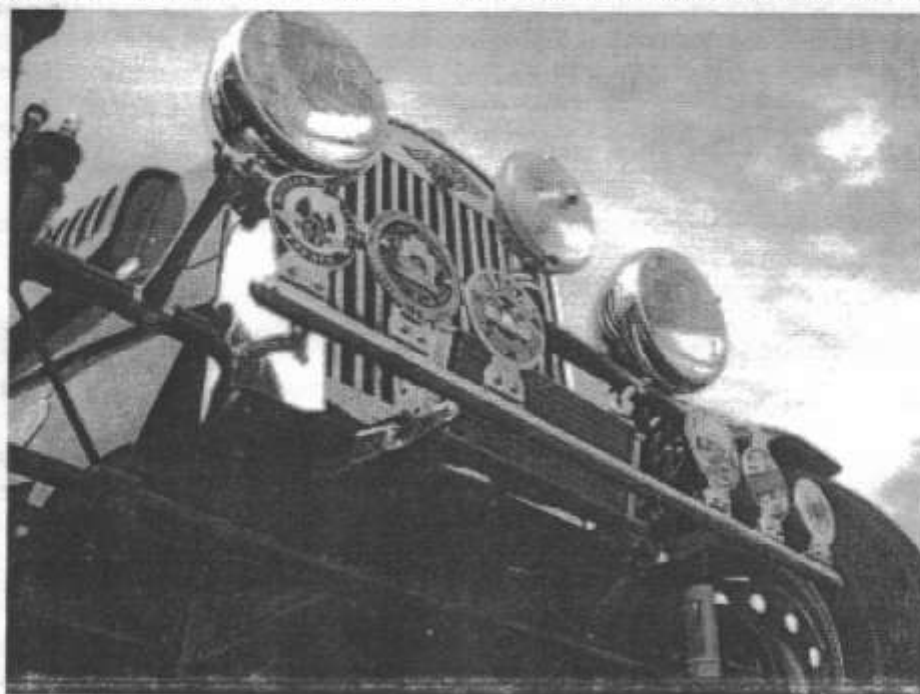




Issue 6 - 2004 November

# The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



MOG MIDWEST FALL 2004



## Prez Sez:

Martin Beer (mdbeer@idirect.com)

Prez sez

The doors have been closed behind the Mogs for a few weeks now. Hopefully weather & time will allow a last jaunt around the Caledon Hills. November Pub lunch was well attended. Desi has graciously offered to become a member of the executive, all help is appreciated. I'm sure we'll find a posting for you Desi.

The MOA event is closing in on us which has raised the issue of regalia. The Club has always maintained an inventory of trinkets & things for sale, along with specialty items to suit various events. Our revenue although not high on these items has always helped the club finances. No doubt the MOA event will help our bank account. Tourists always love to spend, I know I do when attending other club meets. On the topic of our bank account, we are spending more than 50% of dues revenue on the Blurb printing & postage. The suggestion of retrieving the Blurb from a website using a passwod has been discussed in the past & I think it should be considered in the New Year on a trial basis, otherwise a substantial increase in yearly Dues may be required. I think all club members have computers & colour printers. Several advantages include higher resolution colour pictures & print. Look forward to seeing everyone at the Christmas bash.

Happy thoughts of motoring.

Cheers Martin Beer

PS; Laugh like no one is watching! & If your anger management group is getting to you. You are probably in the wrong place!

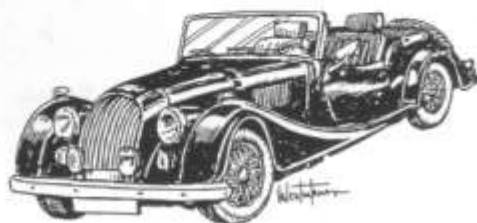
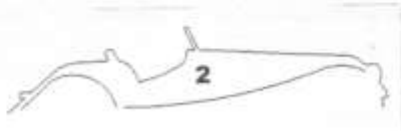
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## Past Prez Sez:

Vern Dale-Johnson (verndj@allstream.net)

The warm weather keeps hanging on here in the Toronto area. Unfortunately for those of us who do not procrastinate, this is after a cold spell in late October that triggered winterization of the Mog's. If you've not taken the time to do your baby yet, now is the time... At least do the following:

- 1) change oil and filter, best done when hot. Refill with oil, install new filter
  - 2) check your antifreeze, change it if you are unsure
  - 3) fill the tank with petrol, and add a fuel stabilizer, run for 10 minutes.
  - 4) grease all those nipples (don't forget the hard to reach ones on the driveshaft, pedal shaft, etc).
  - 5) pump up those tyres, 35-40 lbs should be enough
  - 6) wash, vacuum, clean as much crud off as you can, detail the engine bay if this turns your crank
  - 7) wax the car, don't forget the chrome
  - 8) feed the leather/nauga on those seats (consider storing easily removeable interior bits - seats, mats - in the house
  - 9) clean and store the top / sidecurtains (mice / mildew love these, keep them in dry storage inside the house).
  - 10) store the Mog... hopefully a dry environment
  - 11) at minimum put a sheet of plastic down and get the Mog's tyres off the floor onto some wood
  - 12) cloves or moth balls will keep rodents out of the car, put some screening over the exhaust tip to keep mice from moving in.
  - 13) remove the battery and store in the house, off the concrete floor. Consider a trickle charger / conditioner to keep it ready.
  - 14) cover with a clean car cover or some fabric that will breathe while keeping air born salt / dust / crud off the Mog.
  - 15) if you must start the car over the winter, make sure you run until it is fully warmed up.
- While you are doing all this, make a list of all the little items you need to repair, replace, modify, or just change your 2005 driving experience more enjoyable. If you need major work, talk to your mechanic now so the Mog can be scheduled in for work over the winter.



## BLURB EDITOR:

Thomas Van Zuiden ([tvanzuiden@sympatico.ca](mailto:tvanzuiden@sympatico.ca))

A warm and hearty greeting to our newest members who were sold on the benefits of membership during their weakest moments by yours truly at the recent MOG MIDWEST event in Auburn Indiana.

WELCOME TO:

**Betty and Bruce Hardman**, 140 Richwood Court, Belpre, Ohio, 45714, U.S.A, 304-422-8446,  
[bdhardman@steersheating.com](mailto:bdhardman@steersheating.com)

Bruce and Betty arrived at the Mog Midwest event in their flawless 1960 Black +4 4 Seater. Bruce restored the motor and put the body and trim out to a perfectionist and the car is gorgeous!

**Richard Winterburn**, 687 Beach Street, RR#3, Harrow, Ontario, N0R 1G0, 519-738-9553.

Richard has a 1968 +4 4 Seater that he is putting back together. He is a real car enthusiast having owned several other British Marques including a Morgan.

Sorry to Norm and Sandra Mort for misspelling their name in the last Blurb. I can't think why I would have been thinking of two TT's instead of one!



### Official Stuff

We are still looking for nominations for the **Doug Price Award**. Criterion for the Award is "most enthusiastic member", recognizing contributions to the MSCCC. Nominations will close at the end of November. **The award will be presented at the MSCCC Central Canada Christmas party or January Pub Lunch. 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...**

There is still time to get in your nomination for 2005 officers for the Morgan Sports Car Club of Canada. Please email or phone this information to me prior to our AGM on Saturday December 4, 2004. Elections will take place at the club Christmas Party. We are looking for a new **President, Eastern Scribe and Events Chairperson.**

**We'd like to hear from you – even from those who currently hold a position and will stand for re-election. Nominations can be made by phone to the President (905-857-3210) or by email ([mdbeer@idirect.com](mailto:mdbeer@idirect.com))**

Donna and Martin Beer will be hosting this year's **Christmas Party on Saturday December 4, 2004 at 4:00PM.** See separate flyer with map and address. This will be a potluck and BYOB event. Donna and Martin will supply the chili and buns. They have asked that members bring an appetizer, a salad or a desert. Please advise Donna by email or phone as to what you will bring.

Tom Senior and I had a great trip to Mog Midwest in early October (article to follow). The Ohio Club members put on a great event and many new friendships were made. I hope a few of the Ohio, Chicago and Michigan gang can join us on the MOA IV run from Tobermory, Ontario to Niagara and on to Toronto. Charlie Ackerman from Willowick, Ohio is reluctant to cross the border for MOA IV because he was deported from Canada as a young 18 year old. In search of himself on the way to Nova Scotia, he was refused entry to Canada somewhere in New Brunswick and traveled to California instead. I think Canada missed out! No hitchhikers from Cleveland allowed in New Brunswick back then!

The car is ready to go away for the winter even though I golfed on Wednesday. I am thinking about ski trips already. I am taking my Morgan dash out to Calgary in January to be replaced with something a little more exotic having seen the burly stuff in Lorne Goldman's car. I hope to get a Rutherford rear suspension tucked in before the deep cold hits.

I wish all our members the best during the holiday season!



**MOA IV** is coming up on us quickly. The event runs from San Francisco (kick-off party on May 11) and finishes in New York City with a final banquet on June 14 at the Olde Mill Inn in Baskings Ridge, New Jersey. We have several MSCCC members making the run – Canadians Ken & Pat Miles from Vancouver, Vern Dale-Johnson (with various navigators – wife Amanda, brother Glen, maybe even a daughter or son-in-law) from Toronto, Ken & Judy Wightman from London, Ontario (their Morgan will be making its second trip to San Francisco and return, the first was in 1969). Other MSCCC members on the run will be Phil and Elaine Fisher (MOA organizers, from the San Francisco area), Jeremy Harrison with Chris Godwin as navigator (Jeremy is another MOA organizer from Liverpool, England), Alan March (Washington, DC) and Henry & Barbara Tutton (Epsom Downs, England).

There will be 45 full participant cars on the run (most are Morgans) with day trippers encouraged to run with the group. Daytrippers will be allowed to join the tour by paying the nominal **\$25 registration fee** regardless of how many days you are in attendance. The club executive has approved funds for refreshments – Wine/Beer for hospitality.

The route enters Canada at Sault Ste Marie on June 6. Sharon and John Roden have previously communicated information on where they will be staying to "catch" the run. The official hotel in Sault Ste Marie is the Days Inn. June 7 the group departs to catch the Che-cheeman ferry to Tobermory where they will stay at the Princess Hotel with overflow going to the Harbourview. There will be two meals at the Princess Hotel – a dinner and breakfast for \$10.00.

Wednesday, June 8 is a run (Ray Stevens and John Roden have mapped out a good run from Tobermory to Thorold, Ontario) to the Niagara area where the group will be staying at the 4 Points Suites in Thorold. There are 10 rooms under Morgan Canada for MSCCC members. There will be no Niagara 2005.

Thursday, June 9 is a relaxation day around Niagara, Niagara-on-the-Lake and Lake Erie with several excursions planned for MOA participants. There will be a buffet dinner at the Falls View Sheraton (1/2 block from the casino) with transportation provided to and from the hotel in Thorold.

Friday, June 10 the group will travel from Niagara to Toronto. Alternate routes to QEW are being discussed with details to come in a later issue. Toronto accommodation is at the Holiday Inn on King Street just east of Spadina. The Friday evening is open so an entertainment schedule or suggestions should be developed a little further.

Saturday, June 11 is a relaxation day around Toronto with dinner at the Holiday Inn on King Street – MSCCC members who would like to join the group should talk to Sharon, John, Thomas Van Zuiden or Vern Dale-Johnson. The MSCCC executive has offered some sponsorship funding for the Niagara Falls and Toronto events. We'll have our banners, welcome mats, and coolers out to ensure the MOA participants enjoy their stop in Ontario, Canada. MSCCC members who can help host the group through their Ontario run are requested to work with Sharon & John Roden, Thomas VZ, Vern, Desi or Prez Martin.

Sunday, June 12 the group departs, hopefully on the Breeze fast ferry to Rochester but if this is not possible, the group will shoot down the QEW and cross the boarder at Whirlpool or Queenston. MSCCC and Western New York MOG members Bill and Desi Benet are working on arrangements surrounding the evening stop at Watkins Glen. This is the final stop before the run into the New York City area.

There are still a limited number of MOA IV badges available at \$100.00 U.S. each.









**MSCCC pins and crests available** from Vern DJ. We've a new supply of pins with "safety pin" closure are 4-color epoxy (yellow Morgan), 1 inch across, new price is **C\$10 each**. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue, white – **C\$12 each**.

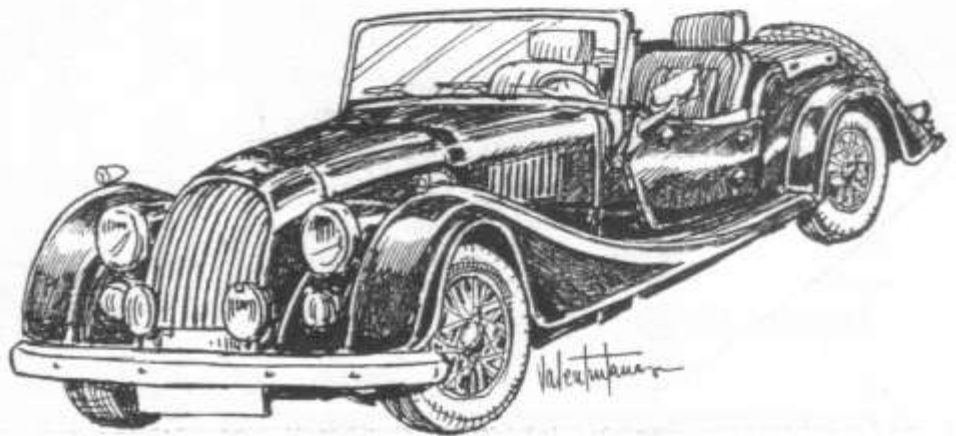


We can **embroider your clothing with the MSCCC crest or the new "Morgan Canada" motif incorporating Geoff's race script** – send items to Vern DJ. **Cost is now C\$12 / embroidery**. Many members have had the MSCCC "crest" added to shirts with a second club already in place, allows you to advertise your support for two groups at once!



**Morgan Canada Wings** - 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.**



## Notes from the East...

Targa Rally  
Bob English...Globe&Mail.....sept04

The cabbie driving Team Kia to the airport after last week's third annual Targa Newfoundland rally wants the Pope to enter next year's event.

Prior to the last Papal visit 15 years ago, he explained with a typical Newfoundlander's wry humor, the government smoothly paved the entire route the "Pope-mobile" would travel. He figures if his eminence decided to compete in the 2,200km Targa rally it might result in a significant upgrade of the province's roadways.

It was a final laugh in a week that had brought many, along with elation, gut-wrenching disappointment, mind numbing fatigue, fear and even a few tears. All part of a motoring competition that was both fiercely intense and often high drama for the 90 competitors who signed up to test their mettle and often their sheet metal, against the Newfoundland's unforgiving rock.

Targa Newfoundland is a five day all-tarmac rally. Cars in the "Targa" category that caters to classic and modern machinery, are kitted out with roll-cages and are often highly modified. They run as fast as they can (with a 200km/h speed limit) through about eight closed road special stages a day (linked by transits) on two-lane highways, often flanked by the Atlantic and in-town streets lined with picket fences and sturdier things like hydrants and utility poles. You have to drive fast enough to meet a base time for each stage that gets progressively more demanding as the event progresses, to remain penalty free. Targa crews also strive to win a much-coveted Targa plate awarded for completing every single stage within a specified time. In the Touring category driver and co-driver teams compete in a time/speed/distance event using the same roads and stages that requires plenty of driving skill along with a head for figures.

I drove this year's event (my third) in Kia's new for 2005 Spectra5 sport compact hatchback in the Targa category with my 25-year-old son Jonathan as co-driver. The Spectra5 was entered by Kia Canada as part of a two car team that included the Rio RX-V I'd driven in the past two Targas. This seemingly unbreakable car was pedaled, with extreme vigor and I know huge enjoyment, by Quebec journalist Amyot Bachand and co-driver Pierre Langlois from Quebec. Both cars were basically stock with a few minor mods to suspension and brakes.

Jonathan's only prior rallying experience was watching it on TV, but I figured, hey, he's a pilot and if he can find his way around northern Manitoba in the dark on medivac flights, calling the turns on Newfoundland roads in the



daytime shouldn't be a problem. But there was also that father/son thing to consider. We've generally rubbed along pretty well through the years, but a week in a Targa car is like sitting shoulder to shoulder in a pressure cooker with the pressure relief valve well screwed down.

So, now to that favorite question of motorsport commentators, "what was it like out there?"

To fully appreciate Targa Newfoundland you'd really have to experience it from the inside. You'd have to be there on the start line of the first stage in the rally waiting to be flagged off as Jonathan was, with about half a day of practice in reading the route book instructions and working the Terratrip rally computer. And knowing how important doing well in this event has become in his old man's life. His voice, recorded on the in-car video camera, reveals off-the-clock stress levels that didn't start to abate until well into day two.

For me the tough part is making the instantaneous flag-drop switch from law-abiding transit section driving to spinning the tires off the line and charging into the unknown of a five to 40km special stage. In just one under 10km run you might find yourself driving over a blind brow at 160-170km/h, braking down to 140km/h and turning into a curve with, as the route book calls it "exposure" on the right. This often means a cliff with the ocean waiting at the bottom. A few kilometers later you are twisting, hard on the gas in first and second gears, through a seemingly endless series of 90 degree left and right hand curves over the broken and gravel strewn pavement of a small town's back alleys. At one point we saw 195km/h on the Specra5's speedo.

The in-car video reveals on the TV screen a fast downhill into a T-junction with a 90 degree right turn. I've left my braking too late, ease off and try to get it turned anyway, can't and finally brake to a stop with the nose against the red tape marking a deep (really deep actually) gully. Another segment, in a town this time, shows the car is understeering (pushing its nose) through a right-hander with the left fender aimed squarely at a telephone pole. Somehow, I managed to flick it left of the pole, thread it between it and the adjacent building, back through the red warning tape and into the stage finish, just eight seconds below the time I needed to win the Targa plate I've failed to win in the past two years. You do all this for five straight days of early starts and late finishes.

By day five Jonathan was an old and cool hand. In one of the final stages, after a series of bends taken flat in third at about 140km/h I'm wide-eyed as the in-town road straightens. After a pause, his voice comes through the earphones - "You've got another gear, you know" - I suck it up and grab fourth. Without his effort, rapidly attained skill and encouragement we wouldn't have won our Targa plate.

When the results were initially posted we'd finished second overall in Class 9 Modern Standard Specification ahead of about 10 cars and behind Major General Lewis McKenzie and Nigel Mortimer's Dodge SRT-4. The class was later split into Large and Small displacement categories (to match all the other classes) which made us first in a class of two, with the Rio RX-V second. It was a helluva week!

The team of Bill Arnold and co-driver Tamara Hull of California won the Division of the 2004 Targa Newfoundland for the second year running in their 1972 BMW Bavaria, after a week-long battle with Ontario's Jud Buchanan and co-driver Peter Wright in their 1967 Acadian Canso. The Modern Division was won by the American team of Roy Hopkins and Adrienne Hughes in their basically stock 1988 BMW M3, in another tough fight with an Ontario-based team, that of Glen Clarke and Evan Gamblin in a 1979 Porsche 911.



Photo of - Neil and Derek Young (MSCCC members running a Caterham 7)  
Photo courtesy of **Randy Dawe** Article courtesy of **Jim Kenzie**

The Touring Equipped (fitted with rally computers) class was won, for the second straight year, by the team of Jean-Francois Drolet and Rejean Beaulieu of Quebec in their 2004 Infiniti G35 Coupe. They were chased hard by the Ontario team of Kevin Young and Stephen Rodger in their 2004 Nissan 350Z, and Harald Von Langsdorff from Ontario and co-driver David Weiman of Houston, Texas in a 2004 Cadillac CTS-V. The Touring Unequipped class was won by the newcomer Newfoundland team of Chris Collingwood and Sean Longhi in a 2004 Subaru WRX STi. Second went to the Gander-based team of Bradley Melendy and Graham Tweedie in their 1988 Chevrolet SS Monte Carlo.

NOTE: Another Morgan Sports Car Club of Canada member who ran in the Targa Newfoundland was Bob English with his son Jonathan who ran a Kia. Neil Young's other son, Kevin ran a Nissan 350Z with a member of the Lotus Club (another 7 owner) Steven Roger. Kevin and Roger finished 2<sup>nd</sup> overall in the Modern Touring class - just 4 seconds behind the winner. English & English finished first in their Class 9, Modern Standard Small - Targa while Young & Young were classified as a "retirement" although they did go on to finish the event after obtaining a replacement distributor from a Caterham owner in Newfoundland.







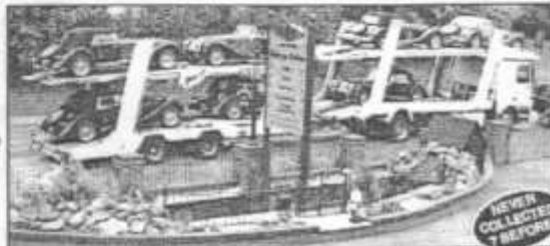
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## Notes from the West...

Ken & Pat Miles ([kengmiles@shaw.ca](mailto:kengmiles@shaw.ca))

Marv Coulthard writes "On behalf of Bill and Bob Sterne I am happy to announce to the group that their father G.B. Sterne (1912-1990) will be inducted into the Greater Vancouver Motorsports Pioneers Society". Details of this event are available on the MOGNW website at [www.mognw.com/gb6.html](http://www.mognw.com/gb6.html).

## NOTES FROM THE WEST

By Ken Miles

The annual Ladner to Bellingham run was held on Nov 7<sup>th</sup> in celebration of the original London to Brighton run in the UK. The day started with a tropical downpour followed by dark cloudy skies and a fairly cold temperature. Perhaps this explains the poor turnout of Morgan Cars. Mike Powley with his top down of course and Ken and Pat Miles with their top up were the only Morgans in attendance. However, Lee and Judy Harmen in their 2002 turbo powered Bentley (seems the Morgan had a leaky radiator), Ken Griffin in a Saburu, and Liz Blake minus Steve in her Miata attended in their daily drivers. Off we went to the border at 9:00 at a sedentary pace of about 40 mph to allow for the some of the other old English cars to keep up with the rest of us. At the border a Rolls Royce provided the highlight of the day with an awful racket exiting from the engine compartment. Those in the know were shouting "Shut it down" but the driver knowing he had a Rolls continued through customs where he held a shouting contest with the immigration officer. Immediately south of the border we all stopped for coffee at a Harvey's. After the coffee the Rolls driver starts up his car and the noise is worse than ever, keeps pouring the coal to it until smoke exits the engine compartment and everybody shouts, "you are on fire". He shuts the engine





down and we go look at the engine compartment where it is noticed the air conditioner compressor has seized up and thus his belts are burning. Out comes the trusty hacksaw, cut the belts and continue on their way without power steering and I thought Morgan drivers were innovative and adventurous. The rest of the trip was without problems and all thirty-five cars made it to our lunch stop where we enjoyed a pasta lunch with excellent lubrication.

On Nov. 13<sup>th</sup>, Ron and Yvonne Theroux hosted a buffet dinner for Knut and Gro Hallen of Oslo Norway. A few years ago, Knut bought G. B. Sterne's +4 S.S., serial #5330 and wanted to come to North America to trace its history. Ron and Yvonne had arranged to have many of the local Morgan owners who had raced at Westwood in attendance along with some other old time race drivers from that era including the person who had owned the car in the late 60's. After dinner Knut give a brief talk on restoring the car after he bought it, its race history in Norway and his experience of having his entry to Le Mans accepted, failing the track mechanical inspection, than passing the inspection, and finally racing the car at Le Mans and beating some of the well known Morgan cars in the race. You could tell from listening to Knut that this car was a passion and maybe the love of his life. (Gro didn't read this) It was a great party and a good time was had by all.

We hope to finish off the year with a couple of Christmas parties and of course the Boxing Day run.

### ROCKY MOUNTAIN RALLY REVIVAL – September 9<sup>th</sup>-14<sup>th</sup>, 2004

By Ken and Lesley Douch.

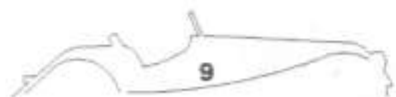
**Sept. 9<sup>th</sup>** The cars are on their way, and we have snow in Edmonton, as we are about to set off to the Georgetown Inn in Canmore. Hope nobody gets stuck on the way, though it could be just Edmonton that's affected. On arrival, we find it cosy and comfortable, with a bar suitable for getting reacquainted. Two Mogs with Dave Gard and Don MacKay, accompanied by Bob Algar and Todd Cathcart, arrive from Calgary to socialize but are unable to participate in the rest of the event due to a conflicting event in Calgary. Convivial discussions ensue, resulting in an enthusiastic purchase by Lloyd from Don of yet another Morgan: a Plus 4 in bits.

**Sept. 10<sup>th</sup>** Following a leisurely breakfast at the Inn, we set off for Lake Louise, Treacy having found Lloyd's keys just in time. Starting grid consists of eleven Morgans, (Bob Adair and Leah Mitchell, Richard and Karen Dennis, Dick Dice, Lynn and Glenda Hawkins, Lisa Holley and Cricket, Ken and Pat Miles, Win and Christine Muehling, Lloyd and Treacy Reddington, Craig and Judy Runions, Bob and Barb Stinson and Ron and Yvonne Theroux) plus Bill and Jerri Button's Bentley Series II, and the Douches' unmentionable chase car. Kit Raetsen and Joanne Cockshutt catch us up in the Mog at the pit stop at Castle Mountain, while Hal and Garnet Irwin, also in the Mog, and Mike and Rosemarie Powley with Scottish cousin Jim McChlery in the X-type Jaguar meet us at Lake Moraine, so there are thirteen Mogs at the Chateau Lake Louise – what a photo opportunity. Following lunch, the group travels more or less in train from there to Banff, where the cars split up to permit exploration downtown and for rides in the gondola to the top of the mountain for an excellent view. Everybody



makes it back to the Georgetown Inn in time for the champagne soiree and on to the Murietta Restaurant for supper.

**Sept. 11** Another leisurely breakfast followed by check-out for the run to Jasper. The weather has been changeable up to now, but the morning is wet, foggy and cold – and a gourmet picnic has been organized up past Saskatchewan Crossing. Treacy and Lesley go ahead to suss this out and find a slightly potholey but

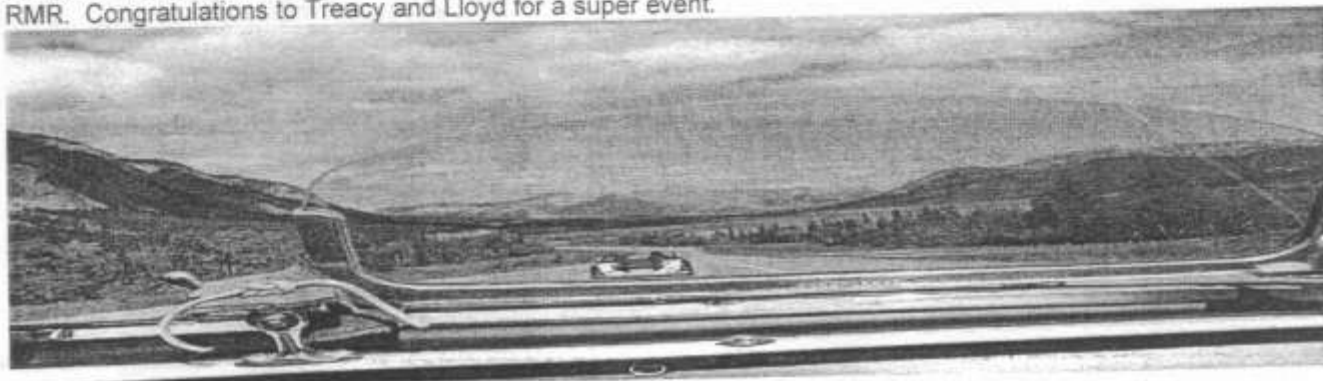


otherwise good location to spread the feast. And the sun even manages to shine at times. Upon our arrival at Beckers' Chalets, they are found to be rustic but very comfortable. Various entrants find time to wash and fettle their cars before supper in the gourmet restaurant, or in Jasper.

**Sept.12** A good breakfast and away to check out the Columbia Icefields (as the weather is a lot better than the day before) or downtown Jasper and take a run up to Maligne Lake. This is a splendid trip, with mountain sheep, mushrooms, elk and grizzly bear sightings, and other flora and fauna, in addition to either healthful canoe paddling, hiking or a boat ride on the lake. Back to Beckers for a grand barbecue of ribs and chicken followed by country and western entertainment, while we finish up the beer and wine. Trophies are awarded as follows: Belt up award (a genuine Morgan bonnet strap); Bill Button, for his freely given verbal advice; Poppet award: Judy Runions, for longest passenger trip and sacrificing 35<sup>th</sup> anniversary celebrations for the Rally. Bent Dipstick award: Win Muehling, for help with cars suffering problems on the rally (Lloyd's oil leaks). Commemorative scarves were also given to trophy winners and the Douches for supporting activities. In appreciation, Lloyd and Treacy were given a framed commemorative scarf and a photo album of the rally, for which more photos are still needed!

**Sept.13** Most Mogs make an early start for home, while five go as far as Saskatchewan Crossing, with just the Mogs of Dick Dice, the Miles and Lloyd going on with the Buttons, Jim and the Powleys and the Douches to Edmonton, in preparation for the visit to the Reynolds Museum next day.

**Sept.14** The Museum is a marvellous experience, with visits not only to the storage areas, where we are conducted by the curator, but also the restoration shop, which is shown off by the foreman. The museum itself (which we all think requires a return trip to study in depth) is nicely presented, and the collection of cars, aircraft and other memorabilia is awesome. Got some pretty good tips on restoration, too. And so ended another great RMR. Congratulations to Treacy and Lloyd for a super event.



### Northern Pod's visit to Concrete Washington.

By Dave Collis.

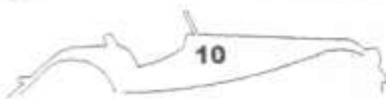
On Saturday October 30th the Northern pod departed from Abbotsford enroute to Concrete, Washington to visit new MogNW member, Harold Hansen. Harold recently purchased a '67 4/4 from the Denver area, and a very nice car it is. A beautiful restoration. Harold also has many fantastic light aircraft in 3 hangers at Concrete and even more models hanging from the ceiling. We ooh'd and aah'd at these beauties and some lucky people were able to go for a short ride in a 1947 Aeronica 2 str. »

Present for the run were BC Morganeers Dave & Ruth Collis, Ken & Pat Miles, Ron & Yvonne Thoreaux and Brian & Tina Thomlinson. Joining us in tin tops were Mike & Rosemarie Powley, Les & June Burkholder and Chris Allen & Pam Mahoney and Steve & Liz Blake in their TVR.

Meeting us in Lyman, Washington were Ron Weiskind, and Bill & Cassandra Ward in +8's. Bob & Barb Stinson arrived in a new Mini and Bert McCabe showed up in his SUV.

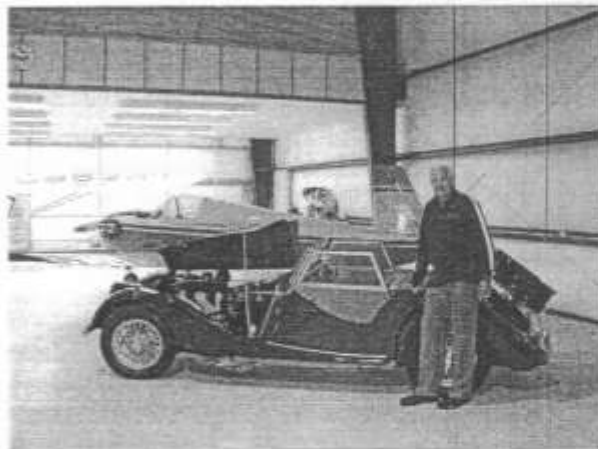
When we arrived at the airport we were greeted by Bill Button in his +4 and Gerry Seligman in his 4/4.

Sandwiches and coffee were laid on by Harold, his wife, and some of his friends at the airport lounge, and tentative plans are to hold this run next year in conjunction with a vintage fly-in, possible an over-night event.



We lucked out on the weather as the run south skirted the ominous black clouds to the east and we only encountered the odd raindrop. It even stayed fine for our drive home although there were some hasty Morgan drivers who ran from the hanger when looking at Harold's display to put on their tonneau covers.

A very big thanks to Harold for his hospitality and I know that all of us had a good day.



Desi Benet caught moonlighting at British Car Day in September. A great day it was for all!



## HogMog News...

Anyone who's ever driven a British car can appreciate this...!

Here is the text from Bill's Ebay find.

### Vehicle Description

Jensen built over 6000 Interceptors, continually developing and debugging the model for nearly ten years until it almost wasn't horrible. Alas, this is an extremely early example, so it's horrible in every conceivable way.

Granted, as the 180th Interceptor ever made, this right-hand-drive '67 Type I could be worse. The first few dozen of these overheating, pig-handling, self-immolating rust buckets came with Vignale-built bodies of such staggeringly poor quality that the ENGLISH wouldn't accept them, which is saying quite a mouthful. Even as it is, this British-built version was apparently made from an alloy of salt, wet newspapers, and tuna cans. The front floors, both sills, most of the exterior front bodywork, and the left doorpost are all shot; the inner front fenders and box sections have taken a similar stroll across the periodic table, as have the lower parts of all four outer fenders. The hood, while fairly free of corrosion, appears to have been run over by a monster truck.

On the upside, the greenhouse and rear clip aren't too bad. The rear suspension points are nice and solid, and the twin-sewer-pipe tube frame—miraculously escaping the usual rust ahead of the firewall that causes the entire front half of these cars to break off and roll away on their own—is totally sound. I can only chalk this up to a liberal coating of Limey lubricants having leaked from the sump and gearbox.

The engine (a Jensen-spec Chrysler 383), transmission (787 Torque-Flite), brakes, and radiator were all supposedly rebuilt by the car's last owner. I half-heartedly buy it regarding the brakes and radiator, which look pretty new. As to the engine, I think he's defined "rebuild" as "a new can of Ford-blue engine paint."

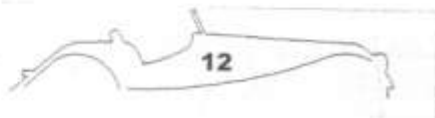
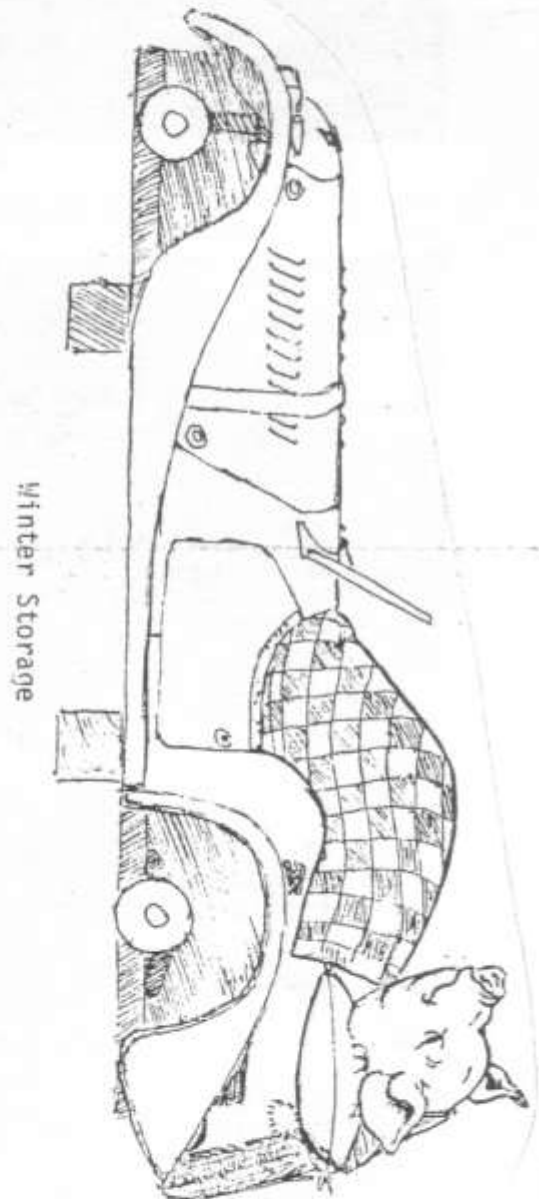
This fine example of how Britain lost its empire comes with good glass all around, working window motors, good (rare Type I) dash and console metal, the pathetic remains of four original Armstrong Selectaride shocks, and a fairly cursory paper trail.

### Vehicle Condition

Pretty sorry-ass. But go ahead and email me with any questions, as I love to be reminded of that.

### Terms of Sale

For starters, you can get it out of my driveway!





## From the Web...

You can buy just about anything on the internet, including a genuine 2004 Le Mans racer. Mark Dixon went for pre-sales test drive

Going, going: the 2004 Morgan Le Mans racer is a formidable machine

Do you fancy a muffin half-eaten by Kylie Minogue? If so, you're out of luck, because it's just been sold on the eBay internet auction site for £275. Miss Minogue's muffin was put up for sale by a radio station and the only saving grace to the story is that, inevitably, it was all done for charity, mate. The slightly-used snack is one of the more bizarre items to have appeared on eBay but it's far from unique in its weirdness. Bristol University student Rosie Reid put her virginity up for sale as a means of clearing her debts - and received an offer of £10,000 within three days.

Another entrepreneur has tried selling bottled water from the Diana memorial fountain. And, most recently, there's been a spate of supermarket carrier bags, with a Tesco's example going for nearly £4.

All of which makes the 2004 Le Mans car that Morgan is selling look like a positively sensible buy. It certainly makes sense for Morgan, which can tap into a global audience numbering tens, if not hundreds, of millions. Anyone in the world will be able to follow the auction and place a bid from the comfort of their office chair: provided, of course, they can put their money where their mouse is.

With an expected selling price of about £150,000 - less than the cost of many production supercars - the Aero 8 racer must be a tempting proposition for anyone captivated by the David-versus-Goliath character that Morgan epitomises.

It also happens to be a bloody good car. At this year's Le Mans 24 Hours, the Aero entertained the crowds with a unique son-et-lumière performance - the son courtesy of its barely silenced engine and the lumière provided by the flames that shot out of its side-exhausts at every downchange - before coming home 27th overall.

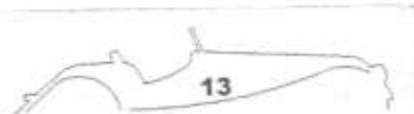
Morgan's appearance at Le Mans this year was the continuation of a long, if irregularly maintained, tradition. In 1938, one Prudence Fawcett took second in class in a Morgan 4/4, having driven the car to Le Mans before the race (she drove it home afterwards as well). But Morgan's finest 24 hours were in 1962, when amateur racer Chris Lawrence entered his own Morgan Plus Four. Competing against the latest Porsches, the antique-looking roadster won the two-litre GT class.

There's a direct link between that old Plus Four and today's Le Mans car, because Chris Lawrence also designed the underpinnings of the roadgoing Aero on which the 2004 racer is based. The road car has been a huge success for Morgan, with more than 300 of the first-generation model finding owners and 160 orders placed for the next (wider body, newer engine).

Powered by a BMW 4.5-litre V8, the phenomenal performance of this über Morgan is usually enough to convince those who have doubts about its cross-eyed appearance, and competition-minded types can now opt for the special GT(N) version.

The Le Mans Aero is effectively a GT(N) with a few tweaks to suit the famous French circuit. While it's closely related to the road car - it has to be, to meet the race regulations - it's not built to run at M25-type speeds. Driving the Le Mans GT(N) in traffic would be like trying to keep a tiger on the leash in a herd of wildebeest.

Even at rest, the GT(N) looks scary. When you take in its skeletal spoiler, limpet-like stance and rubber-band-shod alloys, you suspect it's nothing



more than a silhouette version of a regular Aero, all spaceframe and carbon-fibre. In fact, the gearbox is the only completely different component. Peek inside the cockpit and you see not spaceframe, but wood frame.

Visually, however, the interior is the feature that is most changed. The dash looks as complicated as a fighter jet's, with rows of toggle switches and push buttons, a scatter of yellow labels and a blank-faced LCD display. Reassuringly, there are also a couple of girly pin-ups, supposedly to alleviate the drivers' boredom during those endless circuits of La Sarthe. It's also rumoured that Morgan (and ex-Formula One) driver Jacques Laffite requested the foam filter on the air intake for his race helmet be replaced with a pair of ladies' knickers, but that's the French for you. The starting procedure is a little more complicated than a regular Aero's: turn the primary (ignition) and auxiliary (power steering etc) circuits on, flick the fuel-pump toggle and then press the big green starter button. Without hesitation, the 465bhp V8 explodes into life and cackles away at a fast idle.

The Le Mans-spec engine is hand-built by Swiss company Mader, supplier to the motorsport gentry, so it ain't cheap. A new unit comes in at about £70,000 and is good for roughly 30 racing hours before it has to be sent back for overhaul.

You don't even get to feast your eyes on the object that has consumed all this lucre because it's enclosed within a carbon-fibre air-box, which restricts airflow to suit Le Mans class rules. Without it the car would go even faster, say the men from Morgan, wistfully.

This particular engine has just been "refreshed" for a mere 30 grand so we've been asked to respect a 3,500rpm rev limit on our test circuit. That's probably just as well, since the track has a noise limit and the Aero isn't exactly quiet. The sound it makes is pure racer: harsh, metallic and loud enough to make you wince if you're standing nearby when someone blips the throttle.

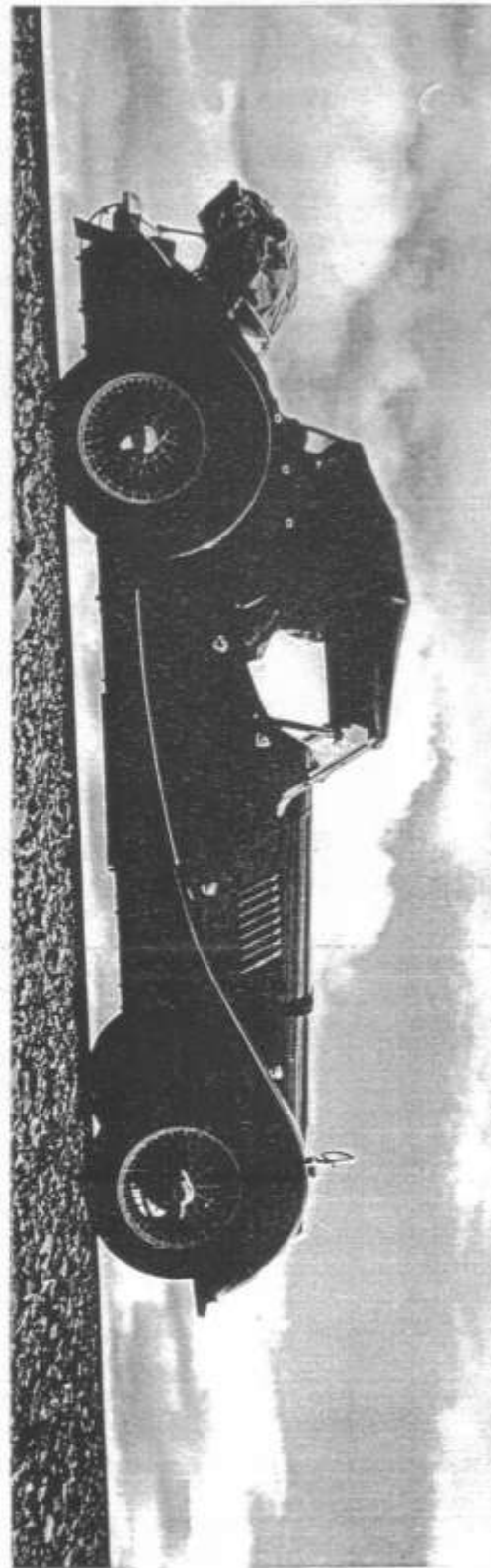
One of the three Aero drivers at Le Mans this year, Neil Cunningham, reckons this noise is the most tiring aspect of the GT(N). "Don't get me wrong, it's a fantastic sound and I love it, but it's deafening on the inside," says the New Zealander. "That and the heat-soak from the running gear gets you tired after a while. But the biggest problem I had at Le Mans was with the power steering, which is on the heavy side and makes for hard work in the tighter corners."

Pulling maybe half the revs that Cunningham would have been using, I don't have a problem with the steering, which seems direct without being on the wrong side of twitchy. No, my problem is just getting the car off the line. The clutch is an all-or-nothing affair, which leads to an embarrassing series of stalls until the Aero's minders, Mark and Dave, take pity and push me into a rolling start.

Once we're away, though, life gets much easier. The gearbox is an American-made Jerico racing unit - something of a bargain at only \$6,000, apparently - so it's as tough as a Peterbilt truck and there's no need to use the clutch if you're in a hurry: just bang the gears through. Even at half-throttle you can glimpse what it must be like to be hurtling down the Mulsanne at almost 190mph, buttocks clamped in the racing seat, fingers clenched around the thick-rimmed Momo wheel, eardrums hammered by the V8's relentless attack.

Sneak a couple of hundred rpm above the pre-ordained limit and a slight vibration permeates the alloy tub: you can almost sense the car rearing itself for an entirely new level of performance, like a cat shimmying its hindquarters as it prepares to leap. Back off the throttle slightly for an upchange and there's a growl in the car's belly until you shove the lever home and the Aero springs forward again.

But there's a price to pay for such exuberance and on the next lap the test



track's traffic signals are showing red: we're making too much noise. Kill the engine and silence falls like a blanket over the circuit, to be punctuated only by the cooling tick of the Aero's exhausts.

One last question for the blokes from Morgan. I'm intrigued by the two red lenses on the back of the car, one round and one square. Is this to meet some arcane detail of the Le Mans regulations?

"They're rain lamps," explains Dave, the electrician. "It turned out we had one of each type in the store - and it seemed a waste of money to buy another just to make a matching pair."

\* An article comparing the 2004 Morgan Le Mans car with Chris Lawrence's 1962 machine appears in the current issue of Octane magazine. To follow the progress of the 2004 car's auction, go to [www.ebay.co.uk](http://www.ebay.co.uk) <<http://www.ebay.co.uk>> <<[<http://www.telegraph.co.uk/motoring/exit.jhtml?exit=http://www.ebay.co.uk/](http://www.telegraph.co.uk/motoring/exit.jhtml?exit=http://www.ebay.co.uk/)>> and search for "Morgan", "Le Mans" and "2004", using the e-mail facility to advise you when the auction starts.



Photo provided by the Belgium Morgan Owners Group

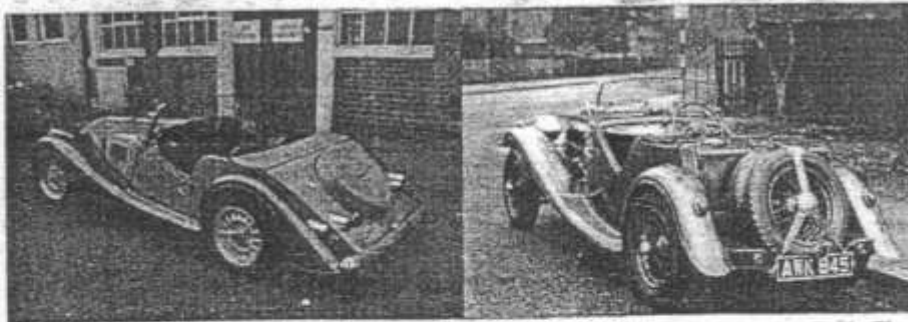


## THE ONLY TYPE OF CAR?

There is a Club questionnaire which asks 'When did you first fall in love with a Morgan and determine to have one?' Candidly, I find this a little banal but for the record I decided on a Morgan when I visited Malvern Link in April 1982 and so placed my order. The more usual style of question posed by various people is 'Why do you have a Morgan?', to which I easily reply 'Because it represents the only type of car I really like'. This is to mean that, for me, the open two or four seater in the style and general construction of a sporting vehicle of the nineteen thirties represents my choice. I am mindful that cars of this type are very different from the modern productions and that one has to accept certain drawbacks in creature comfort, convenience, security of property and the like but I accept all these limitations for what I gain from the car, from the pleasure of driving it to just looking at it. Were I to be alone on a desert island (but one with a reasonable road system!) I would still choose this type of automobile in preference to all the rest!

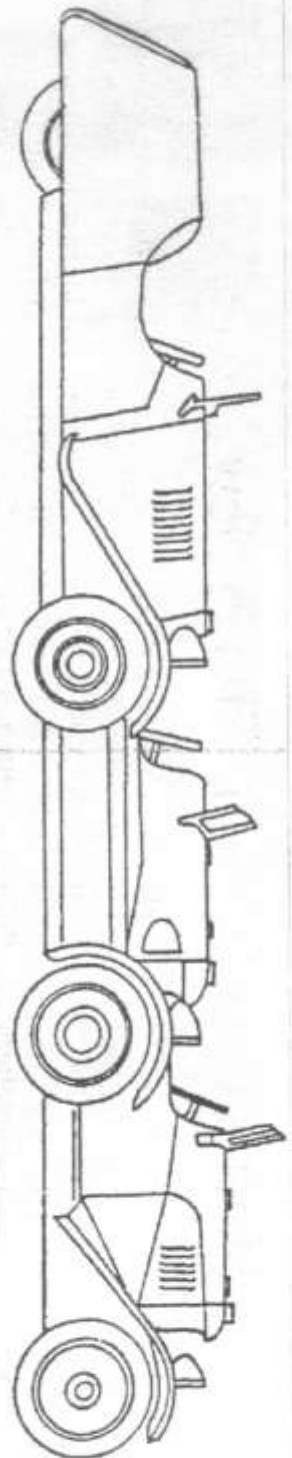
My car is the only Morgan in which I have ever ridden other than a few trips in a 'F' three-wheeler in the autumn of 1946, so it can be argued that placing an order without even a trial run was not a very prudent thing to do. Agreed, were it not for the fact that sports cars of this type were fairly numerous in the nineteen thirties and I have in the past been fortunate enough to have owned and/or driven several of them so was easily able to identify a Moggie as one of 'the only type . . . . . I really like'.

The memory of one car, in particular, has remained with me since 1958 when I sold it after seven years of ownership. It was a 1935 Triumph of 2 litres and had been designed by Donald Healey when he was an engineer with that Company. It was, in fact, the deep seated wish to own the car again that is responsible for my being a Morgan owner today. Some time ago I turned up some paperwork concerning the Triumph, including extracts from the AUTOCAR Road Test No. 942 dated 10 May 1935 and idly started making comparisons with the Morgan. The more I looked into things the greater seemed the affinity. It started when I appreciated that the Triumph had a 6 cylinder Coventry-Climax power unit which was the larger brother of that fitted to the original 4-4s. Dimensionally the car was remarkably similar to the Plus 8. Eventually I decided to draw up a little table of comparisons just to see how the mid-thirties sports car appeared alongside the Morgan flagship of the nineteen eighties. I found the exercise to be sufficiently intriguing to think that other Morgan owners would be interested to see the results. The Plus 8 has now been in being for 20 years in various models; I chose the 1982 for the comparison:-



MORGAN (1982)

TRIUMPH (1935)



  
**Morgan**



MORGAN (1982)

TRIUMPH (1935)

Length O.A. ....	13ft 3ins.	.....	12ft 6ins.
Width .....	5ft 2ins.	.....	5ft 2ins.
Wheelbase .....	8ft 2ins.	.....	8ft 8ins.
Ground clearance .....	7ins.	.....	6 1/4ins.
Track (front) .....	4ft 4ins.	.....	4ft 2ins.
Track (rear) .....	4ft 6ins.	.....	4ft 2ins.
Overall height .....	4ft 4ins.	.....	4ft 4ins.
Cockpit width (internal) .....	46.5ins.	.....	(external) 43ins.
Seat width .....	16ins.	.....	18ins.
Seat (front to back) .....	19ins.	.....	19ins.
Seat (front top to floor) .....	10.5ins.	.....	7ins.
Seat (back to rear of body) .....	20ins.	.....	16ins.
Weight .....	19cwt.	.....	21cwt. 3qtrs. (Ver 1935!)
Capacity (tank) .....	13 1/2 gallons	.....	13 gallons
Turning circle .....	38 feet	.....	38 feet
Capacity (motor c.c.) 3,528 - 8 cylinders		.....	1,991 - 6 cylinders
Brakes 11in. disc + 9in. drum (Girling)		.....	12 in. drum (Lockheed)

Performances:-

0-80 .....	4.6 secs.	.....	13 2/5 secs.
0-60 .....	6.5 secs.	.....	19 secs.
(Mean) Maximum .....	123 m.p.h.	.....	81.82 m.p.h.
(Best) Maximum .....	124 m.p.h.	.....	83.33 m.p.h.*
4th gear .....	122 m.p.h.	.....	Top gear - see above*
3rd gear .....	94 m.p.h.	.....	61 m.p.h.
2nd gear .....	63 m.p.h.	.....	40 m.p.h.
1st gear .....	40 m.p.h.	.....	21 m.p.h.

Braking:- From 30 m.p.h. :-

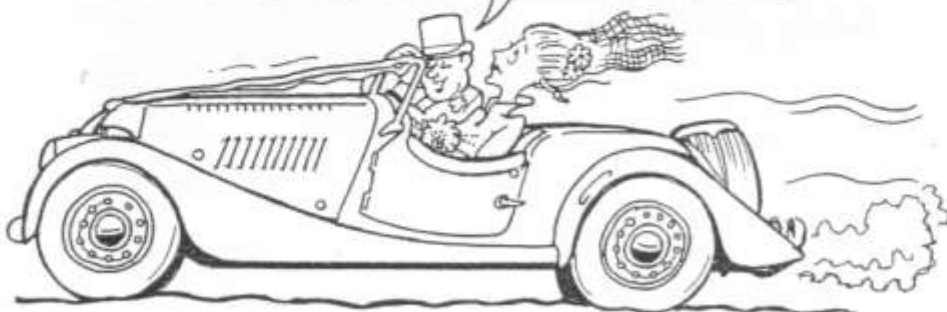
(With 100lb. pedal pressure) ..... 29.2 ft. 27 ft. Surface, damp concrete  
Surface, dry asphalt/concrete

As one would expect, the 1935 car cannot compete in the performance bracket with a car made half a century later. In other areas, however, it offered a specification which is not found in the modern car. The steering wheel and column were adjustable both for rake and distance from the dashboard. Folding screen and aero-screens were standard. Fitted suitcases were available for the luggage compartment. The Luvax hydraulic dampers were adjustable from the driving position by means of a handwheel to suit conditions of travel. A freewheel was fitted as was a Bendix 'startix' system. In this the ignition key was turned to the left for normal start (i.e. by pressing a button) and to the other side to give automatic engagement of the starter motor should the power unit stall. *(This system became illegal in Britain and was disconnected on my car).* I sincerely believe the Triumph could still hold its head proudly in modern Morgan company, even if it could not keep up with them on the road. It would, however, be just as enjoyable to drive. I used the car in all weathers, all day, every working day for nearly two years when I was a company representative. After my return to 'desk and drawing board' engineering I decided the car was due for a rebuild so dismantled it to the chassis. The aluminium bodywork on ash framing required nothing in the way of repairs and only one or two minor dents in the steel wings required attention before the car was repainted. The Coventry-Climax 6 cylinder unit was sent to the best reconditioners in the area but it was still dismantled and meticulously cleaned before reassembly.

In its restored condition the Triumph gave many years of faithful service and was trouble free. I designed a dual exhaust system to replace the rather restrictive cast iron manifold and this gave an improvement in performance as well as a very pleasant note from the twin tail pipes. The new manifold was of the 2 x 3 (or 6 branch) type. Only one thing



I LEFT HOME EARLY DEAR, JUST IN CASE WE NEED TO REBUILD THE FRONT SUSPENSION



spoils my pleasure with the car, that being the dismal consumption figure. With everything in 'as new' condition and driving 'feather footed' it was possible to obtain 23 m.p.g. Used normally and with no 'fireworks' the figure dropped to 17 m.p.g. This was still good, as the Triumph Club magazine of Summer, 1958 gave 12 m.p.g. for the saloon models of the thirties.

I became siezed with the desire to build a space-frame special at about the end of 1957 and finally sold AWK 845. That 17 m.p.g. figure was a deciding factor but I cannot claim that I profited by the change as I gave myself three years of relentless part-time work, many headaches and some monumental expenditure!

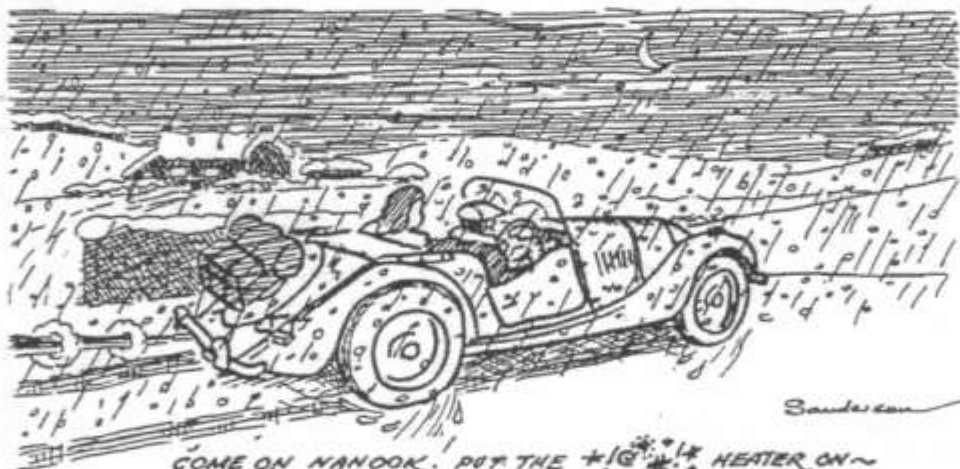
For many years now I have bitterly regretted parting with the Triumph and have even dreamed that I was driving it again on several occasions, only to be sadly disappointed on waking! One has, however, to be a realist. If I had clung to AWK 845 for all these years then I would not have had the joy of the Morgan, nor the many friends I have made because of that excellent car.

Cars of the thirties? For me, without any question, this type of vehicle (and I include all Morgans) has a character and a style besides which the modern production car is a complete non-event.

One point worth making. Our worthy Editor and several other owners appear to be increasingly unhappy at the way in which some Morgans are stored for the winter and not taken out unless the sun appears to be shining brightly. Cars like the Morgan can indeed be enjoyed in all weathers as I can most certainly confirm. Not only did I 'live' in my two seater for nearly two years but my wife and I used to use the Triumph and simialr vehicles for all social functions. We frequently drove 30 miles each way to attend dinner dances and similar occasions in the unheated cars, wearing duffle coats over our evening wear. Is the weather any worse some forty years later? Or could it be that certain members of the human race are a little less adaptable than those of a few decades ago?

The Morgan has, in fact, just been joined by a 'new' stable-mate. It is a 1932 Citroen C4G which, when restoration is completed in a year or so will emerge, hopefully, as a handsome 'Roadster' model of the epoch. Other than the shattering performance of the 'Moggie' I am sure the two cars will have a very great deal in common but this, of course, will be another story.

Mem. No. 1493.



COME ON NANOOK! PUT THE \*!@\*! HEATER ON~  
~I'M NITHERED.  
SORRY DEAR ~ HEATERS FULL ON ~ SEE IF YOUR  
DOOR IS PROPERLY SHUT.

## Mog Midwest -- Auburn Indiana

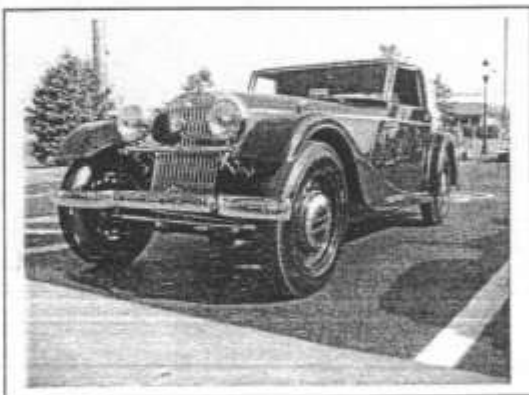
I decided to take in this event when I realized that Auburn Indiana was only 320 miles from my home in Dundas, Ontario, Canada. What a great opportunity to see some Auburn, Cord and Duesenberg automobiles. So I called up Chas Wasser for some details and got my U.S. money order off to Gary Kneisley pronto! Then I thought that I should invite my father. He was the inspiration for my love of old cars and he had just turned 80 years of age the previous week. He accepted the invitation for a road trip in the Morgan so it was a plan.

We left early September 30<sup>th</sup> under sunny skies wearing cold weather gear with the top down. Four seat Morgans are great for road trips! Two clothing bags, two garment bags, a camera bag, motor oil and car cleaning stuff all fit with room to spare.

We stopped at RM Auctions Inc. to stretch our legs and decide if we could own a Duesenberg. They had seven! Max Bear and William Randolph Hearst might wonder what their cars were doing in Canada. RM is a first rate restoration business with many Pebble Beach Best of Show and Best of Class wins. We were treated to a wide array of early and late model American and European classic automobiles in various states of repair. A beautiful 1947 Delahaye owned by Rita Hayworth sat in a corner. Stray Mormons, Cadillacs, Packards, Peugeots, Mercedes, Auburns, Cords, Ferraris and other exotics were scattered all over the property waiting some tender loving care by the RM experts. Our fifteen-minute stretch turned into nearly two hours of appreciation!!!!

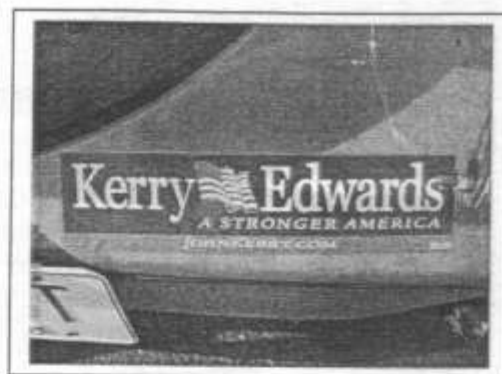


RM was a good warm up for Duesenbergs ahead as we continued to Auburn. My father's red racing cap blew off on the 401 and was skillfully recovered so that no losses were reported! A successful border crossing at Detroit found us traveling south towards Toledo in much more temperate weather. We arrived at the Auburn Inn at around 5 PM and were greeted by Chas Wasser and Gary Kneisley. A steady stream of Morgan's continued arriving until the front parking lot was full. My hand was ready for a glass of wine rather than another shake and Noggins are great things. It was nice to sip/gulp



some Estancia-Pinnacles Chardonnay. It sure beats booze in a box or foil bag! Cindy and Ed Berre of Cincinnati were kind enough to invite a couple of orphaned Canadians for dinner the first night. Ed has owned a slew of Morgans and continues the sickness with his gorgeous 2002 +8. Dew covered the cars on Friday morning but There was lots of enthusiasm for Steve Stierman's technical talk on SU Carburetors

But I am afraid his Kerry/Edwards bumper sticker will have to come off his +8. A huge blow to Steve! The next event was a rally into Amish country. What a great job Ken Long and company did on this one! The weather was fantastic and dodging horse drawn buggies on the rural routes around Auburn was better than working on a Friday. We had lunch in an Amish town called Grabill at a restaurant called Elias Ruff. Grabill has the biggest antique store I have ever been in and an incredible general store! Chas and Jan Wasser won the rally.



There was another Noggin on Friday evening and Tom Sr. and I joined Audrey & Lorne Goldman and Ellen & Ned Wisniewski for dinner. Ned is an undertaker from Toledo and drives a very Black +4. His favorite TV program is "6 Feet Under".

On Saturday morning we woke up to rain that had fallen through the night. All the shiners were out in the parking lot after breakfast mopping the water off for the concours. There were lots of pretty cars on the lot at the Auburn Inn. The mentionables include Ruth Ann Parker's 1953 Drophead, Reg Hahn's freshly restored 1933 3-Wheeler (owned by our own Alec Knight), Bruce Hardman's 1960 Black +4 4-Seater – WOW!, Andy Leo's 1965 4/4, Dr. Abbott Spaulding's Chocolate Brown/Black +8 and Al Lafleur's 1952 Red +4 Flatrad. There were lots of very pretty cars on the lot at the Auburn Inn. The Ackerman brothers Charlie and Tom really know how to restore Morgans. Lorne Goldman has the best suitcase for a Morgan that I have ever seen.

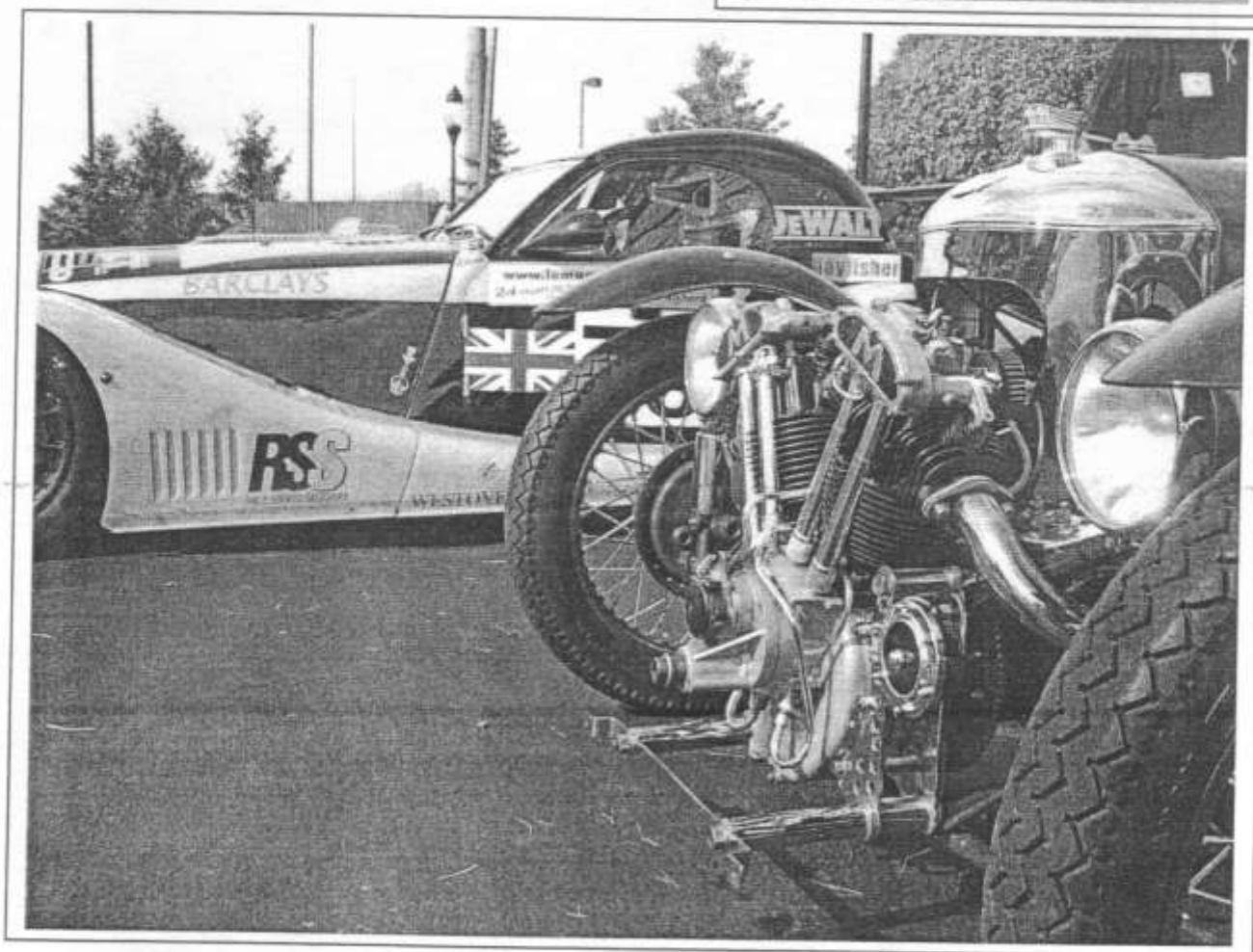
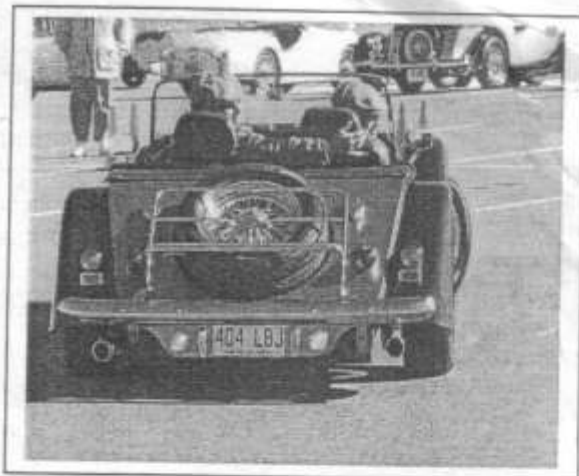
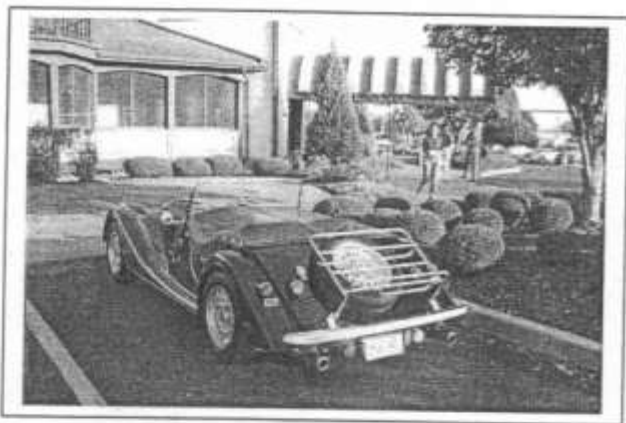


The Goldman's Travel Bag



Charlie Ackerman





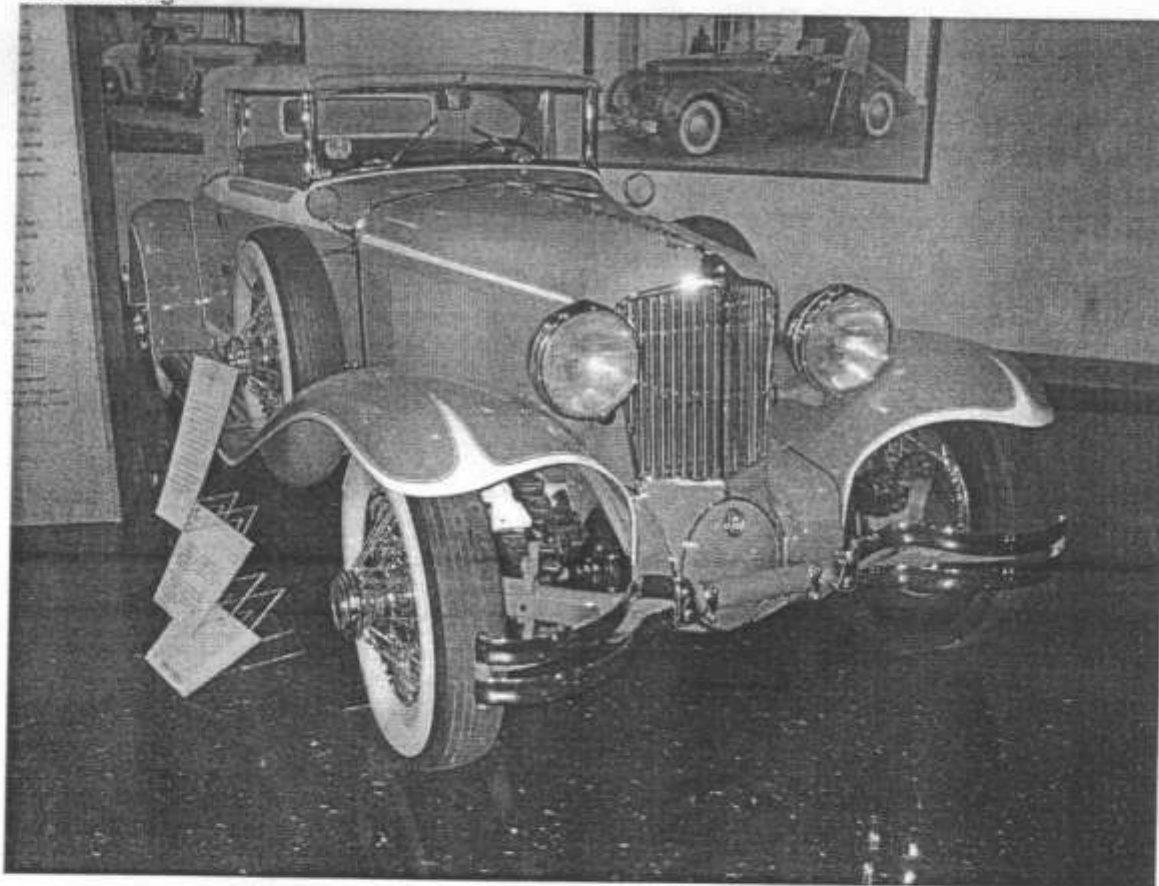
Clockwise From Top Left – Ed and Cindy Berre's 2002 +8, Lorne and Audrey Goldman attempting the Funkhana and Rich Fohl's Le Mans car beside Reg Hahn's recently restored 3-Wheeler.



Clockwise from top left, Tom Sr. at the covered bridge, Grabill General Store, Morgan bumper and Andy Leo's Morgan/Ferari.

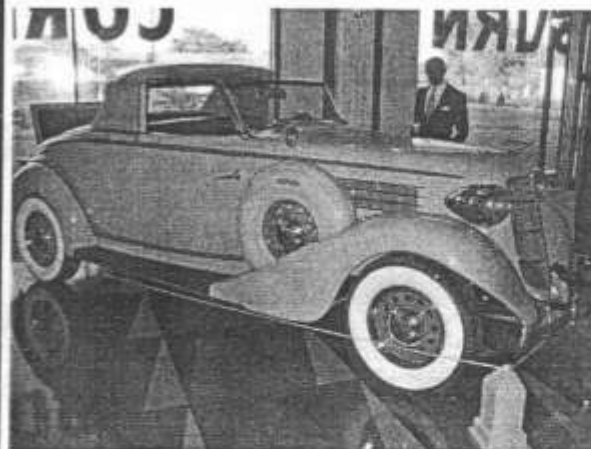
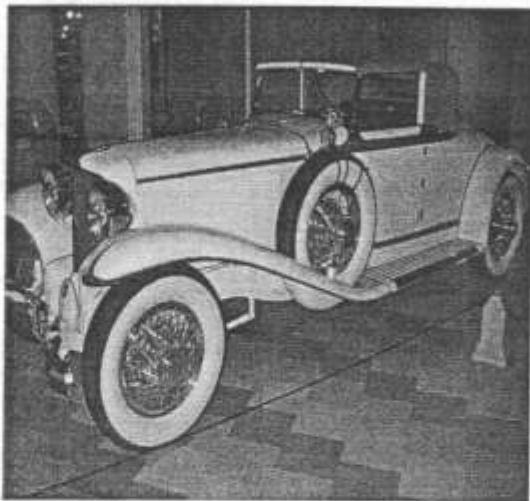
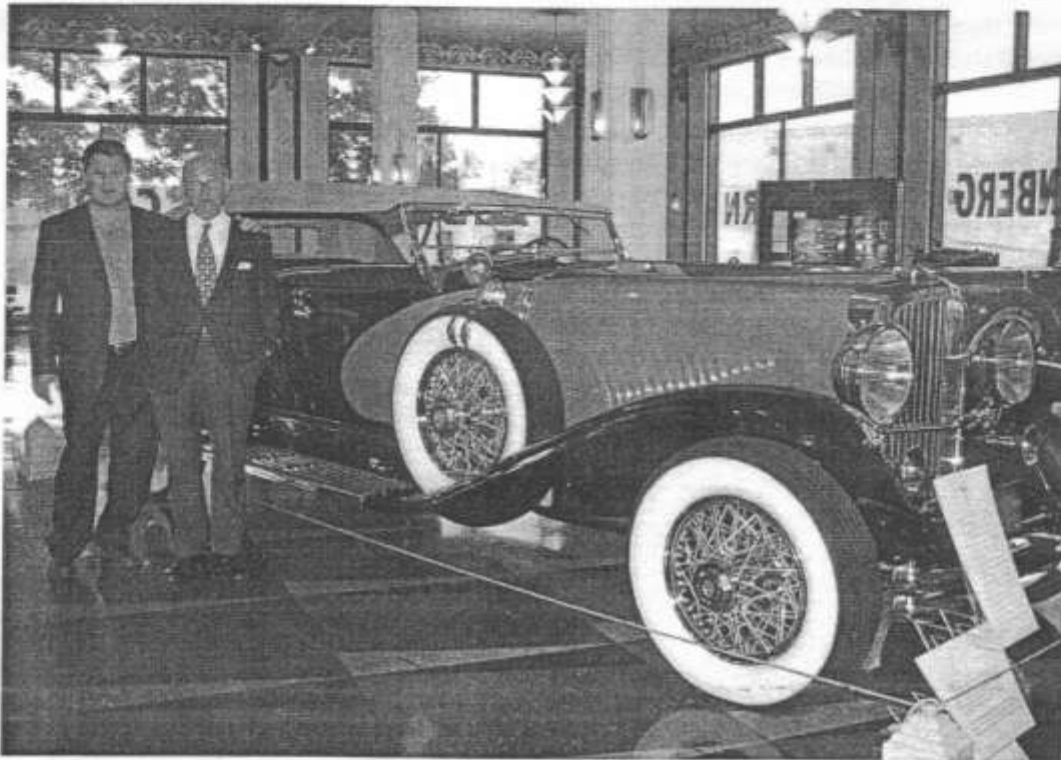
The Concours Judging was followed by a Funkhana that was organized by Andy Leo of nearby Holy Springs, North Carolina. Some guys will travel any distance to organize an event! My father and I had zipped off for lunch with a mixed group that included the Goldman's, Spaulding's, Wisniewskis and Dan Ehrmann (an Aussie from Chicago). We all arrived late for the Funkhana but entered the event anyway. The route included much backwards travel, shooting hoops, squirting your passenger while you both run around the car, kicking a soccer ball through a goal and navigating cones while your passenger tries to keep a tennis ball on a tennis racquet. Ontarians are quite good at navigating backwards while the Quebecois definitely need some help! My father and I won this event due to his skill with a basketball (dunked the first try) and my quality driving (stay off the sidewalks).

The banquet was at the famous Auburn, Cord, Duesenberg Museum. The winners from the Concours judging had been rolled into the dining area. The ACD Museum is an Art Deco building that served as the factory where these great cars were built. There are several wings and several floors filled with classic automobiles. Does anyone know how to build seven Morgan cars?? Start with one Duesenberg and a torch. Some of these cars had a 160 inch wheel base. Frank Lloyd Wright claimed that he could never afford to drive a Cord but owned one anyways. Ethel Mars of candy bar fame had one stylin' Duesenberg.



A 1929 Cord business coup

The guest of honor at the banquet was Lew Spencer. Lew entered 108 races in his career and won 103. Most of these races were won in Morgans. Lew worked for Carol Shelby for many years and had his own Morgan dealership in Los Angeles. He spoke about his racing mishaps and near death experiences at the various race tracks around the U.S. It was a fitting way to end a great weekend. Dad and I left Auburn the next morning at 8:30 AM in the freezing cold. It was sad to leave but everyone left with some great memories. Thanks from Tom Sr. and myself to the organizers for such a great event!



Some of the automobiles in the Auburn, Cord, Duesenberg Museum, Auburn, Indiana

Photos and Story by Thomas Van Zuiden





*Judge's Choice*

*RuthAnn Parker*

*Best Plus 8*

*Abbott Spaulding*

# OHMOGGIE



*Best 4 Seater*

*Bruce Hardman*

*Best Plus 4*

*Al LaFlour*

# Fall 2004

*Best 4/4*  
*Andy Leo*

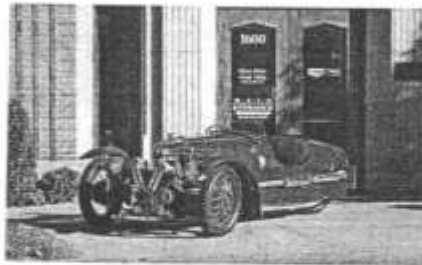


*Long Distance*  
*Bill Boyles*

# MOG Midwest

*People's Choice*  
*Reg Hahn*

*Aero 8*  
*Rick Fohl*



Many thanks to John Fredericks and Ken Long for this cover!

## 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 know 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 buggered 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





## Membership Application / Renewal:

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Home: \_\_\_\_ / \_\_\_\_ Business: \_\_\_\_ / \_\_\_\_

Fax: \_\_\_\_ / \_\_\_\_ email: \_\_\_\_\_



### Morgan(s) owned:

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

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

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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**

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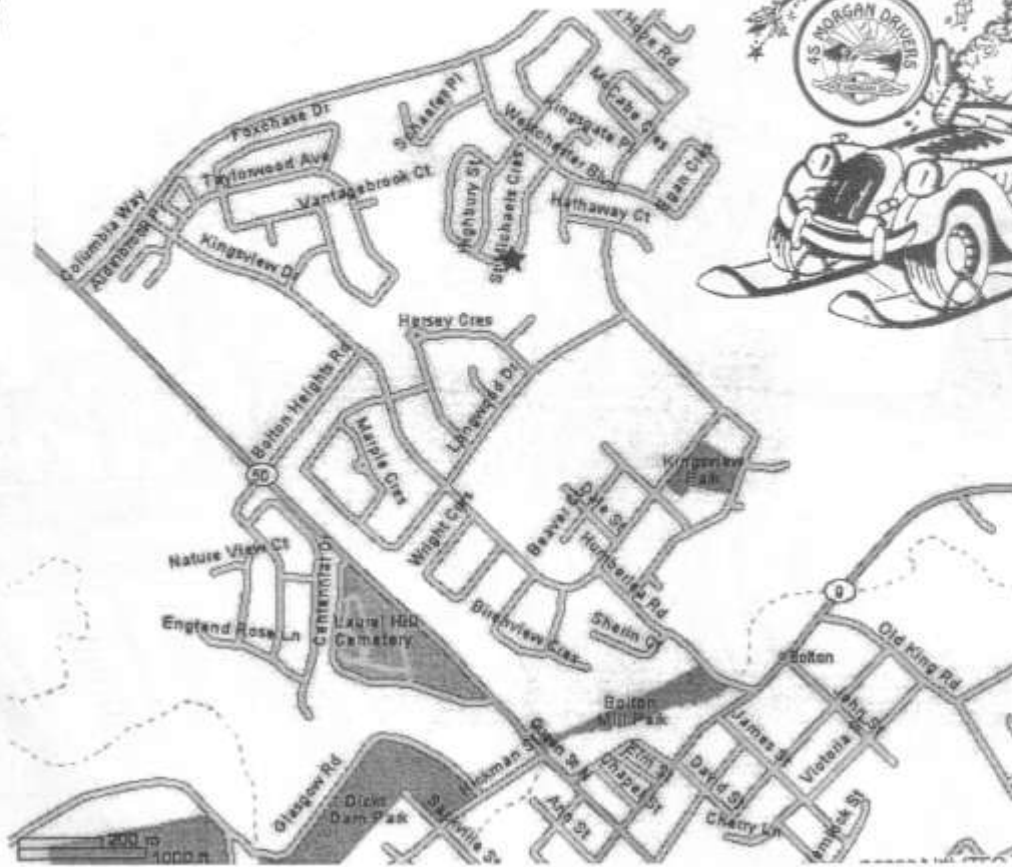




FRAGILE

PÈRE NOËL  
TRANSPORTS

Valcuttanage

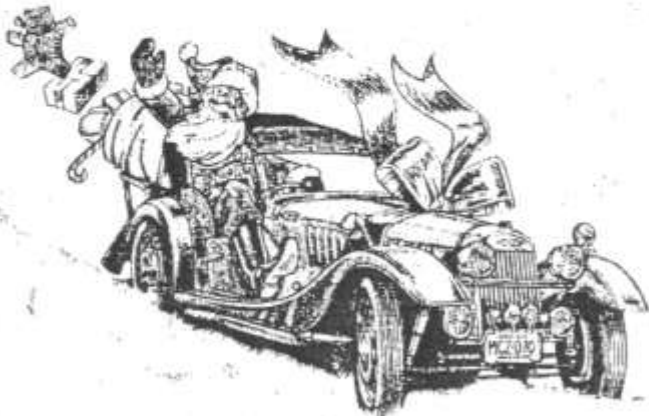


Donna and Martin Beer  
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 1-905-951-6442

**The Party Starts at 4:00PM Saturday December 4, 2004**

Please bring and appetizer, salad or desert and let Donna know by phone or email in advance.

**BYOB**



Seasons Greetings

