



The Blurb



“MADCAP TRIKE”

Dave Smith Racing his 1933 Morgan Super Sports

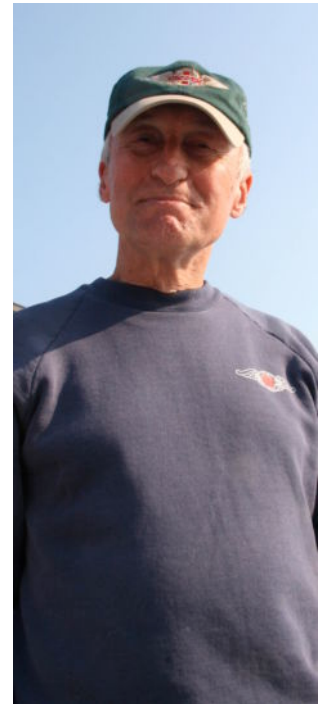
**PREZ SEZ****John Roden (jsroden@vaxxine.com)**

It's Good Friday, there's snow on the ground, with more forecast for Tuesday, and the temperature is supposed to stay below average through mid-April. Enough already! Lets have spring!

Last Saturday, March 15 seemed like a decent day-sunny, mild, no wind- a good day to start and run the sports cars. Of the 4, only one, the MGA had started up when last I tried in mid-January. The TR3 didn't want to start [one carb not functioning, and it still needs mechanical repairs]. The Morgan refused to start, and I ran the battery flat while trying to get it to go. The MGB battery was so flat that the clock had stopped. Lastly, the MGA started. Four sports cars-one runner. This time, I ignored the TR3 and went directly to the Morgan. One try-won't start. Try again-success. Thus encouraged, I went next door and tried the MGA. It fired up, also on the second try. Now for the MGB. Pull out the dead battery, replace it on Sunday and try again. No luck. The engine turns over OK but won't catch-no gas at the carbs. Forget it for now, but it will start-it's just a matter of time and warmer weather.

If there is a point to that last paragraph, It is we are ready for spring. If you want a point, did you see the the headline in the Toronto Star in mid-January which predicted gasoline prices will rise to \$1.50/litre by this summer? The smaller headline on the front page said OPEC couldn't guarantee to meet their current production quotas beyond 2034. A tankful of gas for the Morgan cost \$30 last summer. That same tankful will cost \$40 or more this summer-and will probably cost even more in succeeding years. What effect will the rising cost of gas and oil have on our hobby? My prediction? A Morganeer is a Morganeer. We will probably absorb the increasing costs and keep right on enjoying our Morgans, just as Morgan enthusiasts do in other countries where the cost of fuel is even higher than it is in Canada.

Have you registered for Bayfield? The Brays have arranged a great week-end, and you don't want to miss it. The web-site is still a work in progress. A club history and a list of Doug Price award winners are planned near-future additions. Remember the Ancaster British Car Flea Market on Sunday, April 20/08. See you there.





BLURB EDITOR

Thomas Van Zuiden (tvanzuiden@sympatico.ca)

Welcome to the new Global Warming Ice Age. Almost April and a foot of snow still covers the lawn here on South Street in Dundas. I have hardly thought about the Morgan or golf because it is still winter! It will be interesting to see how many perennials died in my garden over the winter. Lynda and I have decided to build a new house in Dundas and will be looking for ideas on how to tuck the Morgan into a new expanded garage with the other two cars. Any ideas from the membership would be welcome! The decision to build or renovate has been on the roster for several years and was accelerated last weekend when I stubbed and broke my toe on Saturday and then banged my head in the basement on Sunday. The lump on my head feels like I am sprouting an antler for Christmas. So in a quest for 9 foot basement ceilings we found a lot and a contractor and the rest should be smooth sailing! HAH! It didn't help that the week before we stayed with some friends in Colorado in their 8500' "ski cabin" as he refers to it. More like the Banff Springs Hotel to me! I will actually be able to stand up and pee in the morning without bashing my head on the sloping ceiling of our upstairs bathroom. We love our current home and neighbourhood but the knee walls and limited bathroom upstairs make me feel like I have been camping for the past 20 years! Tom's building adventures will continue as the walls go up!



This issue contains a great article from the **Globe and Mail** by **BOB ENGLISH** about club member **DAVE SMITH**. Thanks to Bob English for the article and our cover photo!



For those not registered yet for the Bayfield Village run, **Barbara and Colin Bray** write "Please don't forget to book your rooms for the weekend of July 11-13 (nights of July 11 and 12) at the Bayfield Village Inn, in Bayfield, on Lake Huron, either 1-519-565-2443 or 1-800-960-1864. We are hoping to have as successful a weekend as we did last year in Collingwood. **Ray and Mary Shier** have put us in touch with the Kincardine and Area British Car Club (website - kabcc.ca), and they are organizing the run for us on Saturday, July 12. They are planning a stop at noon in Victoria Park in the centre of Kincardine. It is well treed for shade with lots of room for cars and pictures. They are hosting a light lunch for us.

From Stu Harvey - Just to let you know that the **2008 Wings and Wheels event of the Toronto Aerospace Museum will be held on May 24/25 at Downsview Park**. I don't know of any special events but if we want wings and wheels connections, this year marks the 50th anniversary of the first flight of the Avro Arrow and the 100 anniversary of (may I mention it?) General Motors in Canada.

From Alan Lytle - Steve Sherriff, the president of the OJOA has asked Ross Hamilton to send the MSCCC an invite to their Dunnville race track event on June 7th so I pass on the invite for distribution. I have had chats with Steve and he has mentioned that some members of the Morgan Club may have an interest in attending a track day. As you know Steve and I are planning a day that includes track time at the **Dunnville Autodrome and we would like to invite and welcome enthusiastic Morgan members to join us June 7th** (see ad in this issue of the "BLURB").



Dunnville Autodrome and Barbeque



Saturday June 7th, 2008

Saturday June 7th, 2008

Registration

Tentative Agenda...

9:30 A.M.	Scott and Patricia's Home	Drivers Meeting
11:00 A.M.	Dunnville Autodrome	Orientation
12:00 Noon	Dunnville Autodrome	Laps
5:00 P.M.	Scott and Patricia's Home	Barbeque

Rain or Shine

Driver's Name: _____

Make: _____ Model: _____ Year: _____

Home Work () _____ Email: _____

How many Spectators and Passengers will be accompanying you at the Autodrome?

How many will be attending the Barbeque?

*The grid is limited...Spectators, Passengers and
Barbeque Guests are welcome and free.*

Register early sending \$290.00 with this Autodrome Application to

Ross Hamilton
46 McElderry Road
Guelph, Ontario
N1G4K6
(519) 824-1412
rosshamilton@rogers.com

Graeme Wallace *Georgian Bay British Car Club* president@GBBCC.com
Alan Lytle *Morgan Sports Car Club of Canada* alanlytle@sympatico.ca



From **Mr. Brian Lee** - We shall be in Southern Ontario from 20 August to 10 September this year (these are the days we fly from and to the UK). My wife, Jean, and I visit Canada on a regular basis as her sister lives in Fergus. The main purpose of our visit this year is to attend a wedding on 23 August but after then we shall have some free time. If there is a Morgan Club meeting during our visit within reasonable traveling distance of Fergus I would appreciate the opportunity to meet up. Perhaps you could let me know if there are any opportunities.
Regards

Brian Lee - Vice Chairman - The Morgan Sports Car Club Ltd

Tel: +44 (0) 1246 237778 Website: www.msccl.com <<http://www.msccl.com>>

From **Bruce Vild** who is Executive Editor and Publisher of British Marque Car Club News
The Morgan Sports Car Club of Canada is technically a Participating Club in British Marque Car Club News by dint of your affiliation with the British Car Council, the leadership of which long ago made the Council and its associated clubs "Participating." I know you are aware of this because you faithfully send us copies of The Blurb so that we may put your events on our calendars. Subscribers to the Marque in your club probably noticed that we reprinted Colin Bray's article on Bronte in our March issue. You are probably aware too that members of the MSCCC who subscribe are entitled to do so at a 35% discount, and have the privilege of running a classified ad up to 20 words for free each issue, because you are a Participating Club. (Just wanted to remind you of that.) Contact Bruce at > exceditor@britishmarque.com if you want to place a classified add for free!



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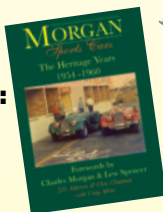
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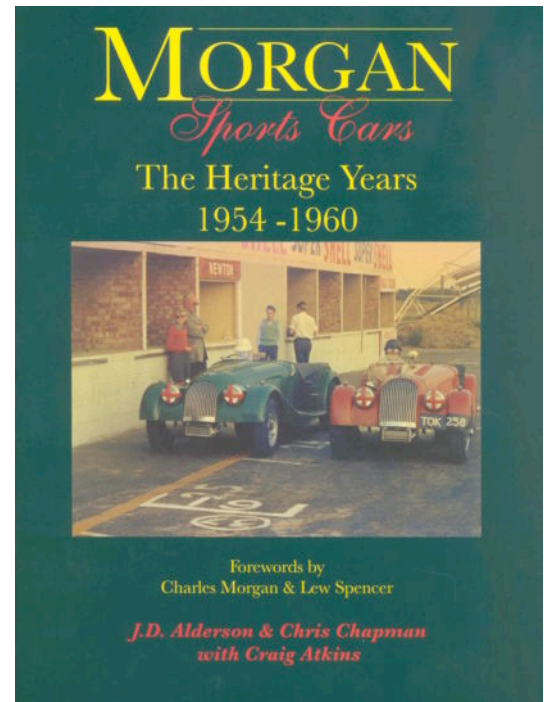


From Cathy Tait who is Director of Festivals & Events for Gravenhurst, Ontario 2008 and would like to invite our members to join Ontario's Best Antique & Classic Car Show on June 14th this year at the **Gravenhurst Car Show**. see the flier in this issue of the "Blurb".

New Book

Order your copy today from the US seller/dealer! Limited Quantities of another incredible Jake Alderson book on Morgan racing/rally history, Morgan Sportscars; The Heritage Years, 1954-1960- priced at \$94.95 plus local US Priority Mail.

To order, send credit card #, sec. code, expiration date and name and mailing address to: suzanne@morganwest.net



Central Canada Morgan Events

- | | |
|------------|--|
| April 13 | Pub Lunch, Queens Head Pub, Burlington (second weekend due to road race) |
| April 20 | British Sports Car Club Flea Market and Car Show- http://www.ahcso.com |
| April 27 | Booth' Bonnet Car Club 08 Auto Jumble, Kingston, 10-2pm - olden@kos.net |
| May 17 | MOGGIE MIGLIA, Stroudsmoor, Pennsylvania, Tony Souza, tjsouz@epix.net |
| May 24 | Drive Your British Car Week |
| June 7 | Dunneville Autodrome, Mr. Ross Hamilton, rosshamilton@rogers.com |
| June 8 | Summer Picnic, Cathy and Alan Lytles, Mississauga, Ontario |
| June 14 | Gravenhurst Classic Car Show, Cathy Tait, ctait@realmuskoka.com |
| June 20-22 | Can-Am Thunder, Mostport, www.varac.ca/festival/fest_welcome.html |
| July 3-7 | MOG 38, Shepherdstown West Virginia |
| July 11-12 | Lake Huron Run, Bayfield Village Inn, Barbara & Colin Bray- bjgardner@sympatico.ca |
| July 13 | Brits-In-The-Park, Lindsay, Ontario, Ken Inglis, 416.544.9203 |
| Aug 8,9,10 | British Car Show, New Brunswick, http://www.michaeldunn.ca/NBBCS2008 |
| Sept 8-10 | Zippo U.S. Vintage Grand Prix, Watkins Glen, New York |
| Sept 21 | British Car Day, Bronte Park, Burlington, www.britishcarday.com |

Western Canada Morgan Events

- | | |
|--------|---|
| May 17 | Van Dusen- ABFm, Contact Bob McDiarmid- 604-539-4636 |
| Jun 27 | July 6: Brits 'Round BC - Steve Hutchens, http://www.obcc.ca |
| Jul 1 | Canada Day Show and Shine - Saltspring Island |
| Jul 27 | Rally in the Valley - www.obcc.ca |



The Enthusiasts' Guide to Buying a Classic British Sports Car

The Major Manufacturers' Models launched between 1945 and the early 1980s



Overview of 150+ Models with Detailed Specifications
c.600 Black & White Photos (Including Rare Models)
Hundreds of Enthusiasts and Experts Consulted
An Invaluable, Comprehensive, Reference Book
(Sports-Racers, Replicas & Kit Cars are not included in this volume)



Researched & Written by Peter Hingston
With assistance from Phillip Gundy

This book is a sequel to one I wrote over 25 years ago. Its title was “Guide to Buying a Used Sports Car” and though it was only a modest booklet, it received good reviews. With the passage of time, the cars I wrote about have become “classics” and I decided to write this rather more ambitious guide. The photography for this new book was done intermittently over nearly 30 years, while the final research and writing has taken me well over three years full-time, but I have greatly enjoyed the task. What has added to this pleasure is the help and encouragement I have received from several hundred classic sports car enthusiasts. I am indebted to them all.

The purpose of this book is to provide a reasonably comprehensive overview of classic British sports cars from the major manufacturers since 1945, together with general buying advice.

The Cassell Concise English Dictionary defines a sports car as a “low, usually two-seater, car built for high speed performance”. This is a good starting point, but in this book I have tried to cast the net wider to include as many models as sensibly possible, including cars that could be classed as “sports tourers”. However, any selection will inevitably include some cars that a reader may not consider

to be “sports cars” and exclude others that a reader might feel should be included. Any selection is therefore bound to being part subjective but I hope the models covered in this book will meet with general approval.

In terms of what constitutes a “classic car” I have simply taken the usually accepted 25-year limit as the basis for inclusion, the relevant date being when a model was launched.

As this book covers principally the major British production sports car manufacturers, to be included a manufacturer must generally have built at least one model which had sales of more than 500 vehicles. We have made some exceptions for completeness.

Exclusions from this book include prototypes, replicas, sports-racers, kit cars, beach buggies and tuned versions of standard saloon cars, but the exclusion list is not set in stone and again for completeness I have included a few models that breach these “rules”.

Note that a number of British sports cars of this era were sold in “kit” form to avoid Purchase Tax, but these cars were complete (ie all parts were supplied) and their assembly was usually quite straightforward as this was merely a tax dodge. In older literature these cars are sometimes referred to as “kit cars”. This book uses the current meaning of “kit car” which is where a customer purchases only the body/chassis and has to source their own mechanical parts, which may not be new.

Although this book was written principally for a British reader, information has been included regarding cars exported to North America and other countries as this will be of interest to anyone who might be considering buying one of these export cars.

Owning sports cars has given me much pleasure over the years and I hope this book may encourage others to purchase their first classic British sports car (or perhaps add to their existing car collection). **Accuracy of Data** When researching this book, my colleague Phillip Gundy and I found a surprising number of errors and conflicts of information in published sources (books, magazines and websites). With the help of many classic sports car owners, the car owners' clubs, manufacturers, libraries and car Heritage centres we have tried to sort out the facts, but we are not perfect and doubtless errors will have crept into this book too. There are many thousands of discrete pieces of information in this book, so even if we are correct for 99.9% of the time, it means we still have errors somewhere, so I beg readers' forbearance.

Peter Hingston



Notes From the West

Since I last wrote the Morgans on the west coast have not been too active with only one run since January. Our annual Hearts and Tarts run was held on February 17th with an excellent turnout. Nine cars turned out for this run which included a diversity to the extreme in choice of cars. Win and Christing Muehling in their recently acquired drophead, Ken and Pat Miles and Bob and Judy McDiarmid in their dropheads, Ron and Yvonne Theroux and John Rennie in their four seaters, Mike and Rosemarie Powley and Chris Allen and Pam Mahoney in their Jaquars, Laurie and Verna Fraser in their Porsche and the tour leaders Steve and Liz Blake in their Ferrari. The tour was a drive with the purpose of visiting Steve Hutchens in Bellingham. If you remember from my last notes, Steve had suffered a severe accident and is now on his way to recovery.



Several of us decided to cross into the States at Aldergrove and we met at Bob and Judy McDiarmids for muffins and coffee before heading south. We got through the border in good time and met the other cars at Edaleen Dairy where the drive started. We drove through the picturesque town of Lynden – windmills and the cutest little bar-



Ken & Pat Miles (kengmiles@shaw.ca)

bershop and received a wave from the police officer as we avoided his radar trap. Once in Bellingham we drove around Lake Whatcom to Steve's place having picked up a two stroke Monte Carlo Saab driven by a local who knew Steve. Most of us visited Steve's garage and observed his collection of Morgans running and being restored and Volvos. We also had an investigation of the area in which he fell observing that the ladder had now been tied in place. Steve is restoring a 1961 Drophead and there were several comments about "Snob mogs". However I think it has something to do with us getting older and wanting more comfort when we drive.

During our visit with Steve, Win took on his duty as President of MOGNW and presented Steve with a picture in recognition of his period as editor of the Mogazine. After the presentation, we drove north followed by Steve in his Neon to Ferndale where we had lunch at Bob's Burgers and Brew. The winner of the Al Allinson last supper cut was Bob McDiarmid who collected \$8.50 for his long wait for lunch. Win Muehling won the turn signal award.

Our next scheduled event will be the annual Van Dusen ABFM on May 17th with the contact being Bob McDiarmid at 604 539 4836. There will probably be a drive in April but it has not been scheduled as of yet.



Thanks to Ken and Pat Miles for this article.

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The 2008 Robbie Burns Run—Jan. 27 or... Rabbie Burns Revenge Ride by Mike Powley

So one sunny but over cast morning in White Rock, Ocean Park and Malvern Langleythe many faithful set out for the fun (but at times risky Rabbie Run)meeting at the designated Guilford branch of the McDonalds emporium....the clans gathered.



First in were Doug & Leona Robb with there lovely 1953 Flat Rad Plus 4 (Navy/Silver) out Doug tells me when I arrive “first time out in the snow” ...well not for us ...but now out the window of Guilford’s emporium isyes ...snow! OK we have our coffee and such and soon the Theroux’s arrive (4X4 James’ Jeep) just about the same time as the Laurie & Verna Fraser arrive in there mid engine Porsche ...oh dear it is now snowing bad. See picture rightthen close your eyes and try to imagine what your Morgan would look like in this mess!

From the Theroux’s we learn that two other’s of the participantsthe McDiarmid’s & the Burkholders for some reason unbeknownst to us are coming out of Coquitlam, and heading east to meet us and Les slides into a curb ...and breaks an axel in the process (this we don’t know till later and we are all thinking the worst)the new paint job on his GMC HHR....oh GOD! See picture of wreck in snow ...bent axel only.

Rabbie’s first strike has happened.

The snow breaksthe sun shines ...we push off (small voice (Yvonne T.) says “maybe we should just go direct to the pub?” The drivers say “damn the torpedoes full speed ahead!”we reach 148th Street for our downward decent to the flatsdid I mention it was now snowing again (big time) ...so down we go the Powley Mog in front the Robb’s’ 1953 Flat Rad ...now really committed to “first time in the snow” cautiously behind, the Fraser’s next ...and the “sweep 4X4” operated by the Ther- oux’s.

The Robb’s valiantly follow me down the Wallace cut to Surrey Road ...we loose sight of the other two We learn much later that the silly mid-engine Porschestops at Ellendale St. stop sign as it just cannot cope with the



snow ...Verna abandons the car Ron pushes, Verna walks ...Laurie gets it up to safe ground ...they re-connect and leave safely ...assuming (rightly) that the two Morgans will make it down and up the hill at King Road ... I lose sight of the Robb's at the bottom of the hill and feel I must get a bit of run at the hill and make it to the top ...and wait and wait and wait ...then safely park the Mog and walk down the hill to the curve ...noting that cars are coming up OK ...but no Flat Rad ...no Flat Rad to be seen ...back to my Mog ...now the descent ...get to the crest and at the foot is some fool in a what-is-it in the right lane with a whole bunch of other fools in the left lane ready to climb up but not one moves ... On go the 4 way flashers as I'm fully expecting some track star in a 4X4 to bunt me down the hill ...oops didn't see you ...and the fool in my lane are doing all kinds of chatter with the other ...god knows what the deal was ...two "track stars" don't hit me and go down and around the "fool" ...one more of the cautious kind stops behind me and asks "if when the fool clears will I be going down?" ... "yes indeed" says I ...

We wait ...finally the fool does the very obvious and back up and gets the hell out of there ...the others pointing up the hill now either leave or proceed ...So now it is the "Fool on the Hill's" Turn, I wait of course; ("Day after day, alone on the hill, The man with the foolish grin is keeping perfectly still" me?) until they are all up, then the wise track star and I proceed with no problem down the hill ...last bit of terror for me I think so I'm taking some comfort and steeped in wonderment that the others in our band must have all made it back up the hill to return to Guilford (more later on this).

Hey, I'm on my way to the Tidewater Pub ...oh yah???? Doing the under the bridges part of the tour in the blizzard all OK and on my way to River Road and Burns old town Annieville ...good to there ...then just poised at the descent to the Tidewater ...no go ...I learn later that with twisted semi's and such River Road totally blocked. So most of the line turns and so do I ...now got three options I figure ...first the Scott Road Hill ...as I did notice on my way to Annieville plows doing the "cut east to Scott" ...I take it ...freshly plowed - great—get to Scott Road no go up the hill—police barrier.

...I now panic ...am I gonna get caught with no winter snow's on - I don't - and proceed north again on Scott to King George Hwy. two routes out gone - one to go ...the King George hill out ...well no go on the side road ...not allowed on the King George ...turn back ...last chance #4 the Patella bridge going west to New Westminster ...ah it clears again ...wet roads OK ...Annacis Island Bridge OK ...but Oh God there is another big snow cloud right over the Alex Fraser Bridge ...and we go right into it ...a white out ...over the bridge ...remember we were going under the bridges and now I've just gone over three of them in the worst possible way ...

The Mog makes it! we turn into the Tidewater and sure enough the "summer soldiers" (the smart ones OK OK) Chris Allen, Pam Mahoney & the Blake's are there finishing lunch about 1:45PM. I learn latter the Rennie's were sick and could not even make the lunch ..John now thinks "lucky to be sick" that day.

I now find out the Theroux's had "fished out" pushed actually, the Fraser's Porsche ...and thought that the Robb's made it out with me ...they were also then engaged in picking up the left behind McDiarmid's and Burkholders to bring them to the Flag Chev. dealer to leave Les's GMC HHR there.

What next? ...well ...I lean that the Theroux's figured that the Robb's made it out with me ...they did not! ...so no lunch with the foursome and home to call the Robb's to see if they made it at all ...home I am andthey are not home! ...leave two messages, contact the Theroux's and (wait for it) they; the Burkholders and the McDiarmid's will return to the Tide-water for the "lost lunch". So RoseMarie ...and I say "great" we venture out in the light rain and into the sun along the Alex Fraser connection back to the Tidewater Pub (in the Ford) ...me with the Robb's contact numbers ...we still don't know there whereabouts and this is now 3:15PM (late lunch here). RoseMarie and I figure this is Morgan lunches in shifts ... we are on the 2nd shift today.

We finally connect with the Robb's home safely ...no Mog ...left in what we hope was a safe driveway ... nice people who let them park the flat rad in their driveway and call a cab for home ...will the Robb's do a drive in the snow again ...I think not ...but they do get the bravery award for their valiant attempt.

Next year, why not join usthe Run's name will be "RABBIE'S REDEMPTION RUN"



Morgan Centenary Celebrations 2009 March Update



Dear Friends

Those of you that have registered on the Centenary web site should have received a copy of the recent Bulletin both from that registration and also direct from me.

We are aware that some e-mails are not being received as they should be. There are people here at the factory that knows more about computers than I do so we have asked them to investigate and sort out.

Can I make it clear that we have not yet opened the event bookings so please advise anyone who asks that they are not missing out on any event.

In our last bulletin we outlined the plans for the Prescott weekend on Saturday 25th and Sunday 26th July 2009. In order to keep you entertained from then until the start of the Morgan Centenary Festival at Cheltenham the following weekend there will be a varied mix of events and activities for you to choose from.

Berkeley Castle Monday 27th July 2009

Berkeley Castle is an ancient fortress home in Gloucestershire where the Berkeley family have lived since their ancestor, Robert Fitzharding, completed the Keep in 1153.

Berkeley Castle is one of the most remarkable buildings in Britain and possibly the most outstanding example of mediaeval domestic architecture in the country. Where other Castles were romanticised or "modernised" by the Georgians or the Victorians, Berkeley quietly survived as what it is: a Norman fortress with an enclosing curtain wall, built and enlarged through the mediaeval period and beyond into a secure, comfortable, substantial home.

The castle unlike most of the others in the UK is still completely owned by the Berkeley family and Mr Charles Berkeley has kindly agreed to take us on a personal tour of this, his family home.

The Castle is not open to the general public on a Monday so we are delighted that Mr Berkeley agreed to host a private visit. There will be 2 tours available during the day and with numbers restricted to a MAXIMUM of 25 people on each tour we have structured the day as follows.

All 50 of us will meet for morning coffee in the Castle. The first group of 25 will then go on the tour with Mr Charles Berkeley and the other group will walk to the Jenner Museum, which is just 5 minutes away.

We all come together again at 12.30pm in the Grand Hall of the Castle for a buffet lunch. Afterwards we will change over and those who went on the morning tour will walk to the nearby Jenner Museum and the rest will join Mr Berkeley for the afternoon tour of the Castle. - www.berkeley-castle.com

Jenner Museum

So what is the Jenner Museum all about I hear you ask?

Edward Jenner is remembered today as the pioneer of the smallpox vaccination and the father of immunology. Smallpox was the most feared and greatest killer of Jenner's time. In today's terms it was as deadly as cancer or heart disease. It killed 10% of the population, rising to 20% in towns and cities where infection spread easily. Among children, it accounted for one-in-three of all deaths. Jenner called it the Speckled Monster.

From the early days of his career Edward Jenner had been intrigued by country-lore, which said that people who caught cowpox from their cows could not catch smallpox. His investigations and experiments lead to the development of immunisation. The museum is located in his home in Berkeley Village. The Jenner Museum is open



every day of the week but Berkeley Castle is closed on Mondays. If you do not join us for our private day you are free to visit during their normal opening periods. - www.jennermuseum.com

Scenic Tours

For all those who pre-book this tour we will be providing a book of scenic routes based around the Malvern and Cheltenham area to help you explore further.

Other Key Dates...

Friday 24th July 2009 - Welcome drinks at the Abbey Hotel, Malvern.

Saturday 25th & Sunday 26th July 2009 - Garden Party at Prescott Hill Climb.

Monday 27th July 2009 - Private visit & guided tour of Berkeley Castle, Gloucestershire.

Tuesday 28th July 2009 - Scenic drive to Beaulieu Motor Museum, Hampshire.

Wednesday 29th July 2009 - Steam Train Ride, Worcestershire.

Thursday 30th July 2009 - Track Day at Castle Combe Race Circuit, Wiltshire.

Friday 31st July 2009 - Welcome Reception at the Pittville Pump Rooms, Cheltenham.

Saturday 1st & Sunday 2nd August 2009 - Morgan Centenary Festival at Cheltenham Race Course.

More information on these events will follow in later bulletins.

Malcolm S Lamb, Director - Morgan Centenary Celebrations Ltd - malcolm@morgan-centenary.co.uk

Chris Pattenden - True Canadian





Thinking About Shipping Your Morgan Abroad?

from Lorne Goldman

There are five important items to address in shipping a car abroad:

1. Shipping method
2. Insuring the car during shipping
3. Insuring the car during your stay
4. Customs clearance
5. Shipping routes and destinations.

Shipping Method and Shipping Insurance

You have 3 choices:

1. RORO or "roll on roll off." These are specialty boats with facilities for cars. They leave from ports with the equipment to handle that. On the East Coast the RORO ports that I know are Halifax, Boston, Baltimore (most boats), Chesapeake (least boats), Miami and New Orleans.

RORO is the cheapest method of shipping from a point of view of shipping costs and "stuffing and destuffing." Figure \$1,100 one way (subject to rising fuel costs). Add \$200 for custom brokers unless you greet and clear the car yourself, which takes patience but no special expertise.

However, RORO can be a dangerous way to ship a collector car, although this can be mitigated by the routing. The danger comes in two ways: the car is considerably less protected on the ship, and some ports are famous for vandalism. Vandalism is less a factor from North America to Europe/UK. Shipping insurance one-way is normally a percentage of the value of the vehicle, say, 1.5% to 2.5%

2. Container shipping is much more expensive for a single car but cheaper if there are more cars per container. A 40-foot container can hold three Morgans (even six, if you make a second "floor" and remove the wind-screens). A container from the East Coast will cost about \$3,000 one-way. Container insurance is much less expensive. A limited policy for theft is fine, if the container is properly packed.

Container packing for a Morgan absolutely requires "caddies" made to cradle the cars. The Morgan Motor Company will be happy to post plans on eMog.com if you wish. Without a caddy, great damage is very possible.

3. Air shipping a car is fast, but the car goes on a cargo aircraft and is uninsurable. Cost ranges from \$4,000 to \$11,000 one-way. There are only a few companies (Air Canada, KLM, and BA among them) that are licensed to do it, and freight flights only leave from a few cities.

Insurance During Your Stay

Insuring your car for UK/Europe travel is not easy. Your North American insurance ends at the dock. Your insurance company is probably not interested in helping but talk to them anyway.

In Europe/UK there are not many companies interested in insuring a foreign car at a valuation which may be much higher than it is in Europe or the UK, for a short period with relatively high mileage, and for a non-repeating customer at a reasonable price. Most won't insure you at all, except at a high price or for a large group. When the "owners-taking-their-car-to-the-Centenary" group becomes more defined, I have made arrangements in England to get a group quote for everyone with my UK insurers. If people ask (contact me on eMog.com), we can ask the MMC to get involved.

Customs Clearance

You hire agents to clear the car or you can clear it yourself. However, someone has to be there, on each end, when the car arrives.

Shipping Routes and Destinations

Whether by air, container or RORO, a car rarely goes direct, either way. Think about that. A certain company's boat may route through Baltimore, Rotterdam, Calais, Thamesport and then onto Baltimore again or even to Capetown. Where you pick up the car in either direction will be a big factor in determining your trip and the price.

[Editor's note: David Crandall adds that his correspondence with the Factory's shipper indicates that Newark and New York City could be added as RORO and container ports, respectively. His research also failed to find problems, including vandalism, with RORO shipping, so long as there are no loose items in the car.]

MADCAP TRIKE**article by Bob English from the Globe & Mail.....March08**

If Noel Coward had decided to write a motoring version of his song about mad dogs and Englishmen going out in the midday sun, he might have based it on some of his more demented countrymen's penchant for getting about, at any time of the day and in any weather, in such madcap devices as the Morgan trike.

Three-wheelers were the first vehicles offered by this still much revered marque, which was founded by H.F.S. Morgan and is still family owned. The first production Mog appeared in 1911, a member of a breed of vehicle known as the cycle-car, lightweight and simple in the extreme, but affordable at a time when motoring was mainly the purview of the well-monied few.

The prototype single-seater Mog, completed in 1909, consisted of a handful of tubes (two of which served as exhaust pipes) linked to form a minimalist "chassis" and one of the world's first independent suspension systems, with two wheels up front and one at the rear. Power was supplied by a 7hp Peugeot engine.



That basic formula, updated with two and even four-seater bodywork and more powerful engines, was to remain the basic template until the advent of cheap four-wheeled cars in the 1930s resulted in the cycle car's popularity declining. With the advent of four-wheeled Morgans in 1935, three-wheeler production faded away, although a few were produced after World War Two.

But Morgan's trikes had enjoyed a glorious period of competition success in everything from long distance trials to wins in cycle car Grand Prix's of the period. And, of course, provided elicit high performance thrills – few affordable vehicles offered the Mog's punch for the pound – to many young enthusiasts.

The accompanying photo illustrates just how "mad" you have to be to go motoring the early Morgan way.

Ex-Pat Brit Dave Smith is shown in the cockpit of his motorcycle engine 1933 Morgan Super Sports "beetle-back", while engaged in a vintage sprint event near Hamilton some years ago, in which there was a lot more rain than midday sun in evidence.

Shown here setting up for a corner, he's likely just dropped a gear in the three-speed box bolted down by his left hip, with its "backwards" shift pattern, and is busily engaged in twiddling with the tiny throttle lever, which is mounted handily on, and of course, rotates with, the steering wheel. Which, incidentally, so sensitively influences those tall spindly narrow tired front wheels, that a sneeze could result in a lane change.

And if he has a hand to spare, it's likely yanking hard on the lever that operates, via cables (and you thought brake-by-wire technology was something new), the seven inch front drum brakes. Because that big JAP V-twin



bike engine slung between the front chassis tubes, may be a brutally simple device, but it produces enough grunt to propel this 300kg or so contrivance to speeds in the 85 mph range.

If all this sounds like it might take a little while to get the hang of you're right, but then Smith has had plenty of time, as he's owned his delightfully original three-wheeled Mog since the 1960s. And has driven it every single year since it was unpacked along with other "settler's effects" when he arrived here in 1967. He also brought with him a "works" 1949 Aston-Martin racer, but that to his chagrin is long gone.

Smith, who describes himself as a "complete failure at school," worked initially as an estimator for an asphalt company. After arriving here he became involved in industrial roofing, started his own company, Foamatic, in the mid-1970s and switched its focus to woodworking on moving to Beamsville in the mid-1980s. "I'm theoretically past retirement age, but still plodding along," he says.

Smith's father gets the blame for passing on the interest in Morgan trikes. He and his brother competed in one in the late teens and early 20s and Smith has medals the brothers won, but unfortunately no photographs. His stories and later the acquisition of a Morgan three-wheeler by a flatmate, led to him finding one for himself in 1966.

He had already gone through a "vast number" of cars, starting with a 1942 Ford-built wartime Jeep at age 17 (he's currently completing restoration of another one). "All sorts of strange and odd vehicles. That if I'd kept I could probably sell and retire on," he says. Well, one in particular, anyway, the 1949 DB2 prototype works racer he sold for "a ludicrously small amount of money" to help finance his company startup. The last time he saw it advertised for sale the asking price was US\$300,000. "I sold it for \$5,500," he says. "Oh, well."

But he still has the Mog, which was purchased in pieces, assembled over a period of two weeks and then used as daily transport. The car is fitted with a 1,096cc JAP (J.A. Prestwich) V-twin with "dog-eared" overhead valve cylinder heads and water cooling. Its booming voice is subdued, a bit, by a pair of Brooklands fishtail silences and its thumping power (40 hp at 4,800 rpm) is fed to a three-speed gearbox, behind which a bronze worm gear differential and cross shaft send it to the rear wheel via a chain.

The cockpit is a tight fit for two and offers only padded seats in the way of creature comforts. Weather protection? Well there's that pair of aero screens. And it's in pretty much in the same well used and enjoyed condition it was in when it arrived here, Smith having no interest in restoring it to the prissier-than-pristine condition so many old vehicles end up in these days.

His attitude towards this unique and rare vehicle is, well unique. "Kids climb on it. People get in and out of it. Other people drive it. I've never worried about somebody knocking a dent in it. After all, it's not that good in the first place. There's a certain delight in that. And it's never come to any harm." It hasn't even required much attention over the years, a rebuild of the engine's bottom end the only serious repair it has required. "I just oil, it grease it and drive it," Smith says!





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Blonde jail-bait at the pump by Pamela Stephenson

I **MUST** have fancied myself as one of those luminous femmes from an Edward Hopper painting. Only instead of softening the stark angles of the grey, high-rise New York corporate environment in pencil skirt, high heels, vermilion lips, there I was, a scrawny bimbo pumping petrol at Ken Ward's Total garage in Boronia Park.



'Those sleek, convertible tigers with sensual leather upholstery ...seduced me'

It was a Saturday job, 8am until noon, for which I received something in the region of \$8. It was my idea. I clicked along to the corner of Thompson Street and Pittwater Road and asked for work. When you're nearly 15 there's not much choice, but I remember thinking that, besides providing the cash I considered essential to my emerging independence, it was an excellent chance to infiltrate the world of men.

Being raised with only sisters and attending an all-girls grammar school, this was a domain I had not previously entered. Men were utterly exotic. As a sexually charged child masquerading as a woman, I was keen to study their culture and to try exercising my newly suspected power over them.

"How 'bout letting me work here?" From the dark and greasy inner sanctum of tyre changes and lube jobs, Ken Ward's mechanics momentarily downed tools to stare in

amusement, but the boss took a moment to consider my proposal.

Ken was a decent man, probably harbouring somewhat protective feelings for the heavily painted bit of jail-bait playing with a strand of bleached, blonde, split-ended hair.

With tanned, ballet-toned legs and a serious expression on my freckled face, I was trying out my surfer girl identity.

Eyeing the chipped polish on my uneven fingernails, the clunky heels, the short white skirt run up overnight on my mother's sewing machine, Ken decided ... what? That I would be good for business? A baby siren thumbing in customers hell-bent on their last-minute grocery shopping (in the 1960s shops closed at noon on Saturdays)? A curiosity to give the lads a bit of a laugh? Did he feel sorry for me?



Whatever his reasons, he took me on, sternly ordering I turn up in flat rubber shoes, short nails and a royal blue, coat-type crossover overall that showed a minimum of leg.

God only knows how much lead I ingested. This was no cleaner, greener fuel, just standard or super. And I had absolutely no idea what I was doing. Barely knowing one end of a car from the other, I tried hard to fake it.

I imagine Ken was rather taken aback at my ignorance.

But he was remarkably patient when I spilled petrol on pristine paint jobs, failed to identify the grade of oil required by a particular vehicle or needed help locating the latch to a customer's hood.

One day I lifted the hood of a Volkswagen Beetle and was shocked to see the engine was gone. Not knowing it was located in the rear, I launched an attack on the bemused driver: "S'pose you think you're funny, free-wheeling in here with a dud car and asking me to check the oil."

Then there was the day I put gear oil in someone's engine by mistake and the unfortunate owner had to forgo his Saturday afternoon while his vehicle was put up on the hoist to be drained.

I have no idea why Ken didn't fire me at that point, although apparently petrol sales had risen astronomically on Saturday morn-

ings because of the novelty of a beach babe working the pumps.

Ken happened to be the Australian distributor for the British-made Morgan cars. These imported beauties were his passion and they also became mine. The Morgan of the day was the Plus 4 with a Triumph engine. There was always at least one dashing red, cream, navy or British racing green model parked in waiting somewhere on the lot.

Although I was a couple of years away from having a driver's licence, those sleek, convertible tigers with sensual leather upholstery and gleaming chrome grilles quite seduced me.

Once I was treated to a quick spin but Ken was no fool; I was kept well away from them.

The only low point in my work morning would be the customary arrival of my parents in their beige Holden, ostensibly to fill up, but rather transparently to check on "the situation". My two younger sisters sweltered in the back seat, trying to save their dripping ice creams while giggling at my every move. My father would critique my performance at the pump and under the hood, occasionally offering advice that I took with ill grace.

But with grease-streaked hair and face, I would return home happy. I had a fistful of dollars and had fulfilled my fantasy of being anomaly in macho-land for yet another day.

And yes, that's where I learned to flirt.



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