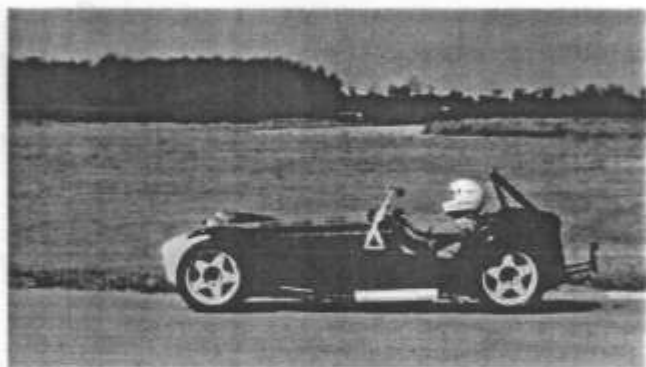




Issue 4 - 2003, July

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



Just to get those juices flowing...

Top photo... The Prez at speed in "The Beast" during Cayuga (Toronto Motorsports Park) Exoto Lapping Day in late May. This truly got the juices boiling!

Photo at left... MSCCC member Neil Young's son Kevin wringing out the Super 7 during the same event.

Photos by Neil Young

Are you out enjoying the summer... and your Morgans?

Prez Sez:

Vern Dale-Johnson (vern_dj.msn@attcanada.net)

My first comment, at the request of Sharon Roden, is a reminder to **complete your registration form** for the upcoming **September 26-28 MSCCC Fall Weekend** and to make your reservations at 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 has helped set-up 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.**

Second, thanks to the MCC DC for another phenomenol MOG - **MOG 33** - in Shepherdstown West Virginia over the July 4 extended weekend. The trip started for many of the Toronto group (Stevens, Wilkinsons, Van Zuidens, David McCrosson, and yours truly) with a stop in Watkins Glen where MSCCC member **Desi & Bill Benet** had alerted Western NY Mog owners of our stop. Many joined us for a few beers and a communal dinner at the **Seneca Park Lodge**. Thanks to Dick Powers for his work to set-up a visit to the Watkins Glen Motor Racing Research Center (nice race cars, historic documents, paintings, memorabilia, etc on display). We didn't get to the center but we did have the curator join us for dinner and afterwards watched the 1953 GP on the lodge's video system. Managed a [quiet] run around the old course as well - three in the Van Zuiden's, 2 in the Steven's Mogs.

More on the MOG itself later in both this issue (preliminary report) and the September Blurb. One of the highlights of MOG 33 was the attendance of Sue & Keith Ahlers with their "street" Aero 8. The lowlight was an aborted "watercross" for the last heat (enough, you have to read the reports!).

Just before committing this Blurb to print a quick trip to Vancouver to attend the **45 anniversary reunion of the Royal City Sports Car Club** - invitation from founding RSCCC and MSCCC members Ron & Yvonne Theroux. Great evening with a significant number of members of that now dormant group who owned, own, or want to own Morgans. The Vancouver visit also gave me an opportunity to spend an evening with Ken & Pat Miles to discuss the upcoming... **Morgans Downunder**... trip coming up in **January - February 2004**. After minimal coaxing and encouragement from Amanda I had phoned my MOA III partner -- brother Rod -- and after minimal arm twisting to get him on board, committed to the trip. This gives us an opportunity not only for an incredible adventure but the opportunity to move one of our Morgans to our retirement residence near Sydney Australia. The +8 gets the nod (it can be registered for road use in Oz whereas the +4, with its left-hand drive will only be registerable for use on "club plates". With the +8 heading for Oz the +4 gets the entire Toronto garage bay back and will do full event duties for MOA IV in 2005.

Hope you are enjoying the summer with many long runs on classic Morgan roads.

June 8th - Morgans on the Grand, presented by Tom Van Zuiden & Glenn Nigh

Tom & Glenn... Thanks for a great event... for those who did not attend, you missed a fabulous day that started in the surreal fog surrounding Tom's Mom & Dad's townhome in Ancaster where the neighbours woke to the sound of rumbling engines (that infamous "rumble of Morgans") as Morganeers arrived (second to last the "Pop! Pop! Pop!" of the Knight's trike, and last the deep growl of Martin & Donna Beer in their +8 arriving after touring the city of Ancaster for the better part of an hour). Starting the event was a small driving skill test prepared by Glenn followed by a suitably mapped out route - with many questions to answer -- from Ancaster through to Paris. Oh yes, that Paris stop included the fortuitous visit of a local OPP constable on her bicycle who just happened to have a book on Ontario's driving rules and laws including the needed confirmation of "points" for various infractions. After our stop and a meander through the village center the regrouped Morganeers resumed their run to our lunch destination - the Potter's Café.

Post lunch, more driving through the beautiful back country around the Grand River back to Ancaster where Tom & Linda Van Zuiden had planned for some refreshments and a chance to separate those who just looked at the scenery from those who actually took answering the questions seriously. Shortly after arrival Alec Knight was seen praying to the JAP gods... seems his rebuild had started to unravel as one cylinder was



rocking on the crankcase. Undeterred, Alec, with a lot of help from the rest of the group (moral support?) disassembled as needed to reach the offending "nuts". David & I (Vern) followed Alec & Gayle home along Hwy 5 as far as Kipling Ave when we got divided by lights. We then hitailed it home and into the garage just as it started to rain... A check with Alec and Gayle confirmed they arrived at their garage just as the rain started to spot their windscreens as well. There were many digital pics of the event. Most can be seen on SMOG (connect through www.gomog.com if you've not been into this site before) with a few selected pics below. Regards, Vern Dale-Johnson

Attendees...

Vern Dale-Johnson & David McCrossan (+4)
 John Roden (Honda!!!)
 Dave Farmer (+4, took pity on John)
 Heather & Peter McCowan (Sands' +4)
 Alan & Marlies Sands (Allard)
 Malcolm & Brenda Taylor (Triumph)
 Chris & Gayle Taylor (TVR)
 Rod & Ken Wilkinson (+8)
 Martin & Donna Beer (+8)
 Andrew & Teresa Flint (+8)
 Glenn & Rene Nigh (+4)
 Tom & Linda Van Zuiden (+4)
 Alec & Gayle Knight (Trike)
 Brian & Brenda Morgan (MG)
 Gary & Sherry McFarlane (+4)
 Ray & Liz Stevens (4/4)
 Ray & Mary Shier (4/4)

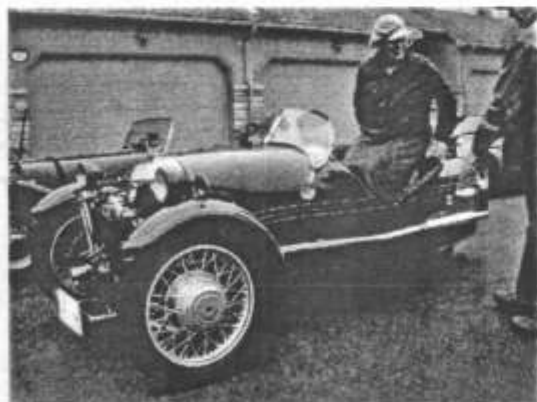


At the Potter's Café lunch stop...

Photos by Tom Van Zuiden, Malcolm Taylor,
 Gary McFarlane & Chris Taylor



More Potter's Café ... and on the right, many of those who swarmed the OPP officer for answers!



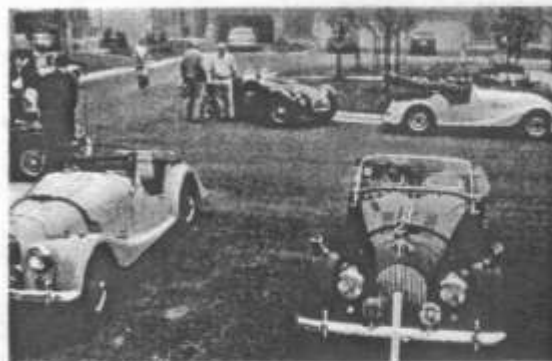
Gayle Knight exiting the trike after a cool morning run from Toronto (now that is dedication).



Tom Van Zuiden and Glenn Nigh.. thanks guys! (note the fog, great for the "atmosphere" of the event)



Alec Knight performing roadside repairs



More of the assembled group hoping the fog will lift .



MOG 33, Shepherdstown West Virginia, July 2-6

The Canadian contingent at this year's MOG was one of the largest in the history of the event (not including those American friends who also belong to the MSCCC)... Vern Dale-Johnson with David McCrossan (+8), Martin & Steve Beer (+8), John & Sharon Roden (4/4), Tom, Linda, & Kim Van Zuiden (+4 4 seater), Rod & Jennifer Wilkinson (+8), Ray & Liz Stevens (4/4 4 seater) represented the MSCCC with Morgans while Tim & Carol Clarke with Evan, Rhys & Jane in tow were great in the cheering section. Lorne & Audrey Goldman (+8) represented GoMoG and eMOG. Events including the many Noggins, concourse, gymkhana, autocross, and rally. Awards for the Canadian contingent included concours for the Van Zuiden's and Roden's, autocross for the Beers (both Martin & Steve), and rally for Dale-Johnson and McCrossan.



Many more photos and hopefully a story or two on the MOG will appear in the 5-2003 issue of the Blurb as those who attended catch their breath and reminisce on the events of the extended weekend.



The Beer Boys... "Look'n Good" both in Martin's +8 and their new MSCCC shirts. Martin and Steve took trophies in the Autocross (dry portion of the event... Vern DJ ran in the Watercross and did not trophy! Who is that naked man on the next page?)

Tom Van Zuiden photos





Kim VZ checking out Dad's next car (?); Jennifer Wilkinson modeling a tattoo (she wants Rod to buy a pink Aero 8); John Roden with concours 4/4 winner; and most of the plates won by the Canadian group posing with the "best of show" - Toby Tuttle's +4 with tons of patina!

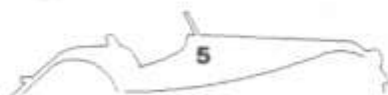
Prior to this year's MOG, Tom Van Zuiden suggested we create a **"T-Shirt to differentiate the Canadians"**. As the project developed we felt "hey, why not sell some to reduce the /unit cost?". So... we did... and lo and behold we have a few left over for those MSCCC members who want a new T-shirt. Description? These are heavy weight cotton "crew-neck" T's off-white (kind of a grey fleck through them) with **"Morgan race script in black and a red maple leaf"** on the front left shoulder and on the back a 4-colour rendition of the 3-2003 Blurb cover but scripted with **"Look'n Good"** (you choose... the Morgan, the guy, or the lady). We've a few left priced at **C\$25 each** for large or medium (sorry, all other sizes sold out).



Also for this year's MOG we bankrolled 1000 temporary tattoos. Again, the **"Morgan Race Script with red maple leaf"**. These are about 1.5 by 1.5 inches (that's just under 40 mm square for you younger folk). We've a **"pack of 11"** of these available for **C\$5**. Easy to apply and easy to remove or leave in place and they last for about a week. Place orders for these items with Vern DJ...

Many more photos and hopefully a story or two on the MOG will appear in the 5-2003 issue of the Blurb as those who attended catch their breath and reminisce on the events of the extended weekend.

On behalf of the 3/4 Morgan Group Ltd, I would like to invite the members of MSCCC to **AutumnMog XXV**. This will be our 25th 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] where the club has reserved all the rooms.

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, 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] 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 or 800-877-5400.

Central Canada Morgan Events:

- 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 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 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 **¼ Morgan Group AutumnMog XXV**, contact Dave Crandall davidc@thenetworkinc.org or 800-877-5400
- Oct 5 **Miller's Fall Run** (see below)

Oct 5, 2003 "Miller's Fall Run"

Cambridge & Georgetown starting points with a finish at the Legion in Acton. Info on start times, locations, details call Phil Miller at 519-620-3703, email philandwendy@rogers.com
Or watch the next Blurb for details...

MOA IV - "The Great Adventure"

Dates and route are firming up. Will be early September 2005 through mid October. Run will include the Great Lakes (all 5), Great River (Mississippi), Great Plains, and the Great Road (Route 66). Enquiries? Elaine Fisher at 925-930-6037 moa2005@attqolbal.net

West Coast Events for MSCCC and MOG NW:

- 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:

- Aug 10 **Aylmer Auto Show at the Alymer 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
- Sept 26-28 **¼ Morgan Group AutumnMog XXV**, info on location to follow... contact Dave Crandall davidc@thenetworkinc.org or 800-877-5400



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



As previously noted there are Morgan events being planned well into the future – from weekend to several weeks long. **2003 – Alaska Highway Experience**; **2004 – another long distance run has been in preparation – “Morgans down under” during Jan-Feb with up to 12 cars coming from the UK, 6 from North America (Including commitments from MSCCC members Ken & Pat Miles, Henry & Barbara Tutton, and Vern & Rod Dale-Johnson) followed by 6 weeks on Route 66; then in Sept-Oct 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....**

From: **"Targa Newfoundland"** <applications@targanewfoundland.com>
Sent: Tuesday, June 03, 2003 1:34 PM
Subject: New Targa Newfoundland class draws entry with Latin fire

An experimental new class for the Targa Newfoundland international rally has already drawn its first entry, and with it the promise of some very colourful cars and competitors.

The 2003 edition of the rally will see the introduction of a class for cars built for the Carrera Panamericana road race in Mexico, the storied motorsport event that epitomized the glory days of the 1950s. Reincarnated in a modern form and run today as a rally that carves through Mexico from south to north each October, the Carrera Panamericana caters to a galaxy of hybrid cars built to resemble the historic racers of the 1950s but using modern technology.

The first entry in the class suits that description to a 'T'... The 1953 Studebaker Commander shared by Tom Hayes of Nassau, Bahamas, and American Andy Vann, is hardly your average carefully restored classic. With a snarling V8 engine, competition brakes and a list of hardware more likely found on a NASCAR racer, the classic coupe is a rolling time warp, bringing together the images of the heroic 1950s era of racing and modern technology.

"This is an experiment," explains Targa Newfoundland organizer Robert Giannou. "The idea was to create a class where exciting hybrid cars could compete against each other. Over the years, a lot of hybrid cars have been created for Carrera Panamericana and their owners are out there, looking for a new adventure. We think they would be at home at Targa Newfoundland." The Panamericana class entries will compete against each other but not be eligible for overall honours.

Hayes and Vann have their own set of colourful credentials. Both have twice run the Carrera Panamericana, as well as the European epic Midnight Sun to Red Sea Rally and have experience in the Peking to Paris Rally, Around the World and other international events.

"On a personal level, I'm really encouraged they're starting a class for these cars," says Hayes. "It's difficult because there are very few events you can enter with these cars. And if they're not used, very quickly – like their drivers – they become museum pieces. I hope other events follow the lead of Targa Newfoundland."

The 2003 version of Targa Newfoundland will again be a six-day, 2,000-plus kilometre automobile adventure for the owners of great sporting cars from around the world. This year's event will start and finish in St. John's and run September 13 through September 21. Patterned after the successful Targa Tasmania (Australia) and



Targa New Zealand events, Targa Newfoundland was created to provide the owners of these pedigree machines the opportunity to drive them the way they were intended to be driven, safely and in the spirit of goodwill and good competition.

Targa Newfoundland is owned and organized by Newfoundland International Motorsports and is sanctioned by the Canadian Association of Rallysport (CARS). Targa Newfoundland 2003 is listed on the FIA calendar.

Information: Media: Doug Mepham (613)966-4969 or Ruth Marks (709)753-0794 Sponsors: Scott Giannou (709)576-7537 Competitors: Robert Giannou (709)722-2413 Website: www.targanewfoundland.com

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!

For Sale:

I've rec'd news that Nyal Wilson's 4/4 has been sold to an enthusiast (and friend of Tom Van Zuiden's) in the Grimsby Ontario while Mortie, Greg Kaufman's +4 has been sold and is being delivered to another BC owner - in Abbotsford. We're hoping "Martin" and "Lorrie" will become MSCCC members. Greg's three-wheeler is still looking for a home....

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

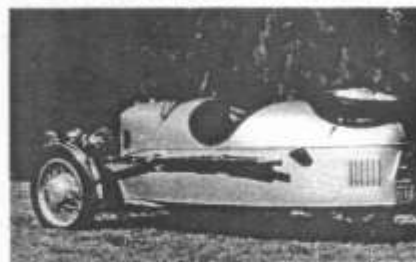
The vehicle has been completely dismantled and restored from the ground up, finished in 2002. Tube frame, woodwork, wiring, brake system, and suspension system have been replaced, rebuilt and/or refinished as needed. New Beetle-back panels were manufactured. A new radiator shell/shroud was fabricated 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.

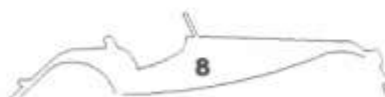
The trailer was specifically designed to facilitate taking Angus to car shows and provides a secure storage unit for the vehicle. Angus is cranked into the trailer and easily secured. The trailer does have electric brakes and additional running lights to ensure the safety of the Angus while in transit.



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

Badge collectors...More on the new Chicago Morgan Group 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 or by snail mail to Dan Ehrmann, 2911 Whispering Oaks Dr., Buffalo Grove, IL 60089



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



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.



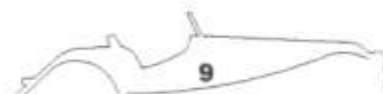
Notes from the East...

The following story from GoMoG member Achim Golger. Keith and Sue Ahlers attended MOG 33 with their "street" **Aero 8** where many were allowed to "sit and drool" and a few allowed to "drive", or better "pilot" the machine for a few miles. In the flesh the Aero is a masterful, aggressive, distinct – perhaps even outrageous – execution of the classic Morgan shape molded into a modern sports-car. Utterly fantastic! Thanks, Keith and Sue for the effort and the opportunity.

To: "eMOG II" <emog@lyris.dundee.net>
Sent: Monday, June 30, 2003 7:50 AM
Subject: [emog] Goodwood Trackday

After a frantic week (a quick visit to Glasgow and George and Sandra Dow, then off for a few days sailing on the East Coast) I only now had time to check up on eMOG and was surprised that there was no mention of the excellent Brands Hatch Morgan organised track day at Goodwood last Thursday.

48 participants and cars were in attendance on a glorious summer day, ranging from Simon Orebi-Gann's 1934 three-wheeler (bummer about the noise test, Simon...!) to the latest 2003 Aero 8s with the new bolt-on wheels and revised hoods. Rick Bourne was on hand to give demonstration rides (or should that be "flights" around the track in the BHM Aero 8 demonstrator.



That Aero sure shifts, but for me the highlight of the day was the 15 minutes spent with Keith Ahlers in his Class A race car (oops, that should read "Jersey registered road car"). I now understand the need for special seat mountings which allow for 4min. swaps of standard seats for Sparcos with proper four-point harnesses... Keith belted me in so tight that I could hardly exhale, let alone move in the seat. Once we chirped away from the pit lane it all became clear!

After the Yoko A032Rs had warmed up, Keith pressed on a bit. In corners where I felt almost on the ragged edge at 60-odd mph in my own car, Keith casually waltzed through at almost 90. The centrifugal forces exerted on this passenger's body must have been close to those generated in an F-16 doing loopings at Mach 2. Absolutely fantastic! I'm wondering whether I should apply for a competition license now. I need more practice! Hmmm...

There was a world of difference to the Aero 8 ride: the Aero is a lot easier to drive fast than either Keith's or my car but not necessarily more fun in the process.

Other eMOGgers in attendance were Mary, Mark, and Pippa Harrison, ably supported with baby-sitting duties by Mark's father. This was Mary's first trackday ever and it looks like she enjoyed herself a lot, even asking me about helmets! Simon Orebi-Gann brought his wife Kate along while Keith showed his wife Sue the best lines around the circuit. Barney Gower popped around for lunch and spent some time checking out the stunning Porsche GT parked outside the Cadillac Cafe.

I gave both Mark and his father a passenger ride around the track, albeit a bit slower than Warp 7 that Keith and I reached. The fact that Mark hasn't posted anything yet indicates to me that he hasn't recovered from the experience just yet. Sorry Mark!

We had no "offs" and all cars ran like clockwork apart from one radiator cap which blew off and which was swiftly replaced by the able BHM support crew. To anyone going to Newcastle in August I can only recommend you sign up for Crofts ASAP!

Notes from the West...

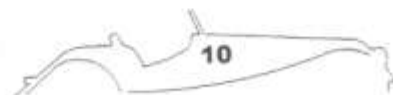
Ken & Pat Miles (kengmiles@shaw.ca)

Abbotsford Classic and Custom Car Show. April 25th-27th

On the weekend of April 25th to 27th four couples from MogNW northern pod showed the MogNW banner, talked to many people and increased the public's knowledge of Morgans. It started on April 25th with the set up of the booth in the evening. Ken and Pat Miles were first there with their 4/4, plus 8 and the half built shell of the Drophead. Soon the rest of the merry crew turned up. Dave and Ruth Collis brought their blue and black 4/4, which was shining like I had never seen it before. Dave had spent the previous evening buffing and his work was well rewarded. Rod and Ann Lafond brought their four seater 4/4 and he was eager to show his latest improvements. Lastly in limped Stu Rulka with Marilyn's 4/4 making an ungodly noise in the engine. He was followed by Marilyn in the van and she was most upset at the noise. Everyone looked, listened and diagnosed and came to the conclusion that it was not at bad as it could be but it may be the top end not the bottom. (Not much relief to Marilyn.)



Anyway with much pushing and shoving we got the 5 and a half Morgans all lined up, banners stuck to the wall and posters displayed before calling it a night. The next two days were very busy talking to people and informing them that they still make Morgans, they do have some steel underneath them and yes, the car that you can buy today looks very similar to the ones that we had on display. The Morgan Factory would have been very pleased with our sales pitches but it is a pity we did not have a new Aero 8 for display maybe we could have sold a couple. It is amazing how many people have had Morgans in their lives and how much interest was shown to the drophead which was on display without any body panels and showing all the underlying woodwork.



At the final awards presentation, the group won third place in the Vintage car display (I don't know how we came to be classed as vintage), Stu (Marilyn) won 3rd place in the vintage car class and Ken won 1st place in the contemporary class. Altogether it was a very busy weekend and we met lots of people interested in Morgans and hopefully got some new members. Our thanks to the Rulka's, Lafond's, Collis's and Miles' for their sterling service over the weekend and hopefully we will find out what is wrong with the Rulka's 4/4 in the future after it was towed home on the trailer.

Van Dusen ABFM, May 17th

The arrival of the dawn on Saturday May 17th portrayed a bleak sky threatening rain. The Gods were not happy with our English Cars and threatened to bring out Lord Lucas and all his faults. However, we were not daunted by this threat and proceeded towards the oasis of fun, good fellowship and the telling of tall tales know as the Van Dusen ABFM.

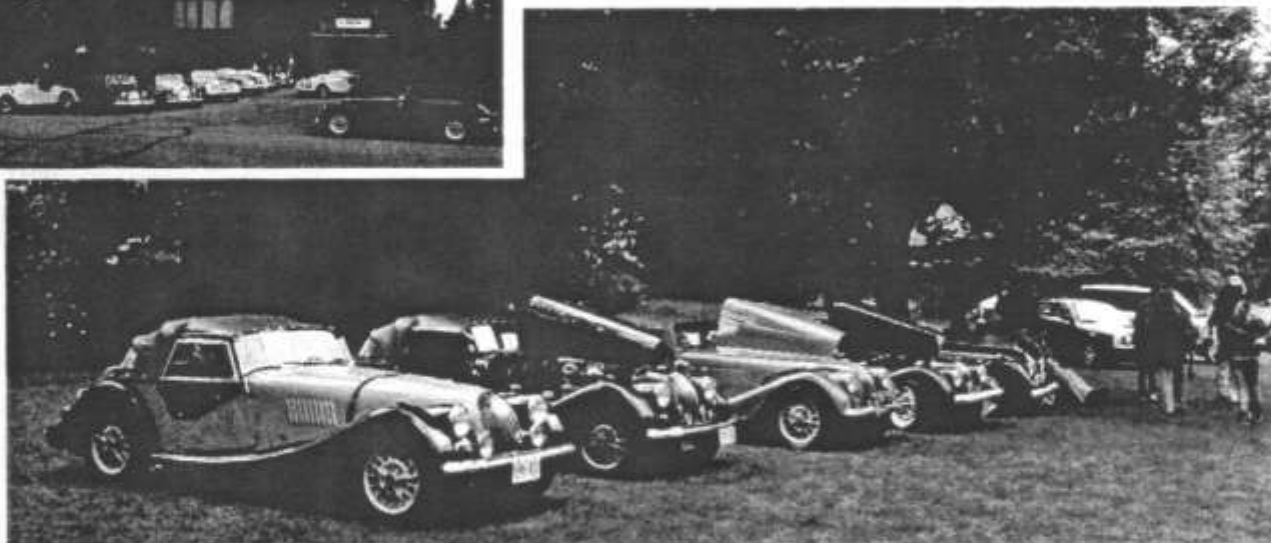
Twenty five morgans survived Lord Lucas threats and managed to survive the first part of the rainy morning which by early afternoon had turned to sun. The 4/4's of Mike Povey, Bob and Claire Hauge, Les and June Burkholder, Bert McCabe, Woody and Carmel Thomson, Larry and Tina Sharp, Mike and Rosemarie Powley, Sheryl and Irvin Bryant-Harlos, Ken Griffin, and Dave Wellington provided an excellent backdrop for a display of Morgans. The Plus 4's of Steve and Celia Hutchens, Bob and Judy McDiarmid, Craig Runions, Marv Coulthard, Larry Emrick, Frank Decarlo, Ron and Yvonne Theroux, and Graham and Val Bailey were situated towards the front of the display but behind the Plus 8's of Stu Rulka, Dick Dice, Ron Wisekind, Ken Miles, Ted Carew-Gibson and Win Muehling.

One of the major prizes of the day went to MogNW's Frank Decarlo for his Morgan Plus 4 which took first place in the under \$35,000 restored class. Congratulations Frank!!!! In the 4/4 class Bob Hauge was first, Ken Griffin second and Mike Povey third. In the Plus 4 class Bob McDiarmid was first, Graham Bailey second and Frank Decarlo third. In the Plus 8 class Win Muehling was first, Ron Wisekind second and Dick Dice third. Congratulations to all winners.

After the show we all retired to Ken and Pat Miles' house for a party. Joining us there were Wayne and Linda Harris, Glenn and Susan Starko, Bob and Sharon Green, Frank and Kay Gruen, Tom and Mel Henderson, John and Setsuko Rennie, and Douglas Seager.



Some time was spent on kicking tires and doing repairs to our cars either real or imaginary and in just plain talk with friends. Finally dinner was served with the great assistance of Woody



and Carmel Thomson doing the cooking. Great job cooking the steaks Woody. Everybody enjoyed the steaks,

salads and garlic bread and the many appetizers and deserts. A pleasant evening was had by all, and judging by the time the last person left there was lots of comradery and we should all congratulate ourselves for surviving another wet Van Dusen.



Here is a pic of the eMoggers who went on the Devil's Punch Bowl VIII run, courtesy of Larry Vandermay.

From left to right: My 100 pound puppy dog Eve, Doug Davee, Craig Runions, Bill Button, Ken Miles, Larry Vandermay, Dick Tilden.

Regards, Doug Davee,
Hood River Valley Oregon

Concours Corner May 2003

Jeremy Harrison (jeremyhere@blueyonder.co.uk)

Short update from the July Miscellany as Jeremy is feverishly setting up the concours for MOG 003....

"Only one month is left for you to prepare for the Great North MOG 003 Concours at Newcastle, so get polishing NOW and don't forget to remove the dust from the tops of those flick switches on the dash. Also please remember that in the "world" competition, the back axle WILL be judged. The more entries we get in all the Competitions, the better and the better the spectacle too, so if you are wavering whether to enter or not, don't, just do it. It IS fund and you'll be able to talk Morgan all day!

I now have entries for all classes in the "World" competition with the exception of the Aero 8 class. I'm sure all those of you with the modern Aeros must keep them in immaculate condition, so why not enter YOUR car? I know there will be a display of the old 3 wheeler Aeros and the modern Aero 8's next to the Concours arena, but if your car is good enough for that display, then it MUST be good enough for the concours too.

In the other Competitions, the "Pride of Ownership" has the most entries so far and the "Road Modified" had some superbly altered cars for you to drool over and/or criticize!
I'm not sure if you're familiar with this Morgan... my father purchased it from a gentleman in Niagara on the Lake in 1998. Mercedes Desert red, with black leather and burgundy piping.

Hog Mog Matters:

A note in honor of former MSCCC member Ken Chisholm...

Unfortunately, my father passed away in April of 2001 (my Mother has kept the club membership and we still get the Blurb) and I'm taking care of the car now.

Knowing that most enthusiasts like car stories, you might appreciate this one. Dad wanted his ashes spread on the 16th hole of the Jasper Park Lodge golf course in Jasper Alberta. So...how do you think we got him there...you guessed it. My brother and I took him for his last ride in his car...we made it a good one...and we dropped him off at the course... we did the trip in August of 2001.



The car did 8,000 kms flawlessly (top down for 7500 of 8000) and only picked up two small stone chips, which I've touched up. I only take her out on weekends now, probably no more than 3500 kms per season.

8000 kms over 7 days in a Morgan does a couple of things to you:

- 1) your wallet will leave a serious mark on your ass
- 2) you will melt the soles off your favorite pair of driving shoes.

But there is no better way to travel across this country...the way I see it...driving that Morgan is the second best way to mess up your hair!

I haven't made it out to many of the events...but I hope too. My father and I attended one of the club events in his '62 Bentley before he found the Morgan, and we attended the British Car day at Bronte Park in the Fall of 2000...actually that was the last day I spent with my Dad as he spent winter in Scotland trying to keep his golf game in good condition.

I'm trying to "hotrod" a newer Mustang as well as driving and maintaining the Morgan, so it seems tough to get out to the shows...there never seems to be enough time.

I hope that the tale of two brothers driving their father's ashes across the better part of Canada in his Plus 8 is told in good health. Cheers, Tim Chisholm Toronto

Date: Sat, 5 Jul 2003

From: "dave farmer" <d.farmer@sympatico.ca>

Subject: **The Small World of Classic Cars**

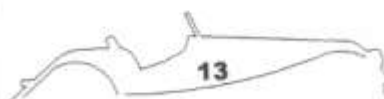
I just got the official photo taken as I entered the "Classics Against Cancer" car show in Georgetown Ont. back on Father's Day (attached). This was after about 15 minutes of inching down a hill at the entry to the park and there was one more stop to register the car for judging. Vern DJ overheated "The Beast" in the lineup. His '66 Plus 4 also made the trip piloted by mogless MSCCC member David McCrossan and there were two 4/4s, those of Ray & Mary Shier and John & Sharon Roden. John & Sharon took 2nd place in the post 1968 category.

1st Small World Incident; Going to the breakfast they offered I mentioned to Vern that I should look for the lady driving the black '56 T-bird I was behind on the hill since she had a burned out brake light. Vern replies, "I know that car. She used to work with me." So he passed on the message for me after breakfast.

2nd Small World Incident; As we were seated eating the breakfast a fellow sitting on the other side of Vern joined in, I looked over, and it was an old high school mate of mine! He has a lovingly cared for '67 Mustang fastback. And he had just the night before met another of our high school class at a local show 'n shine.

3rd Small World Incident; I split a bit early so I could do a little shopping on the way home. As I was opening the boot a woman rolls up and complements me on the Morgan. Then starts talking about her freind's late husband who had rebuilt a Rolls Royce etc.... I told her who had done the work on my car and the fact the father, Reg Beer, had worked for the Craven Foundation of antique cars. Well that is where her freind's husband had worked too. So I got names and a phone number to pass on to the Beers.

Time to go do some fettling with the '88 Cougar, Good thing the '59 Morgan is so reliable. Dave Farmer



SOME THOUGHTS AFTER RESTORING MY 1952 PLUS FOUR MORGAN

from Bob Adair

(From the NW Magazine. Editor Craig Runions notes – "He's 2 for 2 at the Vancouver and Portland ABFMs for Best Debuting Restoration and/or Best in Show. Pay attention to what follows!")

1. It will take you much longer than you think.
2. Always keep a picture of the finished car in your mind.
3. Do a thorough job. The component you do not take apart and rebuild will most likely be the part that gives you problems first.
4. After each stage of the restoration, enjoy the moment. Admire your workmanship. Have coffee and Oreos.
5. Do not skimp on quality of parts or services. Seek the best.
6. Use original parts, type of materials, and methods.
7. Keep a picture of the finished car in your mind.
8. Do not worry about total cost. Think of it as money well spent. Think of many years you will be driving the car. If you are married, lie to your wife about how much it's costing.
9. If you're unsure of how to do something, don't do it. You'll probably screw it up. Work on another component. Ask those who have some experience. This is called learning. With time it will come to you and you'll be able to do it correctly.
10. Good luck with chromers! Inventory all parts you give them. I went through 3 of them. Even the best of the 3 lost a door handle.
11. Don't believe the painter when he tells you one gallon will be sufficient. Make him have the paint store mix a couple extra quarts. The extra will come in handy later believe me!
12. When you think you are through you are not. There are always some bugs to work out or redo or adjust.
13. All thoughts of the work, frustration, and money spent will vanish when you start to drive your restored Morgan. It's all worth the effort when that picture you've had in your mind becomes a reality. Have some more Oreos!

Notes from eMOG...

From: "Dennis Glavis" <dennis@morganwest.net
To: "eMOG II" <emog@lyris.dundee.net
Subject: metaphors and analogies for the literary minded

Actual Analogies and Metaphors Found in High School Essays:

Her face was a perfect oval, like a circle that had its two other sides gently compressed by a Thigh Master. His thoughts tumbled in his head, making and breaking alliances like underpants in a dryer without Cling Free. He spoke with the wisdom that can only come from experience, like a guy who went blind because he looked at a solar eclipse without one of those boxes with a pinhole in it and now goes around the country speaking at high schools about the dangers of looking at a solar eclipse without one of those boxes with a pinhole in it. She grew on him like she was a colony of E. coli and he was room-temperature Canadian beef. She had a deep, throaty, genuine laugh, like that sound a dog makes just before it throws up. Her vocabulary was as bad as, like, whatever. He was as tall as a six-foot-three-inch tree. The revelation that his marriage of 30 years had disintegrated because of his wife's infidelity came as a rude shock, like a surcharge at a formerly surcharge-free ATM. The little boat gently drifted across the pond exactly the way a bowling ball wouldn't. McBride fell 12 stories, hitting the pavement like a Hefty bag filled with vegetable soup. From the attic came an unearthly howl. The whole scene had an eerie, surreal quality, like when you're on vacation in another city and Jeopardy comes on at 7:00 p. m. instead of 7:30. Her hair glistened in the rain like nose hair after a sneeze. The hailstones leaped from the pavement, just like maggots when you fry them in hot grease. Long separated by cruel fate, the star-crossed lovers raced across the grassy field toward each other like two freight trains, one having left Cleveland at 6:36 p.m. traveling at 55 mph, the other from Topeka at 4:19 p.m. at a speed of 35 mph. They lived in a typical suburban neighborhood with picket fences that resembled Nancy Kerrigan's teeth.



John and Mary had never met. They were like two hummingbirds who had also never met. He fell for her like his heart was a mob informant and she was the East River. Even in his last years, Grandpappy had a mind like a steel trap, only one that had been left out so long, it had rusted shut. Shots rang out, as shots are wont to do. The plan was simple, like my brother-in-law Phil. But unlike Phil, this plan just might work. The young fighter had a hungry look, the kind you get from not eating for a while. "Oh, Jason, take me!"; she panted, her breasts heaving like a college freshman on \$1-a-beer night. He was as lame as a duck. Not the metaphorical lame duck, either, but a real duck that was actually lame - Maybe from stepping on a land mine or something. The ballerina rose gracefully en pointe and extended one slender leg behind her, like a dog at a fire hydrant. It was an American tradition, like fathers chasing kids around with power tools. He was deeply in love. When she spoke, he thought he heard bells, as if she were a garbage truck backing up. She was as easy as the TV Guide crossword. She walked into my office like a centipede with 98 missing legs. Her voice had that tense, grating quality, like a generation thermal paper fax machine that needed a band tightened. It hurt the way your tongue hurts after you accidentally staple it to the wall.

IS HEAVEN HOTTER THAN HELL?

Since all (I must assume) of us consider that owning and driving a Morgan is the earthly equivalent of Heaven, I have now (in researching my previous note regarding Heaven and Hell), discovered why: a) it is so much hotter in our Morgans; and b) why Morgans tend to overheat. I offer the following explanation and leave all of you to consider that air scoops, oil coolers, larger fans, etc may never resolve the problem given these fundamental "truths" (©) regards, Elliott

The temperatures of Heaven and of Hell are not given specifically in the Bible. That may be because the various temperature scales (Fahrenheit, Celsius, Rankin and Kelvin) were not created by the 1st century CE. However, there is sufficient data available to calculate the temperature of Heaven. The maximum temperature of Hell can also be determined.

HEAVEN'S TEMPERATURE: Isaiah 30:26 states: "Moreover, the light of the Moon shall be as the light of the Sun and the light of the Sun shall be sevenfold, as the light of seven days." One individual interpreted this passage as meaning that the radiation received by Heaven from the sun is 7 times 7 or 49 times as much as the earth does today. Added to that is the contribution of the moon which would equal the present amount that the earth receives from the sun. Thus Heaven would receive $(49 + 1)$ or 50 times the radiation as the earth does today. The Stefan-Boltzmann law for radiation links the temperature of an object with the amount of radiation received. It would predict that the temperature of heaven would be 498 degrees Celsius hotter than the earth is currently. Thus heaven would be about 525 °C or 977 °F.

However, this temperature would only be the "steady-state" temperature. Presumably Heaven was created shortly after Earth so that it would be ready for its first inhabitants: Abel, Adam and Eve. Revelation 21:17 says that the walls of New Jerusalem are 144 cubits thick. This is about 66 meters or 216 feet. Such a thick wall would be an effective insulator. Heaven would thus have taken many months to reach its equilibrium temperature. But it presumably has reached about 525 °C today.

HELL'S TEMPERATURE: Revelations 21:8 states "But the fearful, and unbelieving ... shall have their part in the lake which burneth with fire and brimstone." Brimstone is sulphur. In order for sulphur to be molten, its temperature must be at or below 444.6 °C or 832 °F.

Thus heaven is at least 80 °C or 145 °F hotter than Hell. Assuming that the glorified bodies that the inhabitants have in Heaven are as sensitive to heat as our present earthly bodies, then they would suffer greatly; Heaven would become worse than Hell. Since that cannot happen, due to theological considerations, Heaven must have some very effective methods of air conditioning to handle the excess incoming radiation.

THE THERMODYNAMICS OF HELL

The following is an actual question given on a University of Washington chemistry mid term. The answer by one student was so "profound" that the professor shared it with colleagues, via the Internet, which is, of course, why we now have the pleasure of enjoying it as well...



Exam question... **Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)?**

Most of the students wrote proofs of their beliefs using Boyle's Law, (gas cools off when it expands and heats up when it is compressed) or some variant. One student, however, wrote the following:

First, we need to know how the mass of Hell is changing in time. So we need to know the rate that souls are moving into Hell and the rate they are leaving. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving. As for how many souls are entering Hell, let's look at the different religions that exist in the world today. Some of these religions state that if you are not a member of their religion, you will go to Hell. Since there are more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell. With birth and death rates as they are, we can expect the number of souls in Hell to increase. Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added. This gives two possibilities. 1) If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose. 2) If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over. So which is it? If we accept the postulate given to me by Teresa during my Freshman year, that "It will be a cold day in Hell before I sleep with you," and take into account the fact that I still have not succeeded in having sexual relations with her, then, #2 cannot be true, and thus I am sure that Hell is exothermic and will not freeze.

The student received the only "A" given.

Nutrition and Health (Morgan content... we're talking about English here)

For those of you who watch what you eat... Here's the final word. It's a relief to know the truth after all those conflicting medical studies.

1. The Japanese eat very little fat and suffer fewer heart attacks than the British or Americans.
2. The Mexicans eat a lot of fat and suffer fewer heart attacks than the British or Americans.
3. The Japanese drink very little red wine and suffer fewer heart attacks than the British or Americans
4. The Italians drink excessive amounts of red wine and suffer fewer heart attacks than the British or Americans.
5. The Germans drink a lot of beers and eat lots of sausages and fats and suffer fewer heart attacks than the British or Americans.

CONCLUSION: Eat and drink what you like. Speaking English is apparently what kills you.

12 May 2003 For immediate release

Morgan Wins Epic Battle In British GT

Neil Cunningham drove the Richard Thorne Motorsport Morgan Aero 8 to an historic 1st place in the British GT at Knockhill, Scotland yesterday. The sensational win is the first for a Morgan Aero 8 in International top class racing. It underlines the determination of the independent British marque to hold its own among the big names in sports cars.

It was a truly epic 40 minute battle, with the Morgan mixing it nose to tail with the front-running Porsche 911 and a Ferrari, giving the enthusiastic crowd a real racing treat. On his way to the podium, Cunningham posted the fastest lap in class of the weekend and established a new track record.



Team Aero's run of success also continued with Keith Ahlers and Rob Wells gaining another third place podium finish, the fourth consecutive of the season.

Commenting, Charles Morgan, Managing Director of the Malvern-based manufacturer, said:

"This is a fantastic result that fully justifies all the hard work that Neil and the whole team have put in. We have always believed that the Aero 8 has the capacity to take on the best and win, and I think now we have proved that once and for all.

Our involvement in the Cup Class at the British GT is all about racing with cars that are very close to the one you can see in the showroom, and I hope that more people may now begin to realise that the Aero 8 really is a superbly engineered driver's car."

for further information, contact: Natasha Waddington, Morgan Media Relations. Tel: +44 (0) 7747 022255 or email to: natasha.waddington@transmissionpr.co.uk



Morgan Wins Epic Battle in British GT

For further press information, please contact: Natasha Waddington, Morgan Media Relations.
Tel: 07747 022255. Email: natasha.waddington@transmissionpr.co.uk

Aero 8

26 June 2003

For immediate release

Morgan Adds Magic Touch At Donington

The Morgan Works Race Team rolls out its long-awaited 2003 Aero 8 GTN car at Donington this weekend, where it will compete in the UK round of the FIA GT Championship.

Built at Morgan's Malvern works by a team lead by Stephen Lawrence, with his father Christopher providing technical consultancy, the car has been re-engineered from the ground up following its famous 18 hour run at Le Mans in 2002.



Team Manager, David Dowse, comments: "We learned a great deal from the Le Mans experience, and Stephen and the team have done a fantastic job taking that knowledge and translating it into a new car that is built to take on the established order in international GT racing. Their achievement is even more impressive, because they had to switch course at the 11th hour of the build programme."

Donington may be the team's first race outing, but it has already overcome enormous hurdles, including the major disappointment of failing to secure a place at Le Mans in 2003 and the disruption that followed the surprise news.

"We do feel that we have unfinished business at Le Mans, but in the meantime, we're really excited about the FIA races, and if they help us to build a strong case for an entry at Le Mans next year, so much the better." Dowse continues.

The team fields a dynamic driver line up, with Paula Cook, a regular competitor in the British Formula 3 and Touring Car Championships, joining their highly-regarded lead driver Neil Cunningham for Donington and the Spa 24 Hour FIA GT rounds.

Neil has already marked his record book with some excellent recent outings with Morgan - he has scored one win and several podium finishes this season in the British GT Cup class, and is said to be 'chaffing at the bit' to get behind the wheel in the GTN car. Paula has recently been busy on the national and international stage, testing for F3000 and the US-based Toyota Atlantic CART Series and, most recently, competing in the Porsche Supercup in Monte Carlo and the SEAT Cupra Challenge Series.

With a new BMW engine, prepared in Switzerland by Heini Mader, and the good wishes of Morgan fans all over the world willing it on, the Morgan is set to add its special touch of magic at Donington. However, David Dowse is keen to emphasise that the new car has a lot of development work ahead of it:

"It's important to keep things in perspective, and expectations realistic. We're absolutely delighted to be taking our place on the grid, and we'll give it our very best shot. But we have a long-term strategy, and this is the first of several steps along it," he concludes.

Editors' notes: For high resolution images of the 2003 Morgan Aero 8 GTN and the drivers, please log onto the Morgan website's media centre - www.morgan-motor.co.uk.

July 14, 2003

JACQUES LAFITTE JOINS MORGAN WORKS TEAM FOR SPA 24 HOUR RACE

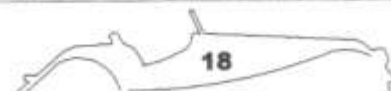
French Formula One legend, Jacques Lafitte will take to the wheel of Morgan's Aero 8 GT car, alongside Neil Cunningham and Paula Cook, for the Spa 24 Hour race in Belgium on July 26-27.

For further information and to keep up with the team's progress throughout the weekend, log on to Morgan's online media centre at www.morgan-motor.co.uk

The Return of Raymond the Cat!



138 • July 3, 2003 • Auto

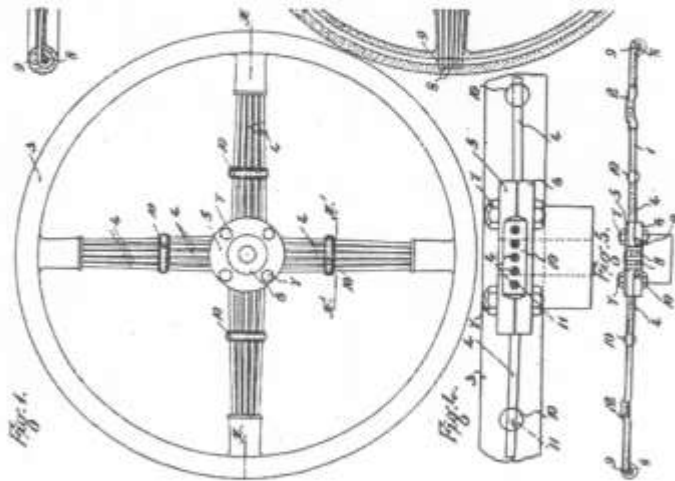


PATENT PRATTLE

An occasional series by John Merton

GB 377440 "Improvements relating to Hand Steering Wheels of Motor Vehicles, Aircraft, Motor-boats and the like"

377440 - COMPLETES, IMPROVEMENTS



Do you have a Bluemel's "Brooklands" steering wheel on your Morgan? Perhaps you're extra lucky and have a pre-war 4-4, or one of a few post-war Series 1's, with an Ashby wheel?

The wheels (which are virtually identical) have four spokes, each consisting of five spring steel spokes held apart by a spacer a few inches out from the centre boss.

The boss itself is in two pieces – the spokes are clamped between each piece, which is held together by four one quarter inch BSF nuts and bolts.

Well, the patent holder was Frank Ashby and Sons, a small Birmingham manufacturer (they also made rear luggage racks for some Morris models). The application date was August 1931, the acceptance date July 28, 1932.

The aim of the design was to improve flexibility and cushioning from road shock without loss of steering feel or control.

You may find the patent number on the rear of the boss of the Ashby wheel. If you can find a pre-war MG with an original Bluemel's "Brooklands" wheel, look for the number on one of the spoke spacers. And, yes, the Bluemel's "Brooklands" is an "imitation" – actually a copy of the Ashby wheel and made to Ashby's patent.

JM

"Y ? " Series

(And there's more where this came from)

Y do you recite at a play and play at a recital?
Y are they called apartments when they are all stuck together?
Y do you fill in a form by filling it out?
Y do overlook and oversee have two different meanings?
Y doesn't glue stick to the inside of the bottle?
Y is it called a building when it's already built?
Y do they sterilize needles for lethal injections?

Contributed by David Fletcher

Going crazy for Lord of the Rings? Verdant New Zealand lives up to its Middle Earth billing

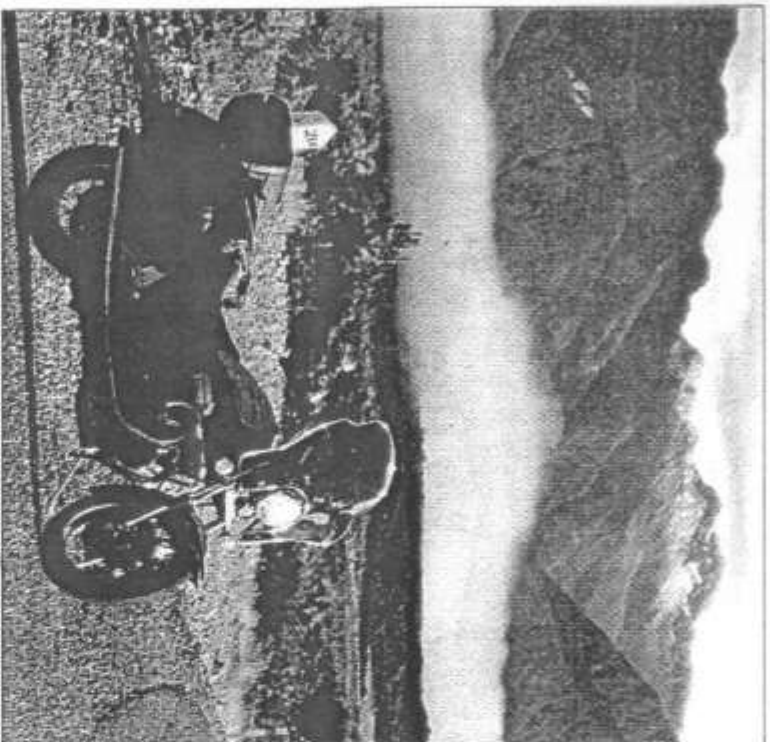
By TED DAVIS

The folks at Tourism New Zealand know a good thing when they see it, and have not hesitated to promote the fact that the hugely successful *Lord of the Rings* films were shot there. The two big islands that make up New Zealand have been well utilized for shooting locations in the process of bringing mythical Middle Earth to life. Tourism New Zealand subsequently produced a map that marks all the scene locations. With its wide variety of topographies, all relatively close to one another, it is hard to imagine a better stand-in for Middle Earth than New Zealand.

Having said that, visitors should not go with the idea they will see locations that duplicate those in the films. All the props and sets for *Lord of the Rings* are long gone and the scenes in the movie have been enhanced by film editors. Does that matter to the rabid *Lord of the Rings* fans? Apparently not, as visitor stats have hit record levels in the past two years, during which the first two films of the trilogy have been released. The exposure garnered by *Lord of the Rings* has definitely contributed to those numbers, the tourism folks say.

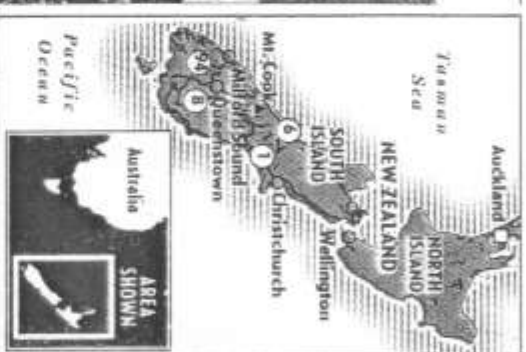
The north and south islands are beautiful places, but probably the most spectacular scenery is on the south island. An excellent road trip can be conducted here — one that easily stands on its own virtues, but has the added attraction of also running through Frodo country.

Christchurch is the international hub city for the south island, making it the best entry point for picking up your vehicle. I got a Moto Guzzi California from the Motor-



The locale for the films of J.R.R. Tolkien's work, New Zealand is an ideal setting for a two-wheeled road trip, cycling Downunder rental shop for my roadtrip, which was undertaken in the chilly southern hemisphere fall month of May. The Guzzi is a strong, torque-happy machine (1,100 cubic centimetres), with excellent luggage bags and an easy-cruising, two-cylinder engine. But it is heavy and long, forcing the rider — me — to work hard on the sometimes very twisty New Zealand roads.

Point your vehicle south from Christchurch on flat Hwy. 1 through mostly non-descript suburban and small town settings for about 45 minutes. Get used to driving on the left side of the road, with all the attendant challenges of making this switch. Sense an immediate change of



TED DAVIS / NATIONAL POST

pace and scenery upon turning right onto Hwy. 8 at Timaru. Strike westward across a landscape of brownish ranchlands that gently rock and roll, taking the curvy, well-maintained highway with it. This is a great ride, and has spectacular moments such as when the Southern Alps first rise up on the western horizon. Stop at Lake Pukaki to take in massive Mount Cook and the surrounding peaks of Mount Cook National Park. The views there were captured by the camera for *Lord of the Rings*.

Your final destination on this day is Queenstown, a four-seasons resort mecca that often draws comparisons to Whistler, B.C. It will take about seven hours to do the

tractions, such as a bungee leap from the original A.J. Hackett bungee bridge. Try tandem parasailing from the top of the mountain looming over Queenstown, or blow your mind with a 40-minute ride in the passenger seat of a Pitts aerobatic biplane.

There are many roadtrip choices from Queenstown, but one of the best is the challenging ride to Milford Sound. Milford Sound is a signature attraction in New Zealand, with its steep, high stone walls rising straight from the still sea waters deep inside the sound. These walls reach more than 300 metres in height, and are streaked with plunging waterfalls. The often murky conditions and muffled quiet, broken only by seabirds, give Milford Sound a spooky aspect.

Most of the drive from Queenstown is through stunning farm and ranch lands, on a thoroughly enjoyable route that starts by hugging the shoreline of Lake Wakatipu on Hwy. 6. A right turn onto Hwy. 94 continues the westward charge, past plenty of sheep, with the coastal mountains of Fiordland National Park in your direct line of vision.

The last 40 km of this 300-km journey will throw a major curveball at unprepared roadtrippers. Hwy. 94 makes a sudden plunge left, and starts its precipitous dive into the canyons that precede Milford Sound. The tight curves hug sheer drops, and eye-widening caution is in order. Wet roads are almost a sure thing on this last stretch of road into Milford Sound, so be prepared. After stopping on the shores of the sound, take a breath and ponder that there is much more to come on your road trip through New Zealand.

National Post



Monaco, May 28th, 2003

Hello Vern,

Thank you for the copy of the BLURB. Just to keep you up to date.

The last date for entries for the Morgan Drivers "WHO'S WHO" 2nd Edition is July 31st.

The Website will be up by June 30th. I shall advise you, so your members can check the 2nd Edition out, before we go to print.

I have been very busy working on the website and the new design for the "WHO'S WHO". This has been a very busy year so far. The famous F1 Monte-Carlo Grand Prix begins tomorrow, so until Sunday evening it seems half the world has descended on Monaco.

We have planned a very special event for 2004 to celebrate 95 years of Morgan Cars. Will tell you all about it later, you will also be able to check it out on the website.

Have a great end of May. Morgan weekend.

Best regards

DANI CAREW

President of the Morgan Club de Monaco

INFORMATION: TEL: (377) 93 50 76 07 // FAX: (377) 93 30 35 32

HELL ON WHEELS: Morgan Plus Four Plus

AFTER 30 years of manufacturing traditionally-styled, two-seater open-top sports cars, Morgan finally decided to break the mould in 1964.

But the Plus Four Plus was not a four-seater as the name suggested but a claustrophobic, fixed-head, two-seater coupé. The lines were not unlike those of Colin Chapman's Lotus Elite which should have meant the Morgan had a high top speed, lack of wind noise and good economy. It didn't.

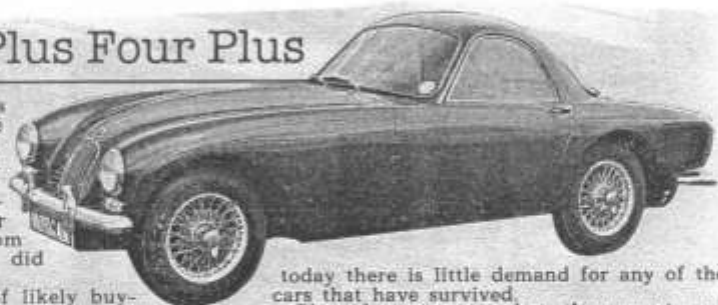
But, while the company was trying to change, its loyal customers didn't want to. They decided to stick to the Morgans they loved - with open tops, wings and running boards. Another thing Morgan enthusiasts

didn't take to was the fact that the Plus Four Plus was made of plastic - a "Tupperware car."

Actually, its bodywork was rather well moulded from glass fibre which did not rust.

But in the eyes of likely buyers, the car had precious little going for it, other than its 2,138cc Triumph TR4 engine and four-speed gearbox.

In reality, that meant Morgan ended up with an order book for just 26 cars. Even



today there is little demand for any of the cars that have survived.

Give the punters what they want and they'll come running. Luckily Morgan have been happy to continue doing that. As for the Plus Four Plus, it's the car Morgan are happy to forget.

DAVID ROSS

Courtesy of Marlies Sands



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May 2003

Dear Vern

It's that time of the year again! Please add our annual British & European Car Show to your calendar of events. This year we are holding it Sunday August 17/03. Again, this will be a charity event to raise funds for the Mission Services of London, an organisation which assists many people in need.

As in previous years, many well-preserved and beautifully restored cars and motor-cycles will be on display along with vendors selling various auto components and parts. As usual, there will be hot-dogs, pub food and British beers available. We are hoping to have model railway display in the club-house and there will be on-going draws for donated prizes.

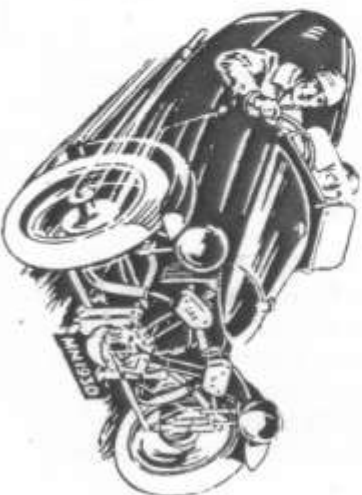
Enclosed is a flyer advertising the show. Please display it at your club meetings and bring it to the attention of your club members. We would like to see as many show participants as possible.

We look forward to seeing you on Sunday August 17/03.

Yours truly

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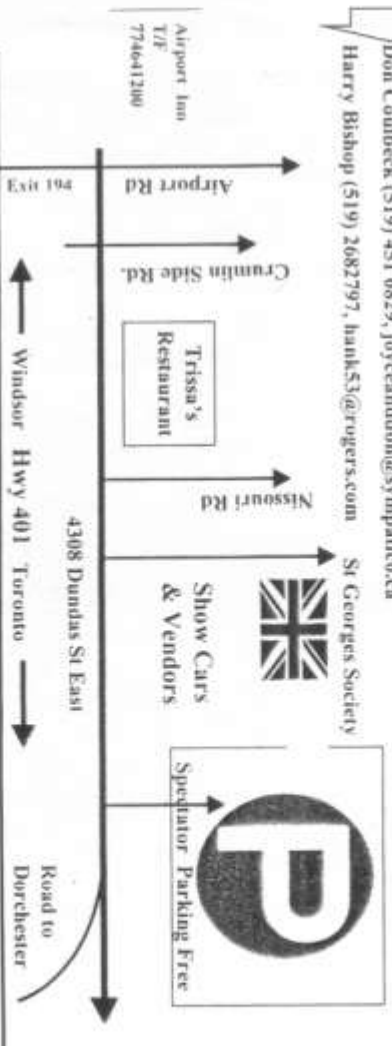
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Aero Dynamic

Courtesy of Marlies Sands

Morgan's new Aero 8 is a sharp turn for the ultra-traditional British car company. Bravo!
By Dan Neil

WHEN IT COMES TO REVERENCE FOR TRADITION, the Morgan Motor Company makes the Amish look downright trendy. For decades, the company has been producing more or less the same car at a leisurely, hand-tooled pace using some machines that belong in a museum of the Industrial Age. The current generation of Morgan Plus 8's have nautilus-shaped fenders, a coffin-shaped engine bonnet (the hood, to us Yanks), a box-frame chassis, and sliding-pillar front suspension—a design that goes back to the World War I era. The body panels are screwed to a frame made of kiln-dried Belgian ash wood, which gives the Morgan factory an ambience that's unique in the automotive world—the smell of sawdust.

Then, three years ago, the company went around the bend when it introduced the Morgan Aero 8 at the Geneva Auto Show. Styled by Charles Morgan, grandson of company founder H.F.S. Morgan, the Aero 8 is a futuristic transmutation of the classic Morgan. Instead of a steel-ladder chassis, the car is built on an aluminum monocoque with structural panels that are riveted and glued together. Rather than sliding pillars, the nose rests on a pushrod front suspension connected to inboard coil-overs, just as in a race car. Under the hood is a 286-hp BMW V-8 aluminum engine buttoned to an advanced six-speed Getrag transmission.

The Aero 8 is largely the creation of one man, engineer Chris Lawrence, who in 1962 gave Morgan its finest hour: a 2-liter-class win at Le Mans. Lawrence designed the car with racing in mind. British spectators prowling the paddock at last year's Le Mans were delighted to find, among all the wind-tunnel-optimized blobs, a "proper" car: voluptuous rolled fenders sweeping back to wide running boards, a waterfall grille, and a raked windshield. The only point of contention is the design of the headlights (sourced from Volkswagen). Socketed into the inner-fender contours, they give the car a cross-eyed look.

The Aero 8 completed 18 hours of the 24-hour race, an achievement in itself. But that lyrical coachwork is not terribly aerodynamic: The Aero 8 has a drag coefficient of 0.39, about the same as a compact pickup truck. Ultimately, it was no match for Porsche and Ferrari. Individuality has its price.

Off-track, however, the car has plenty of go, accelerating to 60 mph in less than five seconds—that's Corvette territory. As for driver assists such as traction control and anti-lock brakes, Morgan offers only a hearty "harrumph." This is a real sports car, imbued with a sort of tight-them-on-the-beaches Britishness.

Want one? Get your order in now. The Aero 8 debuts in early 2004, and there is already a waiting list. The price: \$90,000 in American-spec trim; tweed snap-brim cap optional.

For more information or for a list of U.S. importers, contact the Morgan Motor Company at 011-44-1684-573104 or visit www.morgan-motor.co.uk, www.morgancars-usa.com, or <http://morgan.cantab-motors.com>.

The Aero 8 retains Morgan's classic retro styling but wraps it in contemporary technology and materials, including a monocoque body made of aluminum.



Courtesy of Don & Maire Lawson, soon to be moving to Sooke with Morag... (note, Don has a spare Ford Cortina GT transmission available free to good home. Call him at 519-674-3655 if interested.)



ROBIN WARK/SOOKE NEWS MIRROR

Morgans such as these attracted attention on the area's roads during the weekend as the northwestern arm of the Morgan club held a get-together in the area.

Top down cruising is the only way for Morgan fans

By Robin Wark

Sooke News Mirror

Woody Thomson smiles widely as he talks about his British sports car's abilities in wet weather.

"We have a bumper sticker that says, 'Misery is a Morgan in the rain,'" he said with a laugh. "They leak very badly."

But that didn't stop the Highlands man and fellow members of MOGNW, the northwestern division of the Morgan Owners Group, from making a trip for a treasure hunt up to "rainy" Port Renfrew Saturday afternoon.

Many of the drivers of the 14 cars participating in the rally didn't even take the time to pop up the tops of their nostalgic machines.

"You are just going to get wet anyways," Thomson said.

Yes, the Morgans certainly have their quirks. Thomson said as well as the leaking the list also includes the cars shaking parts loose as its suspension has basically been unchanged since production started in 1910, the fact each

vehicle is unique as they are handmade and the variety of engines that have been stuffed in these light cars over the years.

"You have to look under the bonnet and see what engine they have," said Ken Douch, an Otter Point man who is also a member of the Morgan club.

Quirky? Yes, but the cars certainly have their fans. For Douch, it is nostalgia. His first car, at the age of 17, was a 1933 Morgan his dad bought for him. For the past four years he has owned a 1939 Morgan.

"Reinventing my youth kind of thing," Douch said, with a laugh, of why he enjoys being a Morgan owner.

Thomson enjoys the feeling of getting behind the wheel of his Morgan and getting out on the road. He explained the car seems to turn best when he skids a bit through a corner.

"It's a lot of fun to drive," said the former novice class racer. "It is a driver's car."

He said the Morgans were generally the cheapest sports car in their class, which in-

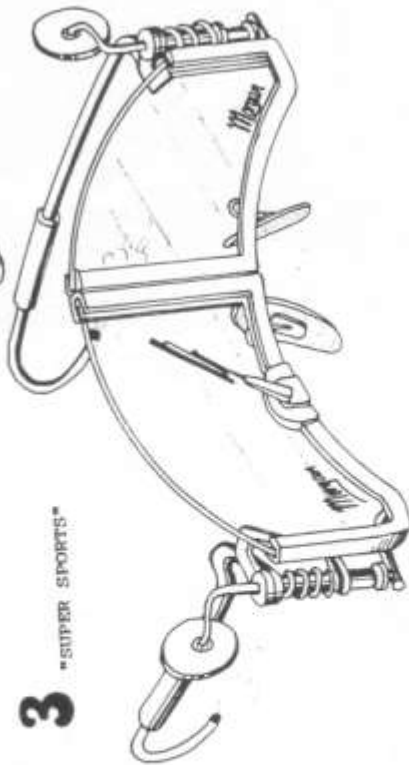
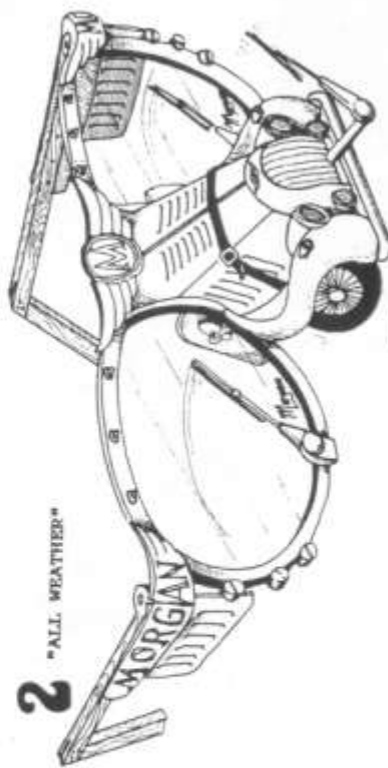
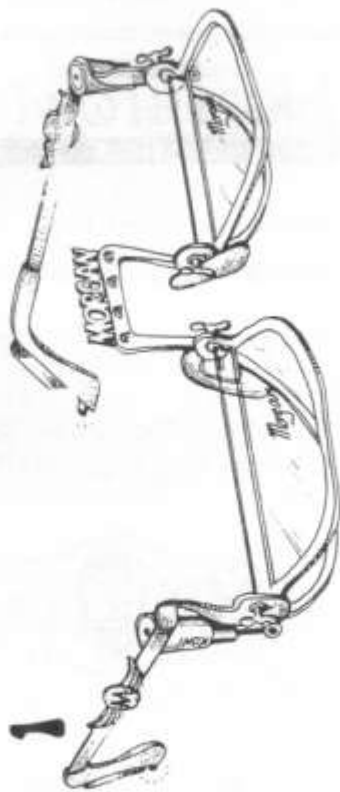
cluded such vehicles as Triumphs and MGs. While Thomson picked up his Morgan for a few thousand dollars he said a brand new one costs about a quarter million dollars, including taxes.

In all 18 cars attended the past weekend's activities. Weekend activities included a supper Friday at Douch's Blue Heron Lodge, the drive to Port Renfrew, a barbecue at the Sheringham House in Shirley Sunday, and a visit Sunday to the Father's Day British Car Show at Beacon Hill Park.

The participating cars included a trio from Washington state, while the rest hailed from the Lower Mainland and Vancouver Island.

Thomson said there are both social and practical reasons for the club to get together.

"We talk about our cars," said the owner of a 1960s model Morgan. "because the cars are always in need of some sort of attention we solve each other's problems."



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