

May 2009

# MORGAN

SPORTS CAR CLUB  
OF CANADA

THE BLURB



# West 100 Years of Morgan East

Ah ,the joys of working with a computer. I was partway through this column about an hour ago when we had a momentary power outage--just enough to stop a couple of our clocks, and to knock out our computer. When the computer re-booted--my partially written column was gone--gone to cyber-space, never to be seen again. Time for lunch, and now back to work.

A warm welcome to new members Drs. Peter Richardson and Elspeth Murray, who ,in a recent fit of adolescence,bought a black 1968 +4 4 seater from CMC Enterprises. Despite their busy schedules, we hope to welcome them to some of our events, and to introduce them to our club.

Most of you know the next 2 items, but I want to keep all of our members up to date on them. First, while we were reviewing our membership list,we discovered that Jeremy Harrison is an honorary member of our club, in recognition of his work on various MOA excursions. We are proud to have him as a member. Incidentally, Jeremy told me that our Director Ken Miles has taken on the task of organizing the next MOA.

At our May pub, we voted to make Reg Beer an honorary life member of the MSCC, in recognition of his long time support for our club, despite his preference for the charabanc that so often has led our convoys.

The top-down driving season got off to a great start here in Southern Ontario last week-end (May 24) as we celebrated the 100th anniversary of the Morgan Motor Car Company. We arrived, by various routes, at the Mono Cliffs Inn in Mono Centre for lunch, and then went on a drive that included River Road (winding, scenic) a perfect sports car road. The drive ended at the Sands, where we enjoyed refreshments and a cake, beautifully decorated with a Morgan. My thanks to Colin Bray, who proposed and organized the event. Colin had help from the Shiers, who planned the afternoon run, and the Sands, who welcomed us to their home. Many thanks to you as well. I counted 33 for

lunch, then the Taylors made 35,or 36 if we count Buster.

Did you see the Rolls that parked at the Inn? Nice colour scheme. The black Aston-Martin belongs to the Schmids, who are members of our club and were attending their first Morgan event, on their way home from--an Aston-Martin event. Hope to see them again.

Sharon and I were at the Wings and Wheels show at Downsview Airport on Saturday, May 23. Interesting day. We drove to Toronto via the QEW, 403 and the 401, which is not my favourite trip in a sports car with the top down. Traffic was relatively light, so the drive was uneventful, but enlivened by the low flyover of the C47( or DC3 if you prefer) from Mount Hope. It was on static display at Downsview when we arrived. Also on display, for you aficionados, was a Vought F4U Corsair and a P51 Mustang. A Russian MIG15 and a YAK 2 seat trainer were on the ground during the morning, but took off after lunch and did a number of fly-overs. You think Morgan spares are hard to come by? Just think about trying to arrange spares for your 1950s era MIG 15. Call your friendly parts guy in Russia, tell him what you need (when did you learn Russian? ) and then try to stop him from sending the parts via a Russian atomic submarine-which is a bonus with your order!

Downsview's hangars are worth a visit. They contain a finished, full scale mock-up of the Avro Arrow (big plane ) and a Lancaster bomber that is undergoing restoration. It's the Lanc that was on a plinth down by the Ex, will take another 10 years to finish, and will never fly.

Looking forward: We'll see some of you in London June 5&6, and will report on that show in the next Blurb. Hope to see many of you at the Lytle's on the 20th, and a few in Georgetown the next day.

Happy Motoring

**At right - John Collins and friend Joy enjoying the weather on May 24th**

## PREZ SEZ



Many thanks to the **Brays, Sands and Shiers** for their great event on May 24th. Lunch at the **Mono Cliffs Inn** was great, the run was great and Alan and Marlies are great hosts. Alan just can't seem to quit trying to split logs but I must say that he looked good in the Allard. We had a great turnout!

We have the picnic at the **Lytles** on June 20th in Mississauga at 4pm. This is a BYOB event and please let Kathy and Alan know (905 822 1606) if you are bringing an appetizer or a salad. "For those of you traveling from a distance, you may like to include a visit to the new Port Credit waterfront, or shop Oakville's main street, or visit Riverwood ([www.theriverwoodconservancy.org](http://www.theriverwoodconservancy.org)) as part of your afternoon." **Directions:**

QEW to Southdown  
South on Southdown to Truscott  
East (left) on Truscott to Clarkson (STOP sign)  
Straight across, second street on the left

Or:

Lakeshore Road to Clarkson Road North  
North on Clarkson  
Right on Truscott  
Second street on the left

**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>

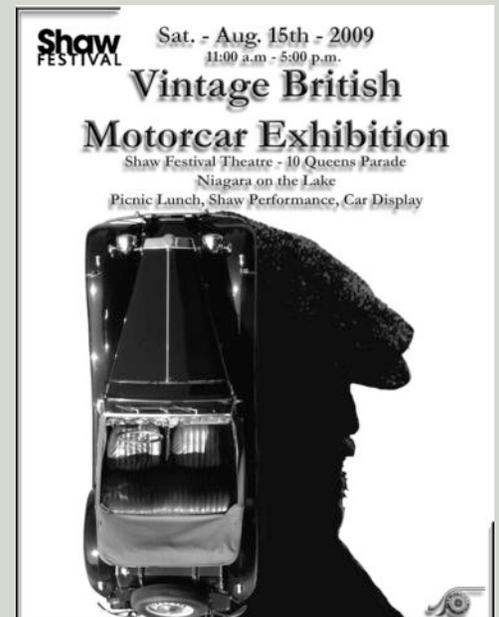
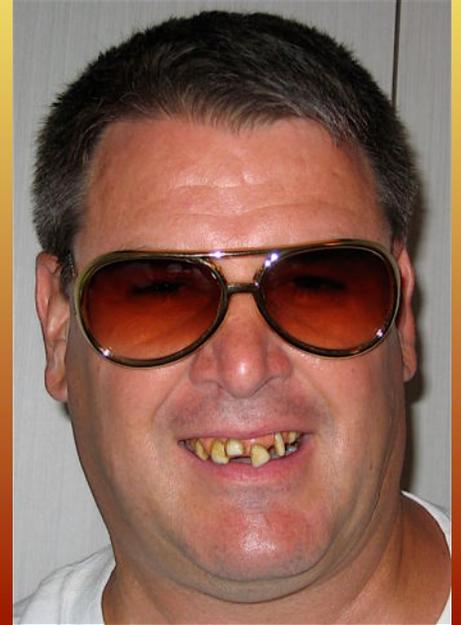
**Don Allen** and I have been out in our cars planning another 100th Anniversary Run to Long Point on Saturday August 15th. Don has a wonderful route lined up with a couple of stops in **Port Dover and Normandale**. **The run will start in Ancaster at your Editors parents residence (71 Sulphur Springs Road, Unit 31, Ancaster, Ontario)** and we will embark on our journey from there. We will leave Ancaster no later than 9 AM. We hope to arrive at our destination at Long Point by 1:30 PM. Participants can walk to the beach for a swim, bird watch or relax on the Old Cut Boulevard while Don and Tom prepare dinner. There will be a \$10.00 per person charge for food and the event is BYOB. We have a rain date set for the following Saturday if weather does not cooperate. Maps and details will be emailed prior to the event.

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 details for the **Morgan Centenary Banquet at the Glen** are all set. This banquet will be Saturday September 12 and will be held at the new **Media Center at the track**. This facility has room for 150 people and will be catered by the same folks who did such a fantastic job with our Morgans Across America banquet a few years ago. Please share this information with other Morgan friends. As always, if you have any questions, please contact me via email: [mgahmogca@rpa.net](mailto:mgahmogca@rpa.net) or by phone: 585-323-2687. Take care and see you at The Glen in September, **Dick Powers WNY Morgan Owners Group**.

On May 3rd, **Rod Wilkinson** attended the annual meeting of the **British Car Council Inc**. Rod had these comments about the meeting:

## BLURB EDITOR



BCCI has increased its number of member-clubs since last year although others, like the Sunbeam Club (one member) - are disappearing. This isn't likely to affect insurance rates as long as the Triumph Club continues to participate.

BCCI is still looking for ways to increase its profile (and in turn, membership) and there was a lot of discussion around the use of some of the organization's funds for promotional purposes. I gave Len our info on the tote-bag which generated a lot of interest. I also suggested that BCCI could do a lot more at Bronte, assuming the Triumph folk approved. More to follow on this.

One point of interest was the matter of the insurance deductible on any claims through the BCCI policy of insurance - \$1000.00 per incident. It was the view around the table that this deductible was the responsibility of each member-club, whose member made the claim. We should keep this in mind when looking at our own coffers. In fact, some member-clubs might find this too onerous, particularly in the event of multiple incidents and claims. Consequently, the executive will be discussing with the insurance company a possible reduction in the deductible to \$500.00 per incident and measure this against the probable cost increase in the premium. Against this, it should be noted that there hasn't been a single claim in years!. Again, more to follow.

On that point, I'd really like to extend our Club's thanks and appreciation to **Len Fortin and the BCCI executive** for their good work over the past year. Thanks to Rod for attending and if any of our members would like a copy of the minutes of this meeting then please email me at [vanzuiden@cogeco.ca](mailto:vanzuiden@cogeco.ca) and I will email you the minutes.

#### **Notes from David Farmer following the Mono Cliffs Run:**

Coming home yesterday from our gang's 100th birthday party for Morgan. I was proceeding down Mississauga Road when I noticed the car ahead of me bouncing violently on a level crossing so I slowed way down to 2nd gear speed. I heard a metallic scraping sound as the front wheels crossed the tracks, but there was nothing high enough to have hit the bottom of the car. I continued on as the car felt fine, guessing that I had moved something that had fallen on the tracks. But every now and then if I hit a patch of rough asphalt I would hear a very faint version of that metallic scrape. About 30 kilometers later I got home and took a look for the source of that sound.

**"Here is what I found at right!"**

Forwarded to me by **Vern Dale-Johnson** from down under comes this information from **Richard Atherton**:

I am very pleased to announce that the preview for Programme 2 of Morgan100 is available to watch free of charge without having to register anywhere and also free for you to distribute, embed in your own or your "Owner's Club" website, in fact, do anything you want with it! The more people that see it the better! (It is also on [www.morgan100.tv](http://www.morgan100.tv), of course!)

<http://www.youtube.com/watch?v=rtWd-Oioin4>

Please forward this e-mail to fellow enthusiasts, etc. **Programme 2** is available at [www.morgan100.tv](http://www.morgan100.tv) .

!



**Above: Christopher Pattenden eats dust at the new Ancaster Fair Grounds**

**Below: Mono Cliffs Inn**



**Morgan all the way for Alan Lytle**

My name is **Bob DeShane** and I live just outside of Little Britain, ON. I've been involved in British Cars for a little while and I know that great British Car Shows need a community behind them, a welcoming atmosphere to build on and of course interesting folks and interesting cars to support them. Fifteen years ago, I founded "**Brits in the Park**" in Lindsay and I am sure that if you have not attended it, you've heard about it. The Victoria British Car Club do a great job of continuing to make it better every year.

I also know that a lot of the enjoyment of owning a British car, bike or bus comes from exploring new events with your good friends and your club. Well, we have put together something that you won't soon forget and surely won't want to miss. **On behalf of the Port Perry Downtown Business Improvement Area merchants, the people of Port Perry and Little Britain Motor Company, I would like to invite you to join us at our all-new, all-British car/bike and bus show on the shores of Lake Scugog.**

We are setting out to have a spectacular show and doing things a bit differently. For one, registration is FREE! thanks to the BIA. Because there are waves and water nearby, we encourage you to participate in our **HAWAIIAN THEME**. That's right, wear your loudest Hawaiian Shirts - or grass skirts, if you dare! There will be prizes and trophies and the cars will be the centre of attention for the whole town and its visitors. Because Clubs are the foundation on which we build our enjoyment of British Motoring, we encourage you to get your club involved in our "Club Display" competition. Let the folks know who you are and have a lark doing it! Add Photo and U-Tube Video Contests and you can imagine the fun that you can have with that! Minis and Marcos Cars will have special honours as we celebrate their 50th anniversaries. So, there will be lots to look forward to. Please, check out our new website: <http://www.britsonthelake.com> and plan to attend.

## GOING TO THE UK FOR THE CENTENARY?



Morgan Centenary Celebrations Ltd

<http://www.morgan-centenary.co.uk/events.html>

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Email: [emcmog@idirect.ca](mailto:emcmog@idirect.ca)

## For MSCCC Members going to the UK for the Centenary Celebrations:

Subject: North American Centenary Welcome Party/UK event

It's official !! The North American Centenary Welcome Party is on ! Date ? Wednesday July 29 , 2009 . Location : The Swan Inn / Newland , Worsc. England . The Inn's location is just one mile from Malvern Link heading toward Worcester just off the A 449 / Sign posted Leigh Sinton. Passports not required as we expect to include a few of our local friends as well . Your well behaved children are welcome ,regardless of their parents behaviour. Food will include : Medieval Burgers & Sausage with all the trimmings ( Wild Boar, Gloucester Old Spot, Venison & Vegetarian ). Of course a selection of local real ales from the Saint George's Brewery, Wines , and other selected drinks for the kids will be offered .There is a more formal dining area if you wish but get there early for this .A new gazebo / tented area will be offered to ward off any possible Summer Showers. The event starts at noon till about 4 PM . You may wish to arrive a bit early to secure parking . There is a garden area and plenty of outside seating. Several potential forms of entertainment may include : Sylvesta The Jester , Dragon Handlers , and Medieval Birds of Prey . Much depends on our numbers .The fee will be modest , a pound or two , and no formal reservations are required . You simply pay for your chosen eats and drinks. We would like an idea of participation to help the staff in planning the afternoon. PLEASE contact me to confirm plans to attend or for any questions ? email :usa.mtwc.co.uk , yours Chris Towner





# Fleetwood Cruise in London, Ontario

Some photos from the Fleetwood Cruise event in London attended by Rob Fournie, Ken & Judy Whightman, John & Sharon Roden, Malcolm & Brenda Taylor and Ted Zurbrig with brother in law Fred Rybka



## Central Canada Morgan Events

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  
 August 15th Ancaster to Long Point, Don Allen, [dallen1@cogeco.ca](mailto:dallen1@cogeco.ca)  
 August 16th Boot'n Bonnet Club, British Car Day,  
 September 12 Watkins Glen, New York, see registration this issue  
 Sept. 24-27 OHMOG, Auburn, Indiana, see registration this issue

## Western Canada Morgan Events

June 19 to 21 Devil's Punch Bowl Contact Heinz Stromquist 503 224 9576  
 June 20-21 Father's Day Picnic Contact Kit Reatson 250 544 2026  
 Sept 5th Portland ABFM



# 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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Doroghy of MOGNW won first place in the original unrestored class against some very stiff competition. On May 29<sup>th</sup>, 30<sup>th</sup> and 31<sup>st</sup>, some members of MOGNW including Win and Christine Muehling and Bob and Barbara Stinson



As in past years May and June have been busy months. MOGNW was invited by the Jaguar/MG club to attend their May monthly meeting in honour of the 100<sup>th</sup> anniversary. Several members of MSCCC were in attendance and these were Ken and Pat Miles, Win Muehling, Mike and Rosemary Powley, and Ron and Yvonne Theroux.. Before the meeting we enjoyed a barbeque of smokies and pop as the bar did not open until 7:00. After dinner each Morgan owner was asked to explain their cars to the Jag/MG club owners. I think the hosts were amazed at the difference that can be experienced by different Morgan owners in their own cars and yet fall within the general model of a Morgan.

Victoria Day weekend saw the annual Van Dusen ABFM with over 630 cars in attendance of which 55 were Morgans. MSCCC members in attendance were Win and Christine Muehling, Ken and Pat Miles, Mike and Rosemary Powley, Bob and Barbara Stinson, and Ron and Yvonne Theroux. Members of MSCCC won several prizes with Pat Miles winning 2<sup>nd</sup> prize with her 4/4 4 str., Ron Theroux won 1<sup>st</sup> prize with his +4 4str., and Ken Miles and Win Muehling won 1<sup>st</sup> and 2<sup>nd</sup> prize in the D.H.C. class. An après Van Dusen party was held at the sea cadets facility on Annacis Island which was attended by over 80 people. Unusual for Van Dusen, the day was sunny and mild with not a drop of rain. Dave

ventured south to the races at Sonoma which was well attended by some overseas Morgan owners such as Keith and Sue Ahlers. By all accounts they had a great time The was a joint event between the California clubs and MOGNW. Finally June has continued the pace with a 100K drive this AM followed by a picnic at Laurie and Verna Fraser's house. Members of MSCCC in attendance were Win and Christine Muehling, Ken and Pat Miles, and Mike and Rosemary Powley. We met at the Fraser's at 10:30 and left there for an 1 and ½ hour drive in the country. The convoy consisted of 7 Morgans, 1 Jag and a Ferrari bringing us the rear. Upon returning to the Fraser's, the bar opened and we got down to judging the quality of the picnic. In turns out one of the members went all out, table cloth and candles to match his car colour, chandeliers too and their picnic looked excellent with lots of cold cuts, bread, pickles, wine etc. They won a prize which was two wine glasses from Sonoma and the Sonoma race poster featuring a Morgan. It was another great day to be in a Morgan with clear blue skies and mild temperatures. Nice top down weather.

**Photos clockwise from left**

**Line up of 4/4s at VanDusen**

**Morgans at Fraser's picnic**

**Winning picnic, note colour coordination**

**Morgan members enjoying the picnic**





## Vancouver 24th ABFM Celebrating 100 years of Morgan.

Photos by John Rennie and Jim Stewart



**Who ever said  
"you can't have your cake  
and eat it too"  
never met  
Morgan Owners.**

**This shot by John Rennie ...made a perfect ending to perfect day for the Canadian  
"kick-off" of the Morgan 100 year celebrations.**





# Vancouver 24th ABFM Celebrating 100 years of Morgan.

Photos by John Rennie and Jim Stewart



Most asked questions of this owner to the right was.  
"It is the car that is celebrating 100 years not you?"

Below grandson Sam Powley looking a bit put out as unfortunately Grandpa had to take away the keys.



On to the main event and just in time for the 100th  
3 three wheelers ...really drew the crowds in.



...and of course  
Morganw Morgans Morgans,  
in fact 55 of 'em.



# Registration



## MOG MIDWEST 2009

Sept. 24, 25, 26, 27

Thursday afternoon, Friday, Saturday, Sunday morning

Full Name: \_\_\_\_\_ Spouse or 2<sup>nd</sup> 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 <sup>nd</sup> 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](mailto: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:



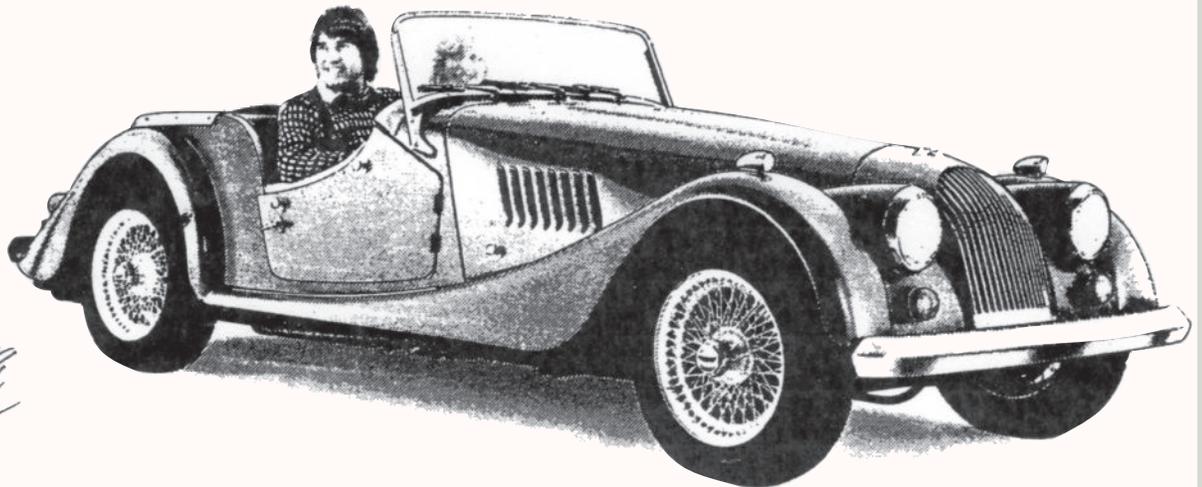
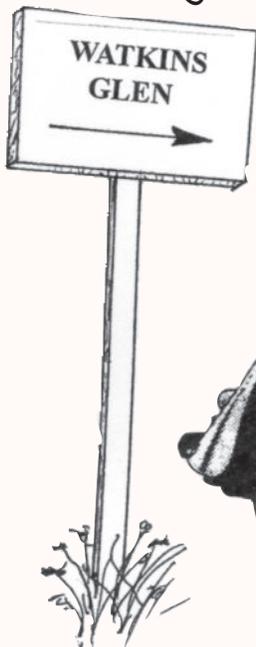
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# Morgan 100 Years

by Bob English

I've just flipped through - Morgan 100 Years - the recently published official history of "the world's greatest sports car."

It tells the fascinating tale of a small British sports car maker that has defied the odds and, supported by enthusiasm from within and without, survived for a century in the hands of its founding family – the only car company to have done so.

As the crisp new pages snapped by under my thumb from back to front, a century of images flashed past.

In the final chapter there's a design study for the futuristic hydrogen fuel-cell powered Morgan LIFEcar, and the interior of the sleek, high-tech super formed aluminum bodied, currently in limited production Aeromax super coupe.

A riffle of pages later there's a black and white image of Peter Morgan, son of the founder, bareheaded, wearing sports coat and tie, clipping a grass verged apex in a nicely set up drift on the first race ever held at the Goodwood circuit in 1947.

Then shot after shot of Morgans in competition from today back to the motorsport's early times. Modern ones with huge aero wings strapped on, older models sporting tiny aero-screens. Many bedecked in winners laurels or flanked by grinning, cup bearing trophy winners. Interspersed with these are snaps of three generations of the Morgan family motoring together. And the three men who have run the company, founder H.F.S, his son Peter and his son Charles.



Near the front, is a sepia-toned side shot of H.F.S. perched atop the tiller-steered, three-wheeled assemblage of pipes with a motorcycle engine hung on the front that was the first Morgan of 1909.

How did Morgan go on to become "the world's best sports car?"

I recently put the question to Charles Morgan, and had the temerity to suggest. "There have arguably been better sports cars built," I suggested, thinking of more technically advanced machinery compared to the essentially simple devices "Mogs" have traditionally been, and much of the current line, in many ways, remains. "So what



magic that has kept the Morgan popular with enthusiasts for a hundred years."

Back over the phone line from his home near the factory in Malvern Links came an only partially stifled indignant hrrumph, and the reply. "There have never been better

sports cars than the Morgan. Hairdressers' cars perhaps, ladies cars, cars that make you look good, maybe. But not sports cars, no."

What other response should I have expected from someone so deeply immersed and strongly steeped in the Morgan tradition. And as a Morgan owner I know exactly what he means. There have been cars that captured the essence of the "sports car" as well. That amalgam of light weight, agility, balance, handling, responsiveness, power and the intangibles of excitement, freedom and even charm. But none have done it better. And very few do it at all today, which makes the Morgan's continuation into this new century even more remarkable.

That story, in short form, begins with Harry (always known as H.F.S.) Morgan, who was born in 1881, the son of a Vicar, was soon captivated by the emerging technologies of the time. He became an engineer and set up a garage in Malvern Link in 1906 and by 1909 had created his first car,

incorporating a number of clever features including an independent front suspension, and a year later put it into production. Fast and inexpensive Morgans soon began establishing a sporting reputation – in 1912 H.F.S. made the cover of The Cyclecar magazine by lapping the Brooklands track at almost 100km/h for an hour.

Morgan "trikes" reappeared after World War One, and

were the company's mainstay until the first four-wheeler appeared in 1936. H.F.S. campaigned his cars enthusiastically, and made enough selling them that he bought two Rolls-Royces – bodied by Morgan works panel beaters.

H.F.S.'s son Peter, who raced,

rallied and generally had a good time while acquiring an engineering education in the 1930s, joined the company after serving in World War Two; hired at a salary of nine pounds a week. He took over on the death of H.F.S. in 1959 and enthusiastically ran the company, successfully weathering some potentially disastrous times, until retiring as chairman and handing the wheel to son Charles in 1999.

Charles Morgan, born in 1951, says grandfather H.F.S. was taking a more relaxed approach to the business by the mid 50s and enjoying his many grandchildren. "He was always particularly good at being on our wavelength. And spent a lot of time building us pedal cars and other contraptions to have fun in."

But he attributes his early Morgan enthusiasm to his father Peter who took him on test drives around the Malvern Hills and as a thirteen-year-old as passenger in muddy off-road type trials events. "They were far less safety conscious in those days. The

hillclimbs, taken at some speed, were incredibly exciting."

While he says Peter was obviously responsible for his interest in the cars and the company "There was never any pushing going on, any deliberate, you have to do this about it." With the result that he ended up studying art at university. "I deviated a bit, went



through a sort of youthful rebellion," he says, which lasted through a first career, in television. A period during which he also took up production sports car racing – in Morgan's, of course. He joined the company in 1985 and worked with father from 1985 until his death in 2003, a unique period in his life, he says. "We were

both feisty guys with strong opinions. But I think in the end we were both quite proud of each other and what we managed to achieve," he says.

Charles Morgan, like his father before him has had to steer the company through some rough periods, but has returned it to profitability and is currently working to ensure its future.

It has invested heavily in taking traditional Morgan craftsmanship into this new century by adapting the latest automotive technologies, such things as super formed aluminum and more out-there projects such as the use of fuel cells, and blending them with the Morgan mystique.

"And that's why we've got a future," says Morgan, who with five children of his own may also have produced the

next family member to run the company.

**Photographs Courtesy Morgan Motor Company**

## Cayuga and Pig Roast

You and other Scalded Cat enthusiasts are invited to attend another exhilarating day with Ian Law for an Advanced Track School and Lapping the Cayuga Road Course. This is a new venue for the group and it will be far more interesting than Dunnville. The day will include instruction from Ian and his professional instructors, a great deal of track time and a mouth watering hunger quenching pig roast at the home of Lada and Guilia Dim.

Keep your motors running and stay tuned. There'll be more information later...

**Saturday June 20<sup>th</sup> 2009 8:30 A.M.**

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

# A rare vintage racer rides again

One of a handful of supercharged Ulster TTs made 80 years ago had been reduced to a shell hanging from garage rafters  
by Bob English from the Globe and Mail

It's hard to imagine the charming and pristine in its pale yellow paintwork little Austin pictured here as a road racing warrior, its supercharger shrilling and its fishtail exhaust snarling as it and four teammates took on no less than 13 MG Midgets in a battle for light car supremacy in the 1931 Ulster TT.

The MGs won that day's contest – part of a long running rivalry between the makes – on the stone walled, 13.7 mile Ards circuit just outside Belfast. Their 750cc supercharged overhead cam engines outpacing the Austin Ulster TT's supercharged flathead motors.

But this delicate looking little racer, capable of speeds topping 90 mph, was in the thick of the fray, as it had been in the earlier Irish Grand Prix and would be in many more events before coming to Canada.

Once here it languished in its owner's Ancaster garage, its mechanical components slowly distributing themselves amongst those of other makes and its body serving as a hung-in-the-rafters refuge for raccoons, before passing into the hands of another local British car enthusiast Gord Davidson. It emerged from a four year restoration this spring.

It was one of those urban legend things, the old car hidden in a garage, says Davidson, a dentist, who met the owner, a former engineering prof at McMaster University, while out running. He was invited in to view his collection and found it included the



rare racing Austin Seven he had purchased in Dublin in the 1960s. After purchasing it five years ago Davidson enlisted some friends to lower the aluminum body and was surprised at its weight - it was filled with pine cones and other detritus left by the recently evicted raccoons.

Delving into its past, with aid from Austin specialist John Sutton in England, Davidson determined it was indeed one of perhaps a dozen supercharged Ulster TT works racers built between 1929 and 1931. But, unfortunately, not as first hoped, the car that won a famous victory in a 500 mile race at the Brooklands track.

The Ulster name appeared after a team of Austin Super Sports recorded a successful outing at the 1929 Ards TT. To cash in Austin renamed the roadgoing sports cars Ulsters.

With so few Ulsters built, followed by so many specials and replicas (you can actually buy reproduction bodies to fit to fit to an Austin Seven chassis today) there is considerable controversy over which cars are the

real thing, particularly the TT racers.

Davidson's car, however, is the genuine article, shipped to Dublin Austin agents Lincoln and Nolan and driven by a G.V. B Cooke in the Irish Grand Prix in Dublin and the Ards TT. It apparently remained in Ireland, used in races, hillclimbs and trials with some successes and occasional dramas. "I've seen pictures of it upside down," Davidson says, until ending up here.

The Austin Seven had appeared in 1922 as the English equivalent of Ford's Model T and the original was inexpensive to buy and run, just 2642 mm in length, weighed about 300kg, and was powered by a 696cc side-valve four rated at 10 hp, all of which combined to make it a hit and some 300,000 were built by 1939.

It wasn't long after the first Seven hit the street that the thought occurred to enthusiast E. C. Gordon England that it would make a great lightweight racer and he promptly convinced Sir Herbert Austin to build one. A number of factory racers followed along with countless Seven-based specials, including those built in the 30s by Sir Alec Issigonis of Morris Minor and Mini fame and in the late 40s by Colin Chapman founder of Lotus.

The Ulster TTs were true works racers, their rolling chassis removed from the assembly line and shipped to Austin's competition department in London where the suspension was lowered, a special engine fitted and an aluminum two-seater body.

The 747 cc engine gained a deeper



sump, a hot cam, modified cylinder head, a water pump (the standard

The Ulster's current owner Davidson, 44, became interested in sports car

Seven didn't have one), steel faced clutch (the gearbox has three forward speeds) and a supercharger and made about 54 hp, giving it 90mph plus performance with driver and riding mechanic aboard.

They must have been very brave men to run that fast on the car's solid front and rear axle suspension with chord-wound leaf springs, spindly wire wheels and skinny tires and with only tiny mechanically operated drum brakes. And, of course, no seatbelts or rollbar to protect the cloth-helmeted driver and riding mechanic.

The latter was expected to shift his weight like a racing sidecar passenger to aid cornering and was responsible for working the pump that pressurized the "petrol" tank located in the cowl (with an incongruously huge and heavy brass filler pipe and cap) and add engine oil as required from within the cockpit.

thanks to an uncle with a collection that included an MG TF he thought "was amazing." He recalls visiting one day in his late teens and admiring the TF. "And he tossed me the keys and said take it for a drive. It was the first time I'd driven an interesting car," he says and the hook was obviously set. Following university he bought an MGB and has since owned several British cars.

He had planned to restore the Ulster himself, having just completed an MG, but after determining its pedigree, decided it deserved a professional effort and turned it over Howe Motor Works in Burlington and 81-year-old Derrick Howe and his son Peter.

After getting used to its tricky to engage steel clutch and "crash" gearbox Davidson says he intends to "just have fun with it" sharing this wonderful and historic little racer with interested friends and those attending British car meets in the area this summer.

For pictures of Austin Ulster TTs in action in the Irish events mentioned just search – Austin Ulster TT.

Thanks to Bob English for this article. This car belonged to **Nyal Wilson** of Ancaster who was a long time member of the MSCCC.

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