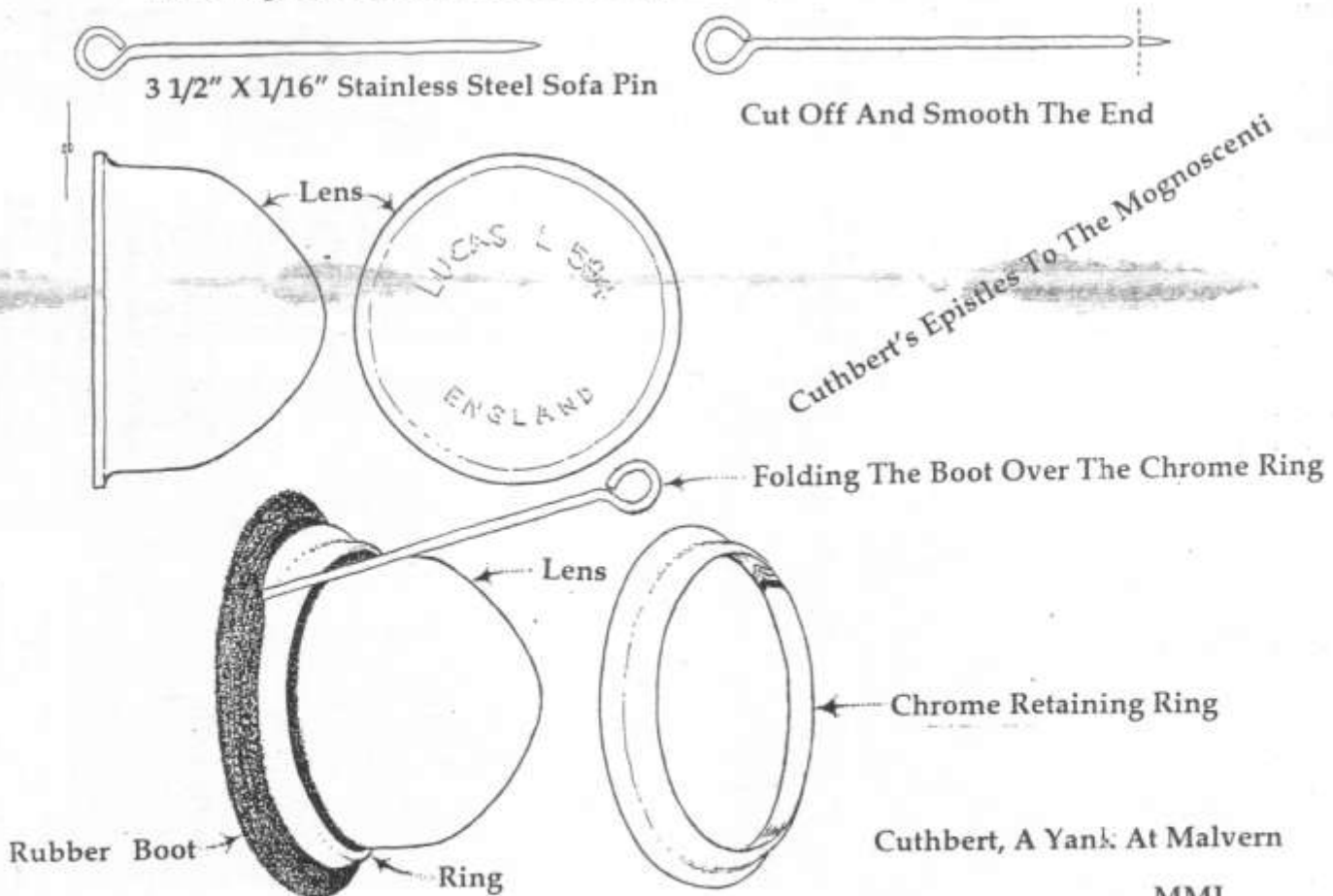
Over on the lovely Flowerbelle's side of the shop I found a stainless steel "sofa pin" that is one sixteenth of an inch thick, and three and a half inches long. I sawed off a quarter of an inch and filed and polished the sawn end so it was as smooth as the new schoolmarm's ----.

Another big help with this thankless task is a half a cup of warm water with a couple of squirts of dishwashing liquid to use as a lubricant to assist the rubber to go where you'd like it to go. The soap is painted on the rubber and the lens is inserted into its slot in the boot. Now the chromed retaining ring is "offered up" to the boot. Pressing the ring up to the boot, the tool is inserted into the slot and a flap of the rubber is lifted over the ring, using the tool to lever the boot over the retaining ring. Keeping the tool in the slot the flap is walked around the lamp till the ring is properly seated in the boot.

There isn't any more to it, it's dead simple to make the tool and the next time you have to remove one of these lenses you'll actually look forward to it, not to mention performing this magick on another ham-handed member's Moggie before a suitable crowd.

Cuthbert

### Finally We Triumph Over The Ubiquitous Lucas L 594 Turn Signal Lamp





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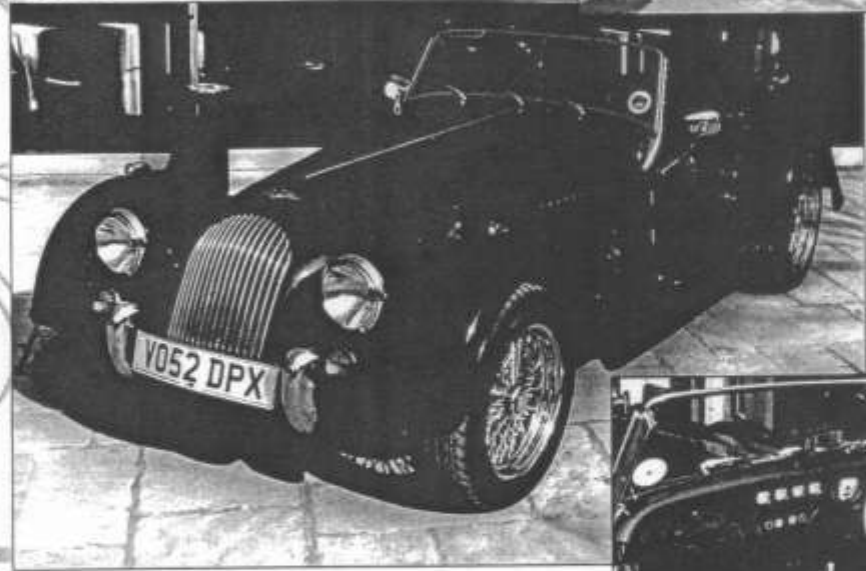
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## DRIVING DIFFICULTIES

Men, women have different approaches to similar problems

By DAVID DENHAAS

It has become something of a cliché that men do not like to stop and ask for directions when they cannot find their way to wherever it is their wives, girlfriends or female relatives insist they ought to be going.

Not for no reason, ladies. Not for no reason.

First of all, we are not lost. We know exactly where we are. Right

assume automatically that "asking directions" would be something one does to get instructions on how to reach a given destination. But, you see, we men know from experience this does not work, so we long ago stopped trying.

You ladies know stopping to ask for directions has nothing to do with finding the destination, but is designed purely as a reason to stop and have a chat. You meet the nicest people that way. (We can drop you off, if you like. We can come back for you later — after we have located your desired destination through sheer, brilliant deduction coupled with our superb masculine navigation skills. We hope — and presume — you will be all chatted out by then.)

In short, the problem with asking for directions has nothing to do with ego or stubbornness or any silly ideas you ladies may have about our alleged macho independence. It is simply that good directions are hard to find.

If you ask a man for directions, what happens is this. With a perfectly straight face and not even a twitch at the corner of the mouth to betray his evil plan, he will tell you something like, "Turn left at Monkey's Corner and keep going until you hit the Burma Road. Then go right and it will be the third cross street. You can't miss it." (They always, always say, "You can't miss it.")

You thank the man and unsuspiciously go on your way.

Hours later, when you have finally and independently arrived at the destination, you learn a) Monkey's Corner is what the locals call that straight stretch of road — the corner having been taken out when the road was widened in 1963 — with no sign or marking or any kind, b) it is a left turn, but only if you are coming from the other way,



Map of the area around the town of Morganville, N.J. The map shows a road network with a specific road highlighted in white. A small white circle marks a location on the highlighted road. The map includes various labels for roads and landmarks, such as 'BOLVAR', 'MALVERN LINK', and 'MORGANVILLE'.

c) the Burma Road was renamed County Road 22 a long, long time ago and d) your destination is, indeed, the third cross street after that, but only if you do not count the first two streets (since one of them is new and the other is really more of a lane).

It is second nature for men to give instructions like that. It is the hunter instinct. We believe one should have to hunt for anything worth finding.

If you ask a woman for directions, it is a very different story. She will tell you something like, "Oh, sure, just keep going straight until you see the house with the pretty green curtains on the upstairs window, then turn this way where they are having the yard sale — they have these

whirly-gig things like cartoon

characters, you know. I just love the one with Sylvester chasing Tweety — and keep going until you see a pink house with a big dog in the yard, but don't turn there, it's just that the house is really pretty and the guy who lives there? His first wife had it painted that colour, but they split up and he ended up buying her share, but she got the cottage and her older sister is the one who ..."

At this point, the only thing for you to do is to pretend you are blocking the lane holding up traffic or your engine is overheating, and slowly start to creep forward

as you say, "Thank you, thank you, I'm sure I can find it now ..."

Then there are those GPS-based navigation systems built into many vehicles nowadays. Finally, no more female brain, or male brain or lame-brain of either sex; just clear, simple, accurate instructions.

Which is no fun at all. So, ask your spouse to use the system and have him or her pass on the instructions. Verbally. You know, "It says to go along the squiggly line until you hit the flashing dot, honey ..."

National Post  
denhaas@ntl.sympatico.ca

## 'T SAYS

### GO ALONG THE

### SQUIGGLY LINE

### UNTIL YOU HIT

### THE FLASHING

### DOT, HONEY

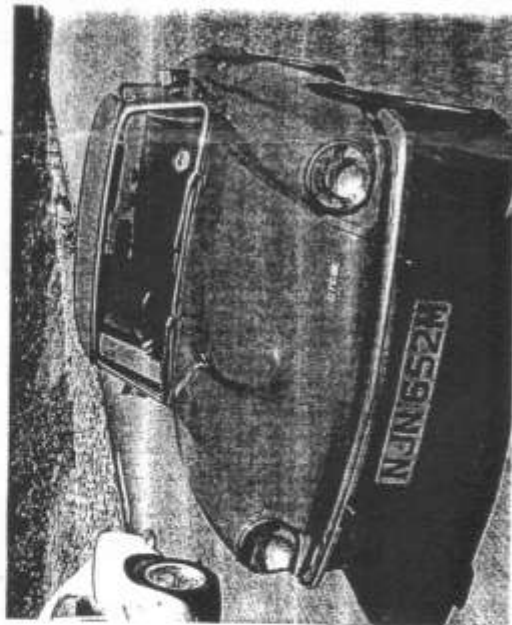
here, see? It is your alleged destination whose location is at issue. We are far from sure it even exists at all. But it is interesting how you make the fact you have misplaced your destination sound like our fault.

Second, the whole cause of this being-lost thing, always assuming we are lost, is that we were already trying to follow directions. See where that has gotten us? Now, would you have us compound the error by making the same mistake again and asking for more directions?

Third, at some point we do have to discuss motivation. Forgive us, but the way our minds work is to



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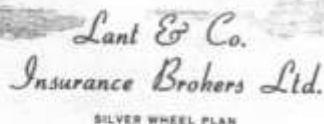


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Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_

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Duties: depends



**First of the real sports cars**

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

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British Car Council Inc  
Bayview Village, P.O. Box 91135  
Willowdale, Ontario  
Canada M2K 2Y6

## **Long Distance Award, 2003**

The purpose of this "award" is to encourage British Automobile drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride, and for the general public. By driving our Classic Cars\* as much as possible we are consistently bringing to mind the love of the British Classic Car.

\* Classics do not include British Cars considered "daily drivers" – however, club executives should use discretion, final judgment is up to the BCCI executive.

To help and encourage all participants, the British Car Council Incorporated offers a "Long Distance Award". The award, a specially struck plaque with the participant's name and vehicle particulars, is presented to those who have traveled the pre-requisite mileage (kilometerage) during the season of April 1 through October 31.

The logistics, rules and regulations are as follows:

1. Vehicles participating will not be "daily drivers" (that is, only classic cars used for appropriate events and pleasure during the season are eligible).
2. Timing will be April 1 through October 31. Recording of mileage will not begin prior to April 1 or end after October 31. Anyone in violation of these dates will be disqualified.
3. The award is available to all members of BCCI participating clubs regardless of residence.
4. Each participating automobile will have the odometer read by a respected member of their club's executive at the start and end of the time period.
5. The club's executive will be responsible for recording the starting odometer reading and the ending odometer reading on the attached form (need not be the same executive member for both readings).
6. Any and all defective mileage/kilometerage instruments are the responsibility of the car's driver/owner to repair (no verbal estimates of distance traveled will be accepted).
7. Dash plaques will be awarded to every driver successfully completing 3000 miles or 5000 kilometers during the period being measured.
8. Dash plaques will be given to each club's BCCI representative and distributed to the appropriate club members by that representative.

Let's get out and drive those cars! Good luck and remember... have fun and drive safely.



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## Long Distance Award

**Contest runs from April 1 through October 31**

**Please copy and distribute this form to your club members.**

### **CONTEST COMMENCEMENT**

Club Name (please print)	Car Make, Model, and Year (please print)
Principle Driver's Name (please print)	Mileage / Kilometerage reading as at April 1
Odometer gauges in working order?  Yes <input type="checkbox"/> No <input type="checkbox"/> Explain	Name & Signature of Club Executive Member    Date

### **CONTEST CONCLUSION**

Name (s) to appear on award (please print)	Mileage / Kilometerage reading as at October 31
Distance Traveled	Name & Signature of Club Executive Member    Date

Submit this completed form to British Car Council Inc no later than December 1. Awards will be presented to your BCCI representative as soon as possible. All enquiries should be directed to the BCCI at the above address. Illegible or incomplete forms may be rejected.

# Morgan's on the Grand

June 8, 2003



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Arrive at the **Van Zuiden Senior's townhome – 31 Sulphur Springs Drive** (see above, take Mohawk Rd off the 403, follow Mohawk into Rousseau Street to Wilson, turn left and then right at the next stoplight – Sulphur Springs Road. **Lots of parking in the townhouse complex.** Headquarters is Unit #31. Refreshments & "facilities" available. Call 905-304-7179 if you are lost!

Arrive at 9:00  
First car away at 9:30

Call 905-536-4808 if you miss us at the start and we'll tell you where we are.

Finish is back in the Burlington area late afternoon.



Lunch stop was to be at this aptly named "Morgan's" pub in Paris on the Grand River... unfortunately it has closed we will locate a more appropriate lunch venue but use the frontage for photos!

Organized by Glenn Nigh and Tom Van Zuiden. Come for a good time and a great lunch on the Grand River!

