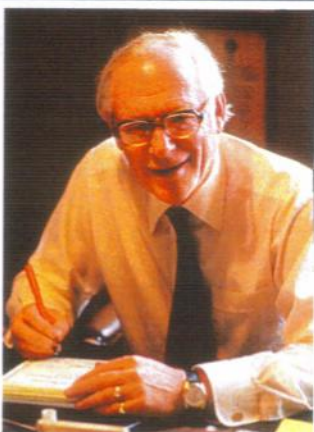




Issue 6 - 2003, November

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



From Bronte British Car Day... More stories & photos inside. Rumble of Morgans (19) attended... 1st place award to John & Sharon Roden, 2nd to Luch & Lilliana Ghislanzoni, 3rd to Martin & Donna Beer.

BCD photos by Gary MacFarlane
P. Morgan photo by John Sheally

Peter H.G. Morgan 1919-2003 passed away on October 20th after a brief illness... eulogy & memories inside.

Prez Sez:

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

Malvern, England, Tuesday 21st October 2003

Peter H. G. Morgan passed away peacefully yesterday following a brief illness. His wife Heather and other members of the family were with him. He was a few days from his 84th birthday.

Peter Morgan, known affectionately to all in the Morgan world simply as 'PM' was involved in every aspect of the origin and development of the legendary Morgan marque from 1950 onwards. He worked side by side with the founder of the Company, his father, H.F S. Morgan, from a very young age, firstly at the old Factory and then at its present site on Pickersleigh Road, Malvern Link, England.

PM took over the company reins with his father's passing in 1959 and ran the company with legendary kindness and charm until he turned over operational responsibility to his son Charles in 1999. He continued to chair the Board, and visited the factory on a daily basis until shortly before his death.

Often acknowledged as a perfect English gentleman, Peter Morgan was full of unbridled enthusiasm for life and for the cars his family builds. He will be sadly missed by all who had the pleasure of knowing him, and by many thousands of motoring enthusiasts whose lives have been enhanced by Morgan sports cars.

Fellow Morganistes....

Audrey Beer phoned on Monday evening to advise us Peter Morgan has taken his golden-winged Moggie and left. It was fitting to get this news from Audrey - as she and her family have long been friends with Peter, his family, and the Morgan works.

I'm reflecting on the news. We had known for some time that we would soon lose his friendship and his wisdom. Sadly, that day has come and we must all now reflect on the Peter Morgan we knew.

I'd met Peter once, with my daughter Marissa. She remembered him, even though the meeting was back in 1995 after the MOG meeting in Beaulieu when we visited the factory. She recalls his office, and the chat we had. I also remember that chat, and subsequent letters we exchanged, many a result of editorials in the Blurb. After MOA III when I was looking for a +8, Peter unsolicited offered information on the car I was pursuing - with information on Jim Deacon's time with the car. He often wished to be remembered to his friends in Canada - a country he had close ties with. His last notes to me were a concern that his "cars" could no longer be imported into Canada and hoped the situation would soon be corrected.

We will miss him... Vern

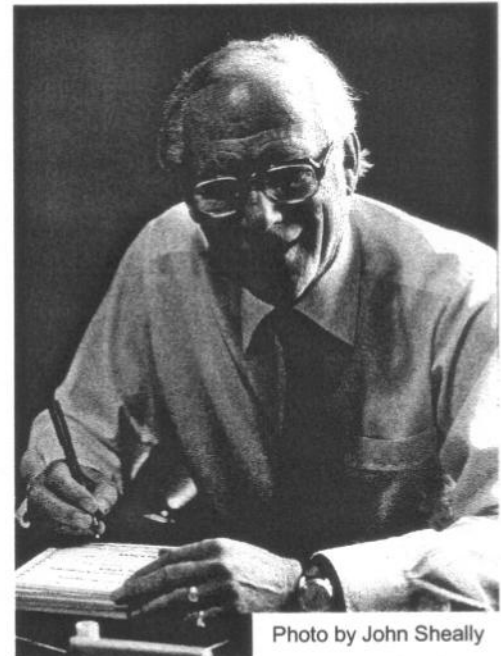
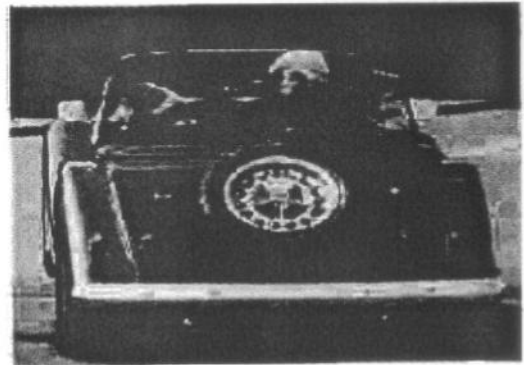


Photo by John Sheally

British Car Council Long Distance Award: October 31st was the last "official" day of the 2003 driving season. Did you log 3000+ miles or 5000+ kilometers? If so, get your information in to Vern Dale-Johnson as soon as possible by mail, email, or phone and we'll get your 2003 award prepared...



Dues are due! Please see the membership renewal form in this Blurb and send your cheque into Jenny asap. Also, a reminder, include your current phone number and email address - we will update and communicate these lists early in 2004.

Official duty time - election of officers will be at the Dec 7 MSCCC Christmas Party at the Dale-Johnson's - our official MSCCC Annual Meeting - all officer positions are open for nominations (see incumbents on back page of the Blurb):

- | | |
|--------------------------------|-------------------------|
| • President | • Ontario Region Scribe |
| • Vice-President | • Eastern Scribe |
| • Treasurer | • Western Scribe |
| • Interclub Events Coordinator | • Blurb Editor |
| • Regalia | • Events Chairman |

Note, Vern Dale-Johnson will be stepping down as President of the MSCCC at the end of 2003 and will not stand for re-election. Jenny Beer will be stepping down as Treasurer of the MSCCC at the end of 2003 and will not stand for re-election. Directors who have shown interest in these positions include Tom Van Zuiden, Rod Wilkinson, and Martin Beer.

There is still time to hear from you - even from those who are currently holding a position and will stand for re-election in their current role, or hopefully in one of the two key roles being vacated. Nominations can be made by letter (to the President), phone (416-530-4599) or email (vern_dj.msn@attcanada.net)

The second official duty is to consider nominees for the **"Doug Price Award"**. Criterion for the Award is "most enthusiastic member", recognizing contributions to the MSCCC. The judging is informal - fill in a ballot (see 5-03 Blurb) or send a note to Vern Dale-Johnson. Award, assuming a deserving candidate, will be presented at the MSCCC Central Canada Christmas party December 7. Note nominees / nominators can be from anywhere in Canada but must be MSCCC members in good standing. The award is not necessarily given out each year...

Fall Weekend "Niagara 2003"

report from John & Sharon Roden

"Niagara 2003" started Friday evening in light rain, continued Saturday morning in a monsoon, but after lunch the rain stopped and by Sunday the skies had cleared, the sun shone, and our upholstery started to dry out.

Tucker's Marketplace in Burlington was the site of our "Noggin 'n Natter" on Friday evening, there were 27 Morganistes (Morganeer belongs to an American club...) in attendance including Rod Wilkinson, Ray & Mary Shier, Gary MacFarlane, Brenda & Malcolm Taylor (but not Buster), Ray & Elizabeth Stevens, Vern & Amanda Dale-Johnson, Dave McCrossan, Tom & Linda Van Zuiden with daughter Kim, Brian & Brenda Morgan, Don & Joan Martin, Martin & Donna Beer, Brian & Sheila Hawkins (along with friends Howard & Barbara), and John & Sharon Roden. Tucker's is known for their buffet dinners, and none of us went away hungry.

Saturday morning's weather can be summed up in one word - rain. Sharon said she arranged it to be typical English weather. John claimed the credit, insisting it was arranged so that the cars (mostly Morgan's) would not overheat. Some folks stayed home because of the rain, but we gained a few including Steve, Jenny & Trevor Beer and Ken & Judy Wightman. Our intrepid crews met at the Gateway Niagara at 10 A.M. and then headed out on a tour of the Grimsby-Beamsville area wineries, led by Tom VanZuiden who had commandeered the Roden's TR3 for the day on his planned tour route. (In fact, Tom has planned another route for a future Niagara event). There are some good sports-car roads in the area and Tom used them effectively to lead the convoy to Angel's Gate Winery and then on to Crown Bench Estate Winery. We stopped at each to sample, and purchase, and then rolled on.

Lunch was at the Lake House restaurant on the shore of Lake Ontario. It's a good place to eat, with a friendly and efficient staff. The big news at lunch was the rain had stopped, and so we were able to continue the tour in dry weather for the afternoon.

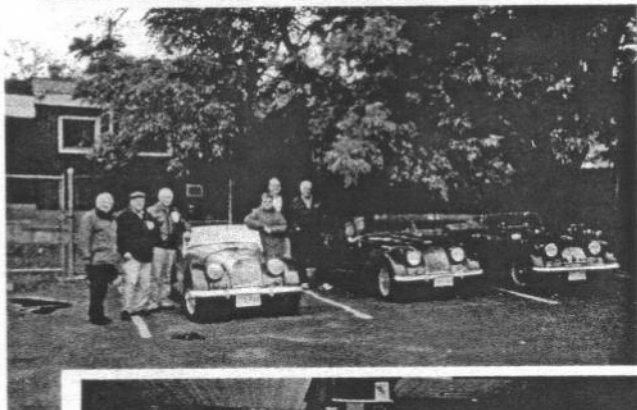


A short, scenic drive to Jordan Station. Cave Springs Winery attracted some, others window shopped or checked out the antique shops. Underway again, we motored to Malivoire Winery for our last stop. This winery is of interest for reasons other than the wine. The winery is built into the side of a hill and uses gravity to move the wine, rather than pumping it from tank to tank. The vineyards use organic agriculture, shunning the use of chemical pesticides (relying instead on ladybugs to keep other insects at bay). Finally, the Malivoire's have purchased Nyal Wilson's red 1988 Morgan 4/4 but... were away in PEI for the weekend. We hope to see them on the next club run.

Sunday was ideal top-down weather -mostly sunny and mild temperatures. Shier's, Stevens', Martin's, Morgan's, Wightman's, & Dave Farmer joined us at the Admiral Inn for a short tour. Gary McFarlane came by to say good morning, as did Brian Hawkins with his white +4. Brian wanted to prove that he really has a Morgan. Neither Gary nor Brian could make the run.

Our route included #4 Sideroad between Appleby Line and Walkers Line (north of #5 Highway), a narrow, winding, delightful stretch of road recommended by Ray Shier. As well we climbed the escarpment on Appleby Line which is a challenge to both car and driver, particularly the hairpin bend.

We stopped for lunch at the Royal Coachman in Waterdown, then said our goodbyes. The weekend was over. Next year is the 25th Anniversary of the 1st Morgan Fall Weekend. Mark your calendars early!



Top - Angel's Gate Winery, start of the day... finishing at Malivoire Winery (and some just couldn't get enough!)
Left - Mogs and lunch at the Royal Coachman
Above - Tucker's Friday evening group (with Tom & Kim VZ wondering why they weren't invited).

photos by Sharon Roden



British Car Day at Bronte Park

report by Vern Dale-Johnson

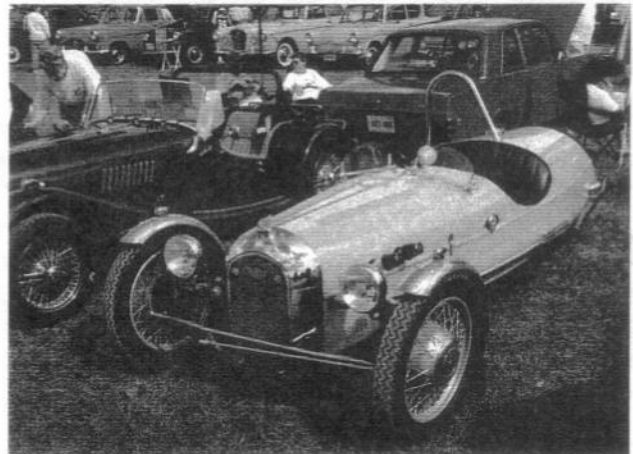


Morgan 1st Place - John Roden (L), 2nd Place - Luciano Ghislanzoni (C), Martin Beer (R). Below - Martin Beer's F4, Luch Ghislanzoni's +4.

photos by David McCrossan and from BCD website

19 Morgans with many other MSCCC Morganeers were in attendance. John & Sharon Roden with their recently restored 70 4/4 took first place in the "popular choice" voting system employed by the organizers followed by Luch & Lilliana Ghislanzoni with their ever popular 52 +4 4-seater "flat rad". Rounding out the awards was Martin, Donna & Jeremy Beer who took 3rd place with his similarly popular 35 F4 Trike. Other Morgans on the field were: Brian, Brenda, Brad, & Brier Morgan (with Brier's husband Wes and new Morganeer... Kaityn Morgan

Wiens) 61 +4 4 seater; Vern Dale-Johnson & David McCrossan 78 +8; Jim Snyder (turbo propane 91 +8 up to represent the Western New York contingent); Paul Foster (new owner of the Prendergast 70 +8); Ray & Mary Shier (66 4/4); Dave & Aaron Farmer (+4); John Collins & Sonya Kokal (68 4/4); Alan & Kathleen Lytle (90 4/4) - new car to the MSCCC; Brian Cranfield (86 +8) - another new car to the MSCCC; Jim Haw (70 +8) after a long hiatus, the car is working through the rebuild; as noted Martin, Donna & Jeremy Beer (in addition to the trike on the field with their 86 +8); Steve, Jenny & Trevor Beer (rent a Morgan... 69 +8 for sale); Gary MacFarlane (61 +4) - thanks for the early photo's Gary; Anthony MacGregor (87 +8) - new car to MSCCC, purchased from Isis; Paul & Liz Beaudoin (70 4/4) first time out to an MSCCC gathering; and Martin Fisher (60's +4).



Alec Knight and Glenn Nigh attended without trusty steeds (see "For Sale" for trike, sick +4 due to an altercation with another vehicle). Ray & Liz Stevens were disappointed to be without Megan as on the day they had owned the car for 1 year - their 4/4 was laid up with a leaking clutch cylinder...



Prominent as well were Chris & Gayle (TVR), Malcolm Taylor (TR3A) in his "Lookin Good" shirt and Neil & Ruth Young (Caterham Super 7). John Fitchie who reports the garage is nearing completion meaning the Morgan bits will begin to emerge from their nest in the storage trailer. Nyal Wilson was wandering the site early in the day... Martin Malivoire, new owner of his 4/4 a no-show (harvest time according to Tom VZ). Shirley Zinman's "Pistol" was there... didn't see Shirley

Dave & Pauline Smith dropped by (trike running but not at the show) as well as Doug Holloway who is prepared to entertain the sale of his 57 +4... asking \$28,000



Oct 5, 2003 "Miller's Fall Run" Quick note from Sharon & John Roden who attended the run along with Ray & Mary Shier, Don & Joan Martin, Ray & Liz Stevens, Macolm & Brenda Taylor - "We enjoyed ourselves, too bad you missed the Saloon Car Club's "Miller Run".... report to follow.

Central Canada Morgan Events:

Dec 7 **MSCCC Christmas Wine & Cheese**, Dale-Johnson's 1532 King St West, 1 – 5 PM, RSVP Vern or Amanda at 416-530-4599, vern_dj.msn@attcanada.net
Jan 4, 2004 **MSCCC Pub Brunch**, Queen's Head Inn, Brant St. Burlington 12 noon (416-530-4599) (location subject to change with election of new executive)
Sept 4-6 **MSCCC Picton run**. Organized by Ray & Liz Stevens, mark the date - details to follow...
Sept 18-19 **MSCCC "25th anniversary Fall Weekend"**. Organized by Sharon & John Roden, mark the date - details to follow.

MSCCC Annual General Meeting
MSCCC Toronto area Christmas Party
Sunday December 7, 1-5 pm
The Dale-Johnson's
1532 King St West
(King near Jamison off QEW - lots of street parking)
RSVP 416-530-4599

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@attgolbal.net

West Coast Events for MSCCC and MOG NW:

Nov 15 **Wild Goose Chase** - details, contact Win Muehling 604 299 2425 wmuehling@telus.net
Dec. 26 **Boxing Day Run** - details, contact Mike Powley 604 542 0921
Feb 6th - 7th 2004. Bert McCabe is organizing the **MOG NW Annual meeting** and dinner at LaConner Channel Lodge phone 360-466-1500 or 1-888-466-4113 or www.laconnerlodging.com. This hotel is right on the waterfront so he suggests that you book your rooms early but remember to ask for the Morgan Group rate. More details to follow.

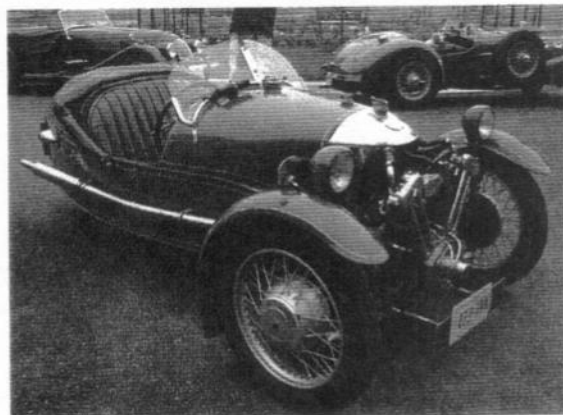
Eastern Canada Events for MSCCC and GoMoG:

None scheduled... enjoy the holidays!

As previously noted there are Morgan events being planned well into the future – from weekend to several weeks long. **2004 – "Morgans down under"** during Jan-Feb with up to 12 cars coming from the UK, 5 from North America (Including commitments from MSCCC members Ken & Pat Miles, Henry & Barbara Tutton, and Vern Dale-Johnson) followed by 6 weeks on Route 66; then in 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....

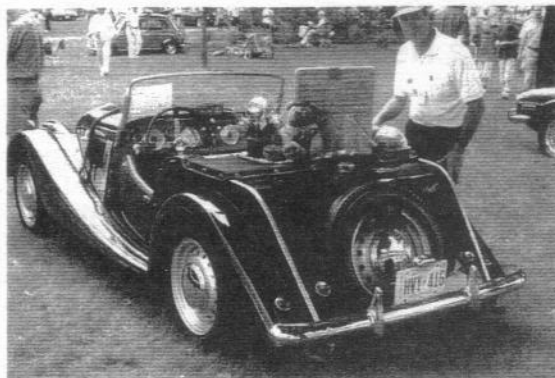
For Sale:

For Sale. **1933 Morgan Super Sports** with English log book, 1100cc JAP engine LTOWZ, brand new tires, one owner since 1971. Mountain of spares, records of work, memorabilia. Body and chassis rebuilt 1980, engine rebuilt 1996 with Merlin crank. Fully operational, licenced and insured. Asking \$25 000 US.
Alec Knight. Toronto, Ontario. Tel 416 487 8597,
alec.knight@rogers.com



Some time ago (ie, more than a year) Stephen Moore corresponded with Vern DJ regarding the MSCCC and importation of his Morgan into Canada from Australia. He now has the car up for sale and sends this note: **Morgan 4/4 1973**, right hand drive, Ford 1600 engine, fully balanced, ported and polished head, rebored to 1700cc with dual 40mm Weber carburetors. Gemmer steering box and neutral front camber kit; rear telescopic shocks with panhard rod. Aluminium body, hood and rear wings. Leather seats. Spare balanced engine with new pistons. This is a strong and reliable car with NO rot in either the metal or wood. Mechanically sound with low mileage engine. It has been used regularly for commuting and club sport. I have owned the car since 1986 in England, Australia and now Edmonton, Canada. Asking C\$32,000 (US\$23,800) or nearest offer. Phone **780 492 0169 (W) 780 433 1285 (H) Stephen Moore**

At British Car Day **David Holloway** approached the collected group and advised his **1957 +4 "bustleback"** is for sale. **Contact David at 705-887-9331.** Open to offers - expecting about C\$28K. Description: Black with red leather interior, older restoration included a new body tub. Original TR3 engine rebuilt in 2001. Alternator conversion, electronic ignition, electric rad fan. New clutch. Reliable electrical system. Engine and frame numbers match. Black "Ontario" 1957 license plates included.



Morgan Memorabilia:

Want a new **T-shirt**? 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)**.

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...



Self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles – Geoff William's race script (right) and Morgan 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...



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 incorporating Geoff's race script** – 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 "race script" or "wings" motif are **not** available as a stand-alone crests, must be embroidered on your clothing or other articles.



How about those new **Morgan Canada Wings?** - they are also priced at \$12 / embroidery We've used our "Morgan Canada Race Script" 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 have this feature, any older badges that need repair can be returned to Melvyn for the same treatment.



Notes from the East...

Targa Newfoundland, 2003

from Bob English...Globe & Mail....Sept 03

Hi Vern: Thanks for thinking of me. Yes I did run the Targa again in the same essentially stock Kia Rio RX-V I ran last year, but with a slightly better suspension. Tough little car. The event was great, entries up by 50% to just under 60. We managed to finish 21st overall and first in class. I've attached the story that ran in **Megawheels**. If any Morgan types out there are thinking of running the event they might want to give me a buzz or email 613-962-8595 or bob.english/@sympatico.co Cheers, Bob. (reprinted and edited with permission). [Hey, group.. we need some experience so we can run Morgan's in the 2009 event, 100th anniversary of Morgan!]

"I recently went on a little motoring holiday in Newfoundland. It only lasted a few days, but I managed to spend some time in 60 communities. Including about 12 minutes in Bay Roberts, seven minutes in Gander, 11 minutes in Norris Arm, six minutes in Marystown, five in Petty harbor and a mere two and a half in Greenspond. It wasn't that I didn't feel welcome - local residents turned out in droves to see me drive through - or that these towns didn't offer great views of ocean coastline. I was just in a bit of a hurry. I was, for the second year running, strapped into the driver's seat of a Kia Rio RX-V rally car and competing in the Targa Newfoundland Rally (Sept. 13-20), with the help of co-driver Ken Simmons of Kelligrews Nfld.

The Targa competition, is a mentally and physically grueling, six-day, all tarmac performance rally held on a route incorporating 2,000km of Newfoundland's twisty and often rough roads. About 500km of them are set up as 40, closed-road stages of from 2.4km to 43km. Many run right through the middle of charming seaside towns, and include wharves, resident's driveways and even back lanes. Get it wrong in some places and you'll end up in the harbour, get it sideways in others and you'll be paying for repairs to somebody's picket fence or front porch. In these stages competitors drive, much to the delight of the spectators, absolutely flat out to meet or beat a base time which determines the event's top crew and the winners of the various classes. We saw 180km/h on our Kia's speedo in some stages, while turns in others required first gear and a judicious tug on the handbrake to get the tail around.

It's essentially like the World Rally Championship events you see on the Speed channel - only with a mix of old and new cars, driven by generally older drivers. There's a lot of grey hair and experience under Targa competitors' helmets. The touring cars follow the same demanding route, but run to a time/speed/distance schedule.

This year's Targa attracted 58 entrants from as far away as Australia and Holland, up about 50% from last year. Entries ranged from our seemingly bulletproof little Kia econo-car and other modern machines such as Porsches, Hondas and Subarus through a 1953 competition Austin Healey, a 1954 Studebaker Commander (mostly NASCAR under the bodywork, and a real bellowing beast) and a handsome 1957 Jaguar XK140. The event takes competitors from St. John's on the Avalon Peninsula to the tiny town of Leading Tickles in the north before heading south again to the Burin Peninsula and ending at Cape Spear before finally winding up on St. John's pub-lined George Street Saturday evening.

This year's event was a week of thrills, some spills, and some heroic efforts both at the wheel and overnight in garages fixing bent and broken machinery. The intensity of effort required for this week-long exercise in motoring masochism has to be experienced to be believed, and there are dozens of great stories, but here's what the top three finishers had to say.

Overall Targa champion (by just five seconds after five days of competition) Bill Arnold of California driving a 1972 BMW Bavaria had this comment on the short, ultra-tight and absolutely insane stage through tiny island



community of Greenspond. "Interesting. On the downhill, I got the car loose over the top, and if it had spun sideways I absolutely would have wedged between the buildings and it would have taken a chainsaw to get us out." He'll be back for more next year.

Lennox McNeely of Whistler B.C. owns, and competed as co-driver of, the 1965 Mustang driven to second place by Jeremy Hill of Toronto. They crashed heavily after a brake failure on the rally's prologue day, getting it pulled fairly straight and running again with the help of local restoration shop H&H overnight in time to start the rally Tuesday. It was repaired further the next night. They clawed back three seconds on the event's final stage coming up just that agonizing five seconds short. "With a lot of help from local people we did what probably wouldn't be possible elsewhere in North America. It's just the nature of Newfoundlanders to pitch in and help. We'll be back next year, with bigger brakes, although the competition will be stiffer as people figure out what cars to prepare."

Judd Buchanan of Georgetown Ont. driving a 1967 Acadian Canso finished third after being part of a group of eight tied for first up to the final day. "The whole spirit of it all, the camaraderie between the competitors, and the workers (2,000 volunteers), and the people here is awesome. We came into Marystown, the last stage on Friday with no gas in our car, and ten minutes (to their start time) and our service crew at the other end of town. I said to Peter (Wright, his co-driver) these people have to have lawnmowers here. We both went running up and down the street and came back having scrounged eight gallons of gas, and nobody wanted any money. We checked in late, but we made it."

Our own week was relatively uneventful by comparison, although it had its moments. The stock 2003 Kia Rio RX-V (just springs, tires, comp brake pads, safety cage) completed its second Targa Newfoundland with a first place finish in the modern stock class and sounding fine, although the steering wheel was somewhat askew due to my early apexing a corner, a line that took us right across a sidewalk.

Watch for the hour-long documentary on the 2003 Targa that will air on Global Jan. 31, and check out the web site at www.targanewfoundland.com.



Photo from Ken Simmons, Associate News Editor, The Telegram, St. John's, NF A1C 5X7 709-364-2323 ex. 327 Gary Hebbard photographer.

Notes from the West...

Ken & Pat Miles (kengmiles@shaw.ca)

A quick note from Henry & Barbara Tutton who took part in the Alaska Morgan Adventure organized by Ken & Pat Miles (in, we might ad, the Miles 4/4) "Having the adventure of a lifetime!"

Morgans to Alaska 2003

By Pat Miles

For some years Ken and I have been planning the places that we would like to visit when we retired and Alaska has been on our list. During the 2000 Morgans Over America trip we had lots of discussions with participants and were persuaded to make our trip to Alaska in a Morgan and include any other Morgan drivers who wanted to come with us. We spent the next three years planning the expedition and getting participants, hotels and the route worked out and on Thursday July 31st 2003 we set out on a planned four week trip that included a ferry ride and visiting as much of the North as we could see in four weeks. We had been assured that the Alaska Highway and all the routes we were to travel were paved, as one of our aims was to drive the entire Alaska Highway.



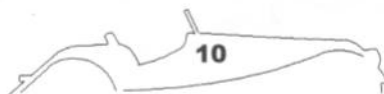
There were 8 cars scheduled to drive the whole route with two couples completing parts of the route. We started off with 6 Morgans and 2 daily drivers. Lee and Tricia Gaskins from S. Carolina were going to drive his Morgan but unfortunately he was ill before the trip and ended up driving a rental car, as he did not have time to drive his Morgan across the US. Norm and Eileen Ridley and Barbara and Henry Tutton from the UK were driving borrowed Morgans (red and cream plus 4 and a green and cream 4/4), Ben and Judy Fryrear from Texas a red Plus 8, Bart and Karey Grant from California a red plus 4, Pat and Ken Miles from Canada a red plus 8 and George and Cathy Tollworthy from California a green plus 8. The cars ranged in age from a 1958 to 1992 but we had all worked to make sure that they would stand up to the rigors of the long journey. We were to be joined along the route by Lee and Judy Harman in their 1958 Land Rover and Bob and Fay Koupal in a rental.

The first part of the route was up through the central interior of BC to Prince Rupert and it made one realize the extremes and the beauty of British Columbia. The first day was one of the hardest on the cars and the participants as we drove to Williams Lake. The temperatures reached over 106 degrees F and the sun was brilliant. It certainly tested the cooling systems and we were glad that we had the sun top on the plus 8 as others resorted to putting up their tops to get a break from the heat. The day turned out much longer than expected as the highway was blocked for about 2 hours as police and firemen dealt with a truck fire but we eventually arrived at our destination. The next day's driving was much shorter as we were visiting Cottonwood House and had half a day to spend in the historic town of Barkerville where we were staying for bed and breakfast that night. Our luggage was unloaded onto a horse and cart and taken up the main street of Barkerville to our hotel where we were welcomed by the staff with cold drinks. We had a great time looking round the historic town and eating in China Town before going back to the hotel for a nightcap and a long talk.

The next days were uneventful as we drove through some of the most incredible scenery in British Columbia to the port of Prince Rupert. It seemed with every turn we saw more spectacular views and the roads were excellent Morgan driving roads. We were joined at Houston by the Koupals who greeted us by madly waving at the side of the road. Things however had been going too well and just as we arrived in Prince Rupert the Red and Cream plus 4 blew a clutch and although there were many mechanics around it was decided that it would have to be towed to the ferry and we would try to get it mended in Juneau. Parts were ordered and at Ketchikan half way up the ferry ride to Juneau we managed to contact a mechanic in Juneau who was willing to put in the new clutch when it arrived so it looked a little more hopeful. We spent just over 24 hours on the ferry sailing though the inside passage before arriving at Juneau, which seemed to be surrounded by the great Mendenhall glacier. The next two days were spent driving the 44 miles of roads in Juneau as well as visiting the glacier, going up the Mount Robert Tramway and walking round Juneau up the many streets that turned into steps as they reached the surrounding mountains. During the time we waited for the arrival of the clutch but unfortunately it did not arrive in time and Cathy and George had to stay behind for a day when the rest of us sailed to Haines. In Haines we stayed in Historic Fort Seward and enjoyed walking round the fort and the town and even found time to catch up on a little car cleaning.

From Haines we started out drive into Alaska and the Yukon and started to learn a great deal about methods of road construction and deconstruction. The roads that were paved turned out to have been dug up and coated with a layer of stones that the vehicles were slowly pushing into the underlying layer. There seemed to be patches of good road followed by construction and you could hear the steady pound of rocks on the underside of the car. Ben Fryrear's plus 8 with aluminum fenders did not fare badly from the topside but the pit marks were distinctly visible on top from the hits underneath. Now we know the advantage of steel fenders even if the rust eventually gets you! The Motel in Burwash Landing was perhaps one of the highlights for me. The whole staff came out to the front as we arrived and shouted "They're here". We were lined up in front of the motel and many photos were taken before we were allowed to try to clean off some of the day's dust. Cathy and George eventually caught up with us here and all helped in adjusting the new clutch, which was working well. At 2 in the morning we were woken up to see the Northern lights, as the sky was clear and this is a must to see for visitors to the north.

We thought that we had covered the worst roads into Burwash landing but the next day worse was to come and Ken hit a massive pothole, which was about half a wheel deep and he hit it at 50 mph. We were glad when the car drove out of it and thought that we had survived but we would find out later that it had done more damage than we thought. I think this was the worst roads on the whole trip but only because it had been dug up for repaving. The Green and white 4/4 broke an engine mount and Ken and Henry had to sit by the side of the road in the hot sun waiting for a tow truck to get them to Tok. They managed to get an engine mount ordered and worked out a "fix" whilst they waited for the tow. The trailer arrived for the tow after about 4 hours with a ramp that did not fit and piece of wood. Anyway they managed to get the car onto the trailer and tied down with huge



chains. The other members of the party went ahead to Tok and arranged with a garage to fix the car. The mechanic there just glued the engine mount together and then bolted the two sides so that it would not give way. The fix worked but any semblance of the mount stopping engine vibration transmission was lost and the badge bar visibly shook when the engine was running. We planned on going on to Anchorage and getting it correctly fixed there but as the "fix" worked we drove the whole way and forgot the shakes.

From here on the roads turned much better and in fact were paved a little like city roads. The road to Valdez took us through mountains, past glaciers and wonderful waterfalls. (We could see them, as we were not looking for potholes and rocks). In Valdez it was parade day and a car show. We all joined in and had a wonderful time in the parade and finished off at a community salmon dinner. The whole area seemed to have turned out for the parade that was a little like Halloween as the kids stood on the side of the road and the floats with participants threw them candy. There was so much to see and do and the people of Valdez were so pleased to see us and have us participate in their parade.

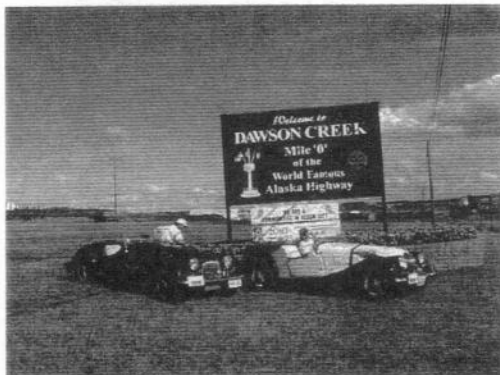
Anchorage was our next stop and perhaps the town most like the cities down south. Lee and Judy Harman in their Land Rover met us along the road from Valdez to Glenallen and the Koupals went home via Haines. We met the freeway to Anchorage about 40 miles outside the town and they even had a rush hour! It was a very busy city with great restaurants and incredible flowers. I think that we all learned how to use the city buses as they were by far the easiest way to get around the town where parking space was limited. On our second night there we were invited by the English car club of Anchorage, to an Alaskan BBQ. We had the opportunity to meet some of the owners of English cars and learn that there are 4 Morgans in Anchorage. One of them was a plus 4 SS drophead coupe. We spent an excellent evening at the home of Charles and Anne Laurence and got a chance to talk to Jason Yardley the local Morgan mechanic who was going to put the new motor mounts in the 4/4 but as it was running so well we decided to go on with the temporary fix in place.

Fairbanks, AK, was our furthest point North and we enjoyed a trip along the river in a paddleboat. We learned a lot about dog mushing, saw a native village, learned about Caribou and Reindeer, and went to an all you can eat Alaska buffet. At the buffet there were lots of salads and as much salmon, halibut, and cod as you could eat followed by a choice of deserts. I think that we all left full and some of our group went on to a theatre presentation before going back to the hotel. It was in Fairbanks that Lee Harman had his first problems as when he arrived the water pump was making a terrible noise and his fan was in his hand with one of the blades missing. Anyway like any "Morgan" driver he had a spare water pump in the back along with his 50 gallons of extra fuel and soon found a mechanic to put in the new pump, got his fan welded together and was ready to go on. In Fairbanks I also experienced for the first time the dreaded Morgan shakes and I never want to experience it again. No it was not the king pins but the fall into the giant pothole that had bent the frame of the +8 and then caused the tire (tyre) to wear unevenly making it completely unbalanced. We eventually managed to "fix" it by having the tire reversed on the rim and then rebalanced and we made it home although the front tires were completely bald.



The next five days were spent driving the Alaska Highway from Delta Junction to Dawson City. There were lots of changes in scenery and part of the road that we had driven a week earlier and was so bad was now paved. We stopped at North Pole Alaska and visited Santa's house, all having our photos taken and it was just after here that the engine on George's Cream & Red Plus 4 lost oil pressure and had to be left behind. The rest of us only learned about his difficulty later as cell phone use was severely restricted and no one noticed that there were some cars missing until we reached Delta Junction. Luckily the two daily drivers were always at the end of the convoy and frequently helped. Without them I do not think we would have made it, as we needed transportation for passengers. Anyway George and Cathy continued the trip in Bob Murray's daily driver. We spent a couple of days in Whitehorse where we visited the large fish ladder, saw the paddle wheeler SS Klondike and Henry took a trip in a floatplane. We also visited the Frantic Follies Vaudeville Review and heard yet again the epic Robert Service poem "The Cremation of Sam McGee". It was here that Lee Harman again joined us having taken the top of the World Highway instead of the Alaska highway. His Land Rover now sported a large set of moose antlers that he assured us he has bought and not killed along the way. In Watson Lake we all visited the Sign Post Forest and

posed for pictures with a Morgans to Alaska bumper plaque neatly tacked to the top of a post. Look for it near the visitor's centre if you travel the Alaska Highway. Lee was usually behind the convoy as his Land Rover would not travel quite as fast as the Morgans but he usually caught up with us when we stopped for gas because with his massive gas storage he never had to stop. Between Watson Lake and Forth Nelson, Bart Grant's +4 started to have starting problems and it was determined by the many mechanics assisting him that it needed new battery cables as his old ones were completely corroded. This meant that Ken and Ben had to drive as fast as was safe to get to NAPA in Fort Nelson before they closed. I don't think that either of them needed any encouragement, as the road was a perfect Morgan road with lots of curves, most of them perfectly banked and it gave them a chance to see what their Plus 8's would do. I think that we arrived in Fort Nelson about 2 hours before the groups that stopped for lunch and took a leisurely drive!!!

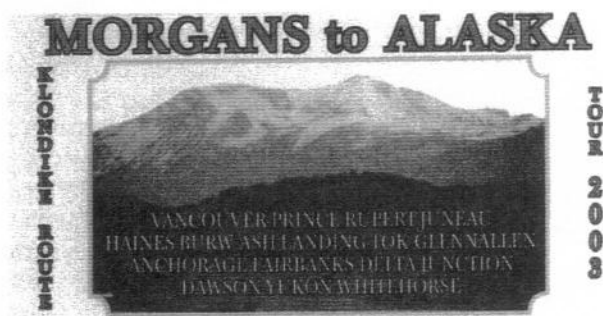


It was between Fort Nelson and Dawson Creek however that Lee Harman's rewelded fan blade decided to disintegrate and this time he was not quite so lucky, as it went right through his radiator and he had to stay behind over night whilst the radiator was fixed. Finally he caught up with us again in Prince George, which was just before he left us to head south and back to work. This time he had completely removed the fan and was truly water-cooled. We heard that he made it back home safely so the traffic in Seattle must not have been so bad to make him boil. From Prince George the rest of the group continued into Alberta to visit Jasper and drive along the Ice Fields Parkway to Radium Hot Springs. Here again Bart had difficulty when his battery started to boil and it was diagnosed as a broken alternator controller so he drove most of the way with the alternator disconnected and

made it safely in although we had to do a 100 mile detour because of a forest fire. He managed to get it repaired the following day whilst the rest of us visited historic Fort Steele. That however was not the end of our problems for that day as the 4/4 sprung a radiator leak which was quickly sealed with a tube of Bar's leaks but it needed a good wash when we got to the hotel and it is amazing how far a little water can spray.

After Grand Forks, the Grants and the Fryears left us to continue south and home whilst the rest of us drove the final roads back to Surrey. Some of the views in the Okanagan were shrouded in smoke from the forest fires but there were still many great sights to be seen and a visit to the Hope Slide before hightailing it home along the highway. The final group of us finished the trip with an excellent dinner and final readings by Norm Ridley of the writing of Robert Service.

During the trip we saw the most incredible scenery, had breakdowns and improved our techniques for keeping the Morgans going, learned a lot about geography and ice, met many interesting people and covered over 5600 miles of very varied road surfaces, but above all what stands out for me was the unbelievable friendships we cemented with our fellow travelers. The group was large enough for a variety of participants and yet it was small enough that we all ate together even though at times much to the dismay of the restaurants. I think that now we are all home and even the red and white +4 we left in North Pole is safely home (being dismantled) we will remember our adventures and friendships for many years to come.



Concours Corner November 2003

Jeremy Harrison (jeremyhere@blueyonder.co.uk)

Following the success of the Concours at The Great North Mog 003 at Newcastle, I was approached by John Cole, the Organiser of the Autoglym Series of Classic Concours Events in Europe, to ask if I, as MSCC Concours Secretary, would like the Club to host one of their series of Competitions at Mog 2004 in Oswestry.

This was an amazing offer because, as most of you will know, the Autoglym Competitions have been running for ten years and have become the most successful and prestigious Concours series in Europe. Indeed, the Final,



All Morganistes, please plan to go out to your favorite Morgan and quietly fire it up at the appointed time of the memorial to Peter Morgan. He would really appreciate the effort of all of us joining together in this personal salute to him as the keys turn and bring life to our favorite marque. Peter loved the Morgan Motorcar and this small gesture is intended to salute his memory and join us all in a wonderful togetherness as one linked by the song of unified Morgans around the world.

If you care to join us in salute to Peter H.G. Morgan and listen to the song of Morgans in unison around our planet join us. **(salute coincides with the start of the 1 PM Malvern time Memorial Service for Peter on Saturday Nov 29th. - that's 8 am in Toronto, 5 am in Vancouver, etc...)**. I am sure we will bring a smile to his face as he looks down upon our simple gesture to this gentlemen's memory.

He has certainly brought smiles and pleasure to all of us with his Morgan Motorcars. Everyone is welcome to join us in this gesture from the heart. Sincerely, John H. Sheally II

Peter Morgan

(Filed: 23/10/2003)



Peter Morgan, who died on Monday aged 83, was chairman of his family's motor car company and involved in every detail of the marque's development for more than 50 years.

Morgan is one of the world's oldest motor manufacturers and the oldest anywhere still controlled by the family which established it. Their custom-built sports cars attract a loyal following, and the waiting list for the 700 vehicles produced annually is currently more than a year. Peter Morgan expanded from the success of his father, H F S Morgan, who had built the company on the reputation of its three-wheelers, which combined light weight with power.

The timeless design of the cars was, even then, instrumental in their success. A Morgan three-wheeler won the French Cyclecar Grand Prix in 1913, and was still in production 26 years later; the Plus 4 chassis remained substantially unchanged between 1936 and 2000; and the Plus 8, Peter Morgan's great innovation of 1968, is still in production.

In 1990, television viewers were given an opportunity to see the company's philosophy in action, when Sir John Harvey-Jones devoted an episode of Troubleshooter to Morgan. Harvey-Jones was horrified by what he saw; interviewing the foreman of the chassis shop, who had been there 30 years, he said: "You must have seen a lot of changes in that time." "Not really, no," came the laconic reply.

Morgan ignored the guru's advice to double production and increase prices dramatically, preferring to keep the loyalty of those who loved the cars. Peter Morgan pointed out that not all of Sir John's ventures had been as successful as his time at ICI. He also maintained that it was a good job that he had kept to his policies - or the recession immediately afterwards would have affected the company badly. Viewers seemed to agree; orders increased dramatically as they sided with Morgan's, rather than Sir John's, opinion on how cars should be built.

Peter Henry Geoffrey Morgan was born on November 3 1919 at Chestnut Villa, which stood next to the company's Worcester Road factory. A party was held in the carpenters' shop to celebrate his arrival, and he, and his four older sisters, grew up with the factory workforce as part of their extended family. Young Peter was woken up as a boy by the sound of the steam engines (which ran the factory's lathes) being started each morning. He attended the Link School, Malvern, before going on to Oundle.

Young Peter's first interest was in locomotives, rather than motor cars - though he had a tandem two-seater pedal car made at the works which, unusually for the firm at the time, was a four-wheeler. In 1935, the

family moved to Cannon Hill, an Adam house near Maidenhead in Berkshire. Peter enjoyed Oundle, which promoted engineering and had a machine shop, carpentry lessons and even a foundry - "especially intriguing," Morgan thought. "I used to make little brass aeroplanes and things like that."

At home he learnt to drive in the grounds of his parents' house, in the Ford-engined four-wheeled 4/4 prototype which his father had rejected, after deciding to use the Coventry-Climax engine. He longed for a three-wheeled twin, but his father refused; after Peter narrowly avoided toppling over in an F-type three-wheeler on holiday in Cornwall, the old man felt vindicated.

Peter left school in 1936, but was at first unsure whether to go to university or engineering college. But, convinced of the value of practical training, he went to the Chelsea College of Automobile and Aero Engineering. He remained there from 1937 until 1940, and then worked briefly for the British Ermeto Corporation. He anticipated working for the family firm, but hoped first to join Rolls-Royce or Rover. By this time he was racing the family's cars at tracks such as Brooklands and Donington. (He later led the Morgan team to victory in the RAC Rallies in 1951/52.)

The outbreak of war altered his plans; he at first attempted to sign up for the Royal Navy, but after being rejected on account of his eyesight, joined the Royal Army Service Corps, working in the motor shop. From there he was posted to Freetown in Sierra Leone with the Royal West African Frontier Force, before taking over the Army workshops at Nairobi, where he stayed for the remainder of the war. He toyed with the idea of remaining after demob in 1946, but was persuaded by his father to return home.

He joined the board at £9 a week, and was soon working as a draughtsman alongside his father. The break in production during the war years helped Peter in his adaptation to the four-wheeled market, and although the late 1940s and early 1950s were a tricky time for the company (one of the few periods in which it registered a loss), the export sales of sports cars held up fairly well.

The first model which Peter Morgan was principally responsible for developing, the Plus 4, replaced the 1.5-litre engine with a 2-litre model. It raced successfully, and eventually won the 2-litre class at Le Mans in 1961. In 1968, Morgan launched the Plus 8, which was at the time the fastest car available for the money, and used the General Motors 8-cylinder engine later adopted by Rover. The model, which will remain in production until next year, became the longest-running car produced by the company.

After his father's death in 1959, Morgan paid diligent attention to the export market, building strong support, particularly from America and Germany. Fifty per cent of the company's sales are now to overseas buyers. He continued to be optimistic about the firm, and took great pride in the win at Le Mans. "The other thing I'm very proud of," he said, "is that I've never had to make anybody redundant."

Peter Morgan was a charming and courteous figure, extremely popular with all those he met. He remained active after his retirement from the day-to-day running of the firm in 1999; he enjoyed travel and collecting stamps, and ran a small-scale railway in his Worcestershire garden, which delighted his grandchildren. Three weeks ago, he drove up the Prescott Hill Climb - at some speed - in his V 8, licence plate AB 16. He remained Chairman of the Board, and continued to come into the office until only a week or so before his death.

Morgan married, in 1939, Jane Christie. The marriage was dissolved in 1972; she died in July this year. He married secondly, in 1982, Heather Williams. She survives him together with his children from his first marriage; his daughters Sonia and Jill, who both serve as directors of the company, and his son, Charles, who now runs the firm.

Peter Morgan

Sports car enthusiast whose gentlemanly style kept his family firm at the forefront of a niche market

Bill Wykeham

Wednesday November 5, 2003 The Guardian

There is something uniquely British about a prewar-styled, canvas-topped Morgan sports car. Its anarchic handling and barely adequate creature comforts are outweighed by the excitement and sense of freedom generated behind the wheel, so lacking in much modern machinery. Customers wait years to buy one and, extraordinarily for a producer of fewer than 1,000 cars a year, the Morgan Motor Company is renowned around the world.

Presiding over this eccentric marque for more than half a century was Peter Morgan - "PM" to everyone he knew - who has died aged 83.

It was somehow fitting that he was born in a house next to the company's factory in Worcester Road, Malvern, where his father, HFS Morgan, had established the business 10 years earlier. After the Link school, Malvern, and Oundle, he studied at the Chelsea College of Automobile and Aero Engineering (1937-40), and joined the Royal Army Service Corps. From the motor shop, he was posted to Freetown, and later Nairobi, where he was put in charge of army workshops.

Demobbed with the rank of captain, and following a brief period with the United Africa Company, Peter joined the family firm in February 1947. Under his father, it had been successful in the three-wheeler market that the tax policies of the day encouraged. Peter's arrival coincided with its decline, and so he focused on the development of the Morgan 4/4 - four wheels and four cylinders.

A skilled draughtsman and engineer, he took an interest in all aspects of the motor manufacturing process, which, on a Morgan, still involves many craft techniques. The postwar years were difficult times for car manufacturers, with exporting a priority; even today half the firm's output goes abroad.

In 1951, the Morgan Plus 4, a two-litre development of the 4/4, was launched, eventually adopting the more streamlined bodywork produced today. Peter campaigned relentlessly for the new model in trials and rallies, achieving a premier award in the Exeter trial and team prize in both the 1951 and 1952 RAC rallies. His enthusiasm for motor sport later led to the involvement of Chris Lawrence, whose class win at Le Mans in 1962, driving a Plus 4 Super Sports, was factory-backed.

Following his father's death in 1959, Peter became chairman of the company, by which time the world of car manufacturing was going through fundamental change. Manufacturing efficiencies and improvements were producing major competition for Morgan; both MG Sports Cars' MGB and the Triumph TR4, for instance, offered similar performance and more comfort, with wind-up windows and quick-release hoods. One of Morgan's attempts at a solution, the Plus 4 Plus, a closed coupe with fibreglass body, was not a success. On the other hand, the Plus 8, launched in 1968, became the "in" car of the moment; it was bought by the likes of Mick Jagger, and enjoyed 35 years in production.

Peter took a gentlemanly approach to management, concluding deals with handshakes or murmured agreement. During the industry's most turbulent period of labour relations, in the 1970s, the Morgan workforce soldiered on, content in their attractive Malvern environment; they felt part of the family business.

Peter's love of the simple life - operating his garden railway, collecting stamps, driving with his dog in the passenger seat or campaigning for the RSPCA, particularly against the live export of animals - moderated any desire to increase car production or profits. Whether by accident or design, this meant that demand for Morgans always exceeded supply, making their ownership a financially attractive prospect.

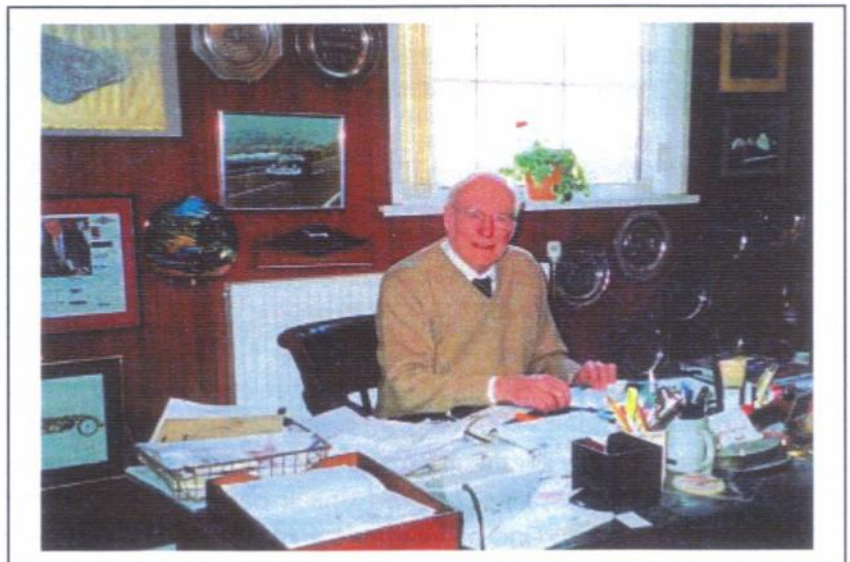
When asked at motor shows why he had not produced more user-friendly models, better protected from the elements, Peter maintained that there were only ever going to be a small number of people who would be happy owning a Morgan, which, in any case, was more comfortable than a motorbike.

Always putting charm ahead of litigation, Peter built a worldwide network of dealers, who served him loyally, often preferring not to process warranty claims they had fulfilled for fear of offending him. However, he was also a shrewd negotiator, notably with Rover in obtaining the use of their coveted all-aluminium V8 engine to make the Plus 8 so special.

In a celebrated television programme in 1990, the BBC's small-business trouble-shooter, Sir John Harvey-Jones, for once found no welcome for his recommendations for improvements at Morgan, in this case that the company try to double its production and raise prices by a third. But while Peter had no interest in seeing how sales would fare in an open market, in subsequent years output per week rose from eight to 11, the highest level since the 1920s, with each vehicle produced in 17 days rather than 48. Ironically, the attention generated by the programme boosted the order book still further, and, three years ago, Harvey-Jones himself saluted the new, all-aluminium Aero 8 model in a follow-up series.

In 1999, Peter passed operational control of Morgan to his son Charles, who became managing director, while he stayed on as chairman. As well as Charles, Peter is survived by Sonya and Jill, the two other children of his marriage to Jane Christie, who died last July; and by his second wife, Heather Williams, whom he married in 1983.

- Peter Henry Geoffrey Morgan, sports car manufacturer, born November 3 1919; died October 20 2003



held annually at the International Classic Car Show at the NEC in November, is at the pinnacle of European Concours events, the European Equivalent of the Pebble Beach Concours in the USA.

John Cole came to the September NCM to explain exactly what hosting Autoglym involves and how it would affect our Mog event. I'm pleased to say it was unanimously agreed to host Autoglym on the Sunday at **MOG 004, June 11-14 2004, Oswestry**. For **OUR** Club to have been approached is indeed an honour and I know everyone attending Mog 2004 will be amazed at the meticulous preparation of the 35+ cars of various Makes which will be on show.

The Sunday timing of the Autoglym events falls conveniently into place with the first Saturday Mog Concours which I announced in my April Concours Corner.

There will be two Autoglym Competitions, the Autoglym Classic Concours d'Elegance for the true Concours cars, in which all our Class winners and the Overall Champion in the World Competition have been invited to compete and the Autoglym Club Class, where the underside of the car is not judged. Our Pride of Ownership winner will be competing in this Competition. This will be a unique chance to see our winning cars competing against some of the best Concours cars in Europe at a Mog Event.

As now with our Mog Concours, Autoglym do not put their cars behind barriers, all will be open for you to view close-up and you'll be able to talk to the contestants and may be pick-up a tip or two. In the Autoglym Classic Competition, the cars are judged one at a time by a team of judges. The cars are driven onto a ramp and are examined minutely all over. The judging time is strictly monitored so every car has exactly the same judging time spent on it. I introduced this too at Mog 003.

If there is a tie, the engine oil is judged for level and cleanliness. So you can see this **IS** a serious competition with large cash prizes to be won.

I envisage a bumper entry of Morgans from all over Europe and now possibly also from elsewhere in the World, coming to Oswestry and competing in the Mog Concours next year and if successful, competing again the next day. It will make Mog 2004 a **MUST GO TO** and **COMPETE-IN** event.

Hog Mog Matters:

On the passing of Peter Morgan... a selection of the hundreds of messages posted on the Morgan Motor Company website, and those sent directly to the editor.

Thanks for passing on the sad news on Mr. Morgan. What a legacy he has left us. Regards, Richard Blair, Kamloops

PETER MORGAN I have owned Morgans since 1980. The first Morgan I naively bought, an orange 4/4 4 seater, needed a total re-build and required many wooden and metal body panels fabricating by the Factory. I first met Peter Morgan when I arrived at the factory to order the parts I needed. Feeling a little out of my depth, Peter greeted me, put me at ease and helped me make-up a list of all those much needed parts by taking me round the production areas of the Factory to see cars being built so I could identify the missing bits. Subsequently, that car won numerous Concours events culminating in winning overall at the Mog Concours. Peter always remembered that car, now turquoise blue, with genuine affection.

Then it was 1990 and time for MOA I. By then I was quite well known at the Factory, having just had the Luscious Lilac +8 built to Concours standard with Peter's blessing, and having won many Concours events round Europe with several other Morgans during the 80s.

To help me with MOA I, Peter took me round the spares section of the factory and said I could take "anything you want for the trip". So I loaded up sufficient spares for all the different cars on the event and I was not even



asked to make a list of the parts, or to pay a deposit, although I'd valued them at several thousand pounds. He simply said, "just return whatever you haven't used and pay for the rest when you come home". Every time I visited the Factory, Peter, although essentially a Racing man, would always take the time to come over and talk to me about my love for Concours, ask how I was getting on and he would always pop outside to examine my car and ask in depth about the detailing on it.

I last saw Peter at the launch of the Super Six at Prescott a few weeks ago, but I did not take his photo on that occasion because I knew he would ALWAYS be there... now I wish I'd taken that photo! Peter was an English GENTLEMAN in the finest sense of the word and, although always very busy, would always find time to speak to me. He will be impossible to replace. Jeremy Harrison



The photos were taken at Mog 86 at the Three Counties Showground in Malvern. Peter had to choose his favourite car and he especially liked mine but was persuaded, by Colin Musgrove, seen talking to Peter in the photos, to give the first prize to a Flat-rad because it was a Flat-rad anniversary in 1986. Jeremy...

Yes, it is my car, the 4/4 1600 4 seater I rebuilt in my garage from the chassis up in 6 weeks including a complete new rear end in aluminium. I have the photo record. It was originally orange and ended up turquoise. It was a GREAT car!! As usual, I should have kept it.

Farewell to a kind man... I had the pleasure to meet Mr. Morgan in '76 at the works, while picking up some spares. I was impressed with his kindness, and I would like to extend my sincere sympathies to the Family and employees of the Morgan factory. Henrick Rens, Toronto

The Journey is the Adventure. We were indeed deeply saddened to hear of the passing of Peter Morgan. We met him only a few times, but he was indeed the consummate gentleman. It still thrills me, even 34 years after our first Morgan, to turn the ignition key, and hear the throb of the engine. Thanks to Peter and his family, "the journey is indeed the adventure". We send our heartfelt condolences to Charles and the family, and the workforce at Malvern Link. Andrew & Sue Struthers NB Canada

Memories. I had the opportunity also to meet Peter Morgan on various diverse occasions. His naturalness and innate friendliness remain as memories but the highlight was his kindness. When my son Pieter and I were at the 50th of the MTWC. Our borrowed two-speeder had lost its low gear teeth and he invited us to go into the Factory to make the repairs, out of the pouring rain. Would Mr Ford make the same gesture, I wonder. Thank you Peter for your inspiration. To all the Family and the factory, my heartfelt condolences. Alec Knight, Toronto

The Canadian connection - When Brad bought his 37 4/4 from Clem Simmons in North Bay, Clem talked about the time Peter & Heather Morgan had visited with them. Clem had written to Peter for details on the car (by the way, owned at one time by Steve Beer) and Peter had remembered the contact when he and Heather were traveling to North Bay to visit with the family Heather at one time had worked with as a nanny. They made arrangements to get together. This involved dinner exchanges and a drive during which Peter is reported to have put his hand down beside the tranny and commented "Good car". He also commented that this must be one of the earliest 4-4's as it had the first series of wheels. His comment "We only bought 100 of those then found a cheaper supplier". Brian & Brenda Morgan, Jordan Station Ontario.



Good Bye Peter. Barbara and I were greatly saddened to hear of the passing of Peter Morgan, a great man and a real gentleman. Barbara and I bought our first Morgan, a new DHC in 1959 and met Peter shortly thereafter during his trip to California in the early 1960s. In many ways Peter Morgan was responsible for our life and lifestyle since then.

As Barbara has said on many occasions, "Morgans are not just a means of transportation, they are a way of life." May I offer our heartfelt condolences to Heather, Charles and the rest of the Morgan family. Barbara and Gerry Willburn, Los Angeles.

The Greatest Sorrow. Despite being thousands of miles from England right now, seeing Sindy's family in Trinidad, we have just heard of this very sad news. It only seems like yesterday that Peter and the pair of us were swapping stories at the 35th Plus 8 Anniversary Prescott meeting about our Morgan memories, events and as always, Peter enquiring about the Rutter children. Here they are I said, all 3 of them. We have a picture of him and the children at the event, which we will cherish forever. He saw them grow up and his kindness

extended towards Sindy and I whenever we visited the factory will always be very, very fondly remembered. His door was always open and we loved his wonderful stories. To Charles, the family, & all the MMC staff, our thoughts are with you at this sad time, they do not make people like PM anymore, with such integrity and kindness - the ultimate British gentleman. With much love and affection Melvyn, Sindy, Adam, Lana & Mariella Rutter



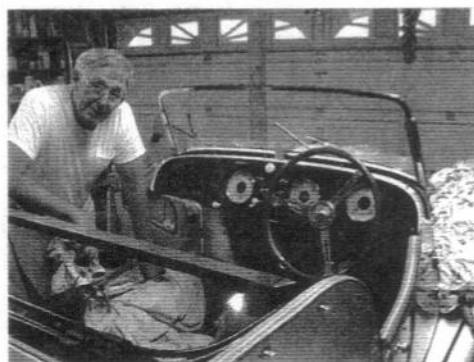
Yesterday, November 4th at 1.00pm I planted a tree in the front garden of The Morgan Garage in memory of dear PM. He was here in 1985 attending one of our annual parties and as always, was on top form. We will all miss him, but at least I will see the tree every day and constantly have very fond memories of him.
Kind regards Melvyn R.

Dennis Glavis, owner of MorganWest has alerted the Morgan community to the use of a +8 in a new television series. Watch for "The OC"...

Cowabunga everybody! Check out the new Morgan Plus 8 that will hopefully become a standard feature on the FOX network hit, The OC, Mondays at 9pm, Tuesdays at 8pm. This season's big new hit has asked MorganWest, beginning tomorrow, to supply a new Plus 8 as part of the head kahuna's SOP. Their homepage even features a Surfer to English dictionary!! Big Kahuna says, "Check it Out!" Surfs Up!!! Dennis

Hi all, after spending most of the summer on axle stands and in the paint shop My '62, 86 GNP is back on the road. As you may know I was hit from behind and the car had some minor damage but we wanted to get the repairs done before we would take it out again. I knew it would take a month to get delivery for some needed parts so decided to tackle a few other repairs while the car was laid up.

I was having trouble with the clutch chatter and no one could put their finger on the problem. I would take the bell housing to a machine shop and have them check the alignment of a sleeve I had had another shop put in several years ago. This is the only thing I had different in my car than any other TR-3 engined Morgan that I knew of and others were not having the problems I was having. This of course required the removal of the engine and transmission. When we set the bell housing up in the lathe correctly we found that my suspicions were right. The sleeve was installed off center and a new one would have to be put in on center. I had that job done.



I noticed that the rear springs, although they were very comfortable when not loaded, would not carry a load inside the car and when the luggage rack was used the rear end bounced off of the floor bottom now and again. I started out to re-arch the rear springs and found that I had 5 leaf springs in the two seater. I decided to add a leaf and re-arched all the leaves matching each as I assembled them.



Much to my delight all the changes have made the car a great driver now. The clutch works beautifully for the first time since I have owned the Morgan. I feared the springs might be too stiff but the ride although a bit stiffer is still very comfortable. And the paint and body are as good as new, so with a little bad comes a lot of good. I took a friend, who also has a Morgan, with me to a club meeting last night and he commented, how solid, quiet, comfortable the car was on the 45 minute run each way. A nice cruise at about 110km at 3000 rpm. in OD.



I finally have a winner. Cheers! Glenn Nigh in the sunny Niagara area, Ontario Canada

The drive to "SpudMog" somewhere in the wilds of Idaho...

Yvonne Theroux, photo

Dear Vern,

I just got the Blurb with the piece about me and Purple Pens, so as usual, I'm e-mailing you in purple. I buy them when I see them. About this time last year, I bought 25 lilac ink and 25 purple ink ones from a shop in Malvern, when we went to the 3 wheeler AGM. I have a few left, but I'll try to re-stock next weekend when we go again.

As a matter of interest, I buy my socks the same way, as many as I can find, all the same colour, which I have found useful over the years, because no matter how many my wife Gill loses (I often wonder where they all are?), I always have a pair in my sock drawer, although the leg length does seem to vary. Unfortunately I have to buy ladies socks to get the colour, because, in the UK, chaps do not wear purple/lilac as much as they seem to do in San Francisco!!, but fortunately, I have only size 7 feet, so they do fit me.....and my purple shirts and all the other clothes.....I'll leave that to your imagination. Jeremy Harrison

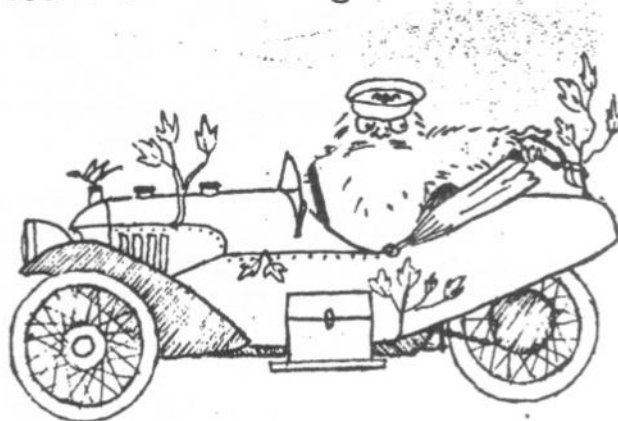
Hi Vern, Greetings from "The East". This is just to let you know that your deathless prose is perused in each edition of "The Blurb". On page 9 of the current edition (5-03) you are seeking information about the Targa Newfoundland. Whilst we were in fact over on "The Rock" this August, (we flew), I should perhaps seek clarification on what you mean by "local".

From Bathurst NB to Toronto is 1334 Kms driving, with no ferries involved. From Bathurst to St. John's NF is 1585Kms driving, **plus** a six hour ferry journey. As you can therefore appreciate, we are somewhat more "local" to the CN tower, than we are to Cabot Tower! Big country Canada, eh? All the Best. Keep on Mogging. Andrew

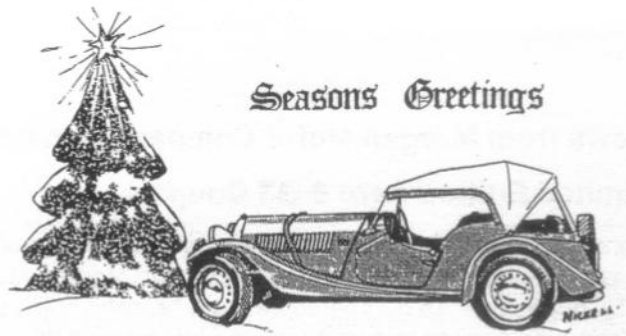
PS. The locals in NF were really looking forward to the Targa.

(Andrew.. thanks for the note. Hmm... that means $1334 + 1585 = 2919$ km from Toronto, let's say 3000... still puts you a lot closer to the Targa! Then again, Canada is a big country and a small jaunt across the straight to Newfie is an undertaking.)

You Know Your Morgan Needs Work...



when it starts to grow



A Visit from Saint Lucas

Twas the night before Christmas, and out in the street

*Sat my poor Plus 4, all covered with sleet
The starter was frozen, the battery dead
And clusters of icicles hung from the head*

*Mama with cables, and I with the crank
Were trying to start it but drawing a blank
The best we could raise was a weak little clatter
And we couldn't determine just what was the matter*

*When what did our wandering eyeballs perceive
But a fat little man you just wouldn't believe
His cap was made of a bundle of wire
The tails of his coat were crackling with fire*

*His eyes were like light bulbs (and one didn't work)
A glowing face with an electrical smirk
He was so badly wired that I knew in a wink
That this poor apparition was from Lucas, Inc.*

*He opened the bonnet and started to poke
Thus causing a short and a cloud of blue smoke
He crackled and sizzled, and giving a tap
He fractured the god damn distributor cap*

*He walked to the back and giving a thump
He bugged the points on the old fuel pump
And laying a finger alongside of his nose
He sizzled away, while the two of us froze*

*He sprang to his car in a move oh-so-smart
We almost expected the darn thing to start
The starter turned over, the engine roared out
And over the clatter we heard Lucas shout*

*Out Healey, out Morgan, out MG and Sprite
Out Lucas ignition, this cold winter's night
And we heard him exclaim, as skyward he roared
So long crazy Yanks, I'M POWERED BY FORD*

Reprinted from OHMoggie, Winter 2002... newsletter of the Ohio Morgan Owners Group.
Thanks to Ken Long, Editor.. Author?

Notes from the web...

The London Times September 09, 2003

McQueen topples Ducati as epitome of cool

By Valerie Elliott, Consumer Editor

ALEXANDER McQUEEN, the designer and self-styled bad boy of British fashion, has been named the "coolest" brand in Britain. He toppled the Italian motorcycle company Ducati, which was top last year, although Ducati still made it to the final five in the company of the hi-fi makers Bang & Olufsen, the lingerie firm Agent Provocateur, and the Tate galleries.

They head a list of 59 brands in this year's top Cool Brand Leaders. Expert judges, including Alexandra Shulman, Editor of Vogue, Oswald Boateng, the Saville Row tailor and menswear designer, Rankin the photographer, and Mark Rodol, chief executive of the Ministry of Sound, voted out old favourites such as The Simpsons and South Park, the ice-cream makers Häagen-Dazs, and Virgin Atlantic, which were in last year's list.

Out too is Adidas and Mercedes-Benz, which was replaced this year by Puma and Jaguar cars. **Coolest, too, this year is the Morgan sports car**, the vehicle Iain Duncan Smith, the Conservative leader, has just acquired.

The experts, brought together by the Brand Council, also appear this year to have deliberately selected lesser known labels and venues such as Hakkasan, the only Michelin-starred Chinese restaurant in Britain, and Smiths of Smithfield, a restaurant promoting high-quality British farm food.



News from Morgan Motor Company and Aero Racing

Limited Edition Aero 8 GT Coupé

Aero Racing, makers of the two Morgan Aero 8s currently enjoying stunning success in the British GT Cup Class Championship, has joined forces with Morgan Motor Company to launch a special limited edition Aero 8 GT Coupé. Just 15 numbered cars will be hand built at Morgan's Malvern works to a unique specification, offering the chance to own a unique and stunning driving machine that will immediately become a collector's item. Charles Morgan, Managing Director, comments "We have always tried to bring customers special developments from the race track, and this car is a superb example. It is very close indeed to the Aero 8 GT cars are just finishing their very first season in second and third places in the Championship – what a fantastic achievement!"

The Aero 8 GT Coupés will be built on the Morgan production line, and finished by Aero Racing to a unique specification which includes a 330 Bhp, 4.6 BMW engine with a new ECU as fitted to the British GT cars, a carbon fibre hard top – specially developed for the GT racing cars, black centre lock OZ wheels, sports exhaust, uprated springs, and special trim. The GT Coupé is finished in 'official' Morgan Works Race Team two tone dark blue and silver.

UK retail price for the limited edition car is £72,500 inc VAT and delivery. A soft-top hood option is available at an additional retail price of £2,000 plus VAT. Interested connoisseurs of fine driving should contact their nearest Morgan dealer via www.morgan-motor.co.uk, or Morgan sales on +44(0)1684 573104. Like the standard Aero 8, the GT Coupé is not currently available to customers resident in the USA. An American specified Aero 8 will be launched in 2004.

MORGAN AERO 8 WINS BRITISH GT CUP CLASS AT BRANDS HATCH

Ace GT driver Neil Cunningham teamed up with up-and-coming 19 year old Adam Sharpe to drive the Richard Thorne Motorsport Morgan Aero 8 GT to a stunning victory in an action-packed final round of the 2003 British GT Championship at Brands Hatch last weekend. Adam drove a superb first half, moving up into 2nd place from 4th position on the grid, while keeping clear of several major incidents on the crowded track. Sadly, the other Morgan entry, the Keith Ahlers/Rob Wells Aero 8, was an early victim, running off in a big shunt at Paddock.

The Thorne team were first to take advantage of the safety car's appearance just as the driver change window opened, and Neil Cunningham took over with only a Lotus between him and the winner's cup. The seasoned campaigner battled hard, but was still trailing the leading Lotus by around 6 seconds when the last lap was called. It seemed impossible that he could catch the Elise, which was making the most of the extra 50 kg success ballast on board the Morgan.

"Adam had left me in a great position. It was the last lap of the last race of the season, and there was nothing to lose, so I just gave it everything." Comments Neil. Tucking in behind the bigger-engined, GTO race-leading Mosler, Neil stuck with it, putting in one of the most exciting and crucial laps of his illustrious career. Then, just as the team were preparing to celebrate a very respectable second place, the Morgan's distinctive voice was heard charging into the pit straight to take the chequered flag ahead of the Lotus. Morgan spokesperson and Works Race Team Manager, David Dowse, witnessed the cliff-hanger finish. "What a fantastic way to finish a great first season in British GT Cup class for Morgan." he comments "The efforts of both the Richard Thorne and Keith Ahlers' Morgan teams have really lit up the British GT Championship. They finish the season in second and third places in the Championship respectively, with the Thorne team just 14 points behind the winners – an amazing achievement.

"The Morgans are relatively undeveloped, but they've raced, and beaten, the best of the highly-developed and well-funded Porsches, Ferraris and Lotuses in their class. And what makes this new Cup Class even more exciting is that anyone can buy a road car that's very similar to the ones they've seen winning at races like this," Dowse concludes.



MORGAN MAGIC FLIES IN TO BATHURST

The Morgan Aero 8 GT Cup race car, fresh from a stunning first season in the British GT Championship, is enroute to thrill the crowds at Australia's Bathurst 24 Hour race in November.

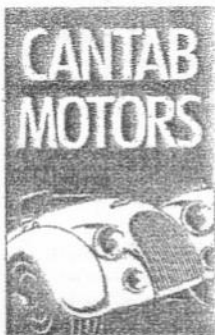
The Morgan will be piloted by New Zealand-born GT ace Neil Cunningham, along with his race-winning young partner Adam Sharpe. The pair were originally booked to drive the Maserati Trofeo, but were recalled by their regular private team boss Richard Thorne when the last-minute, factory-supported Morgan entry was confirmed. Two further drivers are expected to be confirmed shortly.

One of the world's oldest and most revered racing marques, for many people Morgan represents the true spirit of GT racing. The name generates enormous interest wherever it goes, and with bright young talent like 19 Year old Adam Sharpe behind the wheel of the Aero 8, with its advanced aluminium-chassis and BMW V8 engine, Morgan is now firing the imaginations of new generations of race fans. The private Bathurst entry is being supported by the official Morgan Works Team, which views the Australian outing as an important step towards its ambitions at Le Mans next year.

Commenting, David Dowse, Manager of the Morgan Works Race Team, said "We're really delighted that the many Morgan fans in Australia will get the chance to see the Aero 8 in action, and everyone is excited to see what Neil and Adam's team can do in a 24 hour race. They've proved to be a winning combination in the British GT this season, and it was a real treat to watch them steal a memorable win over Porsche, Lotus and Ferrari in the last round of the season at Brands Hatch. The car's on great form, and so are the drivers. I think we're in for a real show to remember in Australia."

The Richard Thorne Team finished the season in second place in the British Championship, just 14 points behind a highly developed and well-funded Porsche 911 – a fantastic achievement for a new team and a car in its first season of racing.

The Australian race takes place over the weekend of 22/23 November, and fans not lucky enough to be there will be able to follow the Morgan team's progress via a special website at www.morganatbathurst.com



CANTAB MOTORS, LTD.
37251 E. Richardson Lane
Purcellville, Virginia 20132
Ph: 540-338-2211; F: 540-338-2944



*25 years of machine shop experience specializing in auto,
diesel, marine engine rebuilding.*

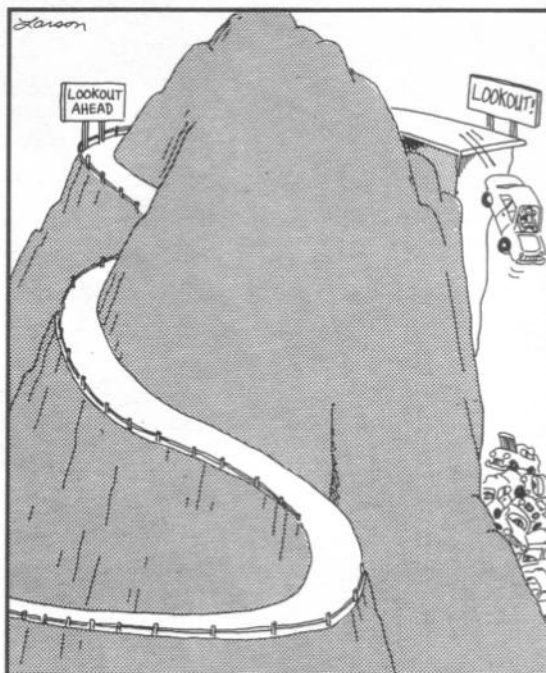
**Automotive
Machine Shop
Services**

905 714 1448

**Roger
Letourneau**

**NORTHTOWN
MACHINE**

967 Niagara Street, Welland, Ontario L3C 1M5



AUTO REFLECTIONS

A stately row of Morgans
(from left to right): 1967, 1957, 1961

RULE BRITANNIA

BY CHARLES JACKSON
SPECIAL TO THE TORONTO SUN

The words of that famous anthem came to mind as up to 1,200 "made in England" vehicles gathered on Sunday, Sept. 21 in Bronte Creek Provincial Park for the 20th annual British Car Day, organized by the Toronto Triumph Club.

This is the largest one-day car show in Canada and, arguably, the largest exclusively British car show in North America. Participants and visitors came from all over Ontario as well as from several provinces and U.S. states. The event serves as a major fundraiser for the Canadian Cancer Society.

The scope of marques represented was spectacular, ranging from a 1929 4.5-litre Bentley (reportedly worth \$700,000, making it the most valuable vehicle on the field), to five small and sexy Nash Metropolitan, recognized as a distinct class for the first time.

In round numbers, there were more than 200 each of Triumphs and MGs, about 90 Jaguars and 80 Minis — old and new. Other marques present in significant numbers were Rolls Royce/Bentley, Land Rover, Austin Healey, Lotus, Aston Martin, Jensen and Morgan. Dozens of other marques were represented with one, two or three vehicles.

Enough statistics. Enjoy the pictures, and God Save the Queen!

Charles Jackson is a freelance writer based in Niagara-on-the-Lake

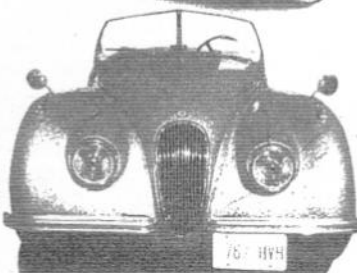
1976 Triumph
Spitfire

— Charles Jackson, photos

1958 Rolls Royce
Silver Wraith



1950 Rover P475 "Cyclops"



1950 Jaguar XK120



1962 Aston Martin-DB4



1964 Austin Healey

from the Morgan Oasis Garage

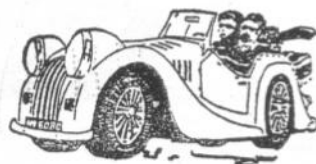
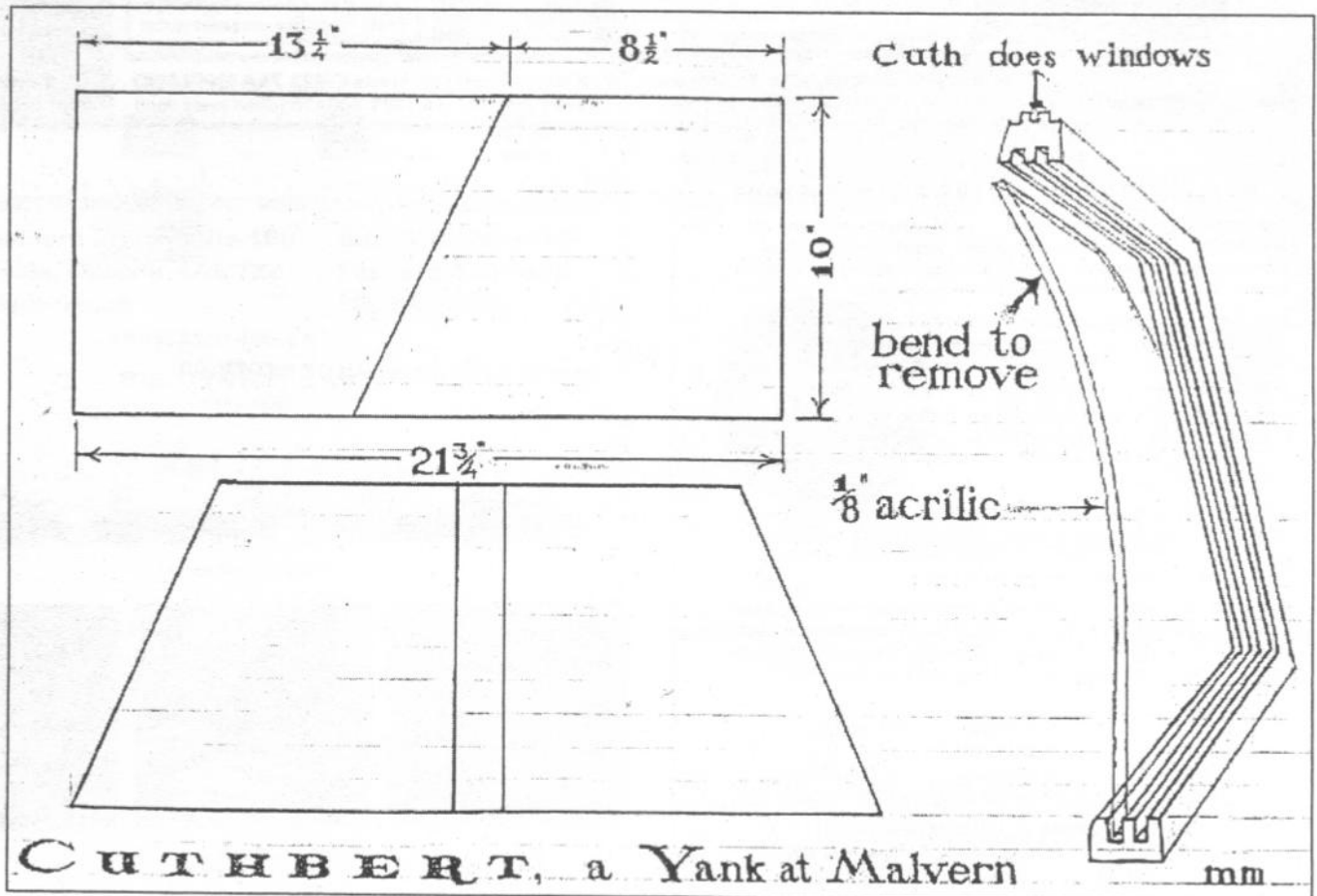
Cuthbert J. Twillie, Proprietor
Box 1010 - North 51 Terrace
Hoodsport, WA 98548

Friends:

The side curtains on Mog #5139 look like they're still in London. Sitting inside you'd think it was the dreaded London fog. I may have seen a worse pair, but I've seen a bunch of British cars. Anyhow, it's so easy to cure the scratched and blurry plastic pieces that only the worst of us would hesitate to replace them.

The plastic pieces just slip out if they're bent enough. Then they make a perfect pattern for the new ones. Front and rear are the same dimensions and the same angles. Exactly. I bought some acrylic at Stoneway Hardware in Seattle. The brand name was Ware's Flex-O-Glaze and it was \$10.49 for a sheet 24"x48"x1/8" thick. The side curtains are 10" high so we cut two 10" strips from the short side giving us two pieces 10x24 inches. The acrylic sheet comes with a protective layer which should be left on 'til all the cutting and sanding are finished. The old pieces laid on the new acrylic will result in perfect copies without slavish rule work. If you have the original piece who needs a yardstick?

Once the two pieces are now four, the only thing left is smoothing the sawn edges and making doubly sure the new pieces are not bigger than the old. These do have to slide, but not too freely cuz then they won't stay closed during Seattle's next balmy winter. Looking through the new side curtains you'd think you were in a sparkling new Morgan. The next task is to replace the rubber on three sides. An ice pick is the perfect tool to convince the rubber out of the slot. I just ordered some welt from Metro Moulded Rubber Products in Minneapolis. This stuff should press right in, perhaps only glued where the top piece joins the end pieces.





Established 1976

FACTORY



MAIN DEALER

THE WORLD'S FAVOURITE
MORGAN DEALER

Buy Direct - It's Cheaper

8th Edition Rutter Catalogue

Full colour Morgan parts
catalogue, 64 pages packed
full of goodies. Quote us a
credit card with expiry date,
cost is £6 or send £10 cash for
a return air mail copy.

WORLDWIDE WEB

Find us on:
<http://www.melvyn-rutter.co.uk>
E-mail: MR@melvyn-rutter.net

Melvyn Rutter Overseas Limited



MELVYN RUTTER - LIGHT YEARS AHEAD

'THE MOG INTERNET CAFE'

WELCOME TO PROBABLY THE WORLD'S FIRST
AUTOMOTIVE INTERNET CAFE WITH WIRELESS
NETWORK CONNECTION - WI-FI

We installed this during the autumn of 2002 and have been running tests since then
with great success. It has now gone fully live and
already customers have been enjoying the
unlimited FREE access to our system.

Our visitor of the day is our good friend Gerry
Wilburn from California, hooked up to the Mog
Internet Cafe machine communicating with his
office in Los Angeles, whilst on holiday in the UK!

If you drop in for parts this is where Melvyn Rutter
gives you that added advantage, keeping in touch
and it is a completely FREE access service.



INSTRUMENT RESTORATION

We carry out full restorations on all instruments.

Fast Parts Service

Factory parts and our special 'Rutter' parts, same day despatch.

Overriders

As you can see we now have re-made
the early style overrider. The 1954 to
1958 era version along with the post
'58 version which we have been making
for 20 years. Get them today.



GET IT NOW!



ISSUE 10 OUT NOW

A 50 page Morgan
magazine by Melvyn
Rutter, in full colour.

Lots of interesting articles,
technical tips, Moggie stories and
more from around the world.

AVAILABLE QUARTERLY

Back order copies available
Subscription Overseas (air post)
£25

Website: www.the-morganworld.com
Email: mogs@the-morganworld.com

- Accessories ●
- Badges ●
- Bearings ●
- Body ●
- Books ●
- Brakes ●
- Bumpers ●
- Chassis ●
- Cables ●
- Carburetors ●
- Clutches ●
- Chrome ●
- Dashboards ●
- Electrical ●
- Engine ●
- Mirrors ●
- Radiator ●
- Rubbers ●
- Steering ●
- Steering ●
- Slidescreens ●
- Suspension ●
- Switches ●
- Tonnesse ●
- Transmission ●
- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●



The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
Tel: 011 44 1279 725725 Fax: 011 44 1279 726901 Fax: 011 44 1279 600498 (direct parts dept)

REFLECTIONS ON AUTOMOTIVE HISTORY

This series is authoritative history written in an enjoyable style, and will
appeal to a wide audience who are not only interested in cars, but also
appreciate reading about the evolution of the automotive industry, and the
impact the car has had on society and our everyday lives.

VOLUME I is an eclectic collection of stories on 61 significant & unusual
vehicles and automotive developments. Several of these cars are fondly
remembered as favourites of yesteryear, and many are now valuable collectibles.
(192 pages; 61 b&w photos)

VOLUME II is comprised of three sections: *The Founders of the North
American Automobile Industry's Big Three*; *An Overview of the European and
Asian Automotive Industries*; and *A Diverse Collection of Cars and Companies*.
(192 pages; 112 b&w photos)

VOLUME III has five sections: *Automotive History Through the Decades,
1900 - 2000*; *Engineering and Evolution*; *Ten Most Significant Automotive
Developments*; *Car of the Century*; and *Twenty Five Who Made A Difference*.
(204 pages; 100 b&w photos. Books are 203 X 230 mm / 8 X 9 in.)

The author, Bill Vance, is an acclaimed automotive historian with a particular
interest in its technology. He has been writing about a wide variety of automotive
subjects for over 30 years. His popular syndicated automotive history column
appears in many newspapers across Canada, the United States and
www.canadiandriver.com.

ISBN Nos.	Soft Bound	Hard Bound
Vol I	0-9698922-0-9	0-9698922-1-7
Vol II	0-9698922-3-3	0-9698922-2-5
Vol III	0-9698922-5-X	0-9698922-4-1

ERAMOSA VALLEY PUBLISHING
P.O. Box 370, Rockwood, Ontario, Canada, N0B 2K0

Tel. 519-856-1065 Fax. 519-856-2991
Monday to Friday - 9:00 am - 5:00 pm

www.billvanceautohistory.ca

Reflections on Automotive History

written by Bill Vance



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

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

Classic Motorsports VOL. 1

The New Magazine About Old Cars

1 Year Subscription
for \$24.95

Call us at:
(888) 676-9747

U.S. funds only.
Canadian subscribers
add US\$8 for postage.

Online: www.classicmotorsports.net

**U.S funds only.
Canadian subscribers
add US\$8 for postage.**

Online: www.classicmotorsports.net

**AMERICAN
MILLIGAN
ENGINEERING**

CLU

^A Senior Executive Consultant

650 Highway 7 East, Suite 200
Richmond Hill, Ontario L4B 2N7

Bus: (905) 889-9139

Fax: (905) 889-8927

Toll Free: 1-877-428-8868



37 Sandiford Drive, Suite 100 Bus: 905-640-4111
Stouffville, Ontario L4A 7X5 Fax: 905-640-4450
www.lant-ins.ca 800-461-4099

tony@lant-ins.ca

R.A. (TONY) LANT
PRESIDENT

Lant & Co.

Insurance Brokers Ltd.

SILVER WHEEL PLAN



**BRL HARDY
WINE COMPANY**

AUSTRALIAN WINES

HARDYS
RENMANO
BANROCK STATION
CHATEAU REYNELLA
HOUGHTON
LEASINGHAM
STANLEY
BERRI ESTATES
MOONDAH BROOK
AROSSA VALLEY ESTATE
HG BROWN
FMU

FRENCH WINES
DOMAINE DE LA BAUME

Access varies by province
Please contact your local LCB)

4195 DUNDAS STREET WEST
SUITE 325 ETOBICOKE
ONTARIO CANADA M8X 1Y4

C.M.C. ENTERPRISES

1990 INC



SALES • SERVICE • PARTS • RESTORATION

12994 Albion Vaughan Rd.,
R.R. 3, Bolton, Ontario L7E 5R9

E-mail: cmcmog@idirect.ca

Ring/Fax (905) 857-3210

Reg Beer Coachbuilders Corp.

STEVE & MARTIN BEER

12944 Albion Vaughan Rd.
R.R. 3, Bolton, ON - L7E 5R9

Tel/Fax: (905) 857-3210
E-mail: cmcmog@idirect.ca



MSCCC affiliated organizations

Olde World Restorations

2727 Philmont Avenue Suite 350
Huntingdon Valley, PA 19006

PENNY BATES

(215) 947-8720
FAX (215) 947-8722

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

Membership Application / Renewal:

Name: _____
Spouse: _____
Address: _____



Home: ____/____/____ Business: ____/____/____

Fax: ____/____/____ email: _____

Morgan(s) owned:

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

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

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

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

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

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

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario L0N 1E0

PRESIDENT, BLURB EDITOR & REGALIA:

Vern Dale-Johnson
1532 King St West
Toronto, Ont M6K 1J6
416 530-4599
Fax: 905 826-6643
vern_dj.msn@attcanada.net

TREASURER:

Jenny Beer
30 Parsons Ave
Caledon East, Ont L0N 1E0
905 584-0619
sj.beer@sympatico.ca

Secretary:

Rod Wilkinson
117 Hedgerow Lane
Kleinberg, Ont L0J 1C0
905 893-0037
awgang@idirect.com

DIRECTORS AT LARGE:

Tom Van Zuiden
15 South St West
Dundas, Ont L9H 4C3
905 627-3991
tvanzuiden@sympatico.ca

John Roden

3 Leslie Place
Fonthill, Ont L0S 1E3
905 892-6907
jsroden@vaxxine.com

CLUB LIAISON:

Audrey Beer
RR#3, Bolton, Ontario
L7E 5R9
905 857-7320
905 857-3210 (fax)
apbeer@look.ca

EASTERN SCRIBE:

OPEN

UNTIL FILLED REMEMBER:

- EDWARD BURMAN
- GREG "TOAD" KAUFMAN

WESTERN SCRIBE:

Ken & Pat Miles
MOG NW (Northern Rep):
15410 Kildare Dr
Surrey, B.C. V3S 6B9
604-576-8036
pat_miles@hotmail.com

ROAMING SCRIBE:

Dr F. (Art) Sharpenwessel N.F.A
Phone: none
Email: you have to be kidding
Duties: depends

WEB SITE:

CLUBS/HEMMINGS/MSCCC



First of the real sports cars

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

THE BLURB is published 6 times/year. Address changes should be directed to the **Editor**.

Material is not copyrighted, however please note author & source if using. We do not intentionally infringe on copyrights of material borrowed for publication.

Dale-Johnson, Vern

From: Condolences Message Board [David.dowse@transmissionpr.co.uk]

Sent: Tuesday, October 28, 2003 11:05 AM

To: Dale-Johnson, Vern

Subject: PM Funeral Arrangements

If you cannot read this mail use this link: http://www.morgan-motor.co.uk/display_mail.phtml?listid=29&user=2700&letterid=92

Funeral arrangements.

PM's family has now confirmed that there is to be a private, family funeral on November 4th at Midday. The factory will be closed for this day, and the family thanks everyone for respecting their privacy at this time.

Charles and the family wish to express their warm and heartfelt thanks to all those who have sent condolences, either directly or via the web site, and they ask for understanding that the overwhelming response has made it impossible to reply personally.

A memorial service will be arranged in the near future as a more public celebration of PM's life and work.

The family requests no flowers, please, but donations will be appreciated either to Cradley Parish Church, or The People's Dispensary for Sick Animals. Donations can be sent c/o FW Spilsbury, Upper Howsell Road, Malvern WR14 1TL, England.

Sure Communication



To unsubscribe from this list go to
<http://www.morgan-motor.co.uk/unsubscribe.phtml?listid=29>

10/29/2003

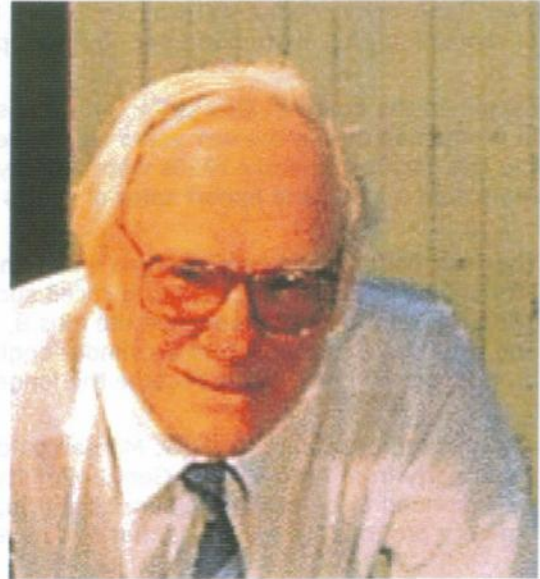
Peter Morgan

(Filed: 23/10/2003)

Peter Morgan, who died on Monday aged 83, was chairman of his family's motor car company and involved in every detail of the marque's development for more than 50 years.

Morgan is one of the world's oldest motor manufacturers and the oldest anywhere still controlled by the family which established it. Their custom-built sports cars attract a loyal following, and the waiting list for the 700 vehicles produced annually is currently more than a year. Peter Morgan expanded from the success of his father, H F S Morgan, who had built the company on the reputation of its three-wheelers, which combined light weight with power.

The timeless design of the cars was, even then, instrumental in their success. A Morgan three-wheeler won the French Cyclecar Grand Prix in 1913, and was still in production 26 years later; the Plus 4 chassis remained substantially unchanged between 1936 and 2000; and the Plus 8, Peter Morgan's great innovation of 1968, is still in production.



In 1990, television viewers were given an opportunity to see the company's philosophy in action, when Sir John Harvey-Jones devoted an episode of Troubleshooter to Morgan. Harvey-Jones was horrified by what he saw; interviewing the foreman of the chassis shop, who had been there 30 years, he said: "You must have seen a lot of changes in that time." "Not really, no," came the laconic reply.

Morgan ignored the guru's advice to double production and increase prices dramatically, preferring to keep the loyalty of those who loved the cars. Peter Morgan pointed out that not all of Sir John's ventures had been as successful as his time at ICI. He also maintained that it was a good job that he had kept to his policies - or the recession immediately afterwards would have affected the company badly. Viewers seemed to agree; orders increased dramatically as they sided with Morgan's, rather than Sir John's, opinion on how cars should be built.

Peter Henry Geoffrey Morgan was born on November 3 1919 at Chestnut Villa, which stood next to the company's Worcester Road factory. A party was held in the carpenters' shop to celebrate his arrival, and he, and his four older sisters, grew up with the factory workforce as part of their extended family. Young Peter was woken up as a boy by the sound of the steam engines (which ran the factory's lathes) being started each morning. He attended the Link School, Malvern, before going on to Oundle.

Young Peter's first interest was in locomotives, rather than motor cars - though he had a tandem two-seater pedal car made at the works which, unusually for the firm at the time, was a four-wheeler. In 1935, the family moved to Cannon Hill, an Adam house near Maidenhead in Berkshire. Peter enjoyed Oundle, which promoted engineering and had a machine shop, carpentry lessons and even a foundry - "especially intriguing," Morgan thought. "I used to make little brass aeroplanes and things like that."

At home he learnt to drive in the grounds of his parents' house, in the Ford-engined four-wheeled 4/4 prototype which his father had rejected, after deciding to use the Coventry-Climax engine. He longed for a three-wheeled twin, but his father refused; after Peter narrowly avoided toppling over in an F-type three-wheeler on holiday in Cornwall, the old man felt vindicated.

Peter left school in 1936, but was at first unsure whether to go to university or engineering college. But, convinced of the value of practical training, he went to the Chelsea College of Automobile and Aero Engineering. He remained there from 1937 until 1940, and then worked briefly for the British Ermeto Corporation. He anticipated working for the family firm, but hoped first to join Rolls-Royce or Rover. By this time he was racing the family's cars at tracks such as Brooklands and Donington. (He later led the Morgan team to victory in the RAC Rallies in 1951/52.)

The outbreak of war altered his plans; he at first attempted to sign up for the Royal Navy, but after being rejected on account of his eyesight, joined the Royal Army Service Corps, working in the motor shop. From there he was posted to Freetown in Sierra Leone with the Royal West African Frontier Force, before taking over the Army workshops at Nairobi, where he stayed for the remainder of the war. He toyed with the idea of remaining after demob in 1946, but was persuaded by his father to return home.

He joined the board at £9 a week, and was soon working as a draughtsman alongside his father. The break in production during the war years helped Peter in his adaptation to the four-wheeled market, and although the late 1940s and early 1950s were a tricky time for the company (one of the few periods in which it registered a loss), the export sales of sports cars held up fairly well.

The first model which Peter Morgan was principally responsible for developing, the Plus 4, replaced the 1.5-litre engine with a 2-litre model. It raced successfully, and eventually won the 2-litre class at Le Mans in 1961. In 1968, Morgan launched the Plus 8, which was at the time the fastest car available for the money, and used the General Motors 8-cylinder engine later adopted by Rover. The model, which will remain in production until next year, became the longest-running car produced by the company.

After his father's death in 1959, Morgan paid diligent attention to the export market, building strong support, particularly from America and Germany. Fifty per cent of the company's sales are now to overseas buyers. He continued to be optimistic about the firm, and took great pride in the win at Le Mans. "The other thing I'm very proud of," he said, "is that I've never had to make anybody redundant."

Peter Morgan was a charming and courteous figure, extremely popular with all those he met. He remained active after his retirement from the day-to-day running of the firm in 1999; he enjoyed travel and collecting stamps, and ran a small-scale railway in his Worcestershire garden, which delighted his grandchildren. Three weeks ago, he drove up the Prescott Hill Climb - at some speed - in his V 8, licence plate AB 16. He remained Chairman of the Board, and continued to come into the office until only a week or so before his death.

Morgan married, in 1939, Jane Christie. The marriage was dissolved in 1972; she died in July this year. He married secondly, in 1982, Heather Williams. She survives him together with his children from his first marriage; his daughters Sonia and Jill, who both serve as directors of the company, and his son, Charles, who now runs the firm.

© [Copyright of Telegraph Group Limited](#) 2003.

