

MARCH 2009

MORGAN

**SPORTS CAR CLUB
OF CANADA**

THE BLURB

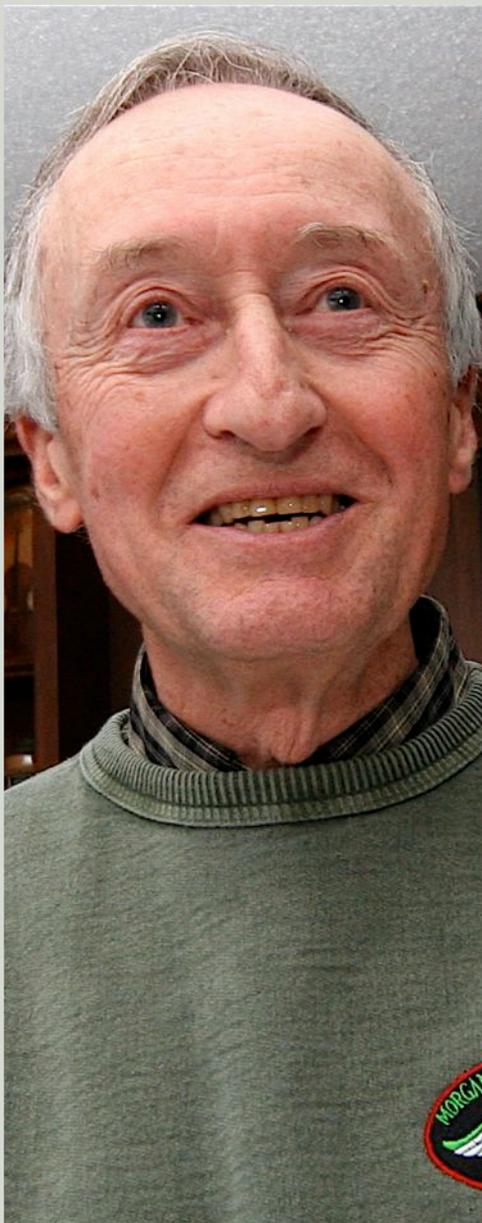


“Here is a picture that I took fifty years ago, of my two younger brothers in a car museum in Holland. I waited until there was no guard around and told them to jump in, and pressed the shutter.

Who would have known, I would own a Morgan, ten years later!”

HENDRIK RENS

PREZ SEZ



It's too bad that there is no easy way to report bad news. Seems to me that the best way to report bad news is simply to lay it out, and be ready for the reaction. So , here's the bad news. **Charley Conquergood** died March 9, 2009. Who was Charley? Why would I write a column about him?

First let's establish who he was not. His name won't be familiar to you, since he was never a member of the Morgan Sports Car Club. He was not famous--not a sports star, not a world leader, not a captain of industry, not an entertainer. Neither was he notorious--not a criminal, not a huckster, not a con artist. Nope, Charley was none of those things.

He was the husband of Sandra [Sandy], a resident of Scarborough, the owner of a Triumph Spitfire, and a long-time member of the Toronto Triumph Club. Children, you ask? I'm embarrassed to say that I don't know.

Our paths first crossed in 2003 , on the Saturday before British Car Day. Sharon and I, then members of the TTC, had volunteered to help set-up for Sunday Sharon was enlisted to either prepare for registration, or to stuff goody bags, while I found myself working with some stranger who was laying out the field. The guy was brisk, focused, organized,friendly and was obviously enjoying his job. The stranger was Charley. Like most of us who enjoy these LBC's, we were soon talking like old friends. Over the next few years, we continued to work together lining out the field. Make no mistake--Charley was the guy in charge of the field layout--we were his helpers. He did suggest,one year, that he would be pleased to train someone so that person could take on the responsibility. I thought that he was looking at me when he made the suggestion, and I considered it, then turned it down because I was older than Charley, and expected that he would still be volunteering long after I could not. Ironical, as it turned out.

Charley used a computer to help him lay out the parking. Using the last years registration numbers, he would adjust the amount of space allotted to each of the many classes for the current year. Then ,on the Saturday, he would walk the field, marking with paint where the lines were to be drawn. Once the lines were painted, he would ensure that the class markers were in position {mainly by putting them out by himself}. Quick, efficient, reliable--not yet noon, and Charley's job was complete. Think about it. Without Charley's parking plan--chaos. With his plan, we parked over 1,000 cars on the Sunday, with few problems.

Then , in 2007, there was a change. Charley was there to line out the field., but he looked--well he looked sick, and the word went around pretty quickly that he was battling cancer. Charley went about his work as always, quickly, efficiently and cheerfully. His only concession to his illness was to ask for help in putting out the markers. He was back in 2008, looking fit and healthy, having regained the weight he had lost the previous year. Word now was that he had beaten the cancer. Once again he laid out the field, his contribution to another successful British Car Day. He left at noon, to a chorus of "see you tomorrow" and "see you next year"

We saw him. and his Spitfire, on the Sunday. We won't see him again, and that is a shame. There is, as so often happens with unexpected death, unfinished business. Do you remember Charley being recognized at Bronte for his contribution to the success that the event enjoys? Me neither. Charley , like so many who give back to the hobby we all enjoy, has become an unsung hero, an example for the rest of us.

He will be remembered by Brenda and Malcolm, Ray and Liz, and me, the members of our club who knew him.

Well done Charlie! Rest easy because you have earned it but we will understand if you can't.

John Roden

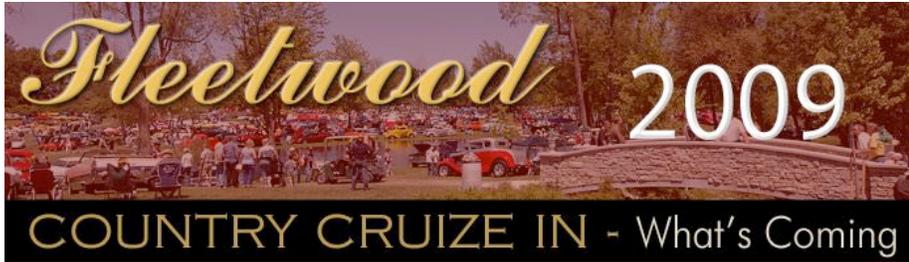
Martinis and shoe shopping don't mix. Here I am in Washington DC (pre-Obama but the hype had started) and I was dumb enough to buy two left shoes. Thanks to **Hendrik Rens** for his great cover photo for this issue. It is apparent that age doesn't curb a boys enthusiasm for these wonderful cars. The photo is 50 years old. Our membership is aging but the spirit never dies! Try getting a seat at the monthly pub lunches.

Don Allen and I have been out in our cars planning a **Run to Long Point** in July or August. We have a wonderful route lined up and details and date will follow. Please note the details for **Watkins Glen and Auburn, Indiana** in this issue. Our members going to the UK should be well along with their plans.

The Mono Hills run is set for May 24th. The plan is to lunch at the **Mono Cliffs Inn** and then go for drive and arrive back at the Inn for afternoon tea.

Rob Fournie and Ken Whightman have been keeping us up to date on an event in London, Ontario on June 5th and 6th.

<http://www.fleetwoodcountrycruisein.com/2009/2009.html#info>



The **Shaw Festival Theatre and Niagara British Car Club** invite the public and all British Car Clubs to join in for a 'Picnic, Car Display and Theatre Performance. Registration forms for this event are on the NBCC Car Club website below

<http://www.niagarabritishcarclub.org/events09/shaw/registrationform.pdf>

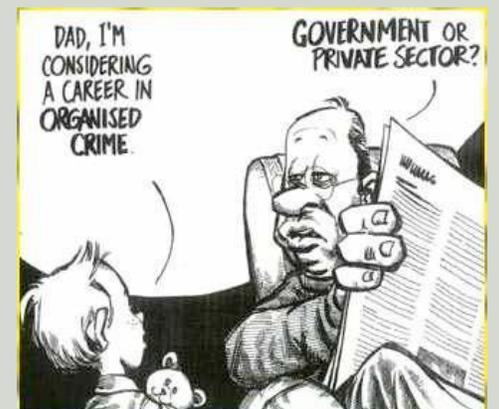
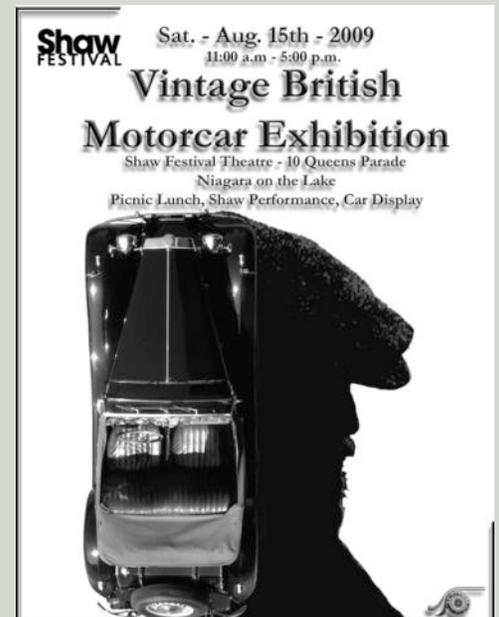
Let it be known that this editor stood up his **Western Scribe and Wife** on **January 28, 2009 at Big White near Kelowna BC**. To **Ken and Pat!** I apologize! I was so stunned by the lousy snow conditions that I couldn't wait to get back to Ontario. I buy the wine when we meet next time but you have the right to stand me up as well!

WELCOME NEW MEMBERS Malcolm and Suzanne Brown from Ottawa, Ontario, with their 1967 Morgan 4/4. Malcolm says "Suzanne and I have had the pleasure of owning our 4/4 since 1992 and although we have tried to stay faithful to originality we have strayed occasionally for the sake of safety or usability.



Thanks to **Mike Powley** for his page on **Bob Stearne's** old Morgan 4/4 rolling the odometer over 100000 miles this past February.

BLURB EDITOR



FOR SALE

1938 MORGAN SERIES I 4/4. Original Coventry Climax 1122cc engine with original 4-speed manual transmission. Super blue with two tone gray vinyl interior. Older restoration. Less than 500 miles on recent engine and clutch rebuild. No rust. Always garaged. Car located near St. Catharines, ON. \$28,000. Contact Brad Morgan at 905-562-7028.



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

MORGAN

BEHIND THE PITS

Private 8mm cine film taken in 1961 and 1962 of racing with the Lawrencetune Morgan Plus Four Super Sports team in International GT races
Music by Edward Elgar (1857-1934)

This DVD, including soundtrack, is protected by copyright. All rights reserved. Unauthorized copying, selling, lending, public performance, radio or television broadcasting of this DVD is prohibited unless prior permission is obtained in writing.

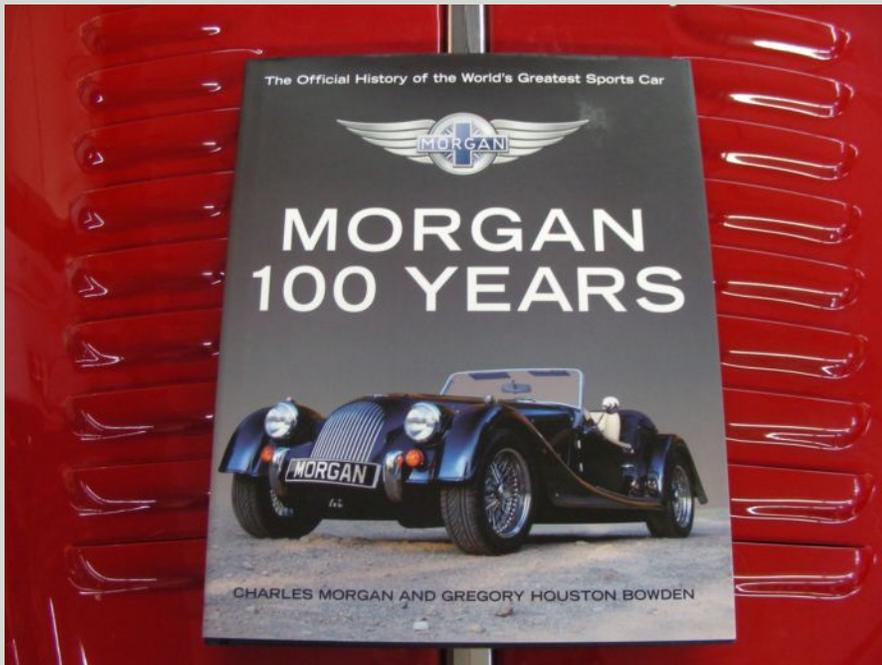
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PERSONAL MEMORIES - THE MORGAN WAY TO LE MANS
Commentary and reminiscences by Richard Shepherd-Barron

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NOTES FROM THE WEST



The year 2009 has started with a bang in that each month to-date has seen a run. Your western scribe who decided to go skiing missed the January run. (You will understand editor as your faithful scribe and his dear wife stood for 10 minutes at the agreed meeting place before he realized he had been stood up.) February 15th was our annual Hearts and Tarts run and it was well attended. Fifteen members of whom thirteen drove their Morgans met at the Tim Horton's in Port Kells, N. Surrey. Five members of MSCCC were in attendance and these were Hutchens, Miles, Meuhling, Powley and Theroux. By the time we had coffee and revisited everybody, we were down to 12 Morgans as the Theroux's Morgan had disgraced itself and had to be taken home to be put to bed. The weather was beautiful with hardly a cloud in the sky and temperatures in 8 degree range, which made for a nice drive of about one hour. We wondered through the country roads of North Surrey and Langley ending up at the Airport Restaurant (See picture of cars parked) where we all enjoyed a few pints and a good lunch. (See picture of restaurant) Ron and Yvonne were able to get back to meet us here with their daily driver. As is tradition everybody received a Valentine's chocolate heart and the ladies a flower. Thanks to Steve Hutchens for planning the run March 29th was a dreary, cold day in the morning but nevertheless 8 Mogan owners along with two daily drivers met at the Port Kells McDonalds for a morgan driving quiz before meeting at the Murrayville pub for lunch. Members of MSCCC in attendance were the Miles, Muehlings, Powleys and Theroux, but only three drove their Morgans as Powley decided to bring his Jag. Brian Thomlinson had planned a wonderful drive with questions to be answered along the way. It is understood by your scribe that there were several incidents that almost ended in divorces and Thomlinson had been warned of this when he announced the question part at McDonalds. For once and only once I think I escaped the court case but I do understand that one MSCCC

member and his loved one pulled over to have a family discussion. The weather improved dramatically as the drive progressed finishing with clear blue skies and temperatures close to 10 degrees as we ran to the pub for the first of the day. The three top finishers in the rally were McDiarmid (3rd), Miles (2nd), and Fraser (1st). Miles, Muehling and Powley had to depart the festivities early, as they had to be at BC Place by 4:00 with polished Morgans to be displayed at the annual Vancouver International Auto Show. More about this in my next report as the cars arrived on time but the show does not open until Tuesday March 31. The show is being done in conjunction with Western Driver who obtained the booth to honour 100 years of Morgan.



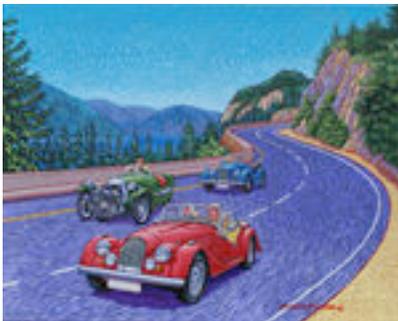


The Greatest Show on British Wheels 2009 Vancouver All British Field Meet 24th Anniversary Celebration

All British Classic Car Show ABFM 09 displays event artwork. Three pieces honour featured marques.

Award winning Vancouver automotive artist Michael Stockdale unveiled three paintings which will be used to create this year's event poster for the British Classic Car Show dubbed The Greatest Show on British Wheels. May 16 VanDusen Garden.

Each painting features one of the three featured marques featured at this years show. Morgan Motor Cars celebrates its centenary with an early three- wheeler and later Plus 4 and Plus 8 cars depicted on route to the VanDusen Garden event location. Both Mini and Sunbeam Alpine celebrate their fiftieth anniversaries with cars depicted arriving within the garden setting.



A 2003 recipient of The Canadian Automotive Journalists Association Art of the Automobile Silver Award Stockdale's acrylics are beautifully presented in accurate detailed form reflecting his love of classic cars and his skill with the brush. Each painting will be available for sale after April 15/09 when the official poster has been printed and released. The artwork will also be on display May 16, 2009 at the car show VanDusen Garden Oak & 37 Avenue Vancouver.



For more information on these prestigious and collectable paintings please contact the artist directly: michaelpaints@hotmail.com
604-738-6067. For more details on this years All British Classic Car Show contact:
jstewart@westerndriver.com 604-736-6754
www.westerndriver.com

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100th Anniversary of the Morgan Motor Company

The 24th All British Classic Car Show (ABFM 09) will celebrate the 100th anniversary of the Morgan Motor Company with a very special four car display at the Vancouver International Auto Show March 31 to April 5 B.C. Place Stadium.



1986 Morgan Plus 8

1960 Morgan Plus 4 Drop Head Coupe

1993 Morgan Plus 4

“There are not many automotive manufacturers that can claim 100 years of production, so we are honoured to have been invited to display four beautiful examples of these modern classics” said Patrick Stewart event organiser ABFM 09.

The Morgan Motor Company is famous for their three-wheel, twin-cylinder, 8-horsepower cars and became one of the largest British car producers in 1915. The model range was expanded in 1936 to include four-wheel cars and by 1947 Morgan was building and exporting the very successful Plus-4 model from its factory at Malvern Link Worcestershire, England. Today, six different models are built and exported including the modern design V8 powered Aeromax fixed head coupe.

The Morgan display located on the Concourse level Classic Alley area of the show will include a fully restored 1960 Plus 4 Drop Head Coupe –one of only 433 built, a low mileage 1993 Plus-4, one of the last to be imported into Canada, an unrestored 1986 Plus-8 and a 1972 4/4 in wonderful daily driver use with over 100,000 kms on the clock.

The Morgan Centenary display at the Vancouver International Auto Show is presented by the All British Classic Car Show www.westerndriver.com/abfm and the Morgan Owners North West Club.



Central Canada Morgan Events

April 5th	Pub Lunch, Queens Head Pub, Burlington, Ontario
April 19th	Ancaster Flea Market, Ancaster, Ontario
May 24th	Mono Cliffs Inn Run, details to follow, Ray and Mary Shier
June 5-6th	Fleetwood Country Cruise In, Mark Smith 519-615-0456
June 20th	Lytle's Picnic, alanlytle@sympatico.ca
June 21st	Classics Against Cancer, Georgetown, 905-877-6457
July 2-5	Mog 39, Staunton, Virginia
July 19th	Brits in the Park, Lindsay, Ontario
September 12	Watkins Glen, New York, see registration this issue
Sept. 24-27	OHMOG, Auburn, Indiana, see registration this issue

Western Canada Morgan Events

May 11	Morgans owners are invited to Jaguar?MG club meeting. contact M Powley at 604 542 0921
May 16th	Van Dusen ABFM, contact Win Muehling at 604 299 2425
June 19 to 21	Devil's Punch Bowl Contact Heinz Stromquist 503 224 9576
June 20-21	Father's Dayu Picnic Contact Kit Reatson 250 544 2026
Sept 5th	Portland ABFM
Nov 1st	London to Brighton Commemorative Run, Ken Miles

SCALDED CATS AND MOGS RACING SCHEDULE



June 20	Cayuga (apparently a road track ; very impressive)
July 5	Brampton (where Don & Rod went in the fall)
August 8	Shannonville
Sept 27	Mosport
Call Don Allen for details 1-800-263-0914	



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100,000 miles on the old 1972 Bob Sterne Mog 4/4 4 place - just in time for the 100th year ...happened on the homeward journey after the Hearts and Tarts Run Sun. Feb. 15th, 2009 ...37 years after the cars B.D.and the car tells me it feels like it is 100 years old anyway ... Powley's got the car in 1982 with 16,000 original miles and have put on the whole 84,004 Miles since then ...
so "lady driven" I guess????????? Oh my



Registration



MOG MIDWEST 2009

Sept. 24, 25, 26, 27

Thursday afternoon, Friday, Saturday, Sunday morning

Full Name: _____ Spouse or 2nd Person: _____

Children (12 and under) _____

Home Address _____ City: _____

State and Zip: _____ Phone#: _____

E Mail: _____ Cell Phone# _____

Car Model: _____ Year _____ Color: _____

License # _____

Registration Fee Schedule	Cost	Qty	Total
Basic (first person) Registration	@ \$45	x 1	\$45
Full Registration with car. Includes Hospitality, poster etc.			
Registration for Spouse or 2 nd person (Same car)	@ \$15	x _____	_____
Saturday Brats & Burgers grill out lunch	@ \$12	x _____	_____
Saturday Silent Auction & ACD Tour and Banquet (per person)	@ \$47	x _____	_____
(Includes admission to entire ACD museum showrooms, open bar and banquet)			

check your entrée choice(s): glazed salmon _____ roast pork _____ bruschetta chicken _____

Late Registration: Postmarked after August 22, add: \$30 x 1 _____

TOTAL ENCLOSED \$ _____

Make your own Lodging Reservations at Auburn Inn.(full as of 2/09) or the Holiday Inn Express (available) or La Quinta Inn (available)

Make Check for Registration Payable To: OH MOG
Mail to: MOG MIDWEST c/o Gary Kneisley
39048 Robson Rd.
Grafton, OH 44044

Inquiries to OhMog@oh.rr.com or Gary Kneisley 440-458-5955.

Oh, and please remember to bring something to donate for the silent auction.

The undersigned desiring to enter and participate in the MOG MIDWEST MEET 2009 does hereby tender his/her application. In consideration of acceptance by OhMog of this application, the undersigned does hereby: 1) release, indemnify and hold harmless OhMOG, and its agents against any and all claims for loss, injury or damages to person or property arising out of said event. 2) Give permission to use any information, photographs, or video information obtained prior to and at event for publication, promotion, advertising or video filming. 3) Attest that I (we) have current automobile liability insurance and valid drivers license. The event is rain or shine.

X _____ Date: _____
I (vehicle owner) have read the above and accept the terms and conditions.

ALL MORGANS ARE HEADING FOR:



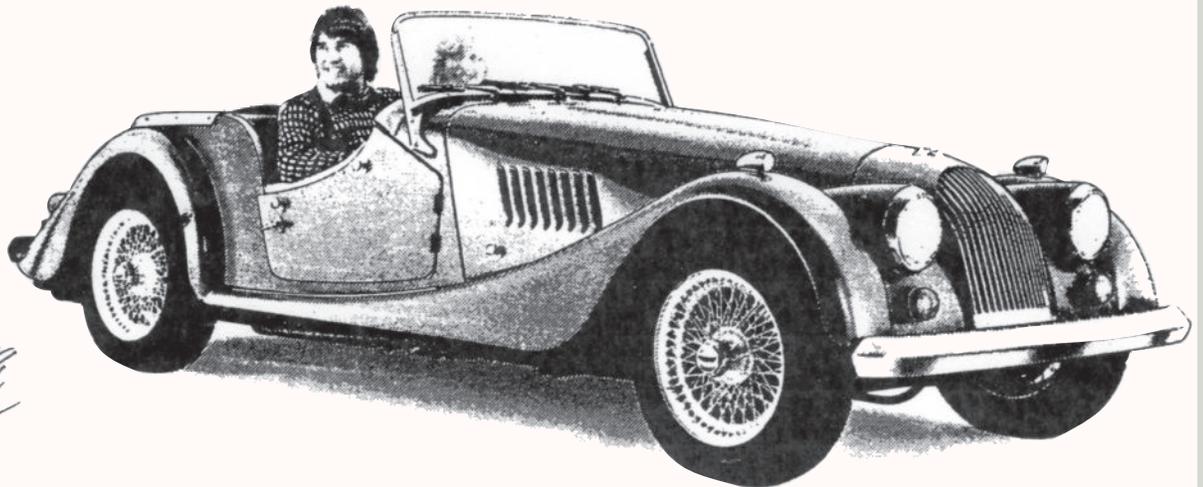
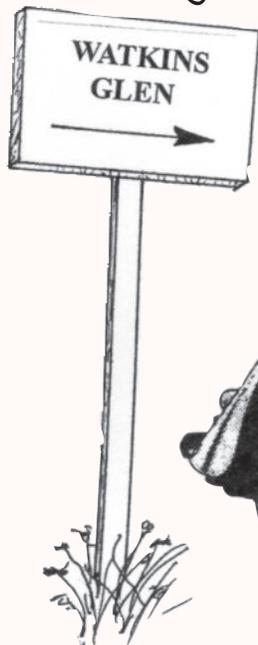
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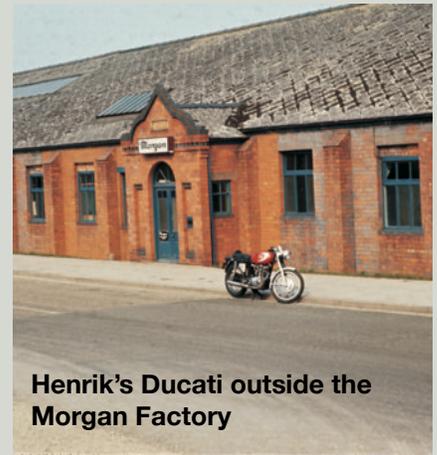
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Hendrik Rens 1970 4/4 at Exhibition Place in 1972. My Morgan is a 4/4 from 1970, dispatched by the works in September. I'm the original owner, I ordered the car while visiting the factory on my Ducati motorcycle.



Henrik's Ducati outside the Morgan Factory



Ah Spring at last!

TECH TALK

The sights, the sounds, the smell. What joy. Time to charge the battery & crank up the Mog. Well of course I kept the battery charged all Winter in a warm place sitting on dry wood. Forgive me for lying. Anyway. Sight sound & smell are the issues when we bring the Summer ride out once more. All key elements in assuring we have a trouble free Summer of driving. Battery cleaned, terminals clean & tight. Check the life blood levels. Oil & coolant. Good to go. Wrong! How about the brake fluid? That reservoir that seldom gets checked. The one that should have it's fluid purged & replenished every couple of years. Brake fluid being hydrascopic can rust our internal brake components without us ever being aware. Leave that fluid change to service professionals. Coolant level was OK. Life is good. No! Not necessarily. Anti freeze has an additive to prevent steel from rusting & alloys from corroding. Along with lubrication additives for water pumps. These additives break down with time. Getting off topic here. Tech stuff can be fun but come on. Point of issue is when enjoying the first run this year, use all your senses to communicate with your Mog. Mog won't listen, you should. Visual check for leakage under the car. Does everything smell as it should? There's a sweet smell of Spring. Wonderful. Anti freeze smells sweet when leaking onto a hot

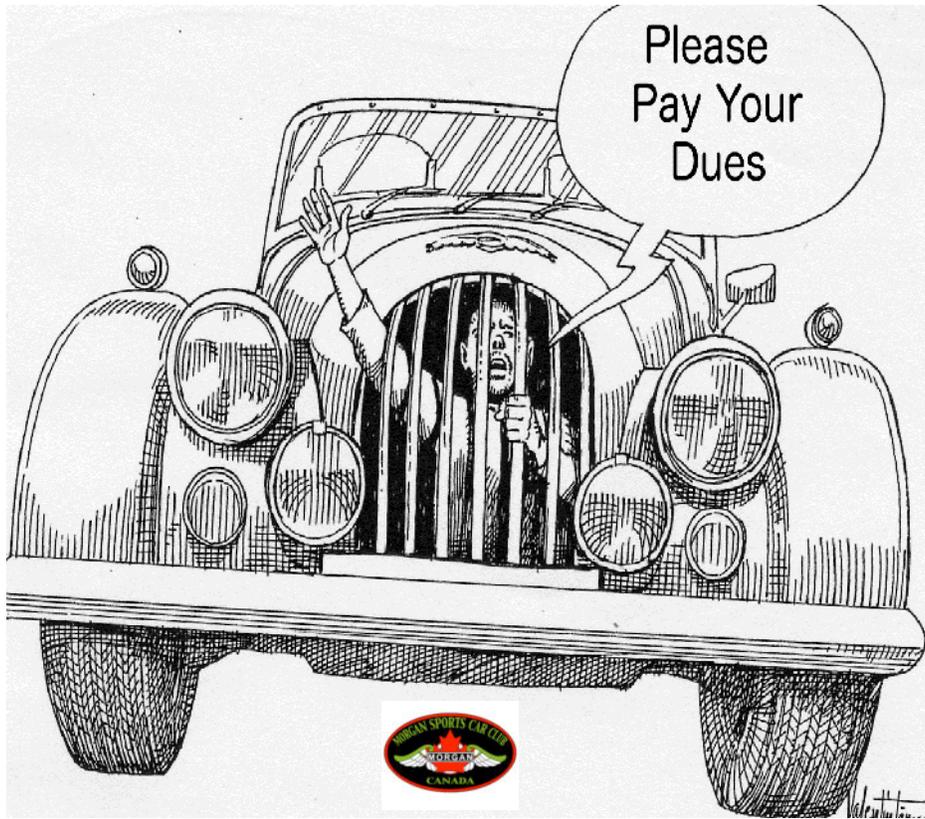
BY MARTIN BEER

engine as well.

I know, you just wanted to go for a quick drive to shake out the bugs without having to worry about trouble or disaster. One sense left to cover. Sound! The raspy note of the exhaust at full throttle. Love it. Can't hear the generator bearing squealing away now. It actually only makes a little grinding noise at stop lights. Intermittent. That's what it is. If it were bad, I'd hear it all the time over the exhaust. Wrong again. Click click, chunk chunk, whirrr! All bad. As one or all together. Can't be good. Let your ears keep you informed. Cars do speak to us. Different language all together mind you. They will at times inform of possible mechanical issues.

On a closing note. After researching oil suppliers we have found Kendall GT-1 to have higher levels of zinc dialkyldithiophosphate (ZDDP) than most oils, making it a very good flat bottom tappet application lubricant. A concern for most Morgan drivers over the past few years is the reduction of zinc & the increase wear factor on high stress internal engine components. Looks like we have an available solution.

Happy Motoring.
Martin



2009 dues are now payable...still a mere \$25 and one of the real bargains in motorsport and this year you get a custom club calendar with your paid membership. **Send your Cheque today** to make your treasurer happy and to ensure you continue to receive the benefits of membership – including (but definitely not limited to) **“THE BLURB”** - club newsletter. **U.S. members please remit \$25 U.S.**

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

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Colour(s): _____

Model: _____ Year: _____ SN: _____

Colour(s): _____



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