

September 2009

THE BLURB

MORGAN

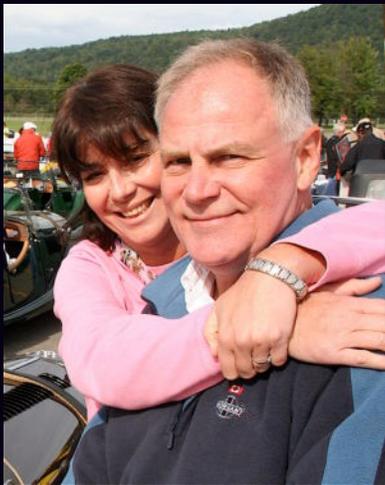
**Morgan Sports
Car Club of
Canada
Newsletter**



Watkins Glen Race Day



PREZ SEZ



It's cool, cloudy, and rainy--Fall has arrived. What's that you say? Sounds like this past summer? Need more evidence that the seasons have changed? Yesterday I put away the patio furniture, put the cover on the air conditioner, and put the glass back in the storm door.

Need more evidence? British Car Day has come and gone, but what a beautiful day it was. In fact, the weather through that weekend was perfect for top-down driving and many of us took advantage of the weather to drive to Bronte and be a part of the largest, one day British car show in North America. I don't know how many cars were on the field, but my estimate would be in excess of 1000. The numbers were swelled this year by a number of DeLoreans [built in Northern Ireland for a British connection] and a fair number of Cobras, most of which were replicas, although I was told that some were the real deal. I counted 27 Morgans on the field. This is a good turn-out for our club, and about the same number as last year. Thanks to **Dave Smith**, we had the marquee to provide some shade, though it appeared that a degree in mechanical engineering would be useful to understand how to erect the thing. Then someone found the directions and that expedited the construction. Knock-down was easy. Awards went to Martin Beer-the trike was best in class, our Morgan was 2nd-and 3rd was Norm Paterson from Haileybury. Well done !

Can't close out **British Car Day at Bronte** without a couple more observations. Do you remember my March column, when I wrote about **Charley Conquergood**, who was a longtime member of the Toronto Triumph Club, and the guy responsible for laying out the field at Bronte? His untimely death that month had prompted my column. The TTC presented the new **Charley Conquergood** trophy to the owner of the best **Triumph Spitfire** in the show and at least, I think that is what happened. It may have gone to the best Triumph on the field, but I don't know how that car could have been chosen, since the awards are all people's choice. In any event, the award honours Charley and that's what matters. There was a second new award , one presented by **Len Fortin** on behalf of the **British Car Council** to the driver who had driven the furthest distance to attend the show. This is a variation of the long-distance award that the **BCCI** makes available each year to anyone who drives their LBC 3000 or 5000 miles in a year. You listening, Ray? I think these new awards add class to **British Car Day**, and are a credit to the TTC for adding them.

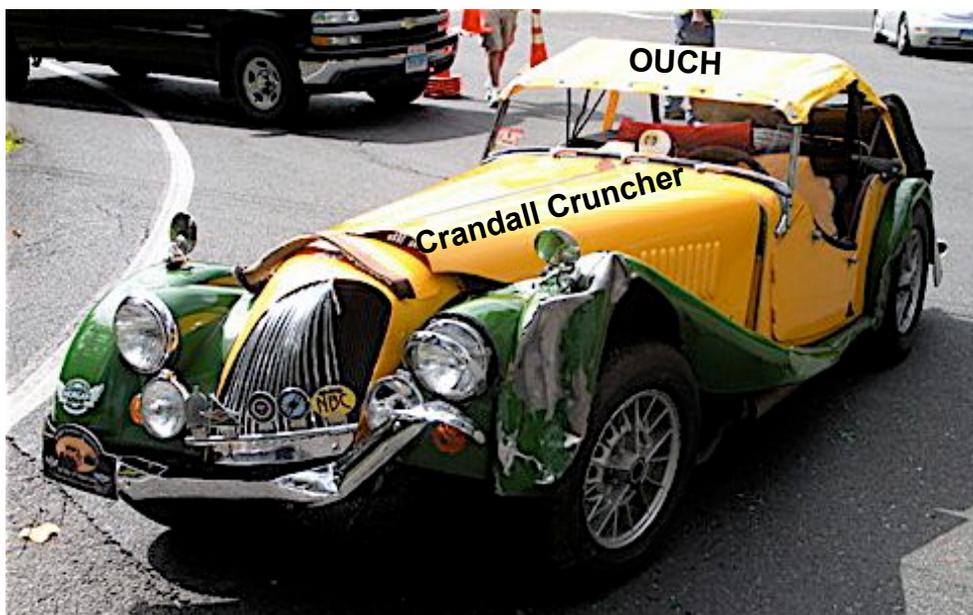
Watkins Glen was an event worth attending and I hope that everyone else who attended feels the same! We did get some rain [what else is new] but it didn't put a damper on the Morganeers [and the Lemons] who travelled to the Glen. We had cars going in every direction--to Dano's, to Ithaca and Cornell University, to the Tour de Marque, to Corning, Horseheads, to Smalley's Garage, to the track and the press facility at the track for the Saturday night banquet. We didn't book the motel for next year and that may be a mistake.

Looking ahead, the **Annual General Meeting** is on the horizon. This event is scheduled for **Sunday, December 6, 2009 in Burlington**. **Don and Cathy Allen** have graciously agreed to host the meeting again this year. This is our chance to vote for members of the executive who will lead the club through the next year. We can nominate a new executive [or new members of the executive] or we can re-elect current executive members, if we want to entrust the leadership to them for another year. Spend a little time thinking about who you want to run our club--maybe you think you can do a better job of it , or you know some member who can, and who is willing to serve. All the executive positions are up for election. This is your chance.

Keep the top down and happy motoring. I hope to see everyone coming out for the off season PUB Lunches over the winter months.

John Roden

What a year it has been in the Morgan world and for the personal lives of many of our members. Life is dynamic and changing all the time and this year was certainly no exception. **Ken and Judy Wightman** became grand parents in August with the birth of **Fiona** while **Amy and Chris Pattenden** are well into their parenting apprenticeship. For anyone who has not checked out Ken Wightman's website (www.londondailyphoto1.blogspot.com), I just want to say that I am inspired by Ken's talent with a camera. John Colins returned from the Centenary celebrations in the UK and proposed to Joy so we all wish them both love and happiness. The Dale-Johnsons are on an epic journey around the globe and much of their itinerary has been inspired by Vern's passion for the Morgan marque and friends that he and Amanda have met along the way. Club members actually got to witness Colin Bray crossing the border into the United States with Barbara and without a bonnet and he actually enjoyed himself. Colin and Barbara travelled without a top and wins the Pure Morganeer award for the most water taken in over a three day period. Anthony Steward enjoyed the Centenary festivities but has gone to China temporarily to pursue a teaching career. I met Norm and Val Patterson on the street in Watkins Glen when they pulled up in their garnet coloured 1961 4/4 with Ontario plates. They live in Haileybury which is near New Liskard, Ontario. There are all sorts of Morgans and Morganeers hiding around Ontario. I was hoping to share a snick of vin rouge with **David Crandall** at Watkins Glen but he exchanged paint with a "little old lady who jumped a stop sign as I was motoring home from Limerock". Below is the Crandall Cruncher!



It was good to see **Ken and Pat Miles** receive such a splendid result with their Plus 8 Morgan in the Concours event at the Centenary. I also notice that western member **Bob Algar** and his 1987 Plus 8 Morgan was featured in the "Driving" section of the September 11, 2009 Calgary Herald in an article about Morgan cars. I would like to thank John Farr for saving me money on lipo suction with the photo above! The new me is just an image!

WELCOME TO NEW MEMBER

At British Car Day in Bronte I was pleased to meet Doug Long of Oakville in his 1973 pale blue 4/4 - 4 seat Morgan. Doug has said that he is looking forward to participating with the group and coming out to our events. Doug is pictured at right.

BLURB EDITOR



MSCCC ATTENDS THE WATKINS GLEN VINTAGE GRAND PRIX

Fresh back from the Morgan 100th Centenary celebrations at Cheltenham Race Course in England, Barbara and I decided to attend another event that was celebrating the Morgan car – the Watkins Glen Vintage Grand Prix weekend. This time we could go in Milly our 1961 Plus 4. I must say I feel an absolute charlatan attending a major Morgan event like the one in England, without a Morgan. I should also mention this was the first time I have driven in the US in our Morgan and my first visit to the US since the Twin Towers attack so I wasn't sure what to expect from the border officials. El Presidente John Roden organized some of us to meet at the duty free car park at Fort Erie and we set off in convoy. Present were the Brays, Shiers, Rodens, Allens, Van Zuidens, Martins, Stevens and Rod Wilkinson – eight Morgans in total. Couldn't have been easier getting across the border, we were actually last in the convoy and the official just waived us through, kindly commenting that he liked our car the best! Must have been the bright yellow colour. Who knows?

Rather than taking the interstate we

We convene at the the Duty free car park at Fort Erie



traveled on Highway 20, stopping at a restaurant in Geneva for lunch. After six hours of driving, we finally arrived at our destination, the Marshall Manor Motel in Horseheads, which is 15 miles south of Watkins Glen. The Morgans, Brian and Brenda that is, arrived later in the afternoon and

joined the party. That evening we all drove to Corning to eat at a restaurant called the 'London Underground'. Problem was it had gone bust. We eventually found a large restaurant that could accept all sixteen of us. We returned to the motel to find the Beers had arrived with their three Morgans – the Plus 8, Plus 4 and the F Type 3 wheeler. The next day, the Smiths (sadly without thier 3 wheeler, which is undergoing restoration), Debbie Wilcox and Steve Pocock arrived. Apparently Debbie's generator had broken, and they only managed to reach the town of Watkins Glen rather than making it all the way to the motel.

The next day was the 'Tour de Marque', featuring the Morgan. We met up at the Wings of Eagles Aircraft museum which was just down the road. Tony & Pat Doyle showed up and so did Desi and Bill Benet. After a quick snack, we were given a tour of the museum by a chap who was almost as old as the Morgan company! Then outside to start the tour. By then a lot more Morgans from various US clubs had arrived - 49 in total. We all drove in convoy to the 'new

track' where we had an excellent lunch. Next on our agenda were three laps at speed on the track, no overtaking was allowed. This is the first time I have ever driven on a race track and found it a very humbling experience. I definitely got a couple of corners completely wrong



Heading for the track

and promptly had Ray Shier breathing down my exhaust pipe! Meanwhile, Barbara was screaming with delight! What struck me most was what a superb flat smooth surface the track had. Then began the second stage of the Tour de Marque where we drove three laps of the original 6.6 mile circuit which is actually all on public roads – as it was back in 1948-52. The home straight is actually the high street in the town of Watkins Glen where a lot of other events take place. You come into the town (at speed!), down a hill, bending to the left, and then at the bottom, a sharp right hand turn and there you are roaring down the home straight with a very large crowd of enthusiastic spectators. At the end of the straight is a sharp right hander and then up a steepish hill to continue around the circuit. I cannot imagine what it must have been like to drive this circuit in cars like C-Type Jaguars, Allard J2Xs and Cunninghams which had three to five times the horsepower of our little Morgan, but with drum brakes – yikes!

As the Tour de Marque, all Morgans had preferred parking in the downtown area. We parked the cars and set off to see the various other events taking place. The concours cars were very interesting of course. There was an unpainted Allard J2X there, a very nice early Aston Martin and various other

classics – mainly British cars. However, to me the most interesting car was a prewar 6 cylinder MG which I suspected was a Magnette but turned out to be an L2 Magna – a very rare car indeed. I spoke to the English couple who owned and were sitting in the car and it turned out to be one of the three 1933 ex



Above the ex works 1933 MG L2 Magna at the concours area - 'where did they get those hats?



Works cars! What an incredible thing to find there. I mentioned to them that just after buying our Morgan three years ago, a restored 1933 MG J2 had appeared for sale in the Toronto Star classifieds, and in some ways, I would like to have owned that car. The owner of the MG L2 warned me that any of the prewar MGs couldn't even remotely keep up with modern traffic and this was confirmed on the two laps the concours cars did of the old circuit – we seemed to wait for an eternity before the MG eventually came down the hill onto the main straight – although it sounded gorgeous.....

That evening our Canadian Morgan entourage split up into two groups,

one lot driving 45 minutes to Dano's famous restaurant in Lodi, NY, and the other group driving just 5 mins down the road into the town of Horseheads to an excellent Italian restaurant. The next day we all spent time doing something different, Barbara and I and the Shiers went to the Corning Glass

Museum which was absolutely outstanding – I can thoroughly recommend visiting this place. I wasn't expecting to see the quality and sheer quantity of pre-Christian artifacts. It was all very well displayed and explained.

After lunch we went to the track to watch the various race cars practice and the qualifying heats.

There were quite a number of Morgans, both 3 and 4 wheelers, competing in different groups.

That evening most of us attended the banquet organized by the West NY

Morgan group. There were 150 Morganeers in attendance and the thirty or so of us from Canada were probably the second largest group present. Dick Powers, from the WNY group, was the main organizer and he was MC for the evening. Various people spoke, some for a few minutes, and some for a bit longer, before the main speaker, Bob Couch, came up to talk about his days of restoring Morgans. I understand he has been very sick but seems to have come through a traumatic time very well. The high point for me was when an elderly gentleman by the name of George Waltman came up to speak. He had competed in the 1968 24 hours of

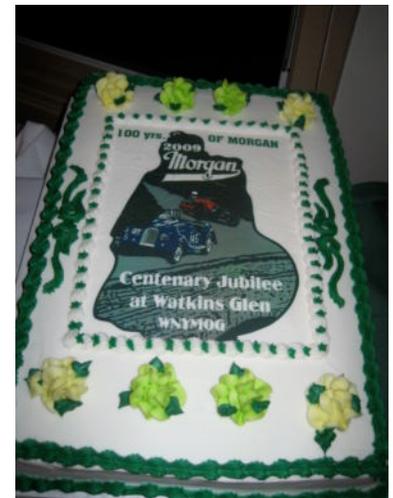
Sebring in a Morgan Plus 4 which he had borrowed. Apparently he drove 20 hours non-stop before stopping to sleep for two hours (he had no co-driver!) and then drove the last two hours to the finish. He finished 33rd, i.e. last although many cars had fallen by the wayside and were unable to finish. It was wonderful to hear him speak about the race and the car. Incidentally I thought the food was excellent – which it usually isn't at such a large event – so that was a nice surprise.

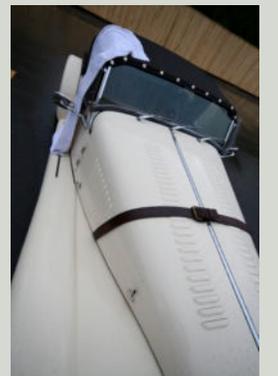
The main races were on the Sunday but we had to get back because term started at the University next day and I had to be somewhat awake even though the students almost certainly wouldn't be after their weekend!

My overall thoughts of the weekend? Fantastic. Best Morgan type event I have attended in North America.

Would it have been as good if Morgan wasn't the Tour de Marque – probably not, as driving on the new and old tracks was the highlight of the trip. I'd like to have stayed to see the racing on Sunday. Maybe next time. The motel we stayed in was perfect - clean, friendly staff and affordable. I loved the roads down there – lots of windy roads with hills – perfect Morgan territory and much better than Southern Ontario. When is Morgan going to be the Tour de Marque again?

Photos + Article by Colin Bray







MOG MIDWEST AUBURN INDIANA

article and photos by John and Sharon Roden

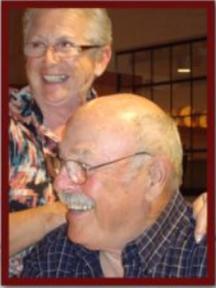
What a trip ! Got more stories than space to tell them. We started from Fort Erie early Thursday morning on our way to Auburn to attend MOG Midwest, an event put on by the Ohio Morgan Owners Group every few years. Sands, Morgans and the Rodens travelled in convoy, heading west on the N.Y. Thruway with a stop at Angola, then on to the Ohio Turnpike to Cleveland, to I 271, I 480 and west still on I 80 [or I 90, if you prefer] But somewhere along the way, we lost Al and Marlies, whose Plus 4 managed to throw its fan belt, part of it hitting the Morgan's Morgan. A record setting 11 minute installation and the Sands were underway [along with the Morgans] and soon caught up with us, as we had stopped when we realized we were the only Morgan in our convoy. Shortly, as we travelled I 480, we were once again on our own, and this time stopped at a service centre to await the arrival of the other two cars. After some time, we saw the Sands hustling along the road, caught their attention, got them to stop so that we could again travel in convoy, and rolled on to I 69 and thence to Auburn. You will notice that the Morgans are absent from our little group. By the time we had checked in to the Auburn Inn [fine place to stay] the Morgans had arrived. Seems their car had electrical problems, which resulted in a stop on I 480 south of Cleveland. Brian determined that the problem was the coil, saw an opening in the perimeter fence, ducked through it and spotted a NAPA store within easy walking distance. Naturally, they had the right coil, so the Morgans were back on the road and arrived in Auburn shortly after our 2 car convoy, and without further incident--although their story doesn't end there. We were joined by Heather and Peter MacCowan, who took 2--count them--2 days to drive from home in their Jeep.

We registered for the event in the hospitality room, which opened after dinner. Posters , T-shirts, lunch tickets, and free beer. Someone told me that my fan was still running, which got me going in the direction of the exit, and then someone else told me that the fan had been turned off. Didn't matter--I had to see for myself. Fan was off, the car was reluctant to start, but it caught and I ran it for about 15 minutes to put a charge on the battery. While I was sitting in the car, I realized that the guy who told me that the fan had been turned off was Chris Geiselman [husband of Greta] whom we had not seen in many years [since 1987, as we eventually figured out]. They had attended Niagara events in the 80's, and had been our house guests for those week-ends. We enjoyed the reunion, and promised to keep in touch.

A "rally" was on the agenda for Friday, a day which threatened rain until noon, when the skies cleared--sort of. Some tricky instructions and a few tricky questions kept everyone alert and made the 70 mile run interesting. At the end of the run, we had the opportunity to see a restored Sinclair service station, a station which dates from the late 30s or early 40s, judging from the photos on the walls. Clean up, dinner at Applebees again, then back to the Inn and sit on the porch to tell more stories. All except Brian. Seems all was not well with the Morgan Morgan. A couple of bump starts during the day indicated that there was another problem , one not solved by the new coil. So there was Brian, cheerfully pulling the starter out of the car and trying to diagnose the problem while the rest of us were lending him moral support by sampling the various liquid refreshments available.

Rain threatened again on Saturday, but thankfully did just that--threatened, and then only until mid-morning. Good thing ,too, as this was concours day, as well as a gymkhana. There were 41 cars on the field to be judged, and who was chief judge? None other than Lorne Goldman, which meant that this was a serious competition. Lorne was also the helpful guy who had turned off my electric fan--before the battery went flat. While he arrived a tad late, Brian Morgan was on the field, with some help from just about everyone, including Penny Bates. The field was in 4--Plus 8s, Plus 4s ,4/4s and the rest, which included Fred Sisson's trike, and a flat rad which had been given by the parents who owned it to their son. Nice gift--the car is in wonderful shape. Following the judging, we went over the bridge to another part of the park where a gymkhana had been laid out. Looked like fun, But we elected to go to Mad Anthony's [a local brew pub which we remembered from our previous visit]. That didn't happen, as we returned first to the hotel and then elected to stay put so that we could encourage Brian as he continued to work on his electrical problem, now identified as a short in the starter motor which he was repairing with cardboard. Stay tuned.

Dinner was in the Auburn-Cord- Duesenberg Museum. Magnificent! A wonderful, Art-Deco building, filled with some of the most impressive automobiles ever built. What a setting for a dinner. We had time to wander around the exhibits, to marvel at the cars [and the donors] and to look at the Morgans which were in the dining area. That was another nice touch--the winners of the concours were inside for everyone to admire. There was a glass plaque for each couple [which says Participant] ,a free bar, a good meal, and awards and an after dinner speaker. The speaker was Richard Shepherd-Barron, who co-drove with Chris Lawrence to a class win at Le Mans in 1962. Awards went to folks I don't know, but no argument with the winning Morgans. One award went to folks from Texas. They had driven their Morgans to Watkins Glen for that event [anyone see them there?] and



September 24-26/09



then had driven on to Cleveland where Gary Kniesely had arranged storage for their cars. They then flew home to Texas, returning to retrieve their cars and drive to Auburn for this event. The award was for exhibiting the true Morgan spirit.

Can't forget this. Don't know who won the Plus 4 class--but Brian and Brenda won an award for excellence. Then to top it off, they were presented with the press on

regardless award--for having gotten there in the first place, and then for participating in all of the week-end activities despite the problems presented by their car.

We headed for home on Sunday-too early for the Morgans, while the Sands planned to take two days on the return journey. The MacCowans

were on their way to Ann Arbor to visit Peter's son, so Sharon and I were on our own. No problem. Car ran like a charm, with no hiccups. However, we did manage to discover two new and additional extensions to our planned route which proved not too serious as we were home in the early evening.

Do it again? You bet--but OHMOG isn't planning another just yet. One final word. OHMOG did an outstanding job--first class all the way. I have already expressed our thanks to Gary Kneisely and his committee.



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BRITISH CAR DAY

article and photos by Colin Bray

Yet again we had marvelous weather for this event – the Toronto Triumph Club, who organize this event, claim it is the largest and best attended British car event in North America. There are usually in excess of a 1000 cars present and this year may have been the biggest ever. Not surprisingly the largest contingent consisted of MGs and Triumphs – they sold in large numbers in Canada after all. Other than the usual MGBs and Midgets, there was a good display of MGAs and various T series. For the first time in recent memory there were

Rob Fournier in his well used 69 4/4



two prewar TAs and an example of the much rarer TB, which was only sold for a few months in 1939 before war broke out and curtailed production. Nothing pre T series this year which was a disappointment – there was a PA present a couple of years ago.

Oodles of TR6s and a smaller number of TR4s, 4As and 250s, as well as Spitfires and GT6s. There seemed to be more Stags this year – a very practical 4 seater convertible with a lovely smallish V8 engine which by now have all been sorted and shouldn't suffer early engine failure. Having owned a TR3A in

England for many years, I have a soft spot for sidescreen TRs and there were a number there. Nice to see a TR3 which I think was a 1956 car with drum

brakes on all four wheels. Also very good to see two TR2s – one was commission number TS110 – a very early car indeed. Unfortunately most of its original distinctive

features had been replaced - it had a replacement TR3A backend, 'short' doors rather than the original longer ones, and dzus fasteners to open the bonnet instead of the original bonnet pull from within the cockpit. I should mention that early cars with these original features are very rare beasts indeed.

We had an excellent turnout of Morgans both from within the club and other owners. There were 9 4/4s, 7 Plus 8s and 9 Plus 4s, one of which was Steve Beer's rare Super Sports. The Beers brought three cars this year

1924 Rolls Royce Silver Ghost 40/50 'Mayfair'



commented, when first spotting the car, that it looked like it was right out of Hollywood. Well, he was correct because originally it was owned by Harry Cohn who was head of Columbia Pictures and in fact remained in the family for 75 years before being brought to Canada in 2000. What was also nice about this car is that it was in unmolested original condition.



1948 Singer Nine Roadster

including Martin's restored 1935 F Type 3 wheeler, which won best car in the Morgan category. John Roden won second prize and Norm Paterson, all the way from Haileybury, took third. There were no Flat Rads and I still haven't seen a Plus 4 Coupe at the show yet. Special thanks to David Smith who brought and erected the Morgan Club Tent. He swears his 3 wheeler will be finished for next years show.....

What I find interesting about the show is that every year there seems to be a few more unusual and rarer cars and quite often we don't see them again for some time, if ever. This year someone brought a 1924 Rolls Royce Silver Ghost 40/50 'Mayfair' Open Drive Limousine with custom coachwork by "Merrimac" – blimey, what a mouthful! This was one of those cars manufactured in Springfield, Mass. rather than in Derby, England. A friend of mine

There was a rare Daimler Conquest present but not a single SP250. These are much more common than a Conquest but for some reason they don't attend this event. I went to several British Car Days back in the 80s and there were always seven or eight SP250s. I don't remember seeing a Singer at this event before, but this year there was a 1948 Singer Nine Roadster from Quebec in nicely restored condition. Singer was a venerable old company whose origins went back to the mid 1800s, which sadly disappeared into the Rootes empire in the 1950s. More modern Rootes group products were represented by several Sunbeam Alpines and a number of Tigers which all seemed to be in outstanding condition. There were two other unusual pre war cars – a 1928 Armstrong Siddeley Convertible and a very smart 1931 Austin Ulster TT, which personally I thought was the most interesting car there. It was this type of car, based on the Austin

Seven, that was the main rival to MGs in prewar times.

Only a few XK series Jaguars this year and also a nicely made replica C-Type. If you could find one of the original 60 C-Types, it will set you back almost 4 million Canadian dollars – quoted in a British Car magazine this month! A replica, even with aluminium bodywork as per original, will cost a fraction of the above cost. Other cars represented included Austin Healey, Lotus, TVR, Morris, Rover, Land Rover, Minis and Delorean – an American car built in Northern Ireland.

It was a lot slower getting into the event this year as the payment point was much further into the park. A nice touch was having an area for those cars overheating (British cars overheat? What an unusual phenomenon!) to pull off to immediately. All in all a great day out.



I am Steve Beer & this is my Morgan Supersport

BRITISH CAR DAY



1931 Austin Ulster TT
 Wally Smith in his 1957 Morgan Plus 4
 Tom VZ & Don Allen Sporting Watkins Glen T Shirts
 Hendric Rens Shined up Morgan



MORGAN CENTENARY

article and photographs by Ray & Mary Shier

Whither Morgan?

Our small group of Canadians were among the thousands of Morgan folk who attended all or some of the week long events to celebrate 100 Years of Morgans.

This party was organized by Morgan not only to celebrate the past but to promote the future. The Aero is the future and it was front and centre everywhere on the weekend party at Cheltenham Race Course.

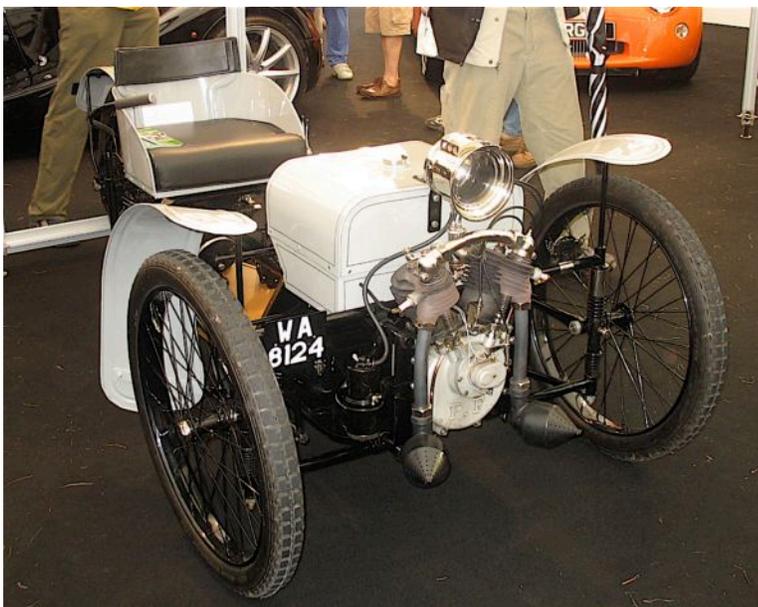
There were displays of three wheeler Morgans and a display of significant cars including one of the earliest +8's, the Le Mans winner, a replica of the first Morgan and an example of the Life Car. However, front and centre at the museum tent was an Aero done up as a German police car and the Aeromax.

There was a demonstration area where a pair of young men assembled a door for the Aero. The traditional Morgans in varying stages of construction were off to one side.

John Collins attended an "Audience with Charles Morgan" and learned that Morgan's future was up market. That means competition with Ferrari, Lamborghini and Porsche etc. for the hard earned dollar of the supercar buyer. This puts up market in perspective when their entry level car costs £ 27,000.

Morgan put on a great party celebrating the past but also promoting the car of the future. I hope Morgan lasts another hundred years but most of those who attended the party won't be buying new Aeros.

Driven at Heart - Ray Shier



HILL CLIMB PHOTOS

The British Hill Climb.....from Mary's Point of View.

Having attended no less than three hill climbs this summer in Britain, I have been a first hand witness to the Brits enjoying one of their favourite summer pastimes. Shelsley Walsh and Prescott Hill Climbs are both located in the rural scenic counties of Worcestershire and Gloucestershire and are definitely destinations for vintage car enthusiasts.

Thus my observations.....

1. The Brits are huge fans of British cars by the number of cars parked in the fields.

2. They arrive early at the hill climb in all manner of garb because of the many weather fronts that can occur throughout the day.

3. Proper footwear is essential for the long walk through the fields to get to the hill so hiking boots and wellies seem to be standard with the occasional stiletto for the younger woman who is out on a first date.

4. The Brits are quite content to spend the entire day sitting in their favorite spot along the hillside watching the cars zig and zag up the hill with the occasional spinout or backfire just enough to keep people's attention. Watch out for "Members Only" locations.

5. Hill climb competitors vary in age from early middle age to definitely senior's status. A few women are also out for the competition. All take the competition very seriously by the intense activity in the paddock area..... professional amateurs.

6. All competitors are outfitted from head to toe with the necessary racing gear with helmets, goggles, gloves, one piece racing suit and fireproof boots along with a fire extinguisher..... just in case.

7. The Brits make it easy on themselves by having washroom facilities and beer stands situated along the hillside thus eliminating the need to trek up and down the hill.

8. The traditional English picnic is a sight to behold with foldup tables, chairs, mini stoves, coolers and a huge array of foodstuffs for tea time.

9. The Brits drive their vintage cars to the competition for the most part and study their road maps to ensure they don't end up on the motorway.

10. There's nothing to match a day in the country watching these lovingly restored beauties start at the bottom with a vengeance and strive for the fastest time up top at the finish.

From the top looking down. Mary Shier



Central Canada Morgan Events

October 4 Pub Lunch, Queenshead Pub, Burlington
 November 1 Pub Lunch Queenshead Pub Burlington
 December 6 Christmas Party, Don & Cathy Allen
 January 3 Pub Lunch, Queenshead Pub, Burlington

Western Canada Morgan Events

Nov 1st London to Brighton Commemorative Run, Ken Miles



Greetings,

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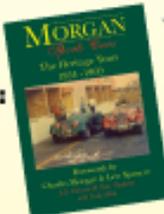
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Saturday, September 19th was the annual Vancouver to Whistler Run for the British Car Community. The weatherman had promised rain in the morning with clearing in the afternoon. There is a God after all, the morning dawned with clear blue skies so Pat and I did not have to put the top on the 4/4. About 8:30 AM, we left for West Vancouver and the start position arriving about 9:30. Before we left there was about 150 cars including five Morgans. (There was eventually six but Powley decided to sleep in. Must be a sign of old age.) We were treated to Tim's coffee and donuts as we collected our registration envelopes, which included dash plaques and instructions for the drive.



As this was a timed event, but anybody's guess as to the correct time because every car is expected to stop for lunch along the way we had to be clocked out. Following the directions we wandered through West Vancouver along Marine Drive until we reached Horseshoe Bay where we joined the Sea to Sky Highway for our journey to Whistler. All went well until our fearless leader Win Muehling decided to stop for a potty break. The operation was completed successfully until we headed back to the highway where we were stopped by one of Vancouver's finest. (What was he doing stopping traffic on a Provincial Hwy? Seems like it was RCMP jurisdiction.) Anyway no matter what Dave Collis said, the cop was not going to let us go because there was a convoy of about a 100 bikes heading to Whistler with a police escort. After waiting for fifteen minutes, the convoy had passed, the cop took off and we were left to fend for ourselves to cross the highway through heavy traffic backed up by the convoy. As Dave (former Morgan race car driver) said just push the pedal through the bulkhead and go for it. We did and got back on the highway.



About an hour later we ended up in Whistler parking on the Blackcombe plaza. We parked our cars and entered Merlin's for lunch and a beer. In true Morgan fashion, we broke the organizers rules by not stopping for lunch on the way. After lunch Mike Powley decided to show up and join us along with Ric MacDonald who lives in Whistler.

About 4:00 we departed Whistler and headed north to Pemberton to spend the night before driving the Duffy Lake Road to Lillooet on Sunday. After having vespers in Win Muehling's suite the six couples and friends headed out for dinner. The next morning, we were up early to depart for the Big Sky gold course for breakfast and the drive. After breakfast, Doug and Jill Seager left for Vancouver leaving the Morgans of Ken and Pat Miles, Dave Collis and friend, Win and Christine Muehling, Malcom Sparrow and Laverne Barnes, and Mike and Rosemary Powley. The Duffy Lake Road drive is one of the most beautiful in BC, winding high up through the mountains ending in Lillooet where we stopped for coffee. Leaving Lillooet, we headed south to Lytton where Mike Powley departed and the rest of headed north to a picnic spot for lunch. After lunch we headed home down the Fraser canyon to home which we reached safely having put over 280 miles on the cars that day. Another great run and glorious weather.



at left Christine Mueling, Malcolm Sparrow, Laverne Barnes and Rosemarie Powley at the stop West of Lillooet



Shmatteh Sharon

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TECHNICAL CORNER - Article and diagram by Cuthbert J. Twillie!

Friends, I'm writing this to show you an airbrush kit I have been using in my shop. It simply consists of a piece of 3/4 inch plywood about 1 X 2 feet. Upon this sits a small air compressor and an upright piece of 3/4 inch by 3 X 4 inches of pine wood, held with glue and screws between 2 cleats on the ply base. There are also sponge pads between the air compressor and the base to eliminate shaking. I can carry this rig anywhere in the shop or even out on the porch in good weather. The drawing says it all. At the bottom of the drawing there is a Paasche Model H shown. Of course #1 is the trigger. And #2 is the needle and tip which can be adjusted for more or less spray. The air hose from the compressor fits on #3. Number 4 is a hanger to hold the airbrush between bouts. The hangers can be bought for big bucks, but I make mine out of scrap aluminum. Number 5 is an Allen wrench which fastens the tip and needle assembly. I drilled a spot on top of the upright wood to keep the wrench handy. The wrench near the filter comes with Model H, and I keep a 5/8" wrench on the kit to change the air hose on the compressor. When I began the drawing I found a small compressor with a filter in a Northern Tool catalog for \$99. I've had my present compressor for 20 some years, and I don't work it hard enough to wear it out.

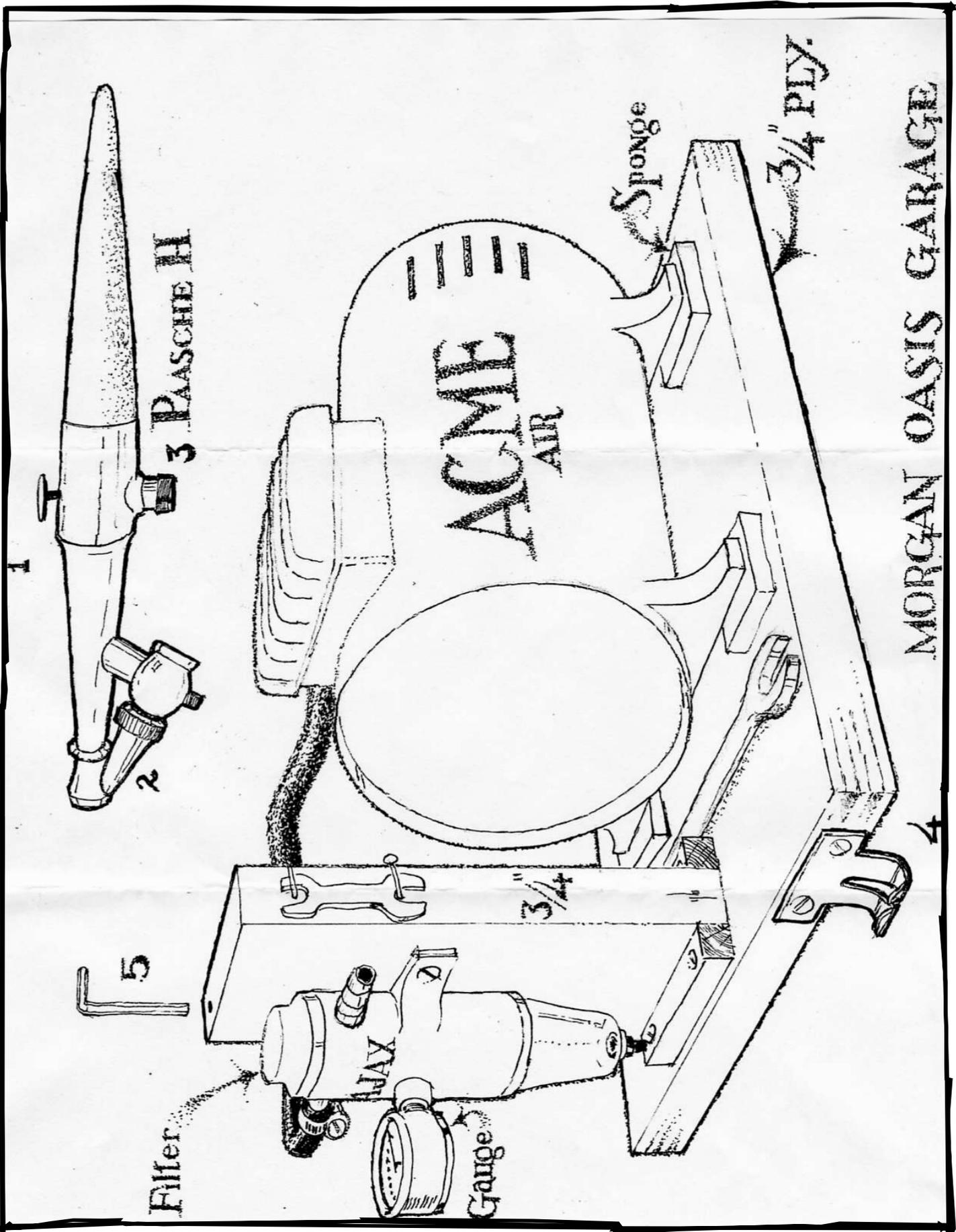
I bought my first airbrush in the early 80s. This was a PAASCHE Model H. I have since used many other airbrushes. After many years the original Paasche H gave up the ghost. I then got a BADGER Model 350, which gave good service for a long time. Finally late last year I found a site on the net which had a blow-up view of the old Paasche Model H and offered pieces to rebuild this 25 year old airbrush. Essentially what was worn out was a valve and spring. These pieces were less than 10 bucks, and it was dead simple to replace the valve and spring. At the same time this same company TCP GLOBAL in San Diego offered a new Paasche Model H for under 20 bucks (I believe) so I bought another as a backup.

What I like about painting small pieces is the clean up time is only a couple minutes. I assume many of you have cleaned a full size spray gun and that takes plenty more time than an airbrush.

The Paasche Model H is a single action airbrush, where the trigger allows air to vacuum paint out of a cup or bottle. The amount is regulated by twisting the tip by hand. A dual action is more suited to someone who needs to make really thin and thick lines by moving the trigger down for air and back for more paint. I've never tried that as I'm painting objects like dashboards and small parts. I had to repaint a rear fender of an old Morgan, and rather than break out my full size gun, I put the biggest tip on my Model H and squirted it, and it was impossible to tell the difference from the other pieces. The charming thing about an airbrush is that it is very easy to control how much paint you're spraying. I know old painting pros may sneer at a sissy little gun, but I love mine.

PS Ted I await your comments
Gary Bell AKA Cuthbert J Twillie

Cuth



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