

November 2008

MORGAN

SPORTS CAR CLUB
OF CANADA
THE BLURB



Same Guy - Same Car - Same Hill
50 Years Later Al Sands Piloting his 1955 Plus 4 at Hockley Hills

PREZ SEZ

Lots of interesting little bits for this report. If you remember our Morgan had developed a habit of rejecting some body parts. In particular, it had kicked out nuts and bolts holding on the left rear shock absorber, and the bolts holding the alternator to the engine block. The Morgan didn't let us down, but it did seem like a warning. Sooooo, once I had the car up on axle stands this Fall for greasing and oiling, I also took the opportunity to play with my wrenches and started tightening all the nuts and bolts that I could see and get at. Wow ! Some took a quarter turn, others a half turn, some took a full turn and others took more. That poor car was literally vibrating itself to pieces. I guess if I had not done the wrenching, it could have been hazardous to follow us in 2009, dodging the parts that would have fallen off the Morgan. How come the manual doesn't list that job as part of regular maintenance?

Heard from Norm Paterson the other day. Remember him? We met him, his wife and his [new to him] green Morgan at Bronte. They enjoyed the run on Saturday, and joined the club on Sunday. He has informed me that he is buying a second Morgan, a Series V, which will be a restoration project. So what, you say? Lots of car people do restorations? Sure, but Norm lives in Haileybury, north of North Bay on Highway 11. He is a long way from the support that we enjoy from club members, and from the expertise of Martin and Steven Beer. Parts will arrive by Fedex, or "Brown", and if they are not correct, [that happens] then they will have to be returned by the same route. I am sure Norm will mine the Internet for help. Two Morgans in Haileybury? The driving season is so short that the engine doesn't get properly warmed up in the spring before the car has to be put away for the winter-unless Norm plans to emulate Al Sands and go ice racing with his cars.

A lot of us do oil changes in the Fall, and that sparked discussion about which oil to use in our old cars--and not only engine oils. You have heard this before, but I think it bears repeating. The oil companies have removed an additive called ZDDP from their engine oils, as it shortens the life span of catalytic converters. Our cars are old enough, in most cases, that we don't run "cats", so we can use engine oil with ZDDP.

In fact, engines with flat lifters require oil with ZDDP to protect camshafts. Without ZDDP camshafts may fail after a very short time. Solution? Off road oils, such as Valvoline racing oil, still contains ZDDP because racing cars obviously don't have "cats. Castrol also may have a suitable oil, but I can't confirm that. Racing oil is 20w50, marginal for winter use, but not many of us drive Morgans in the winter anymore--except maybe Norm, who's so far north etc etc. Another



solution,literally, is to use GM's Engine Oil Supplement [or EOS] with your regular engine oil.

The discussion about oils took an unexpected turn when someone reminded his listeners that not all hypoid oils are safe for older car's differentials. Seems some hypoids have a sulphur content which will destroy bronze or brass parts like thrust washers, which, I assume , will lead to differential failure. Anyone have a spare rear axle?

The discussions noted above were at another car club's meeting, so no, you didn't miss this important topic at the pub in November. And speaking of pubs, wasn't that a treat? Over 30 in attendance, and for the first time we had to move to the back room to accommodate everyone.

The Doug Price Award plaque is full. There are 16 recipients names attached to the plaque. The first winner, in 1991, was Audrey Beer. The next winner will start a new plaque, a second plaque which will serve us until 2024 or so. There are a lot of obvious comments that could be made at this point, but I'll exercise restraint and not make any.

As this is the last Blurb of the year, I would like to thank the executive for their support during the year, and to thank all of you for your support and participation. The Morgan Sports Car Club of Canada succeeds because its members want it to and because its members are willing to work and contribute towards its success.

I'm looking forward to a busy 2009 for our club. Seasons Greetings to all of you--here in Southern Ontario, on the west coast, and around the world--wherever you are. My New Year's wish-an early start to the top-down season, with some smoother economic sailing.

Prez - Johnsama Bin Roadn'



2009 Morgan Calendar with each paid membership.

We have put together a calendar from photos of club events that we will be sending out to every member that pays their dues. Thanks to the Marshall's of BC and all the other members from Western Canada that submitted photos. Please don't separate from the rest of Canada yet!

I tried for as much representation from the club as possible and saying this I know that some like Peter Brown are missing. Thanks to **Andrew Cline** and **John Cabot** who let us use the photograph of **Stuart Harvey's** car at the **Wings and Wheels Heritage Festival (May 22-24 2009)**. I also received a couple of great photos from Don Allen and Rob Fournie so look for those shots when you get your calendar.

Thanks to President John Roden and Sharon for taking such an active interest in our Morgan lives! Sharon lives and breathes the marque 24-7 and our club is lucky to travel in her good hands.

Our cover this month is rather special as it illustrates just how deep our affection can be for our Morgan automobiles. In 1958, **Alan Sands** posted the fastest time of the day (1:10:23) at the **Hockley Hill Climb** in his 1955 Morgan Plus 4. Alan got out the same car this fall and took it back to the same location for a remake photograph 50 years later and we get to enjoy seeing some history. Alan is now preparing this car to take to Auburn in September.

Many of you will remember the Wilkinson picnic last year. We had a visit from the **Brian and Jean Lee**. Brian is incoming Chairman of the "mothership" MSCC. Brian has helped our members traveling to the 2009 Centenary celebrations and Rod Wilkinson writes "Many thanks Brian. We're looking forward to seeing you.

At last count, the following MSCCC members have booked into **Willoughby House: Bill & Desi Benet, Alan & Kathy Lytle, Donald & Joan Martin and Rod & Lorie Wilkinson**.

In addition, the following members will be staying in and around the country: **Colin & Barbara Bray, Ray & Mary Shier and Ray & Liz Stevens**.

Past President **Vern Dale-Johnson and Amanda** will be taking up residence in the UK for the summer and sharing in the festivities. It's a long way back to OZ.

A couple of us are sharing a Morgan for the duration of the event, so we can reap havoc upon the lane ways of Cheltenham!

We are still looking for someone to organize a local Canadian Morgan event in 2009. This event would preferably be in May or June before our members go to the UK.

I am pleased to see that the Lytles will once again hold their annual picnic for club members.

Best Quote: At the last meeting Don Allen was telling everyone that since his track day experience at Mosport that he is an "unskilled driver". His wife Cathy retorted with "I have been telling you that for years".

Welcome to new members Richard and Kathy Clark of Mount Hope, Ontario.

Best wishes for the holidays from your editor and may markets be up in 09.



BLURB EDITOR



Photos from top to bottom

Your Editor pre-Obama in Washington DC.

Wings and Wheels Heritage Festival at Downsview Airport (photo by Andrew Cline).

Heidi and Hames Marshal's from BC 1985 Morgan Plus 4

FOR SALE

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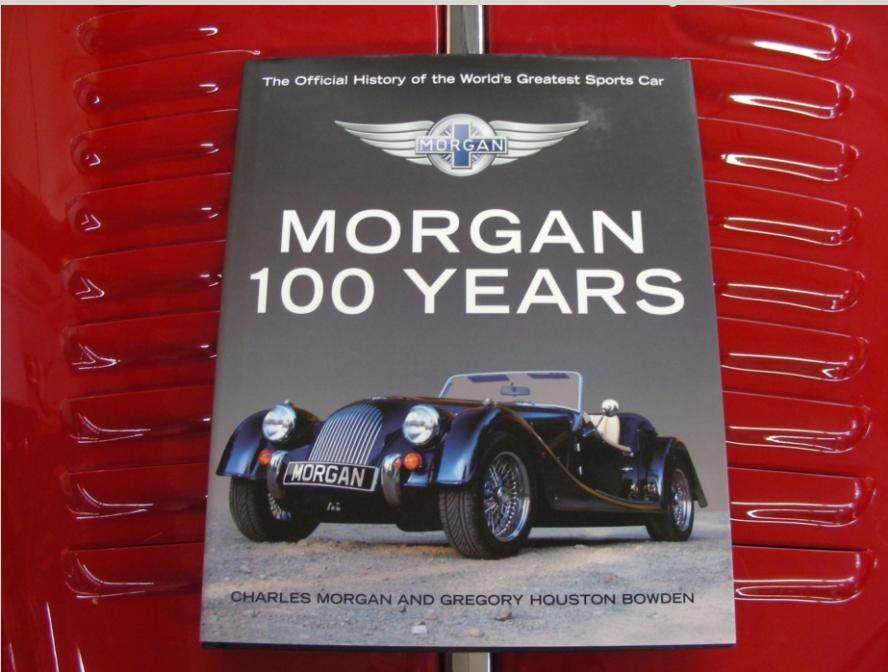


Also for SALE is the original 1950 Morgan Plus Four if any of your members could be interested the car can be viewed: www.morganplusfour.blogspot.com
Regards, St.John Wakefield.

Morgan racing in 1961 and 1962

1961 and 1962 were the two years in which we had success with the two famous Plus Fours - TOK 258 and XRX 1. Now there's a DVD available of these years including the great event at the 24 Hours of Le Mans in June 1962. With my commentary and including a booklet with Personal Memories of these years (foreword by Charles Morgan), the DVD is available from www.morgancars-dvd.com
Best wishes
Richard Shepherd-Barron

The image shows the cover of a DVD titled "Morgan Behind the Pits". The cover features the Morgan logo at the top left and right. In the center, it says "BEHIND THE PITS" in large red letters. To the left of the title is a circular badge with the text "£20.00", "€25.00", "\$40.00", and "plus P&P". Below the title, it says "Private 8mm cine film taken in 1961 and 1962 of racing with the Lawrencectune Morgan Plus Four Super Sports team in International GT races". It also mentions "Music by Edward Elgar (1857-1934)". A small note at the bottom states: "This DVD, including soundtrack, is protected by copyright. All rights reserved. Unauthorised copying, hiring, lending, public performance, radio or television broadcasting of this DVD is prohibited unless prior permission is obtained in writing." The bottom of the cover features a film strip graphic with several racing scenes from the period.



Morgan 100 Years

Steven and Martin Beer have several copies of this book signed by Charles Morgan himself

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CENTENARY BADGE ISSUED

Malvern, September, 2008 The Morgan Centenary Company Ltd. has presented a comprehensive range of Centenary memorabilia ranging from car badges and pins to fridge magnets, beanies and cuddle bears. These official Centenary items can be ordered off the MMC web site by clicking [HERE](#).

taken from EMOG



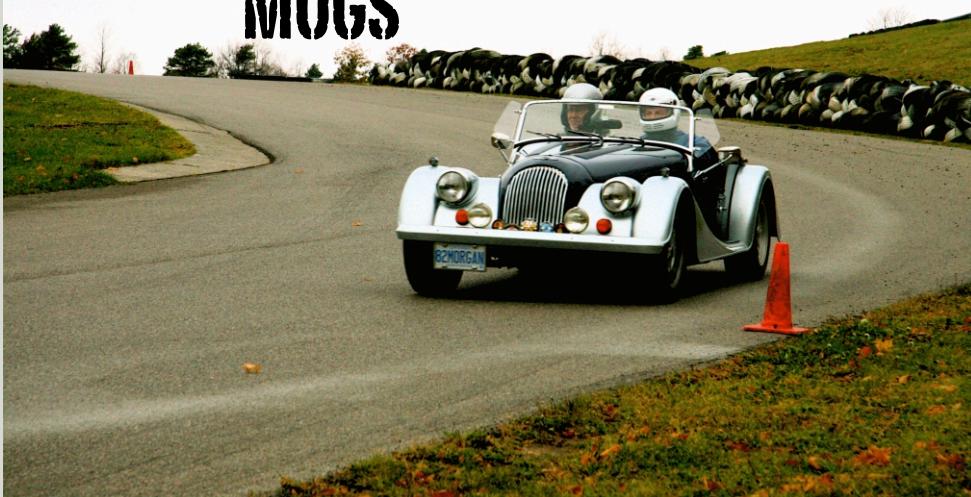
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MOSSPORT - SCALDED CATS AND MOGS



QUOTE OF THE DAY

Ross told me one of his Jaguar guys had told him in the morning that it promised to be a great day, but that "those two Morgans will likely slow us down a lot" Later in the day, Ross was in pit lane with the same fellow watching us lap when he remarked, "boy those Morgans can really go"

At left is Rod Wilkinson with his instructor negotiating curves

Mosport - Track School by Ian Law Racing - Morgan - Jaguar Coalition by Don Allen

Hello, my name is Don Allen and I am an unskilled driver!

After 35 + years driving everything from, farm implements, construction vehicles, family sedans, performance vehicles to my beloved Mog, what a humbling experience it is to learn over the course of a single day what an unskilled driver I am.

Our day started at 6:00 AM under a starry sky for our two hour trip from Burlington to Mosport International Raceway, north of Bowmanville Ontario. Rod Wilkinson and I were about to join the Ross Hamilton and the Ontario Jaguar Owners Association Scalded Cats for a full day Track School, presented by Ian Law Racing on the Mosport Driver Development Track. The development track is a purpose built track designed to present all of the technical challenges one would ever encounter in a full race track (that includes Toronto's HWY 401).

The eastern sky was beginning to lighten as we pulled off the 401 in Bowmanville to gas up and bring the air pressure in out tires up to the suggested 35 – 40 PSI. But the clouds were gathering. Although the rain held off until late in the day, the sky was heavily overcast the entire day.

The formalities started with a mandatory classroom drivers meeting where the rules of the day were delivered and the assembled group divided in two. Those who had taken the ILR Track School before went straight out to the track. New students continued with an introduction to racing, starting with tires,

braking, set belts and car preparation. The day was structured in one hour blocks, with the students in the classroom for an hour while the other group was on the track.

Our first in-vehicle exercise was on the Skid Pad, a 75 yard diameter doughnut shaped track with a grass centre. With one of the 10 or so instructors in the passenger seat, one by one we began a fairly tight circular route around the grass centre keeping the car a constant 1 metre from the grass. Once the steering was set so that the car tracked a perfect circle, the instructor placed one hand on the wheel to ensure we did not change the steering direction as we were told to increase our speed. Magically, the circulating radius increased and the car began to move away from the grass centre. The higher your speed the further out you went. When instructed to remove your foot from the accelerator, the car swung back toward your original line around the grass centre. Our first lesson in under steer. The difference between where the front wheels are pointed and where the car is travelling is called the slip angle. The greater the slip angle, the lower the grip generated by the tire. Life lesson is that if you find yourself slipping off your intended line on a corner (highway cloverleaf entrance) because of too much speed, do not attempt to turn in further (increase the slip angle) to correct the problem. Ease off the gas peddle and even turn out a bit to decrease the slip angle and put more tire in the contact patch.

Classroom instruction continued with the correct seating position and the required 9:00 and 3:00

o'clock hand position on the wheel and the introduction of the all important racing line. The racing line through corners will be the largest smooth radius turn the width of the track will permit. Coming into a corner, the line consists of the braking zone (all braking is always done in a straight line for beginners), the turn in point where you begin the steering input, the apex and the exit point. To master the racing line, smooth turn ins and a gradual unwind of the wheel once you're past the apex toward exit point are key. If one corner is immediately followed by another in the opposite direction, a modified line is required on the first corner to set you up for the second. The emphasis is on smoothness. If a long straight follows a turn, the line may not be a perfect radius. The emphasis will be to shorten the exit point in order to lay on the throttle earlier. For our benefit, the instructors had marked each critical turn on the track with pylons showing the approximate breaking point, the turn-in, the apex and the approximate exit point.

Around mid day, a group of high performance cars arrived from Toronto. The company providing the cars offers regular drivers an opportunity to drive these cars on a closed circuit for what is likely a hefty price. There were a number of Porsches, a Ferrari (reported only 12 hours off the lot) a number of BMW's and the new Lexus IS F. The most visually interesting was the T Rex, a trike with a motorcycle engine in it.

I am proud to say that I was in pit lane watching Rod Wilkinson lap in his Morgan with his instructor and the Ferrari was out on the track in front of him. Two laps later, Rod came by again with the Ferrari behind him. Imagine a 25 year old Morgan passing a 12 hour old Ferrari.

Further classroom subjects included vision training. Look where you want to go, rather than where you are. If you are looking at the road immediately in front of you, or the rear of the car in front, trouble will soon follow. Constantly look ahead to understand where you want your car to go. Use the horizon to orient your self. If your vehicle begins to do something you didn't plan on, the changes in your orientation to the horizon will be more quickly apparent than if you are looking at the road or the hood of your car. Small changes to speed or steering input can be made earlier, possibly correcting your self before greater problems develop. We pledged an oath to Ian Law with our right hands raised. "I will never, ever, ever, ever, ever look at the car in front of me again". We learned about vehicle weight distribution and weight transfer while braking, cornering and accelerating, slip angle, under steer and over steer and how to correct for each. Skills for correcting skids are different between front and rear wheel cars. The final lesson was learning how to heel and toe, to break while keeping engine revs up during downshifts. Easier said than done.

All classroom sessions were followed by an hour on the track, consisting of two to three five lap circuits with an instructor in the car, where we practised the just learned lessons.

Speed on the track was not the objective. We were trying to be smooth possible as we drove the racing line. It's hard to describe how rough I was in all of my laps around the track. Out of 5 sessions on the track, times the 10 – 15 or so laps each session, I can say only a few turns were made close to the ideal racing line. The one experience I took away is that the heavy, non power, oversize

steering wheel on my car and 3.5 turns lock to lock (I think) steering in the Mog makes a constant 3 and 9 steering wheel position very difficult. As soon as you add another variable called a standard transmission and the adrenalin of the being on the track, coupled with sharp turns, getting all things right on the mark is something that will take years to learn.

The last hour of the day was scheduled for solo driving on the track, at which point we had the opportunity to ask an instructor drive our cars with us as passengers. Because of the weather we didn't get this chance, but I did a number of laps as a passenger with professional drivers last spring at Dunnville in the new Lexus IS F. The ease with which they throttled that car around the track while carrying on a conversation with you about the weather or the previous nights hockey game, made them look like they were out for a Sunday drive.

The rain started in during our last classroom hour, and we exited to find I had left my helmet 'bottom up' on the driver's seat, filling up like a bucket. With no shelter, I fetched my top from the covered pavilion and was thoroughly drenched by the time it was up.

We took a pass on the final hour of solo track time because of the weather and said our thanks and good byes. While Ross Hamilton and I watched Rod get his top up from the shelter of the pavilion, Ross told me one of his Jaguar guys had told him in the morning that it promised to be a great day, but that "those two Morgans will likely slow us down a lot" Later in the day, Ross was in pit lane with the same fellow watching us lap when he remarked, "boy those Morgans can really go"



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Central Canada Morgan Events

- Jan 4th Pub Lunch, Queens Head Pub, Burlington, Ontario
Feb 1st Pub Lunch, Queens Head Pub, Burlington, Ontario
March 1st Pub Lunch, Queens Head Pub, Burlington, Ontario
April 5th Pub Lunch, Queens Head Pub, Burlington, Ontario
April 19th Ancaster Flea Market, Ancaster, Ontario
June 2009 Lytle's Picnic, Date to be determined
June 6th 16th Annual British Classic, London, Ontario
June 21st Classics Against Cancer, Georgetown, 905-877-6457
July 2-5 Mog 39, Staunton, Virginia
July 19th Brits in the Park, Lindsay, Ontario
July 24-Aug 2 Morgan Centenary Celebration, Malvern, UK



Western Canada Morgan Events

- Dec 26th Boxing Day Run, Pam Mahoney, pamelamahony@shaw.ca
Jan 25th Robbie Burns Run, Mike Powley, mpowley@telus.net
May 16th Van Dusen ABFM
Sept 5th Portland ABFM
Nov 1st London to Brighton Commemorative Run, Ken Miles



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NORTH AMERICAN MORGANS GO TO THE GOLDEN MUSTER

by Ken and Pat Miles

On Oct. 4th the adventure commenced as Pat and I left for Australia arriving in Sydney Oct 6th to be met by fellow MOGNW member Vern Dale Johnston. We were followed by Bob and Barbara Stinson arriving on the 7th and Chris Allen and Pam Mahoney arriving on the 8th. We picked up our cars at Botany Bay quarantine warehouse on the 7th and 8th and drove them to Vern's where they were stored until we were ready to begin the odyssey. The actual walk around commenced on Oct 9th being escorted by Vern and Geoff Holding (Morgan Owners Club of Australia) through Sydney heading north to Brisbane along the Pacific Coast Highway. The first part of the drive through Sydney was picturesque passing over the historical Harbour Bridge looking at the Opera House and other sights of Sydney. It was also

exciting in that we kept going through tollbooths following Vern without stopping to pay tolls but noting our pictures were being taken. (I bet they are still looking for us). After about an hour and a half of driving, we pulled into a rest stop, collected our thoughts, said good bye to Vern and Geoff and headed north by ourselves under our own navigation. Unfortunately, we were soon to come to a grinding halt in a huge traffic jam that was to continue for miles as the road ahead was blocked and three lanes of traffic was forced into a detour around a burning truck. From here the drive to Brisbane was uneventful as we headed north along the main Highway taking detours along the tourist drives to the coast where we could stop to view the beautiful beaches with miles of sand and surf pounding in as surfers rode the waves. Stopping twice along the way at Forster and Coffs Harbour.

NOTES FROM THE WEST



We had been alerted that MOCA members on the Sunshine Coast wanted to meet us and after several phone calls we were able to make contact with Bruce and Ros Callahan who invited us to stay with them for two nights before heading for Noosa Heads our most northern stop. Bruce is one of the founding members of MOCA and had planned a typical Aussie barbecue consisting of steaks, sausages, potatoes, and salad which would allow us to meet two other local members. The following day these local members had planned a drive for us inland through the mountains to look at various sights ending up at a pub with a view overlooking the Sunshine Coast and Surfer's Paradise. It was a great opportunity to meet other Morgan fanatics, do some maintenance on our cars, and collect our thoughts.

The next day we headed north, to Noosa, a destination spot for fishermen, surfers and swimmers. We spent three days here walking the town and beaches, and going on a boat ride combined with a ATV ride through the a rain forest and along 60 mile beach. Our last night in Noosa was spent with local MOCA member Peter Andrews. At Noosa we split up, with Pam and Chris staying behind and Bob and I starting a marathon drive south through part of the interior of Australia and on to the Great Ocean Road.

We had decided to drive down the west side of the Great Dividing Range as we had done the coast going north and would be doing the southern coast later. We left Noosa Heads in the worst rainstorm I had experienced in several years, driving south towards Toowoomba and on to Glen Innes, an old farming town where we spent the night. We continued the next day towards Tamworth where we turned west towards Dubbo and then on to Echuca located on the Murray River, which was at one time the biggest inland port in Australia. That night we took a pleasant paddle boat dinner cruise up the river. The next morning, we spent some time wandering around the town looking at the old buildings

and museums and then took off for Bendigo, which was the start of the gold district. Leaving Bendigo, towards Ballarat we detoured via Maldon which appeared to be small well preserved town originating in the gold rush. We decided to park our cars and explore the town. Seeing a toy and hobby shop we wandered in and looked around. The owner overheard Barb talking and correctly identified where in the US she was from. Turning to me he wondered aloud what the significance of the Morgan cap was? Imagine our surprise when he turned out to be the main dealer for Morgan cars in Australia in the 60's and 70's. He went into quite a dissertation about Morgans, Morgan management and their problems but he did end up taking our pictures.

We continued on into Ballarat where I had a flat tire checking into the hotel, and then we attended a fantastic light show about the history of the region. It explained the uprising by the gold prospectors and the burning of the Southern Cross flag which eventually became part of the Australian flag. It showed why Australians are so adamant about having no taxation without representation.

From Ballarat, we headed west to Horsham and a drive south through the Grampian Mountains and on to Portland, an old coastal port and the entrance to the Great Ocean Drive. The drive along the Great Ocean road was slow with many places to stop and view the signs of erosion, which turned coastline into marvellous landscape and to look at places that became the graves of many of the earliest immigrants to Australia. The first night, we stopped at Port Campbell, less than 100 miles from Portland. It was here that we experienced our first and only frosty night in the whole trip. The next day we continued, taking a slight detour to visit an aerial walk through the rain forest and then back tracked to pick up the great road again to Cape Otway. On our way to the Cape we saw a koala bear asleep in the V of a tree and some large lizards.

Cape Otway was the first sight of land experienced by many an immigrant as they journeyed to Australia. Leaving Cape Otway, we continued on to Apollo Bay where we spent the night. The next day we journeyed on to Torquay and Queens cliff and caught the ferry to Sorrento and from there we drove for about an hour to Mornington. We had planned to meet two Morgan Members of MOCA led by Philip and Laurette Mcwhirter and by the time we had booked into the hotel and checked out the restaurant and the bars, we found that four members were coming and a party was planned. It was a great night which kept us up to all hours and they still wanted to party. We couldn't take it any longer and went to bed while they went up to a wine bar, stopping on the way to fix an Aero Eight with a flat and then they got up to see us leave at 8:00 in the morning.

On the advice of the Mcwirters we took a detour to see Wilson's Promontory National park and some of the natural beauty of Australia. We returned to the Pacific highway and drove to Lakes Entrance, which was a picturesque fishing village and spent the night there. The next morning I went for a walk and in the motel next to us spotted a Bristol Siddley (rare car), and two minutes later in the next motel saw 23 more. Australia was full of surprises.

The next day we drove onto Eden with the whale museum and on to Merimbula where we spent the night and the next morning on to Canberra via the Great Snowy Mountains Road. Again imagine my surprise when over a dozen TR3s passed us going the other way. The Great Snowy Mountain Road also turned out to be the hottest part of our journey as the temperature reached around 40. We arrived in Canberra early in the afternoon and spent the remainder of the day cleaning up the car in preparation for the Morgan meeting in Bathurst. The next two days were spent touring visiting the Parliament buildings both old and new, museums both natural and war and the botanical gardens. The war museum was unlike any other

war museum that I had seen and like New Zealand the Australians hold their war dead in high esteem. Every person in the armed forces and the maritime navy who died in conflict has their name printed on a wall. The day we picked to visit the National Museum featured a car show consisting of automobiles prior to 1910 of which there was close to a hundred. One day a year and we happened to be there.

On Thursday we left Canberra for Bathurst and the Morgan Gold Muster. Arriving early in the afternoon, we checked into our motel and parked the 4/4 amongst 40 to 50 Morgans ranging from three wheelers, 4/4 and +4 Flat Rads to more modern +4 , 4/4, +8 and even two Roadsters. After the road dirt was cleaned off we headed for the local rugby club where the hospitality room was located. We picked up our registration, spent some money on regalia, had a few drinks and generally met other Morgan owners from all over Australia, the UK and New Zealand. That evening we attended a dinner in the town centre. The doors were closed when we arrived but were shortly opened so that all could enter quickly and view a stage with three very impressive yellow +4s on it, consisting of a flat rad, a high cowl and more modern one. The impression was indescribable and the room was virtually silent. Then the noise rose back to a high level as every body began to talk and have a good time. The next morning was a drive in the countryside to Orange where we would stop for lunch. We had morning tea on the way and as the number of Morgans was more than 170 no tea shop could take us at once. We were split into four groups leaving at different times and by two routes and two teashops were serving us in shifts. In Orange we parked in a park close to the town centre and gave the local town's people a bit of a car show whilst we ate lunch and then headed back to Bathurst for a barbecue which featured several Plus 8's of different years parked around the edge of the dining hall. The next morning was the big car show in Bathurst. It was a quite a sight to view 170 Morgans parked in the centre of town with all marks and models present ranging from early Trikes to Aero Eights and Roadsters and all models in between. It was a day spent in looking at Morgans, talking to people and wandering through Bathurst. Late in the afternoon we headed for Mount Panorama racecourse to dive around the road course, take a video and visit the museum, which was full of old race cars and bikes. That evening we attended a dinner dance with several MOGA members dressed in gold or other attire from the fifties and we had a great time dancing until late. The last event was on Sunday morning when we went for a drive in the country, attended a picnic lunch and said good byes to our new friends. It was a great weekend and certainly introduced us to the unbridled enthusiasm of the Australian Morgan club.

The next day, Bob, Chris and I headed for Sydney to turn in our cars to the shippers and to say our good byes to each other until we would meet again at home. Pam and Chris headed back home the next day, Bob and Barb spent Tuesday in Sydney and then took the train to Perth while

Pat and I got a flight to the Whitsunday Islands where we spent 3 days sailing on a Brigantine and snorkelling. We returned to Sydney where we met Vern and Amanda for our good byes and then toured Sydney on Saturday before returning home.

If you ask me what was the highlight of the tour, I would tell you that there were many. The landscape, the people, driving the car, (which behaved itself this time even after 4500 miles), the unusual animals and birds, the camaraderie of touring with friends, seeing so much enthusiasm and so many Morgans and much more. Until you have tried touring in a Morgan especially with friends both old and new you would not believe the thrills. It is one of the most wonderful ways to see a country and I recommend it to anyone.



FOR IMMEDIATE RELEASE

'The Greatest Show On British Wheels' 2009 Featured Marques

The 24th Showing of the All British Field Meet (ABFM '09), to be held May 16, 2009, VanDusen Botanical Garden, Vancouver B.C. Canada, will celebrate 100 years of the Morgan Motor Company and pay tribute to 50th anniversaries of Mini and Sunbeam Alpine classic British marques.

"There are not many automotive manufacturers that can claim 100 years of production, so we are especially honoured to welcome all Morgan owners to the 2009 ABFM, which will take place six weeks prior to the official Morgan Centenary Festival in Malvern Link Worcestershire, England," said Patrick Stewart event co chair. "We hope to see a record 100 Morgans on the Great Lawn of the Garden next May."

Famous for their three-wheel, twin-cylinder, 8-horsepower cars Morgan became one of the largest British car producers in 1915. The company expanded its model range in 1936 to include four-wheel cars and by 1947 was building and exporting the very successful Plus-4 model. Today, expect to wait two years for delivery for any one of the six models available of this truly classic modern sports car.

The Mini and Sunbeam Alpine cars began life much later, in 1959, during the heyday of British car production. The legendary Mini was the first car to incorporate a transverse-mounted engine and front-wheel drive. Later cars featured hydrolastic suspension invented by Englishman Sir Issac Issigonis. Successful in rallying and on the race track, the little car sold more than 5-million models before production ceased in 2000 and the launch of the new Mini Cooper in 2001 carried on the tradition.

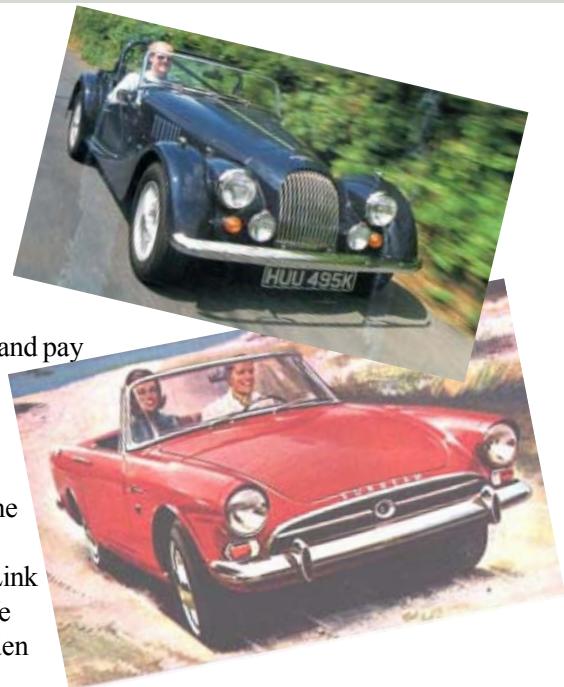
Alpines, on the other hand, had a much shorter run with 69,251 produced by the Rootes Group from 1959 to 1968. Five models were produced including a limited production of GT and Coupe models from 1961-63. Expect to see a record turnout as the majority of these sports cars were exported to Canada and the USA.

As in previous years, record numbers of Featured Marque cars are anticipated at the show, as owners and clubs make a special effort to attend and put on a good show to honour the marque.

Awards will be presented in 61 entrants choice classes and seven judged classes. More than 570 cars and bikes together with commercial vehicles will be on display in the colourful Botanical Garden. Vendors' booths will feature all things British, including car parts, automobilia and for the first time entrants driving their car to the event can feel eco friendly as the entire event will be carbon neutral with carbon credits purchased to offset the event's carbon footprint.

The Olde British Car Society in cooperation with local car clubs organizes the event for the enjoyment of British classic cars and motorbikes. The one-day event goes Saturday May 16, 2009 from 10 a.m. to 4:30 p.m. with brass band and jazz entertainment, a food concession, sponsors' and vendors' booths, and a chance to win two return tickets to Britain.

For sponsorship details or to register your British car or motorbike, please visit the website www.westerndriver.com/abfm or call 604 736 6754 email jstewart@westerndriver.com.



MORGAN LIFE CAR

Morgan shows off its high-tech capability

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FROM THURSDAY'S GLOBE AND MAIL
OCTOBER 16, 2008

When we think of Morgan automobiles, we don't usually associate them with alternative-fuel, low-emission technology. Morgan is the oldest privately owned automobile manufacturer in the world and has been pumping out full-fendered, minimalist sports cars for almost 100 years. Even today, most Morgans utilize an ash-wood body tub and front suspension designed in 1910 and, for many non-cognoscenti, today's breed of 4/4 or Plus-4 is indistinguishable from the ones that came out of the plant 50 years ago. But there are changes in the wind. Morgan recently launched its alternative-fuel Life Car, and it couldn't be more different from the traditional models that come out of the company's plant in Malvern Hills in Britain. In almost every respect, it has absolutely nothing in common with its tweedy stable mates.

"We have been trying to demonstrate that as a business we have a very high technical capability," explains Morgan's public relations manager, Matthew Parkin. "This has been hard when we continue to make traditional cars, as there are such strong associations with this car not changing. The Life Car project seemed a good opportunity to help to reposition the business as modern and capable, using a mixture of high-tech materials and craftsmanship."

With a body shell and frame made from recycled aluminum and laminated ash-wood seats, the Life Car will tip the scales at about 650 kilograms. (MORGAN) And when you think about it, utilizing sports-car technology in the pursuit of environmentally friendly, emission-free mode of transport isn't that over the top. After all, sports cars are all about weight reduction, performance engineering and getting the most out of the least. And few car makers can top Morgan when it comes to delivering maximum bang for the buck. They may look ancient and creaky, but, over the years, Morgans have consistently outperformed their larger, heavier and more powerful competitors. In a study conducted by Cardiff University, Morgans also held their own in overall environmental impact.

Measuring things like carbon dioxide output, toxic emissions and the consumption of raw energy and resources during production, the Environmental Rating for Vehicles (ERV) ranked Morgan automobiles near the top of the heap, surpassed only by the Smart car.



On a scale of two to 60, the Morgan 4/4 was given 24 points — the same as a Toyota Prius. By way of comparison, a Porsche 911 Carrera garnered eight points and a Bentley Arnage two. The average rating for most production automobiles is 15 or 16.

With a body shell and frame made from recycled aluminum and laminated ash-wood seats, the Life Car will tip the scales at about 650 kilograms. That's considerably less than the company's regular production models, which typically weigh in at around 800 kg, and about half the weight of most conventional, similarly sized cars. Unsurprisingly, the prototype features a hand-welded body shell, with wood patterns used throughout during the forming process. As sleek as something out of Star Wars, the Life Car also retains vestiges of the classic Morgan body profile, with flowing fenders, oversized wheels and the unmistakable "tombstone" front grille. So far, the company has designed the Life Car around a fastback body style, but that could change. Either way, the company assures us that the "Morgan DNA is clearly visible."

Propelling the Life Car are four electric motors — one at each wheel — with small gearboxes incorporated to maintain power. Interestingly, this type of technology is also found in the massive off-road dump trucks used by mining and construction companies.

Morgan says that the Life Car will go from zero to 100 kilometres an hour in about seven seconds, with a top speed of some 130 km/h. It will travel 240 kilometres for every gallon of fuel consumed, with a range of approximately 400 kilometres.

And that fuel will be liquid hydrogen, which is stored in a carbon fibre-wrapped tank at the back of the car. It feeds a four-stack fuel cell that produces some 22 kilowatts of electrical energy, which is in turn directed to the electric motors through a set of electronic controls developed by Cranfield University.

There are no emissions whatsoever. The electric motors are said to be "95-percent efficient." Each motor will also have a regenerative braking feature to capture kinetic energy during deceleration, and Morgan engineers are claiming that their system is up to five times more efficient than that found on today's hybrid vehicles. There will also be conventional hydraulic brakes at each corner. Unlike many alternative-fuel vehicles, the Life Car does not have a battery pack, instead employing heavy-duty capacitors, which can "shuffle" 1,000 amps of power throughout the vehicle. This helps keep the weight down, as battery technology continues to be the weakest link in alternate fuel technology.

The Life Car was on display at last spring's Geneva Auto Show and Morgan has been quietly putting it through the endless bench, track and road testing necessary to get the bugs out of a vehicle this sophisticated. It's also interesting to note that the finished product is almost identical in appearance to the computer-generated image that was proposed at the beginning of the project. It's far too early to think about marketing, production numbers or pricing, or whether the Life Car will even make its way across the pond to North America. "We still have much work to do before we can give an on-sale date," Matthew Parkin adds. But one thing's for sure, the Life Car is now officially the best-looking alternative-fueled vehicle in the world, and things will never be the same at the Morgan plant.



SCALDED CATS AND DOGS UPCOMING EVENTS

Merry Christmas to all you Scalded Morgans and all the best in the New Year... Our smokin' Great Bear from the North Steve Sheriff has been busy workin' with Ian Law and his elves. "All the best in the New Year" includes three exciting dates and three spectacular challenges at three different tracks. Saturday June 20th at Cayuga

Speedway...the old guys remember it as Cayuga...or Toronto Motorsports Park followed by another spectacular barbecue at the home of Giulia and Lado Dim prepared by Mississauga Chefs Dan and Victor.

<http://www.torontomotorsportspark.com/>

Saturday August 8th at Shannonville Motorsports Park home of regional racing in Ontario.
<http://www.shannonville.com/>

Sunday September 27th at Mosport Driver Development Track. <http://www.mosport.com/>



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