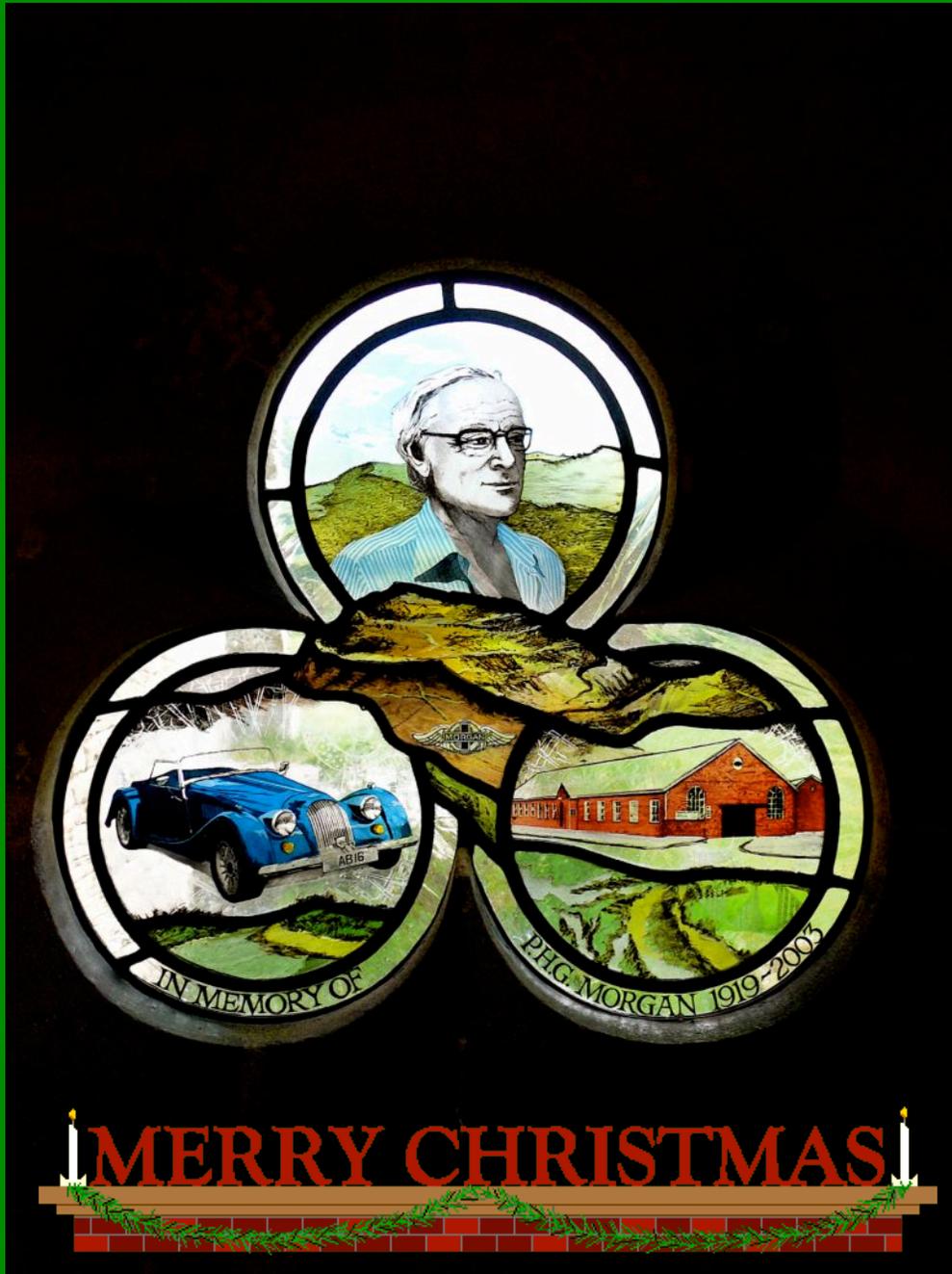




The Blurb



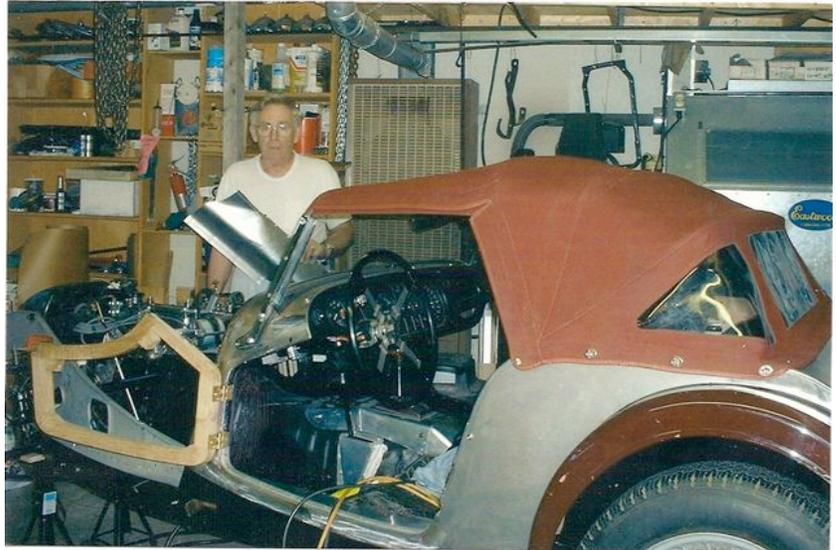


PREZ SEZ

Glenn Nigh (reneglen@vaxxine.com)

This will be the last time you will see my name on this page.

I have decided that someone other than I should take the President's job. It seems to me that the President should be able to attend all the meetings and last year I had difficulties doing that. With meetings only once a month missing one means that something of importance can slip through the cracks. There are many plans being formulated by different members of the group as I write this and I hope the membership will help out when possible. A lot of this work is done "off season" i.e. Jan. Feb. March, April, so the events are ready for the new year.



I would thank those who took projects in hand and gave us a great summer of activities. I would also thank Rod for the professional way he has looked after our legal affairs. I thank Martin for his support and John for filling in when I could not be here. Many thanks for a great year of news letters to Tom and Christopher. Have I missed any one? I thank you as well.

As far as Toymog, I will be out with Toymog next summer. It will be in new paint by the first of the year and will only require assembly. I look back and cannot believe that I have done all that work. Maybe that is why I feel a little burnt out.

To those of you who celebrate Christmas I wish you a very Happy Christmas and to those who do not, have a very happy holiday season. "Keep it safe", so you all can enjoy a prosperous 2008.

Glenn

New Members

The Club welcomes new members **Mr. Ross Savasi** and his wife **Clementine** from Warsaw, Ontario. Ross has two Morgans including a red 1970 4/4 and a 1954 +4 in green and black. Email at ross.savasi@netscape.ca

The Club also welcomes new members **Mr. Peter Browne** and his wife **Brenda** from Toronto, Ontario.

Peter and Barbara have a new Morgan Roadster which they recently bought in France.

Photo of Peter and Barbara Browne





PAST PREZ SEZ

[Martin Beer \(mpbeer@sympatico.ca\)](mailto:mpbeer@sympatico.ca)

And there it was, gone! So much for summer, too short & too busy. Our dear friend Vern DJ dropped by for a visit after competing in the Targa Newfoundland once again. Retired life seems to be agreeing with Vern very much. He & Amanda are as busy as ever enjoying themselves. It was difficult to get too much from Vern as he had lost his voice all but a squeak. I guess that's what happens when navigating with a helmet on yelling instructions to a driver while careening around bends. If memory serves, Vern & Neil achieved second in class, well done!

Morgan Motor Company has redesigned the Morgan wings. Their brand image design has been altered to reflect the traditional skills yet thoroughly modern approach to design. The evolution of the Morgan wings has been change once previously. The transition from 3 to 4 wheels, I believe being the first change in design. The official "Branding Day" will be Dec. 7, with changes being done gradually, over a period of time. No doubt there will be mixed opinions of these changes. I think Morgan is to be commended for their commitment to keeping up with the times in both technology & marketing.

Bronte event was well attended once more this year. Unfortunately business commitments did not permit Steve or me to drive our own Mogs. Weather as always was excellent; I think the Triumph Club must have a direct link to the weather lords. That or they have horse shoes hidden some where.

The 17 Nov. Toronto Star Wheels Section published an excellent article by Morgan Owner Tim Chisholm regarding Bill 203. This is Ontario Transportation Minister Donna Cansfield's new street racing Law. Don't get me wrong, I do not support any form of street racing. However, this law includes "Stunt driving". So what is stunt driving? Anyone driving more than 50 Km over the signed, legal speed limits. Aggressive driving behavior, excessive noise, squealing tires, you name it. The police have the authority to become roadside Judge & Jury. Immediate suspension of drivers license for 7 days, vehicle impounded for 7 days! Oh my! Not to mention the financial aspect that is very high \$2000.00. This is one of those circumstances when a Law has been pushed through with major changes from original intent, giving no time for public input. Recently a car dealer in Toronto was delivering a very expensive new Aston Martin. The dealers representative was pulled over for speeding & lost the new owners car for a week. So now the innocent owner is suffering for someone else's misdoing. Thank you to the short sighted do gooders we elected & their appointed staff. Maybe we all need to take pen in hand & let our opinions be known.

Happy Motoring, Martin



MORGAN MOTOR COMPANY



BLURB EDITOR

Thomas Van Zuiden(tvanzuiden@sympatico.ca)

Lynda and I had a great holiday in Scotland and the Mediterranean. Oceania run a great cruise line! Scotland is a pristine country with ancient towns dotting the landscape. My friend Ben Webster provided great accommodations for us at The Tower of Lethendy. Istanbul claims 17 million people and I believe it. The Bosphorous is filled with boats going everywhere and the city resonates with the call to prayer every few hours. The Grand Bazaar and Spice Market



are sights to behold and a mass of human interaction. Shopping is an experience like no where else I have ever been. An overnight boat ride through the Dardanelles to Kusadasi and a bus ride took us to ancient Ephesus where archeologists have been toiling for years to put this ancient puzzle back together. We sailed to Rhodes, Delos, Mikonos and Santorini where Lynda and I rented an ATV for 15 Euros for the day and toured the entire island. Oia is a sight to behold and one of the most beautiful places I have ever been. We spent a day in Athens at the Acropolis facility and down in the



Plaka continuing the gluttony of shopping and eating. A popular theme on our trip! A quick zip across the Aegean Sea in the Mediterranean and around the boot of Italy found us docking at Amalfi. We took a jet boat to Positano which clings to a steep hillside facing the sea. More wine and walking! The next day on Sicily we toured Taormina made famous by Francis Ford Coppola and his Godfather movies. We took a bus to the southeast flank of Mount Aetna to view the most recent volcanic carnage (an eruption in 2002) and witness a few mild puffs from the summit at 10,900’.

The Nautica left Sicily for another cruise through the Straits of Messina and this time in an Easterly direction to the Adriatic and Montenegro. Not much room for even small cruise ships like the Nautica to get into this fiord. Beautiful calm water surrounded by steep black mountains protect the ancient towns of Perast and Kotor which is a Unesco “World Natural and Historical Heritage Site”. The next day we docked at Dubrovnik in Croatia and walked to the GRAD or old town. Fully restored since the Croatian War of Independence, medieval Dubrovnik’s red tile roof lines and magnificent stone buildings provide great contrast to the crystalline blue sea under the town’s fortification walls. Also a Unesco site, it is incredible that the Yugoslav Army could shell this protected site of such cultural and historic significance. Our last port of call was Venice where we spent several days drinking wine and walking with my wallet open most of the time. There are no Morgans in Venice but many water Mogs going about their daily business! I was treated to some new milestones in Venice! The most expensive boat ride in my life (\$240 for a water taxi to our hotel - 10 minutes), most expensive lunch (\$480 at Harry’s including \$100 for a small plate of curried shrimp and rice and \$25 for a 4 ounce Belini), most expensive canoe ride (they call them gondolas in Venice) but I was very impressed that the gondolier didn’t once touch his styling craft

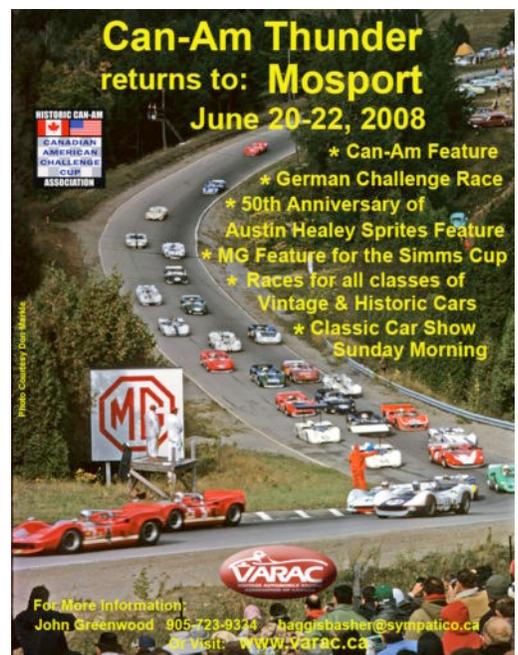


on a building, bridge or boat!
The most expensive coffee at the Florian will set you back \$25. Our 2 star hotel was quite nice at \$450 per night and I have never seen more pigeons in my life! Now we are home and following a month of holidays, it has been hard getting any traction.



Lynda and I missed the October 7th Pub Lunch but attended on November 4th and there wasn't a spare seat in the place. In attendance were Alan & Kathy Lytle, Ray & Liz Stevens, Dave Farmer, Allen Sands & Marlies, Colin & Barbara Bray, John Fitchie, Anthony Steward, Glenn Nigh, Jenny Beer, Martin Beer, Don & Cathy Allen, Rod & Lorie Wilkinson, Malcolm & Brenda Taylor, Ray & Mary Shier, Lynda & Thomas Van Zuiden, new member Peter Browne and a visitor named Jim Bray who is no relation to Colin and Barbara. Jenny gave a treasurers report. Martin Beer and Don Allen both commented on the Haliburton Fall Colours run and said how much fun this event was. (article in this BLURB).

Rod Wilkinson and Malcolm Taylor discussed trying to coordinate a Morgan event at Mossport for June 20-22nd when "CAN-AM Returns to Mossport". Can-Am with a Fiftieth Anniversary of Austin Healey Sprites race, the MG Feature for the Simms Cup, a German Challenge Race, plus races for all classes of Vintage and Historic Cars. Circle June 20-22 on your 2008 calendar now! If you can only make one race next year, this should be it. For further information: John Greenwood 905-723-9334 haggisbasher@sympatico.ca or go to <http://www.varac.ca/newsf1.htm>.



The Christmas Party will be held on Sunday December 2, 2007 from 2 PM to 5 PM at the home of Cathy and Don Allen in Burlington, Ontario. They live at 201 Penn Drive. Take the QEW and exit at Walker's Line. Go south on Walkers towards Lakeshore Road. Turn right on Walmer Road (just before Lakeshore) and left on Penn Drive. The format is BYOB and pot luck appetizers and desserts. The club will hold the annual meeting at the Christmas Party. Call Cathy or Don at 905-634-4704 and let them know what you are going to bring.

It is that time of year for elections for officers for our club for 2008. I understand that Don Allen will be dressing up like Santa and handing out free Morgan parts!

Thanks to Tony Doyle for our cover photograph of the stainedglass window at Stoke Lacy





Lake Huron Run July 11 to 13



Colin and Barbara Bray are organizing a club run to Bayfield, Ontario on the shores of Lake Huron for the weekend of July 11-13/08. **The Bayfield Village Inn** are holding for our Club all their double rooms (5), queen rooms (10) and one suite for our weekend in Huron County, July 11-13/08. We have the Inn for the nights of July 11 and 12, leaving on the 13th. They will hold these rooms until one month before (i.e. June 11) before they release them. Their current rates are: \$115/night for the doubles and queens, and \$130 for the suite, all including a large continental breakfast. The prices may go up slightly, i.e. \$5. per room between now and next summer, but at this stage, they can't tell us that. If we have an overflow, there is a bed and breakfast not far away. **Book your rooms early** by contacting **The Bayfield Village Inn**, Box 2039, Bayfield, Ontario, N0M 1G0 - 1-519-565-2443 - e-mail: bvi@tcc.on.ca - website: www.bayfieldvillageinn.com ask for **Sandra** or the Hosts (**John & Melody Pounder**) and mention the Morgan Sports Car Club of Canada.

A dinner is planned at the Albion Hotel in Bayfield for the Saturday night - www.thealbionhotel.com/index.html

The Lytles have agreed to host their **annual picnic in June 2008** with a date yet to be decided

John Roden discussed a Niagara, Lockport, New York run proposed for July 8th in 2008. This run would have us visit the historic Erie Canal. A boat ride and buffet will be part of this adventure being planned by the Rodens.

For Sale - Make Someone Happy for Christmas



For sale 1989 +8 Black inside & out. Leather trim, Stayfast top, tonneau & half tonneau. Stainless luggage rack British 14 k. Librand's Stainless exhaust. Walnut dashboard. Clarion stereo. Asking \$68,000.00

Call Steve or Martin at 905-857-3210





Central Canada Morgan Events

- Dec 2 Christmas Party, Cathy & Don Allen, 2-5 PM, potluck appetizers and BYOB
- Jan 6 Pub Lunch, Queens Head Pub in Burlington, Ontario
- Feb 3 Pub Lunch, Queens Head Pub in Burlington, Ontario
- March 2 Pub Lunch, Queens Head Pub in Burlington, Ontario
- April Ancaster Flea Market
- June 8 Lytles Picnic, Mississauga
- July ? Mog 38, Shepherdstown W.V.
- July ? Erie Canal, John and Sharon Roden
- July 11-13 Lake Huron Run, Bayfield Village Inn, Barbara and Colin Bray

Western Canada Morgan Events

- | | | | |
|-------------------------|-----------------------|-------------------|--------------|
| Northern Pod Xmas Party | Dec. 7 th | at Win Muehling's | 604 299 2425 |
| Island Cell Xmas Party | Dec. 14 th | at Kit Raetsen's | 604 544 2026 |
| Boxing Day Run | Dec. 26 th | at Mike Powley's | 604 542 0921 |



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Notes From The West

As there have not been any Morgan events since I returned from the TRIP FROM HELL, I have decided to tell you about the Morgan Trip you don't want to do. As most of you realize Pat and I were taking two cars on the Morgan Pub Crawl because our daughter Kathryn and her husband Patrick were joining us in Minneapolis. Pat's 4/4 was a well travelled car having driven over 80,000 miles in 8 years with out a break-down that took us off the road for more than an hour and that had only happened twice. My Plus 8 had been on many a trip but not to the mileage of Pat's without a problem. I should have expected it was get even time after 24 hours on the road and perhaps turned around and gone home.



On the way from Seattle to Wallace, I started experiencing fuel problems with the + 8. Before I got this problem solved the next day, the clutch had failed. So there I was with no clutch and little power. By the end of the day I had solved both problems after changing fuel filters, and fuel pumps only to find a small kink in the line that once removed solved the fuel problem. Realizing the hydraulic clutch was leaking and that there was no possibility of buying a new clutch, I bought brake fluid and started dumping it in and that solved the problem but for how long? A phone call was placed to Morgan Spares and a new one was on the way to meet me at my daughter's. After these two problems the cars seemed to smooth out and run well. Eight days later we were in Syracuse and meeting up with the rest of the members on the Pub Crawl. Great group of people, having fun and driving some great roads. On the second day out one of the other Plus 8's comments that he had seen a puff of blue smoke out

Ken and Pat Miles (kengmiles@shaw.ca)



of my left pipe just after I passed him. Didn't worry because the car appeared okay. Three days later the eight was in the hands of son-in-law and he was chasing me in the 4/4 when I lost him. Thank God for cell phones because he called to inform me that the engine died on the last corner and he could not get it started. I turned around and went back to see a sorry sight with oil on the highway and the car pulled over. The oil turned out to be a red herring and most people thought I had dropped a valve or something more serious. The car was towed in to a garage where we found the oil line from the block to the pressure gauge had sprung a leak. After that was fixed I started up the engine and it ran like a charm. Took off to catch up with the rest of the group and 40 miles down the road



saw the temp gauge go sky high. Shut the engine down and started looking for the problem. Couldn't



find it but the engine wouldn't start. Got towed in again. At the mechanics the engine started and ran smoothly again. Since it was a temp problem, we decided to add some coolant. After adding more coolant than the cooling system takes, we started looking for a leak. Couldn't find one. We decided to pressurize the system and we found all the water in one cylinder. I had found a more economical way to run a car. Unfortunately I couldn't keep putting the water in fast enough and drive the car. Decided to check the other bank and found coolant and oil on the plugs. Great! Two blown head gaskets, 4000 miles from home and



no parts readily available.

In the mean time Pat had left for PEI and continued on her way to New Glasgow, Nova Scotia where we had lived for 8 years. Upon arrival she decided to take the kids and show them the town. Six hundred feet from the hotel at a stoplight the engine stalled and would not start. Everybody thought the module in the distributor had failed so she called me and I shipped the spare to her. It was installed and still no luck. Further investigation revealed the distributor was not rotating and had seized due to weight in the mechanical advance breaking loose and jamming itself to the side. The result was several teeth missing from the skew gear on the distributor and two teeth on the cam shaft. Corrective action was required. We had to find a spare distributor and cam shaft (luckily I know people in Halifax), remove the engine from the car, remove rocker train, turn engine upside down, pull out the old cam shaft, insert new cam shaft, and reverse the process and we have a running car again. The only problem was it delayed us for a week which meant we could not catch up with the pub crawl.

Although it was a bad experience, there is always a bright side. New Glasgow was where we had lived for eight years and there were was lots of old friends

we hadn't seen in over 20 years. We decided to spend an extra week there and see people before we drove back to Moncton to pick up the Plus 8 and head home. The trip home had its problems but these were resolved quickly and the last 2500 miles were a treat. Although we missed most of the pubcrawl we had a good time and rekindled some old friendships and made some new ones. We had learned to take a lemon and make lemonade.

Dear Vern, What's up. As you might have guessed, Pat is the writer and communicator in this family and not me. The Pub Crawl was as traumatic as you have read. But as Charlie said it is a good thing it was you and not somebody else as you are calm and don't get ruffled by these problems.

First of all the Plus 8 went down with a blown head gasket which could have been fixed enough to get me home. But when we were taking it down we decided to check the other bank and found it to be in worse shape so the decision was made to rebuild the engine. I believe the rebuild was a success but I am experiencing an oil leak from the rear of the engine. The mechanic that removed the engine and reinstalled mentioned that the rebuilder had trouble with the rope seal so we replaced it. No success it still leaks. We have decided that there are two possible reasons for the oil leak and because it is not the rope seal as my mechanic thought the original rope seal was done properly but replaced it anyway to be sure. One the engine pressure was adjusted upwards by the rebuilder and I believe he got it too high by as much as 35 psi. Before the rebuild at highway speeds my oil pressure was about 25 to 30 psi and now it is 55 to 60 and my manual says 30 to 40. So we are going to adjust it downwards. Secondly there is an oil gallery





plug above the crankshaft and if that wasn't properly installed then the oil leak could be there but this means the engine has to come out. At least I didn't drop a valve as some of the experts thought. Over a beer in Sydney I will tell you the whole story.

Three days after my mishap when I am back in Moncton working on my engine Pat's car stalls at a stop light in New Glasgow and won't start. Everybody thinks it is failed module in the Mallory. To cut the story short, it was the distributor that had failed but not the module. The mechanical advance weight had broken loose, seized the distributor taking out the skew gear and the cam gears. (Almost a Henry) So like Henry, I paid a visit to Gerald Elliot who got me all my parts. We got the engine fixed and got it home with a borrowed distributor and a second hand cam. It was an interesting repair and another story over a beer in Sydney.

Pat and I are well and getting ready for a trip to Europe in four weeks. We are going to Praque, river boat cruise down the Danube and a few days in Budapest.

At the present time, Stinson, Miles and Keith Kretschmer plan to load a container for Australia sometime in the summer of 2008 to join your little venture. I would like to stay as long as possible in Australia to see it but have to arrange more details with Stinson who is overseas presently. Also would like to firm up dates you want us there by so that we can arrange air flights on points. More about this later when I meet with Stinson.

You might have heard that Pat and I are planning MOA V in 2010. So this is taking up some time. Already have 15 people signed up and I am going to try to limit it to 24 cars. I believe 42 was too many and we could handle a bit more than 20. The trip will be basically MOA II in reverse with some adds and be about 35 days long taking in the western part of the US and Canada. Should be fun.

I don't know about skiing in NZ but you are always welcome in Big White. The drop head is starting to run well and I am getting more and more pleasure out of the car. It sure is nice to drive and more comfortable on the body.

It is early evening on Nov 4th, the first Sunday in November and like our fellow English drivers of 111 years ago I feel elated and excited that I have completed another Canadian equivalent of the famous London to Brighton run. Today dawned bright and early and when I arrived at the Ladner to Bellingham start position three cars were already there and the sky was a bright blue with few clouds. It was going to be a great day!! Before registration was over, several members of both MOGNW and MSCCC had arrived. Included in this group were the Morgans of Ken Miles, Mike and Rosemary Powley, John Rennie, Chris Allen and Pam Mahoney, Steve Hutchens who was the Grand Marshall this year, Eric and Andrea Thompson, and Dave Doroghy. In addition Steve Blake was present in his MG TC having decided to give his Morgan a rest. Morgans were the strongest contingent this year representing over 25% of the cars that left Ladner, a figure far outweighing their production numbers in relation to other marques. No wonder they call us "Iron Men in Wooden Cars"

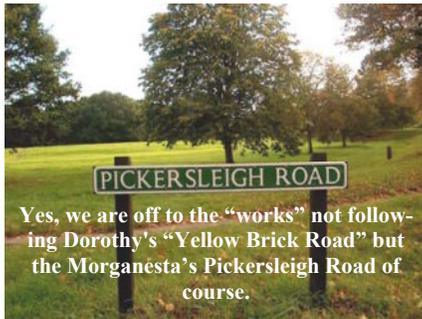
Twenty six cars left the starting point with Steve Hutchens in the lead, one bailed at the border crossing as they felt the wait would be too long (In reality it took us less than 30 minutes to get through the border) and all others with one slightly crippled as result of a punch up with a rice burner made it to the finishing point at the Silver Reef Casino outside of Bellingham where we sat down to a wonderful buffet breakfast complete with champagne.

To our Morgan friends in the East have a Merry Christmas and a Happy New Year.





One day at the factory 'er Tues. Oct. 9th 2007 to be exact!



Yes, we are off to the "works" not following Dorothy's "Yellow Brick Road" but the Morganesta's Pickersleigh Road of course.

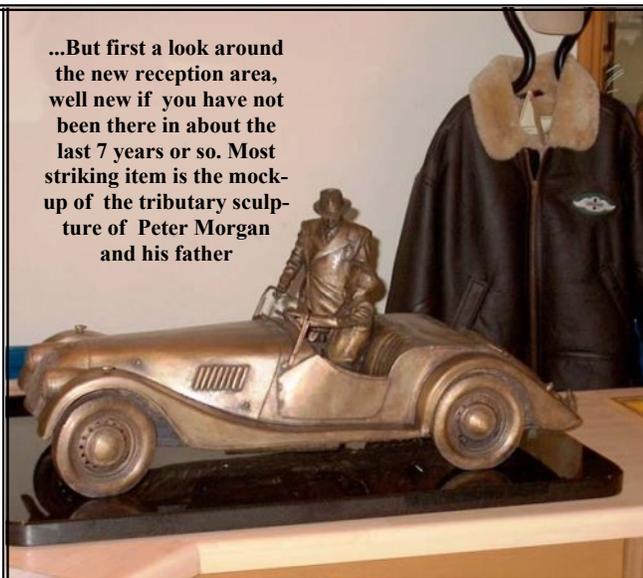
Yup! Here we are at reception with the Motoring Mouth leaning on some poor Mog owners car, not too heavy on though as we get ready to pick up our coveted visitor pass



Best to call ahead for your visit as there are times where you may be disappointed and turned away. Security is still not a major, major issue as it is in some automotive manufactures' plants.



Once through the door we are met by our Guide Dixon Smith, Cliff notes, you can see him in most Morgan books when he owned and competed in TT replica CAB 652, he has driven more Morgans than anyone else alive apart from the works test driver. He even delivered to France the AeroMax. & behind the desk Mark Leddington - UK Sales Manager. Cliff Baker to the right, Editor of Morgan World and I are ready to GO! Our first "tour" will be around the "YARD"



...But first a look around the new reception area, well new if you have not been there in about the last 7 years or so. Most striking item is the mock-up of the tributary sculpture of Peter Morgan and his father

This statue will be in memory of H.F.S. Morgan, founder of the Morgan Motor Company and son Peter. It is proposed to be commissioned and erected on the pavement area of the north side of Malvern Priory Gatehouse.

It is planned to be unveiled in 2009, Morgan's centenary year.

THE STATUE DESCRIBED

It would consist of a life size 1958 Morgan 4/4 Sports Car with Peter Morgan at the wheel and H.F.S. Morgan, the founder of the firm, standing alongside, all cast in bronze. This would enable visitors to sit in the passenger seat for a memorable commemorative photograph.

It is planned that a bronze "paving stone" or plaque nearby would provide a brief Morgan Motor Company history, with mention of sponsors and benefactors.

SUPPORT

The grant of planning permission for this significant addition to the reasons to visit Malvern will enable the Morgan Statue Foundation to set about the task of raising funds for this project. Morgans are renowned throughout the world, and initial approaches suggest that support will be forthcoming internationally.

Learn more about this at the new web site

<http://www.morgan-statue.org/>



More neat stuff in reception ...a fantastic 3 wheeler model and a framed picture of Peter Morgan.

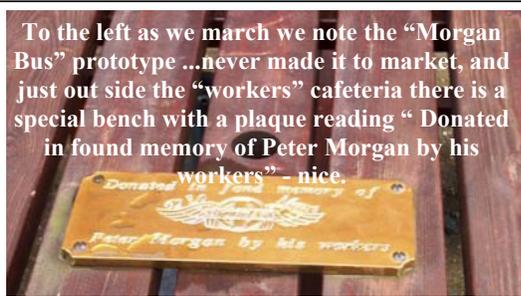
One day at the factory: “A walk about the Yard ‘round the Works”



Out we come & turn right to “march down to the Aero 8 “floor” and on the way we look into the workers cafeteria to find ...



...Mrs. Powley has “left” the tour and is enjoying a “tea” with the “boys”

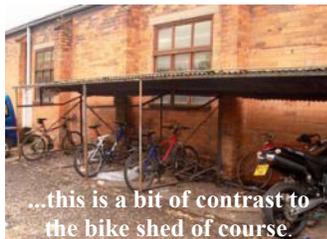


To the left as we march we note the “Morgan Bus” prototype ...never made it to market, and just outside the “workers” cafeteria there is a special bench with a plaque reading “ Donated in found memory of Peter Morgan by his workers” - nice.



Just a hop-step down from the “cafeteria is the door to the Aero 8 floor—we will tour that next issue.

Rounding the corner to the “staff lot” behind the works. There is an eclectic collection of “workers” cars ...the Motoring Mouth is heartened to see that the Jag X Type he saw 2 years ago still comes to work.....

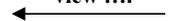


...this is a bit of contrast to the bike shed of course.

Now, getting to the “sheds” we find two storage areas, that are likely the most unique inventory of “parts” in the world of car manufacturing—the wood shed & the metal shed ...truly what other modern car manufacturer would start a build form these components to a complete car !



On the left, sheets of plywood, & “lumber” are on view



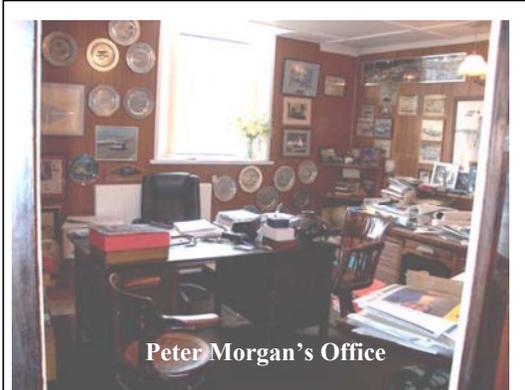
...and to the right, solid round bars of various dimensions and shelves of sheet metal ...



Now it is time to tour the works—starting with the reception area



One day at the factory: "Let's go inside" Starting in old reception area and moving to the Dispatch Dept.



Peter Morgan's Office

First do take a walk up to the old Parts & Office area, now largely empty but worth a look at Peter Morgan's nicely preserved office as any "old" visitors would remember it "as if he was there".



The visitors Map for North Americas

Note the pins and cards, in particular one phantom visitor who has two cards posted and yet has never visited, a well known MORGAN member ... oh the shame of the sham!



The "Works" collection,

Yes, the "Works" collection just as the Motoring Mouth remembers it from the first visit in 1972! Cliff Baker is sure he can name every car in there and he likely has every one in his collection too.



Coming out of the old Parts and office "room we run in to Charles Morgan, and have a brief chat ...bad news NO cars to Canada yet.



What a lovely collection of new cars in the dispatch room that has not changed much over the years either, just more memorabilia on the walls. Of course you can see the "family red three wheeler" both behind Charles above and the first car in the row pictured to the left. Now these new 4 seaters really have my attention. ..WOW and so many with those great BMW engines. However the 4 seaters are all Ford lumps (either a S4 Ford or a V6 3 litre)so lets go now to the next shed and see how it all comes together.

**One day at the factory: “Let’s go inside”
The next “shed” were we find the chassis erecting shop.
(wait where is wood? ... we say!)**



OH my that is a lot of metal for a Morgan!

Hey, now that the Governments want so much safety “stuff” ...what did you expect ...the wood will come later & really applies to the “super structure”.



Boy you gotta love the “lift” they have here for this phase ...life is getting easier for the lads at the “works”.



Oh my! do I covet these “little lumps” ..now just how do I get ’em in my pocket ...and on the plane home.



Now this phase is really the equivalent of a “ground-up” hope you don’t have to “try this at home.



This was an interesting phase in the production ...note the dummy window to set up the weather gear and side screens; and God forbid an after market hard top.

I mean how many automotive plants use duck tape to true up the fire wall bits—gad.

Next issue (part two) we will learn about “wood” and “trim” and meet a very interesting sewing lady. The “finish” will include a visit to the Aero 8 floor.



British Car Day, Sept 16th, 2007

Yet again British Car Day was blessed with superb weather although I'm told it was looking dark and dingy north of Burlington, which may have put off some owners of classic British marques. Attendance was announced as 950, slightly down from about 1000 in 2006. There were fewer Morgans this year, just 20 – I'm told it was 30 last year. Star of the Morgan display was Bill and Gabby Patterson's 1934 Super Sports 'Beetleback' 3 wheeler (Chassis number D671) which they trailered up from their home in East Aurora, NY state. Bill had literally discovered this classic in a barn in 2000 – amazing that this can still happen! Bill told me after buying the car, he discovered he only actually had about 30% of the pieces but managed to purchase second hand and remanufactured parts to complete the job. Bill did most of the work himself and it was only fitting that he won 1st prize in the Morgan category. Bill and Gabby live just over the border and hopefully are going to become members and I think we have got them interested in buying a 4-wheeled Morgan to attend meetings. This Super Sports has the less powerful (27.5 bhp) side-valve Matchless MX engine rather than the more powerful over head valve MX2 or MX4 unit and can only manage 45 mph flat out and consequently is not the most comfortable car to drive any distance. It sure sounded great when it left the field.

John Roden's 4/4 and Pierre Noel's Plus 8 won the second and third prizes respectively. Apart from the 3 wheeler we had eight 4/4s, seven Plus 4s and four Plus 8s. You can see the Morgan attendees listed elsewhere in this issue, but other members present but car-less, were our trusty President Glen Nigh, Desi Bernet and John Fitchie, who is hopeful his car will make it's first appearance next year after a 30+ year rebuild. John doesn't like to rush a job I'm told.

There were also just a few other non-Morgan cars there too. Sidescreen TRs seem to get less and less every year, there was no example of a small mouth TR3 present and only a single TR2. There were quite a number of T series MGs including a late 30s TC but most interesting was a mid 30s PA in nice shape and a light blue VA – a rarely seen 4 seater drophead style car. All the other models of MG and Triumph were well represented as usual. The big Austin Healeys are always there in healthy numbers at British Car Day and there must have been half a dozen BN1 100/4s and the same number BN2s. I personally think this model has to be one of the most beautiful looking

sports cars of all time with the one exception of the early E-type Jaguar. Other cars represented were Aston Martin, Cobras, Jensen, a large Jaguar contingent, Sunbeam Alpines, Loti, Rollers and Bentleys, a few Fords, Morris, Austin and Land Rovers. There was also a single late 30s (I think) Rover in very nice shape – the poor man's Rolls Royce. A single Jowett – a rare Jupiter sports model, which I've seen several times. But no Allards this year – are you listening Al Sands? The other car that caught my eye was a very unusual 1934 Raleigh 7-17 Sports Tourer – a 3 wheeler and sort of competitor to the Morgan. This has to be one of the only examples of this marque on the continent.

Highlight for myself and Barbara was meeting up with someone we haven't seen for 25 years – Harold McQueen. When I immigrated to Canada in 1980 I joined the Toronto Triumph Club as my regular transport in England was a TR3A. The first four British Car Days were held on Harold's property in Kilbride (?) from 1982-85 and I was involved with the organizing in 1983 and 1984. It was a much smaller event in those days, and if I remember, about a hundred or so cars would turn up. It's now grown into a major event and as usual was very well organized by the Toronto Triumph Club.

Special thanks to Liz and Ray Stevens who I understand erected the club tent – complete with a picnic bench inside!

Colin Bray and Photo by Colin Bray

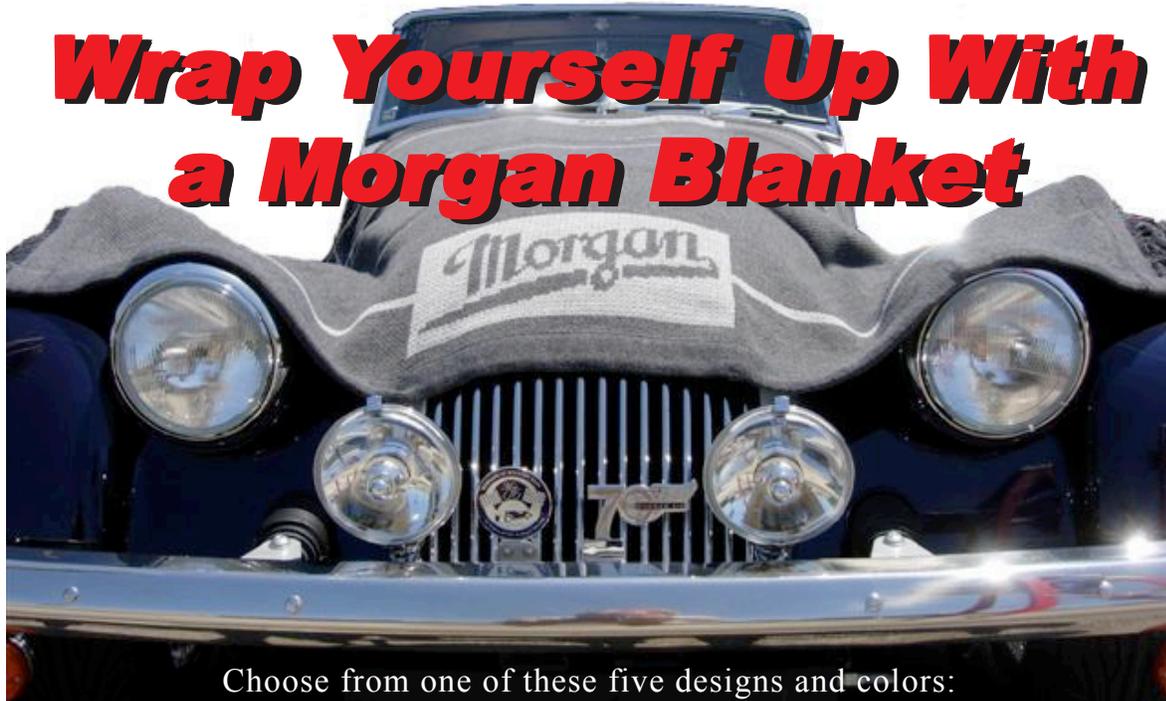


Bill and Gabby Patterson's 1934 Super Sports – 1st prize in the Morgan category



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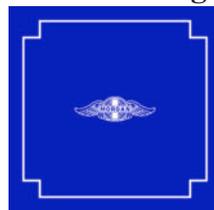
Green & Tan

Silhouette

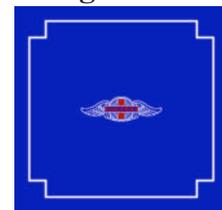


Dk Gray & Lt Gray

Morgan Wings



Navy & White



Navy & White w/Berry Cross

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Haliburton County Studio Tour

Article and Photos by Martin Beer

Ah the good old days! Morgan is clean, duffle bag is stuffed behind the seats, a few cold ales in the cooler and a bottle of scotch thrown in just in case the palette desires. Radio is on playing MY choice of music, sunglasses on, wind blowing through my lack of hair. What could be better? Donna was to be with me but Jeremy's baseball tryouts conflicted. So I'm kinda like a bachelor for the weekend. Take a deep breath & enjoy the country air. I'm to meet up with Trevor, Kathy, Glenn & Renee in Loretto. From there a scenic drive to Oakview Lodge on Little Hawk Lake, the weekends accommodation.

What could be better. North on Hwy #50 & I'll be there in a flash. And flash it was. As in flash storm. Yup, right after the construction zone where the pavement turned to dirt & the temporary lights made sure rain went down every gap in ones clothing. I am a Morgan driver, so the top stays down. Music is muffled behind the rain pelting down as I drive into Loretto. Fellow Mog owners are waiting. What's with the top up thing? Glenn & Renee's ride is a TR7 this weekend. With a top as well. Declining time to put my top up, we get under way. The clouds parted & a small amount of sunshine managed to appear. The drive to Haliburton region was excellent. A stop for coffee & coconut cream pie for some of us (nameless) along with fuel. The route planned by Trevor & Kathy included driving through Coopers Falls a scenic village not to be overlooked if in the area. The sun was setting giving the tree tops a beautiful reddish accent to go with the natural fall colours. Following Glenn, I thought TR7's didn't need brakes, as the car seemed to slow to the correct speed when required. Later I determined Glenn had no brake lights. After checking into our Lodge & going for dinner, we found Steve & Jenny had arrived in the Super Sport with red cheeks & frosty ears.

Saturday morning John Collins, Don Allen & his friend Roger joined our group. I gave the Mog a quick bath to remove last nights mud & dew. Glenn had the TR7 jacked up looking for a rear suspension clunk & crawling around under the dash to check for

brake light failure issue. Glenn elected to pass on the drive for fear of Triumph issues. I won't say any more about that! Everyone was asked to give input as to what we would like to see of the 26 or so artisans. With Trevor leading the way we were off on a spirited drive. Within 2 miles we were motoring around a right hand down hill turn when Trevor happened to notice a wood delivery truck taking up the entire road backing into a driveway. Hearts pounding, tires squealing, cars darting left & right. Well maybe we should slow down just a tad? How old are those tires on the 4/4 John? A little more traction would have been nice, wouldn't it? Our route was excellent, beautiful countryside staying away from busy roads as much as possible. The Artists we visited ranged from mosaics, oil paintings, wood working, stained glass, blacksmithing &, jewelry, plus some more I probably have left out. I think the Morgan's received there share of conversation at every location we stopped at.



Lunch & refreshments were at the Pepper Mill Steak & Pasta restaurant. Sharing some laughs with a group that were obviously enjoying themselves. It was obvious that a couple of us purchased make up gifts for our better halves, in order to assure next years attendance. At one particular stop while waiting to depart, a LADY decided she could stop behind our Mogs that were crammed into the driveway. We assumed, in



order to let her elderly passenger out. Such was not the case. She was not just stopped, she was parked! Or more correct, she abandoned her Audi. As we all watched the occupants walking to the Artists house one of us (Kathy) said what we were all thinking about saying. Pointing out that there was an empty parking spot 20 feet from her vehicle & she was blocking the driveway for everyone else. We assumed she was going to move her vehicle, only to find Kathy had scared her off all together. Amusement for all of us & a stroke on the board of life for those that do think of others. Well done Kathy! Or is it poor Trevor? LOL

Unfortunately for Don & Roger they missed some of the best driving as they had to depart to resume there "Guys Weekend". Anyone that may suffer from car sickness would not have survived. Up, down, left, right! Posts passing inches from passengers elbows (did you feel the air rush Jenny)? It just so happened that same weekend was an ATV poker run. Nothing like cresting a hill to find a dozen or so ATV's parked everywhere trying to figure out where they should go. Half the time, I could not see Steve in front of me as he had crested a hill & disappeared over the brow. Elevated heart rates all around I think. At one stop sign Kathy asked Trevor if they should wait for the rest of us. Trevor's response was "they're right behind us". Do Morgan drivers ever fall behind?

Time for well deserved refreshments. Chatting about the days adventures. Dinner was at the Oakview Lodge. Exceptional food I might add. The Oakview is owned & operated by a husband & wife (sorry I can't recall there names). A wonderful place where one doesn't need to say what you're drinking after the first order, they simply know. It must have been good, Trevor Kathy & I were the last in the lounge & only left out of politeness.

Being an early rise sort, I left Sunday morning before seeing anyone. I had committed to helping a friend at his cottage putting a few things away before winter sets in. The air was crisp (in other words bloody cold), the exhaust note was musical & the trip to Haliburton Lake didn't take long. After a couple of stops to visit friends I was on the road once more. Jeremy had a baseball league party at 3 that I had to attend. But I couldn't resist driving through Coopers Falls once more. Radio turned up & having a grand time. Well except for the point that a young ATV driver elected to ignore a stop sign & almost became a Morgan bonnet ornament.

Note to self! Put Haliburton Studio Tour on 2008 calendar. Great weekend. Thanks to Trevor & Kathy for organizing a splendid event.

Cheers Martin

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Targa Newfoundland 2007. If you've been thinking of running, time to make the move.

Targanewfoundland.com is taking reservations for 2008.

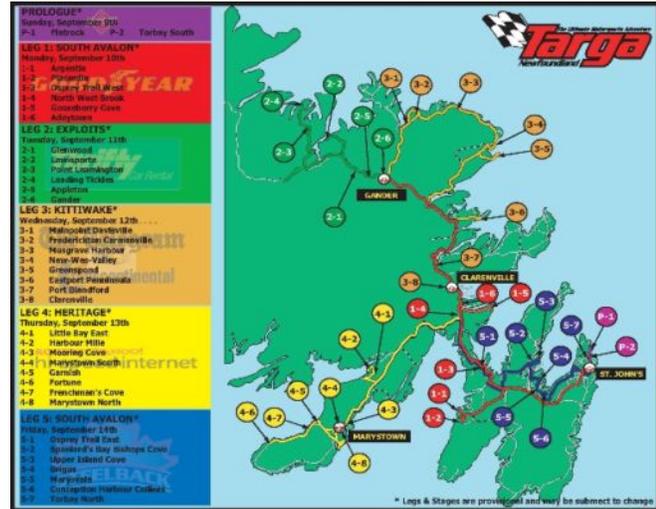


By now you will have read the Globe article by MSCCC member Bob English on Targa Newfoundland 2007 (G&M Sept 20/07), and perhaps the articles in the Toronto Star by Jim Kenzie and Nika Rolcewski (TS Sept 22/07). I guess the Globe editor severely cut down Bob's article as the Young/Dale-Johnson team in the Caterham Super 7 did not get a mention! Read on... but to limit the suspense, we did finish 2nd in Grand Touring Equipped, 5 seconds behind the first place finishers in this time-speed-distance (TSD) portion of Targa.

Wednesday September 5, 2007. I'm packed and ready to leave Cronulla for the long flight to San Francisco then on to Toronto... blessed be those Aeroplan points! Fortunately a sparsely populated flight from Sydney allowed me to stretch out over 3 seats in United's Economy Plus. Not so lucky for the flight into Toronto but the flight did arrive on time and after minimal delay I was at the Holiday Inn for a quick sleep before the flight to St John's on Thursday morning. Neil met me at the Inn as he also had an early departure for St John's, so we did have a chance to catch up and ensure at least the majority of the tools required would be with us or on the truck that should by now be headed across the Cabot Strait towards Port Aux Basques – a journey we were to hear had its own trials.

Up early on Thursday September 6 for the flights to St. John's. Uneventful, all our luggage arrived and we were able to check into our hotel. Time to ensure we are organized before the rest of the team arrives – **Loose Tools Motorsports** with 3 entries in 2007 (up from 2 in 2005, 2 in 2004) – the Caterham for Neil and myself; Neil's son Derek's 1972 Datsun 510 entered in Targa Class (codriven by Derek's friend Jay Rustulka), and a 1986 Porsche 944 driven by Jim Hauser with his son Mark as codriver, also entered in Grand Touring Equipped. You may recall Neil and I drove Neil's 944 Turbo in 2005 in Targa Class finishing, but out of the money (3rd in Class) and not without serious mechanical and off-road challenges! The Hauser's kept up the tradition of having a red Porsche 944 in each of the Targa Newfoundland's held to date (all different cars and teams).

Late evening, Friday September 7, Ian Falls with Derek and videographer Chris Paine (with his Vespa... along to do a documentary on the Loose Tools effort) roll in with the 45 foot trailer carrying the Caterham and Datsun.





The stories relating to the Surete du Quebec – short version they did not like the hitch between trailer and truck so impounded the rig until Ian could have a local shop change the setup, with fines the stop cost about \$1000 in unanticipated expenses not to mention a delay of almost 24 hours!

Saturday September 8, up and into the trailer to ensure the cars are set-up. Neil's other son Dr. Kevin arrives as does Ian's son Lee completing the support crew for the Caterham & Datsun. The "Odometer Check" run gives me time to reacquaint myself with a TimeWise rally computer.

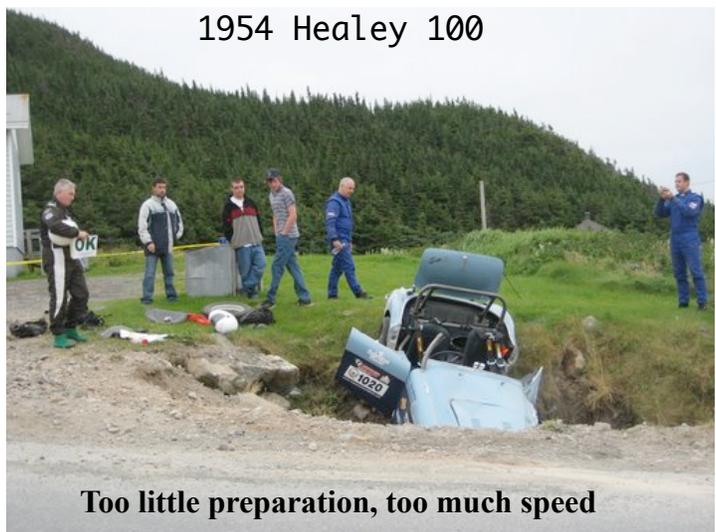
Odo check seems to be good, TimeWise learning comes back quickly. Off to tech inspection then into the "car show" for our first "meet & greet" with the Newfoundland populace. Skip the late evening reception at the Martini Bar – we have to blow clean for the breathalyser each morning! All is in place for the Prologue runs on Sunday.

Sunday September 9. Driver's meeting with a reminder from Bob Giannou there are road hazards in Newfoundland – potholes, moose and rocks, the potholes in the road, the moose on the road, and they keep the rocks in the ditches so use caution. After group photographs we are off running the two Prologue stages to shake out any issues we may have overlooked. Neil decides to run the Caterham hard using the excuse he wanted to ensure our placing for the rally days would as close to the front as possible. This essentially means we run "Targa class" for the Prologue stages, giving the populace a thrill and a couple of Grand Touring entries a very quick surprise as we scream past.

Monday September 10. We're ready to rally! In TSD Grand Touring Equipped, the first day window is 30 seconds + and 30 seconds – the target time. We zero the South Avalon stages on Day 1 but are not alone... so do Mike & Cathy Martin running a 2003 Porsche 911. Runs were, however, not without issues. First stage of the day a minor navigator error causing us to run up a non-road for a couple of seconds, no harm as we are back on track and finish within our time. Second stage more serious... early in the run we see the sweeping left dip taken at speed that two year's earlier put the 944's skid pan on the ground from bumper to bumper. "Caution, Neil this can be tricky" and... "what's that up ahead?" The Healey 100 that started ahead of us is in the ditch (remember those rocks?), drivers are out but no signage. We stop, get the next car to stop and ask for medical help, and then wait until help arrives before moving through the stage. Fortunately the rally rules allow for this and we are given the stage. Memo to self... read the rules carefully, I missed putting in an inquiry outlining our assistance but fortunately the steward accepted the enquiries of others to ensure we were not penalized. Second memo to



1990 Caterham Super 7, 1600 cc
Ford SuperSprint engine
running Grand Touring Equipped



1954 Healey 100

Too little preparation, too much speed



self... why does the TimeWise stopwatch give us times 4-6 seconds off (read slower) what we expect? We add driver notes for "speed" and "time" to our stage routine.

Tuesday September 11. We're running north towards Gander where the rally has stages over the next two days. Window is now 20 seconds +/-.
Six stages and we've again zero'd the day but so have the Martin's. Only concern was finalizing the Leading Tickles stage... left front wing has come adrift... broken brace... fortunately it's the last stage before lunch when a hitch-pin and some jubilee clips are used to make the temporary fix. We are still perplexed with the official times vs what I've calculated, where are those seconds going?
Weather is turning nasty... hurricane coming up the east coast, forecast is for rain and wind on Wednesday. At lunch the "racer chicks", Nika Rolczewski (on her honeymoon sans groom) and Sandra Lemaitre (Mazda Canada's Corp Communications Manager) pay us the compliment "we're running second, of course that doesn't count you two... how will we ever catch you?". When Sandra asked when I started rallying I replied "I won the 1978 BC Centennial Rally" to which Sandra replied "I wasn't even borne then". Such is rallying... even old farts like us can at least give lessons.

Wednesday September 12. Up early in Gander and yes, it is very wet. We elect to put the top on the Caterham keeping us dry but severely increasing the challenge for entry and egress. Stages today will be run under wet conditions so some quick recalcs with the aid of Mark Hauser are done to reset times and speeds. Window today is 15sec +/-.
Eight stages today, with long transits before we overnight in Clarenville. Stage one of the day goes well, stage 2 goes well but... wait... I've used the dry speed! Shit, we arrived very early... some 32 seconds and on top of this error there was a Interim Time Control close to the finish. Stage 3 also gives us a bit of trouble, as we wait to be called to the line the plugs load up... by the time we're ready to go the Caterham is only firing on 1 cylinder, then 2, finally 3 but we don't recover and are late by 23 seconds (an 8 second penalty).
Memo to driver... don't idle race plugs for any length of time! At the end of the day the results sheet gives us the bad news, 35 seconds in penalties while the Martins have only picked up 16 seconds. Time for drastic measures... as we discuss the issue that evening we agree we need to add



Weather & sun protection. Waiting for the start of a stage



Lunch in Leading Tickles... time for some quick calculations and checks



“finish time” to “speed” and “time” on our driver's note for each stage. We are overnighing in Clarenville in preparation for Thursday's runs on the Burin Peninsula. A routine check finds a broken stud on one rear wheel, fortunately the Datsun spare studs are the same and a swap is made.

Thursday September 13. Sun is back out, top is off, and we're ready to run. Window today is 10sec +/- . After a long transit the first run is through Marystown, our nemesis in 2005 (off the road in the 944). Run is clean but we are still not hitting the official times. A change in strategy is needed. Out comes the trusty Seiko stopwatch and we'll run by it to hit the finish line “on time”. Seems the assumption the TimeWise “stopwatch” was a “watch” was incorrect, it is a calculated time. Shit! The change in strategy works, we now hit the official times. Coming back into Marystown for the final run of the day we are advised there is significant gravel kicked up by Targa cars over several corners. No problem we ace the day. Using the Seiko works as we finish the day with 7 seconds in penalties (picked up on stage 1) vs the Martin's 21 seconds in penalties – we have accumulated 44 seconds in penalties, the Martin's 37 seconds. Friday must be clean and a mistake by the Martin's needed if we are to win our class.

Our overnight is in Marystown. Inspection of the Caterham shows we have an oil leak from the engine... a cracked pan? We elect to run and add oil as needed throughout Friday and hope the car holds together until the finish.

Friday September 14. Final day, sun is out and we're ready to run. Window today is 5 sec +/- . After another long transit we're running stages back towards St. John's.

Some challenges, on the fly we need to recalculate a time as they move the start of one leg (could this have caught the Martin's?). Then, on our 3rd stage of the day, the stage immediately before lunch, 500 meters from the end we have a geyser of oil through the louvers on the Caterham. Ah shit! We limp into lunch, begin investigating, is it a oil filter flange gasket? No! It's a \$2 brass fitting used to “T” the oil gauge with the oil light sensor! Neil goes to work removing the stub of the brass “T” while I work on cleaning up the oil-covered windscreen and more or less getting us ready for the remaining stages. We're still in the Rally, no time lost, and ready to run the remaining 4 stages. We zero the next 3 then... as we start the final stage... we realize Neil has not plugged in his headset. I can barely scream (as the last 4 days and the beginnings of a cold have given me laryngitis). As we hit our first “stretch” between corners I take over the wheel while Neil frantically works to plug in his helmet mike / phones. Success, we're back on the air and zero the stage. End of



Vern & Neil at Leading Tickles. Wing strut had broken shortly before finish of the stage, repaired using a trailer hitch pin and several jubilee clips



Wednesday driving rain & wind



the day, we're still at 44 seconds in penalties, Martin's have only picked up 2 penalty seconds and finish at 39 seconds in penalties.

We're disappointed but finishing alone is a high, as is the effort we've taken to make the run... 2nd is good for a trophy but not bragging rights. However, as the results roll in *Loose Tools* has lots to brag about... 3 cars entered, 3 cars have trophied. Hausers have finished 3rd in Grand Touring Equipped (175 seconds in penalties) while Derek & Jay have finished second in their Targa class and "plated" (finished all stages within their maximum time allowance). It will be a good evening on Saturday at the banquet. The "racer chicks"... they finished with 249 penalty points but won the hearts of the Newfoundlanders. If you saw Nika's article you will have viewed the photo with Justin Mercer representing Easter Seals, the official charity of Targa Newfoundland. A story in itself, Justin, has cerebral palsy but was determined to drive the rally... he did! That alone was worth the entry fee, who said motorsport is just a personal reward?

Epilogue: I can't leave this narrative without mentioning the first two cars finishing in Grand Touring non-equipped (that is, with only watches and the car's odo) finished with fewer points than the equipped cars. Two fellows from Gander, in a Mazda 3, Alan Kearley and Greg Martin, finished with only 18 seconds in penalties while a Factory 5 Cobra driven by Alan Townsley, codriver David Fuhrmann both from New Jersey finished with 27 seconds in penalties (this including a run of the Cobra along a guardrail that would make a skateboarder proud... we were behind them, expecting to again unload for an accident when they popped off the guardrail, re-started, and blew past us to finish the stage "on time"... a stage that swallowed many cars as a wooden bridge near the finish was without any traction, we crossed it with peritoneum's tightly clenched... many ended up in the ditch).

Epilogue 2: Driving Derek's 510. On Saturday before the final presentations rally cars are invited by the local motorsport club to take part in a charity Autocross. Both the Caterham and the Datsun ran the event (if you ran with a fee paying passenger you got a free run). Derek offered me the Datsun... for those who know, I have owned and autocrossed / rallied two of these tremendous cars in the past while resident in the Vancouver area. What memories and what a car! Will be hard for me to look at something different as the search is on for a Targa car in Oz. Then again, the Caterham was a blast. Perhaps a local version, the Amaroo Sprinter? Watch for updates! I believe Neil and Ruth are ready for an extended tour "downunder"... Targa Tasmania? Adelaide Classic? We've lots of options.

Always good to get a progress report from our Ex President and Blurb Editor. Thanks for the article Vern!

Dear Concours enthusiast,

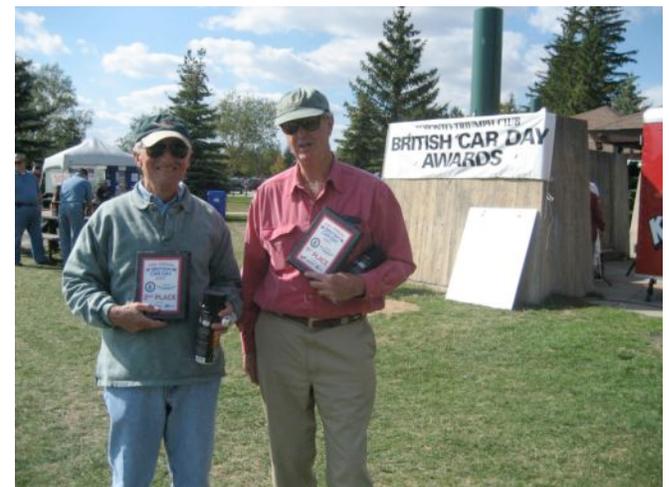
I'm pleased to announce that the new Concours section is up and running on the Morgan Club web-site at www.mscc.uk.com <<http://www.mscc.uk.com>> . Go to links and scan down to Concours Corner. There you will find lots about the Morgan concours including ALL the detailed results from the MOG 2007 Goodwood Concours, plus the judging rules and score sheets. If you would like to add any photos or text, then please e-mail it to me and I'll have it added to the site.

Thanks for your interest,
Kind regards, Jeremy Harrison
MSCC Concours secretary





British Car Day - More Photos from Colin Bray





Morgan Centenary Celebrations 2009 24th July - 2nd August 2009 Malvern and Cheltenham



First let me outline the background to this event. For over 25 years the Morgan Sports Car Club of the U.K. has organized an annual gathering of club members and like-minded people. The only year when the MSCC did not organize an event was 1984 when the Morgan Motor Company organized the 75th Anniversary event in Malvern. The Morgan Three Wheeler Club has also organized its own events.

2009 will be a special year in the history of the Morgan Motor Company and therefore it is appropriate that the factory should undertake the running of the Centenary event. We are pleased that both the Morgan Sports Car Club and the Morgan Three Wheeler Club have agreed to play an active part in this special year's activities. This Malvern/ Cheltenham event is only part of a yearlong celebration of the car that we all love

So what is being planned? Well the main activities will start at the Abbey Hotel on the evening of Friday 24th July when we will be able to meet friends old. The following two days will be based at Prescott Hill Climb in Gloucestershire where there will be an extended garden party. You will have the opportunity for ascents of this classic motoring hill. Ascents will be on a pre-booked basis to ensure that as many Morgan owners and their cars can enjoy the 'Prescott Experience'. Only Morgan's and Morgan derived cars will be allowed to drive up the hill. If the days go as smoothly as we hope there may be the opportunity to buy additional runs. Prescott is the home of the Bugatti Owners Club and they have agreed to open their on site museum for the weekend. The Prescott Lodge will also be open for food throughout the weekend.

We know that many of you will be in the Malvern/Cheltenham area for the period between the two weekends therefore we have a program of events available and in addition we will have a scenic run. The mid-week activities will include: -

A visit to a privately owned Castle has been arranged where a family member will give a guided tour and talk on the history of both the family and the building. Lunch will be taken in the Grand Hall. The castle will not be open to the public as this is a private visit organized especially for Morgan owners. Numbers will be strictly limited so pre booking will be essential.

We are hoping to arrange a trip on a steam train through the picturesque Severn Valley. Lunch will be taken on the train and there will be time to visit Bridgenorth before re-boarding the train for our return journey.

It is anticipated that we will take a drive to the Beaulieu Motor Museum where it is hoped will also be featuring the Morgan Car throughout the Centenary Year. This will be a full day out as Beaulieu is over two hours drive from Cheltenham. Lunch will be arranged at the Museum.



Not all the activities will include Morgan's. On the Thursday we have arranged a golf match for the Morgan Centenary Trophy. This will take place at the 'Worcestershire' which is a golf course located in Malvern. The club was formed in 1880 and it is reputed that the English composer Edward Elgar was a regular player there. Don't worry about the problems of carrying a set of clubs in the Morgan, as it will be a requirement that every one plays with one of the matching sets, which will be provided. Bearing in mind that we are celebrating a centenary anniversary event there will be a special award for the most appropriately dressed player. Places will be available for partners at the award dinner in the evening when we will find out who is the best Morgan golfer.

For those of you who wish to drive your Morgan's quickly we are hoping to arrange a track day at Castle Combe race circuit. This is about one hour south of Cheltenham. Professional race drivers will be on hand to show you how it should be done.

Throughout the week we will be arranging tours around the Morgan factory. These will be on a pre booked basis only. Please note that the factory will not be open for visitors during a two-week period before and after the Centenary event.

Worcester is only 15 minutes away from Malvern so a visit to the Royal Worcester Porcelain Company is a must for every one's itinerary. These tours will be available by pre booking.

It is intended to have details of numerous other activities available during this period. Some will be pre arranged and for the others we will have sufficient information available so that visitors can organize their own days out.

The following weekends activities are centered on Cheltenham in Gloucestershire. The Friday evening we will all be meeting for a general get together in the town itself. Our venue for the rest of the weekend will be the Cheltenham Horse Race Track. We will be the only organization there that weekend so we will be able to set up a tented village for the multitude of traders, a catering zone for the food outlets and an entertainment area for some of our key events. During both days we will be running a solo driving competition and on the Saturday there will be a concours competition. The social activities have not been forgotten. We will be having a 'Party in the Park' event with live music and fireworks. This will be the time to sit on the grass and partake of your picnic whilst enjoying the entertainment. In contrast to this casual event there will be a formal Centenary Gala Dinner in the Centaur Suite, which can accommodate 1200 guest for a formal black tie dinner. We will of course be having some very special guests with us that evening.

Our aim is that this weekend will be a complete contrast to any previous Morgan gathering you have ever been to, so how can you miss it?

We have a Centenary web site www.morgan-centenary.co.uk and would ask you to register your interest. This will be the place where event information will be posted and hotel and event booking facilities made available. To those of you who have already registered we would apologize for the lack of information that you have received. The site is being restructured and we hope that it will become much more active in the next few weeks.

Malcolm S Lamb
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