



The Blurb



MSCCC members and their Mogs on the Prince Edward County tour

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Former Club President and BLURB Editor Visits

PREZ SEZ

By John Roden

Summer, for me, is book-ended by the Ancaster Flea Market in April, and British Car Day in Bronte in September. Before Ancaster, the sports car season in Southern Ontario hasn't officially started, and it ends with British Car Day. Any top-down weather before or after those two days is a bonus, to be treasured--like this coming Thanksgiving week-end. Drive your Morgan--not much good weather in store until next spring.

Met Dennis Tripp this past Labour Day, at the Marshville Fall Fair. Hadn't seen him in years--in fact, I had been trying to recall his name for some time, without success, until he spoke to me at the fairgrounds. Some of you heard this tale at our last pub, but I thought I would share it with the rest of our membership. Why would I want to remember Dennis Tripp? Because he was a good friend of Brian Rumohr, and of Brian's wife, Linda. Most of our members don't know the Rumohrs, which is an indication of how quickly our membership has changed in less than ten years. We first met the Rumohrs on our first Morgan outing in 1981, when the TR3 took us to MOG11. We didn't know anyone on that trip, except for Steve Bridges. Reg and Audrey, Martin and Steven were along as was Ann Walters with a freshly restored +4. in maroon and beige [sound familiar?] Ray and Mary Shier, George Lafford, and the Rumohrs in Brian's DHC. There were others along, as well, but somebody will have to refresh my memory. We got to know the Rumohrs over the next few years. Brian was a collector of Morgan memorabilia, an old-school gentleman, and rightfully proud of his DHC. He passed away about 10 years ago, and didn't leave a will. His car has been stored at The Tripps ever since. Dennis told me that he would like to get ownership of the car, to do the work necessary to put it back on the road in his son's name, who is Brian Rumohr's godson. Would be wonderful to see that Morgan back on the road--as a tribute to a true Morgan enthusiast, and a friend. We shall see.

Talking about George Lafford [see above re MOG11], I met him at Bronte, and spent a few minutes renewing an old acquaintance. Who is George? A HOGMOG member who was along to MOG11, and remained a club member for some years thereafter, then left the club and is sighted only rarely these days, usually at Ancaster or Bronte. He owns, and drove, a 1970 4/4. It's an early '70, with toggle rather than rocker switches, and is finished in red and cream, which George claims is factory original. The car has been off the road for some years now, as he continues to drive and maintain a BMW 2002. Tried to talk him into rejoining us, as I have a few other times, but he probably won't. Another name from the past surfaced when someone, and I don't remember who, said that he had encountered Bill Elman a while ago. Bill is also a past member of our club, even though he didn't own a Morgan. In fact, the last time I saw him, he was driving a black MGA.

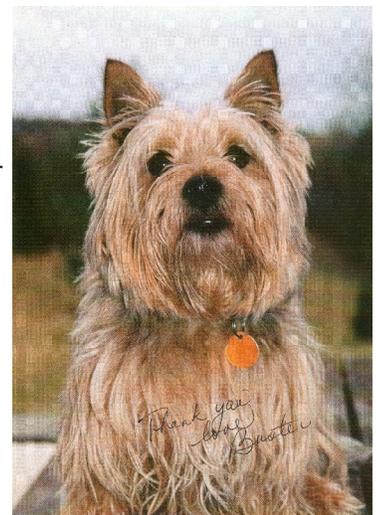
And talking about Bronte: there were 24 Morgans on the field, part of over 1,000 British cars in total, on another sunny Sunday. There were 3 Plus 8's for sale. The green one lives in the Bronte area, did not have a For Sale sign on it, and needed a wash. Odd way to present a car you are trying to sell, especially at British Car Day. The other two belong to our friends from New York State, who have frequently attended Bronte, driving the gray and the blue cars. Both seem to be in excellent shape. Looking for a +8? The green one can be had for \$46,000. Don't know the asking price on the two American cars.

Rod Wilkinson has advised me that he will not have the time to continue as the MSCC secretary. Ray Stevens will assume the duties of secretary until the AGM, and perhaps beyond that. Here's your chance. Want to be Secretary? Step up at the AGM on the first Sunday in December [December 5] at the home of Don and Cathy Allen in Burlington. Speaking of the AGM, how about if we appoint Vern Dale-Johnson our down-under scribe?

The Jagged Edge guys invited the MSCC to join in a "rally" in August. The "rally" started and ended in Milton, made good use of the local roads, including Rattlesnake Hill, and concluded at Ned Devines Pub in Milton. We had 6 cars out for the event, and the Jagged Edge guys had a few more. The Allens and Lytles were prize winners, and everyone seemed to enjoy the "rally" A successful event, and the Jag folks promised more of the same.

Desi Benet and Ken Miles alerted me that someone was selling what appears to be imitation MSCC car badges on e-bay U.K.. The ad originated in India, the price was high [higher than our selling price] and there were just two for sale. Chris Pattenden asked e-bay U.K. to pull the ad, but got no response. Apparently, the folks in India do this on a regular basis, at times selling copies before the originals go on sale. Don't think it will do us much damage at this point, but should we ever design and order new badges, we must remember to ask for the dies to be sent to us with the badges.

If you were at Bronte, and read the souvenir program, you saw a picture of Buster, and a short tribute By Malcolm Taylor to his good friend. Buster was our good friend, also, and had been for the past 6 or 7 winters, ever since we volunteered to host him while the Taylors were away. Never met a dog like him. Never a complaint, never an accident in the house, never a runner, even though we let him out morning and evening into





PREZ SEZ cont....

By John Roden

an unfenced yard that backs onto many acres of bush, and never missed a meal. Turned right out of the door every morning for his morning walk, turned left out of the door every day after lunch for his afternoon walk. Never confused the two--he had two different routes in mind, and followed them. Was a great favourite at our local Pet-Valu store. where he was a regular visitor. Why Pet-Valu? Because the staff gave him treats. He didn't always go to Pet-Valu. He figured out different routes for his [our] morning walks, all of which required that right turn out of the door. Never missed-uncanny. Slept all night, waited patiently for us to let him out in the morning. Ate everything in sight. I remember watching him at

a Toronto Triumph Club BBQ clutching a hamburg pattie in his mouth, and looking for Malcolm who had wandered off to look at someone's car. Drop the hamburg? No way! Eat first, then find Malcolm. Sharon was at Ancaster with Buster some years ago, and was surprised by the number of people who approached her and said hello to Buster. Reason for the surprise? They were all strangers to her, yet they recognized Buster. We miss him and we know that the Taylors miss him more. Winters won't be the same without him.

See you at the November pub, and make plans to attend the AGM in December.

Editor's Message

By Rob Fournie

It has been a hectic September and October for me with organization of our annual customer user group conference and my forthcoming wedding Dec 18. I finally have the time to complete this issue as I sit here in Florida enjoying the sun.

I was unable to attend the Prince Edward County tour event but thanks to Tom Van Zuiden who supplied us with photos and the story. Tom also provided the photos of Bronte British Car Day. It was a great event which was attended by several members.

Vern Dale-Johnson has agreed to be our "DownUnder Scribe". Thank you Vern and we look forward to future articles from you.

The article contributions are what makes it a club publication versus and editor's publication. A very grateful thank to the contributing authors and photographers. As several know in Ontario we have the option of installing "Year of Manufacture", YOM, plates on our cars. I was browsing on eBay and found a new never used original 1969 Ontario plates for sale by Jonathan Upton, of Ottawa. After the mandatory approval by MOT and \$251.65 custom license fee, they are now sported on front and rear bumpers. This now makes the colour

choice for my Morgan much easier, blue wings matching the plate colour with contrasting body colour it will be. Although possibly considered expensive plates by some, I like the look so much so I hunted down the extremely rare 1958 YOM plates to use on my MGA. Jonathan put me on his wait list and after several months he located only the 5th set of clear 1958 YOM plates he has had in eight years. If you are looking for YOM plates ensure you verify with MTO that they are clear unassigned numbers before you purchase the plates. (Jonathan provides a written guarantee they are clear.) The MTO site is: <http://www.mto.gov.on.ca/english/dandv/vehicle/yom.shtml>

Margaret and I have been busy with the wedding plans. Two weeks ago we met with Marty our wedding photographer for some engagement photos. Marty suggested I bring my Morgan. As you can see, the Kitchener train station made a perfect setting for the photo shoot.



Mystery Question

By Rob Fournie

May Mystery Question Answer



The turn described in the July issue is called the "Give Way Rule". You will find this rule in New Zealand.

I personally learned this rule after a near miss accident where I thought I had the right of way but angered a local New Zealander when I turned in front of him. It was not until I told my story to my New Zealand colleagues that they clarified my misunderstanding of the rules.

In the graphic, red car #2 is waiting to make a left turn across traffic, if the blue car #1 is approaching an uncontrolled intersection and intends to turn left, the Give way rule applies.

The blue car #1 must "give way" to the red car #2 to make the turn first.

North American drivers we would never consider this a road rule. However if you ever drive in New Zealand ensure you remember this rule.

September Mystery Question



For September we have another right of way road rule which we all face at one time or another.

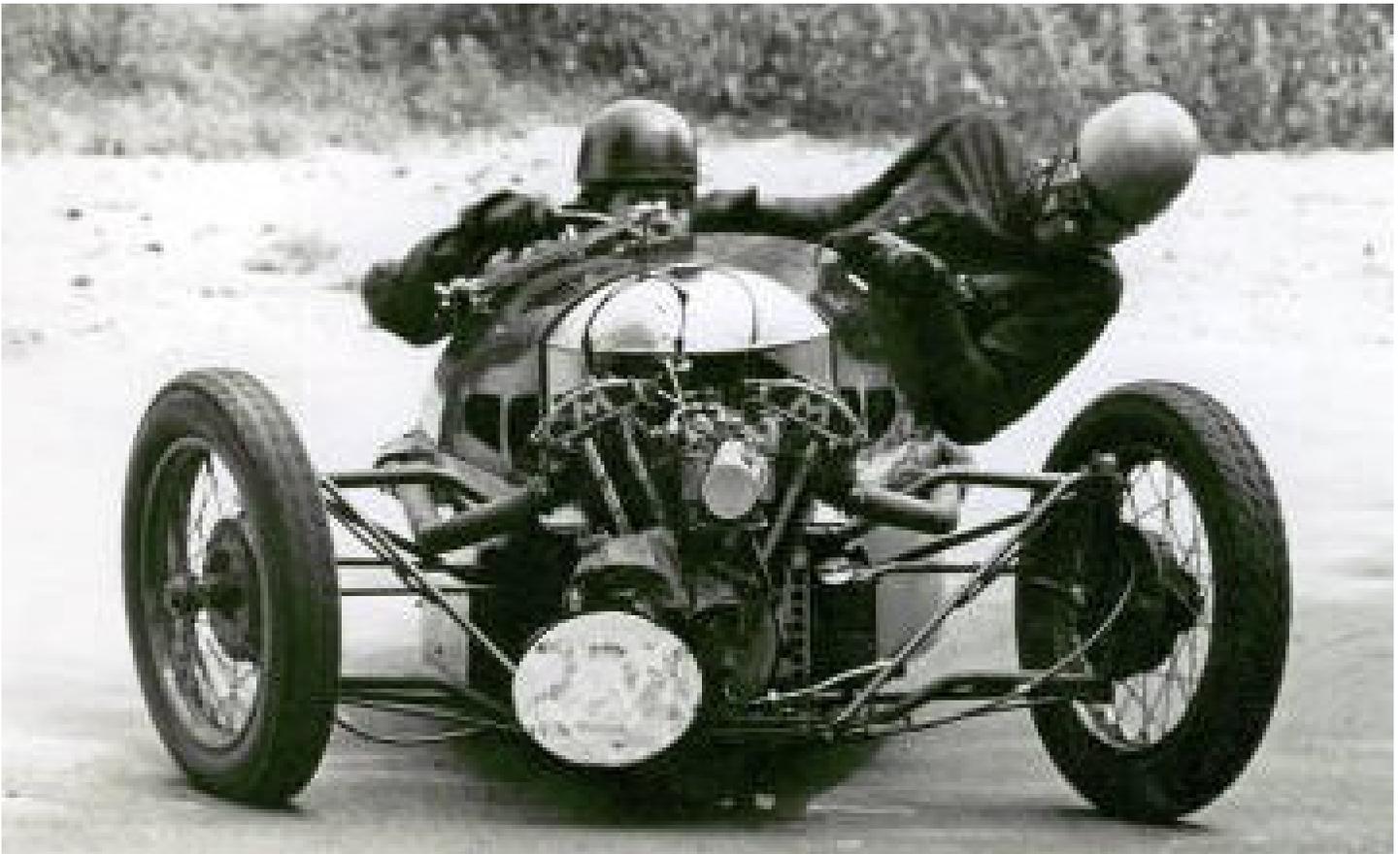
When two public roads meet at an uncontrolled "T" intersection, which EVA has the right of way?

Central Canada Morgan Events

- | | |
|------------|---|
| November 7 | MSCCC Monthly meeting Queens Head Pub, Burlington |
| December 7 | MSCCC Annual General Meeting, Burlington, Don and Cathy Allen's |

Those wild and wacky Morgan three-wheelers

By Bob English



They were fast and furious but with a penchant for tipping over

The picture shown here, of one of the most idiosyncratic “automobiles” ever created in full tire distorting, elbows flailing flight up the twists and turns of the Prescott Hill Climb in England, delights me every time I turn on my computer and the image flashes up to fill the screen.

And it proved just as intriguing to the chap in Mumbai to whom I recently turned over control to fix a glitch. It took a while, but curiosity finally won out and he eventually had to ask: Excuse me, but just what is that thing on your screen?

The unlikely looking racer is a mid-1930s Morgan Super Sport “trike” one of the last of a breed of three-wheeled devices so diabolically quick and quirky its creator refused to allow his teenage son to drive one.

Always faster than they had any right to be Morgan trikes were trialed, rallied, hill-climbed and raced right from the start of production in 1910. And the men and women who raced these contraptions were among the bravest in an era when on-track courage requirements were as high as the penalties for misadventure were severe.

The Morgan pictured – possibly in one of the legendary Prescott Hill Climb’s first late-30s seasons or early in its postwar era, was really little changed – other than being frighteningly faster - from the original.

It consists of little more than a few lengths of pipe brazed together and covered in rudimentary tinwork, with a 1,000cc Matchless V-twin bike engine up front sprouting drainpipe exhausts and driving its single rear wheel by chain. It would have been capable of hitting a truly alarming 100mph (160km/h).

And in contrast to the modern racing era’s five-point harnesses, full-face helmets, fireproof suits and carbon fibre structures its driver and passenger are wearing motorcycle leathers and “pudding basin crash hats.”

The driver hasn’t even bothered with goggles. No safety harnesses are in evidence, as being thrown out in a crash was considered safer than being strapped in. And using one would have limited the “monkey’s” ability to shift his weight to aid cornering. Trikes often ran in the motorcycle sidecar class, which required a passenger.

Those wild and wacky Morgan three-wheelers

By Bob English

A remarkable picture from an earlier period actually shows a “Mog” up on two wheels with its driver’s arm stuck out in an attempt to prevent it tipping over.

The Morgan story began in 1909 when Henry Frederick Stanley Morgan, always known simply as HFS, a railway apprentice turned garage owner and cyclecar enthusiast, built his first motorcycle engine three-wheeler.

This first Morgan was steered with a tiller, had an independent front suspension all-but-unique at the time and a high power to weight ratio that gave it excellent performance. It launched HFS on a venture that’s now still family owned and operated in its 101st year.

Lightweight cyclecars were in vogue at the time, but the three-wheeled variety were considered dangerous by many, which prompted HFS to prove his then single-seat machines in competition. On Boxing Day 1910 he set off on its first competitive outing, the two-day, 300 mile plus, London to Exeter and back trial, and came home with a gold medal – the first of many his machines powered by a variety of engines would win – and the beginnings of a reputation. A two-seater appeared in 1911 and a year later HFS drove one at just shy of a mile-a-minute pace on the banked Brooklands circuit to win the Cyclecar Trophy.

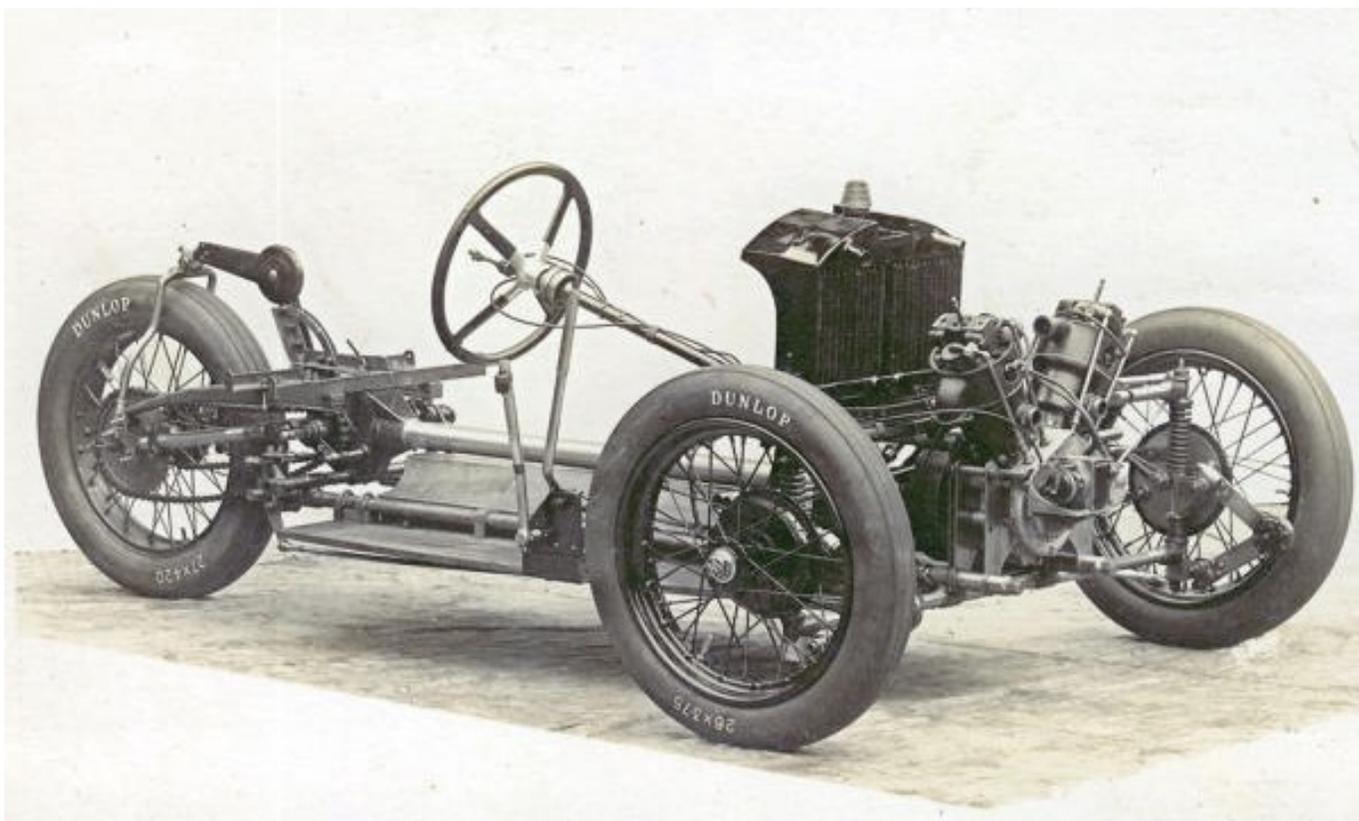
The first actual race a Morgan competed in was also at Brooklands that year. Harry Martin – and an unsung passenger who spent the race crouched on the floor under the scuttle to cut wind resistance – dominated the field, lapping at just under 60mph.

Success continued in 1913, in long distance reliability trials and speed events, but the high point was achieved across the channel in the Cyclecar Grand Prix at Amiens. One Mog entry was driven by HFS, but broke a piston. A second had a wheel fall apart, but the third, with Gordon McMinnies at the wheel won the event outright.

Morgans were back in action following World War One and continued to fill the trophy shelves. In 1922 Douglas Hawkes, driving his “Flying Spider” set new records at Brooklands that included a flying mile at 87.89 mph.

Speed such as these may have been what prompted HFS to add front brakes for 1923. Hard to imagine trying to stop one of these things from 80mph-plus with just a hand lever operated rear brake – see reference to bravery above.

A number of women had already competed in trikes, but Kathleen Butler turned out to be a very fast lady in 1926 when she set a slew of speed/distance records at Brooklands.



The chassis of the Morgan three-wheeler consisted of little more than a few lengths of pipe brazed together.



Those wild and wacky Morgan three-wheelers

By Bob English

In 1929 it was Gwenda Stewart's turn and she set no less than 77 records at speeds exceeding 80mph and for periods of up to 24 hours at Montlhery in France. She wound up this brilliant year by covering 101.55 miles in an hour, the first time a cyclecar had "topped the ton." And got a gold watch and a free lunch from HFS for her feats.

But she wasn't done yet, going on to set a five kilometer record pace of 113.5 mph at Montlhery in a factory built single seater, and later covering a flying kilometer at 115.66 mph

Few cars could match the three-wheeled Mog's pace or price making them a popular mount for impecunious racers and they continued to win through the 1930s, but with the advent of four-wheeled Morgan's in 1935 their glory days were behind them – although they continued to be raced - and Morgan produced a few three-wheelers up to 1952.

HFS Morgan may have been devoted to his trikes, but he obviously wasn't unaware of their shortcomings, and when son Peter wanted a fast V-twin version in the late 30s wouldn't allow it.

Peter Morgan, who took over the family firm, recalled telling his father of a "moment" in a postwar flathead Ford four powered trike which lifted a wheel in a corner and drifted across the opposite lane, almost "going over" in the process.

"Ah, well." was HFS's response. "Now you know why I wouldn't let you have a twin; with that you would have gone over."

Newsletter

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New Rutter Web Site

After a huge amount of work by Speedster-IT (www.speedster-it.com) and myself, that started well before Christmas, we have now gone live with our totally new interactive Rutter web site.

Please drop in and have a look here » » www.melvyn-rutter.co.uk



Morgan Spotting

By Richard D. Fain

Whence Cometh The Car on the Royal Promenade?

Chairman's BLOG Richard D. Fain Chairman and CEO Royal Caribbean Cruises Ltd

Posted on May 18th, 2009 by Richard



BLURB Editor's Note:

Sept 2009 I took a fabulous cruise out of Barcelona aboard the Voyager of the Seas.

I was pleasantly surprised to find a Morgan on the Promenade Deck. The Morgan was used as the backdrop for the passengers photo with the Captain.

The crew did not know the story behind the Morgan so through some research I found this story on the Chairman's Blog. Enjoy!

Voyager of the Seas Promenade

As most of you know (if you don't know, why are you reading this blog?) most of our Voyager and Freedom class ships have a Morgan sports car in the Royal Promenade. I have been asked to explain whence it comes.

The background is simple. In 1997 (it's hard to believe it was twelve years ago) we were reviewing some of the final decorative elements intended for the *Voyager of the Seas* in a meeting with our lead architect for the Royal Promenade, a Norwegian named Njal Eide. Njal is a great architect who has been a key contributor to the design of all our ships since even before the *Sovereign of the Seas*. He was responsible for the design of many of our Centrums including the *Sovereign* and he is particularly noted for his use of flowing curves and circles.^[1] Njal had produced a particularly beautiful model of the Royal Promenade, and in the middle of the model, he had placed a nice little model of a Morgan Sportster complete with leather belt across the hood.

Here I have to digress and give a little background on my association with Morgans. On my fortieth birthday,

our kids gave me a surprise party and my wife gave me a classic Morgan. The cars are hand made with pride in England and they only make about 540 cars a year. The frame is wood, the suspension is non-existent and the windows are removable plastic rather than roll-down glass. In short, they provide a wonderful experience and there is nothing like driving one on a spring day with the top down and the windows removed. Newer Morgans use newer engineering, but mine was a classic – ergo, the suspension or lack thereof. Unfortunately, when we moved back to the U.S. from England, we couldn't take the car because it hadn't been certified in the U.S. Sadness.

But then, for my 50th, she found one already in the U.S. that had been imported before the certification requirements came into effect and she gave it to me. I was in seventh heaven.

Fast forward to 1999, Njal was reviewing with us his model of the décor of the Royal Promenade and there was "my" Morgan sitting proudly in the middle of the street. It was fate. Njal didn't know about my car and when I asked him where the idea came from, he just said, "It seems right."

Morgan Spotting

By Richard D. Fain

That night I went home and talked to my wife. I told her I loved the car, but I also felt a personal involvement in this new ship. I asked her how she would feel if I donated the car to the ship. I didn't want to sell it for two reasons. Firstly, because I felt such a kinship that a sale would be inappropriate and secondly, because I didn't want anyone to claim I had not acted at arm's length. My wife loved the idea and said, "It seems right." And that's how my old car ended up on the *Voyager of the Seas*. And they were spot on: **it seems right**. In fact, the car was so popular that we continued with the tradition with later ships and we will continue that tradition on Oasis, albeit with a sports car other than Morgan. The Auburn that will be on Oasis of the Seas

[1] As a side note, he is so enamored of circles and curves that I once sent him a ruler and said "This is a straight edge; when used judiciously, it too can provide pleasing results."



Freedom of the Seas Promenade

Tools

Electrical Harness

This comes from Tom Van Zuiden.

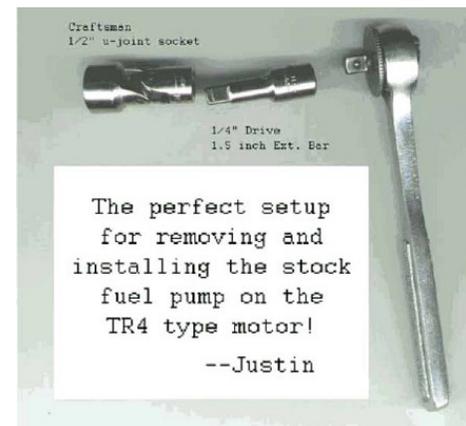
I thought I'd send out a reminder so that you won't be breakdown. Of course you'll have most of the contents of your garage in the car with you. It's relatively oil, brake fluid, hoses, belts, bulbs and fuses but it's easy to forget that your actual wiring is somewhat date. So, here's a picture of that most important spare you'll need if the smoke gets out of your wiring



TR 4 Fuel Pump Removal

The following tool comes from Justin, August Morganeer

To remove the Fuel Pump on the TR4 type engine use a 1/4 in drive ratchet with 1.5 inch extension and a 1/2 inch U-Joint socket



Prince Edward County Tour

By Tom VanZuiden



Prince Edward County Run – August 13 to August 15th

The weekend started for me on Friday when we turned off the 401 at Port Hope. With Toronto morning madness behind us and the Allen's in tow we did a wee tour of Port Hope and continued on for an 8:30 AM breakfast at the Buttermilk Cafe across from Victoria Hall in Cobourg. Cobourg is a delightful little inlet on Lake Ontario and Buttermilk serve a great outdoor breakfast. We continued on Route 2 to Number 64 which took us past Brighton and on to Carrying Place in Prince Edward County.

As soon as you enter "The County" you know you are some place a little different. Water of some sort is usually visible and often on both sides of the road.

Our plan for Friday was to check our Sandbanks Provincial Park so we drove south and east to the gates and paid our fees and headed for the dunes. The weather was good and the girls wanted to tan and swim so Don and I took off for a walk into the dunes. The sandbanks are a very interesting geographic anomaly and the swimming is great. I told Don Allen that Picton was north and east of the park and he disagreed and said that Picton was west. A bet for two beers was shook on and a little later I didn't go thirsty.

We checked into the Sportsman's Hotel and headed into Picton to explore the town. Cathy got her wish to taste "the best butter tarts in Canada" at the Pastry House. Cooks of Kingston have another outlet in Picton for any "foodies" out there. By coincidence, we met up with my

friend Shannon Kyles from Dundas while attempting to park the Morgan on Picton's main drag. Earlier in the day we had shown Don and Cathy some land at Consecon where Shannon is preparing to reconstruct an interesting piece of history. She was in Picton to get a building permit. Shannon carefully disassembled St. Margarets Cottage in Ancaster and is rebuilding this Regency style home in Consecon in the "County" where it can be viewed with many other Regency style homes and cottages. The St. Margarets tear down was part of an article in the Globe and Mail several months ago.

Meanwhile back at the Sportsman's Motel, the Rodens and Fitchies had arrived. Quick showers and the Allens, Rodens and VZ's were off to The Waring House for a wine/beer tasting, gourmet barbecue and some after dinner "non traditional" jazz courtesy of the Russ Little Quintet. When we left the Warring House at 11PM we were



Prince Edward County Tour

By Tom VanZuiden



negotiating the traffic circle on the west side of Picton with Don and Cathy in the lead. Don headed out on the correct road back to Picton and while I was preparing to advance in chase, Martin and Donna Beer came roaring around the circle and joined in behind Don and Cathy. What timing as now we were up to four Morgans back to the Sportsman's "Keep the Windows Closed when the air conditioner is on" Motel for a Noggin with the Fitchies, Brays, Rodens, Beers, Allens and Van Zuidens.

Saturday morning we had a Scottish breakfast at McDonalds and headed off on Route 33 through Bloomfield and Wellington (both of these Loyalist towns are worth a visit) to Rosehall Run Vineyards. My friend Dan Sullivan owns and runs Rosehall Run Vineyards. I used to judge wine with Dan and the last time we saw each other was in 2001 when Rosehall Run was in its infancy.



We had a little photo shoot of the cars and then a full tour

by the man himself. It was nice to see a guy so passionate about his work. It was one of the better tours I have been on. Dan is coaxing the best character from his vineyards and I was impressed with his products given the short growing season and other obstacles that face Prince Edward County wine makers. He was very proud of his 3 Mexican helpers who assist in the vineyards and winery. On a humorous note and of particular interest was the 2007 Sullyzwicker which is a play on the famous Edelzwicker wines of the Alsace (Dan's wife Lynn comes from the maiden name of Zwicker). Needless to say, I bought a case and the wine shop was full of customers by the time we left for the Waupoos Peninsula and lunch.

Our drive to the lunch location took us back through Picton and up past Lake on the Mountain before arriving at The County Cider Company. The County Cider facility is perched high above Lake Ontario on the Waupoos Peninsula. They serve lunch outside and the wood fired pizza oven puts out a perfect lunch with a cold glass of cider to help it down. The cider was clean, well balanced and nicely primed. A perfect summer drink! I had two and regretted not leaving with some for home but the Mog would be difficult to get home with the 12 bottles from Rosehall Run and 12 butter tarts.



We drove from the County Cider Co. to Fifth Town Artisan Cheese Company. I was really interested to visit Fifth Town because of their green building initiative. Fifth Town is also Canada's only LEED certified dairy. We are also the first Platinum LEED manufacturing facility in Canada across all industries. The green facility includes:

- Subterranean cheese aging caves
- 403 m2 building is a 12-ton water-to-water-to-ground heat pump system
- 9.4 m2 Solar/photovoltaic panels
- 30 ft/ 1.8kW wind turbine

Prince Edward County Tour

By Tom VanZuiden

- 3 pond bio-wetland system for treating whey and waste water
- 10 000L rain cistern for non potable water use
- Packaging made from recycled plastics or bio plastics where possible
- (Re) Source Tasting Pavilion designed and constructed from left over dairy construction materials.†

Lynda and I bought a small wedge of their Cape Vessey which they describe as the Grand Champion Goat Cheese at the 2008 Royal Winter Fair. A firm cheese with a pleasant chewy washed rind. Slightly salty, with complex aggressive flavours. Creamy on the palate with a rich flavourful finish. I fully concur! The following weekend I went to Mickey McGuire's cheese shop in Dundas and bought several Fifth Town Cheeses to take up to Lake Muskoka which were much appreciated by our friends.

We finished off Saturday with a drive around the Waupeos Peninsula with a stop at the Lake on the Mountain. Lake on the Mountain is a natural curiosity: it has a constant flow of clean, fresh water, with no apparent source, 60 metres above Lake Ontario. Mohawks offered gifts to its spirits and settlers thought it was bottomless. We continued on Route 13 through Black River and South Bay before returning to Picton for a wee snick of wine before dinner. Dinner saw us all off to the Blumen Bistro on the north side of Picton. The food took a little while to arrive but everyone left satisfied. I had the Duck Confit appetizer and Spanish Seafood medley and my food was fantastic. I seem to have forgotten the wine we ordered. Back to the Sportsman's Hotel ("no windows open with the air conditioner on!" and "you cannot use the hose to wash your car because water costs money and it is going to rain tonight anyways!") So too bad for Martin who wanted to wash his car!

The group was up early on Sunday morning and off to the Glenora Ferry. We enjoyed the first ferry crossing with just four Morgans on the boat! We had a nice run to Kingston and a great breakfast at Pan Chancho before attending the Boot'n Bonnet Club's British Car Day at Kingston City Park. The Brays and Fitchies followed later and arrived at the park shortly after we did. The women immediately headed into downtown for some shopping while the men protected the vehicles.

A few other Morgans pulled into the park including Bob English in his green 4/4 with Aero Screens. A short while later, the group got a surprise visit from Vern Dale-



Prince Edward County Tour

By Tom VanZuiden

Johnson who was visiting Canada from Australia. Vern (Past Club President and Blurb Editor) and Amanda had been staying with friends who own the Black Prince Winery on Prince Edward County for the weekend. Vern got to catch up with the members!

The show featured Jaguar but it was a couple of Rolls Royce cars that caught my attention. The show was doused quickly in the early afternoon with a torrential downpour so we hooded up and said our good byes and rallied to the ladies in downtown Kingston. We left with the Allens and Beers and waved off Martin and Donna before Cobourg. The traffic moving west on the 401 was already building and we were lucky enough to have organized a night with the Allens in Cobourg at the home of Lynda's friend. This saved us probably 4 hours across Toronto and another torrential downpour.

The weekend was a complete success with thanks to Don Allen for suggesting and organizing the event. I will be visiting Prince Edward County again in the future for sure..



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50th Anniversary of the 2 Litre Class win at Le Mans of Morgan +4 Supersports

By Charles Morgan



DRIVEN AT HEART

To all Morgan Club Members

16th September 2010

Dear President

As many will know 2012 is the 50th anniversary of the 2 Litre Class win at Le Mans of Morgan +4 SuperSports.

The Morgan Motor Company would like to work in partnership with the Morgan Sports car clubs and all Morgan owners to celebrate this anniversary.

Plans are currently being discussed to hold an event in Holland, which culminates in a gathering of Morgans at the Le Mans Classic in 2012.

The Morgan Motor Company would like to hold a reception at both events. It would be helpful if each club could include these dates in the activities of 2012, and to encourage people to participate in both these events.

Please let me or Beverley Moore, my PA, know if you have any questions.

Yours sincerely,

Charles Morgan

Email: charles.morgan@morgan-motor.co.uk
www.morgan-motor.co.uk



Bronte British Car Day

By Tom VanZuiden



Bobby is trying to arrest my father - 86 year old TOM Senior!



PREPPING YOUR MOGGIE FOR AUTUMN MOG 2010

By Tyler Phillips



All of us are looking forward to Autumn

Mog Concours and People's Choice at the beautiful Elms Mansion in Newport, R.I.

Here are a few hints I've found that might help you get your Moggie in shape for winning the beautiful Cohn Trophy for Best in Show or getting a great showing at People's Choice.

Got Wire Wheels? Here's How to Clean 'em Quicke.

Jack up the Morgan. Knock off tire and wheel. Place wheel on common plastic garbage can (it just fits and raises the wheel to a workable height), and spray with water. Both sides. Then spray with a good cleaner (I use POR 15). Floss wire spokes with a dish brush to dislodge brake dust, road dirt and grease. Rinse again. Eric Singer suggests using a hair dryer to dry faster and reduce water spots. Lightly lustre with a micro towel. You're done in half the normal time.

Wax...Not Just for Show, But for Years of Protection

Many car prep companies boast Carnauba content. It's a selling point. Fact is, #1 Brazillian White Carnauba is as hard as a brick after harvesting. You'd need a blow torch to melt it, and then you couldn't apply it to your car's paint. The secret is in the skillful use of petroleum distillates to make high grade Carnauba pliable enough for application, yet not too modified or compromised in actual content to reduce its ability to provide a deep shine that really lasts. My three Morgans have snagged multi-year Best in Class at Anheuser Busch Classics competition and Best in Show at Rendezvous. In each I've tried several brands of Carnauba. The best ones seem to take the most amount of elbow grease to apply and hand-buff, but once on, the shine is bullet-proof tough, brilliant, and long-lasting. Swiss-vax if you can get it, is terrific. Pinna- cle, which Marc Wunderman put me on to, is also quite good.

Leather, Soft Like the Cow Rolled in Butter

Nothing like leather. But you've got to clean, then soften the deep grain of Connolley leather that covered most of our seat backs and squabs. We all know that. But here's what's missing....closure. Leatherol, which many use, to me at least, leaves the grain too open, too porous. I've been using Leather Balsam, made by Lord Sheraton, to wax and close off the pores and add a subtle, buffed glow - a terribly British scent, like the smell of a damp wool coat in the Highlands. Like high grade Carnauba, apply it firmly and well. It lasts for years.

Chrome that'll Blind

Check it out. Don't ever use a chrome polish with abra- sive content. There's no faster way to wear down to chrome's substrate than to use a quickie, sure-to-shine- polish with elements like pumice or clay. These are grinders. Instead get a cream that liquifies dirt, bugs or grease, then leaves a light wax on the chrome to seal the surface. Again, use a micro-soft towel to apply and buff. Griot's make a good product, also Mother's.

PLEASE NOTE: *I make no endorsements or representa- tions of any product above. Several 3/4 Morgan Group members have asked what I've had luck with on my own Morgans and I post the above ideas to hopefully help "improve the breed" in some way. Good luck with your Morgan wherever you may show it. As an old ad for my 1907 E.M. White canoe says, "Friendly rivalry makes good sport..."*





Former President and BLURB Editor Visits

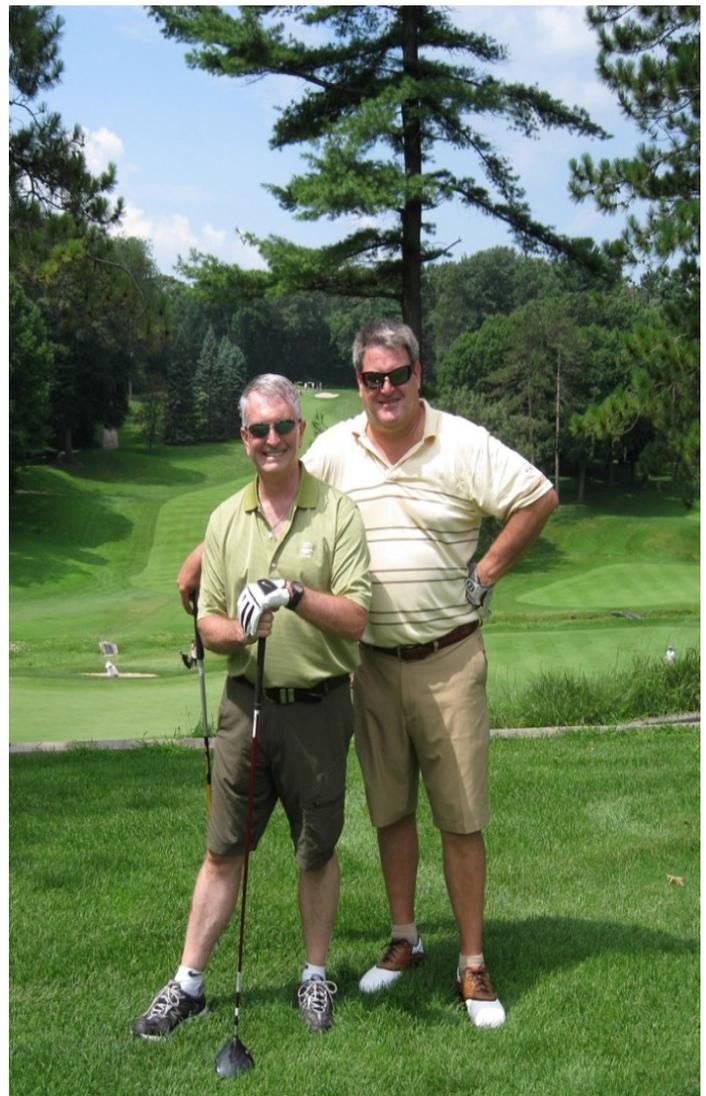
By Rob Fournie

Vern Dale-Johnson - Past President of the Morgan Sports Car Club of Canada and BLURB Editor was here for a visit from Sydney, Australia! While here he met up with Thomas Van Zuiden for a round of golf at the Hamilton Golf and Country Club.

Vern was president of the club in 1999, and remained president until 2004, when he stepped down. Martin Beer was elected prez for the next 2 years, then Glenn Nigh for 1 year, and then John Roden for the past 3 years. When Vern retired from work, he and his wife Amanda, who is Australian, moved to Aussie land-5 years ago. Was an excellent president, is still active with the Aussie club, and maintains contact with us through the Blurb. He has written some articles for us over the last few years, recounting the trips he and Amanda have taken--some in their Morgan, some in Canada or Europe, as they do travel.

Vern Dale-Johnson has agreed to be the down under scribe for the Blurb.

Thank you Vern, we will be looking forward to reading about Morgans in Australia.



Rust Removal by Electrolysis

From: Fordmuscleforum — Jeff in Georgia



From: <http://www.fordmuscleforums.com/other-articles/467718-rust-removal-electrolysis.html>

This has been around for a while, but I thought I will share anyway.

What you need:

- A non-conducting container - a large plastic bucket works really well.
- Battery charger - big is better, however even one able to produce 6 to 10 amps should do.
- Sacrificial electrodes. Concrete reinforcing rod (rebar) works well
- Do not use stainless steel! The results are a health hazard and illegal. (Contains Hexavalent Chromate)
- Arm and Hammer LAUNDRY soda, also called washing soda.

(Washing soda is in the laundry section of your grocery store. It comes in a yellow box, made by Arm & Hammer, it's NOT baking soda or it is not Borax, they are different chemical compounds.)

- Wire and/or cables for connecting electrodes together.
- Water
- Small lengths of small chain (used to suspend the rusty parts in solution) or some other means to suspend the part to clean into the solution.

Assembly:

1. Using a plastic, or non-conductive bucket (not metal), mix a solution of 5 gallons water to 1/3 to 1/2 cup laundry soda (washing soda). Mix well so all soda is dissolved. Adding more soda will not make it go faster. Do not try to use other salts. You won't get better results and dangerous effects may occur. Caustic soda, for example, is far too corrosive. Solutions of ordinary table salt can generate chlorine gas (toxic) at the positive electrode (anode).
2. Clean the electrodes so they aren't too rusty - especially at the top ends - they need to make good electrical contact with your wire or cable AND with the water.



Rust Removal by Electrolysis

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- Place electrodes in bucket around sides so the ends stick up above the water level. Use clamps or some means to hold them in place around the perimeter of the inside of the bucket or container so that they cannot move freely or fall into center of bucket. The electrodes must not touch the part(s) to be cleaned, which will be suspended in center of bucket. Whatever you use, it shouldn't be copper, and will get messy if it gets into your cleaning solution.
- Tie the electrodes together with wire or cables. All electrodes need to be tied together. This will become the grid. Since the cleaning process is somewhat line of sight it's best to surround the part to be cleaned to some extent with the electrodes.
- Suspend part to be cleaned into bucket so it hangs in the middle, not touching bottom, and not touching electrodes. I place a piece of rebar across top of bucket (see photo below) and bolt a small hook (or chain) to the part to be cleaned and suspends the part into solution below. The part to clean then becomes the "cathode".
- Attach battery charger - place **NEGATIVE LEAD** (this is critical!!) on the piece that is to be cleaned.
- Attach **POSITIVE**, or **RED** lead of charger, to electrode grid. Make sure electrodes and part to be cleaned are not touching each other. **Do not get this backwards!** If you do, you'll use metal from your part to de-rust your electrodes instead of the other way around.
- Now turn on the battery charger. If the current is too high on the battery chargers current meter there are a number of things you can do to reduce it,
 - Increase the distance between the part and the anode
 - Dilute the solution by adding more water
 - If you have a 6/12 volt charger set it to the 6 volt setting
- Within seconds, you should see a lot of tiny bubbles rising from the part suspended in the mixture. Do not do this inside, or in a closed area those bubbles are the component parts of water - H₂O - hydrogen and oxygen. The hydrogen will burn explosively ... Remember the military made bombs out of hydrogen. The rust and gunk will bubble up to the top and form a gunky layer. More gunk will form on the electrodes after some amount of use, they will need to be cleaned and/or replaced - the electrodes give up metal over time. That's why re-bar is such a nice

choice - it's cheap. Now you just have to wait.

- The time required to clean a part will depend on many variables:
 - size of the part
 - current used
 - how badly rusted the part is
- The process is self-halting; when there is no more rust to remove, the reaction stops. This is handy because you don't have to monitor it, and because you can do large parts where they are not totally submersed at one time without worrying about lines in the final part. If necessary leave the operation on overnight so long as it is not in an enclosed space (see the safety precautions below).
- You may have to move the piece occasionally for better cleaning as the best cleaning is done on the part that is in direct view of the anode (line of sight). If a piece is too large to fit in the bath you will obviously have to rotate it at some point. It may also be necessary to take the part out of the bath and clean it with a wire brush to remove some of the now loose scale which will look like a dark sludge.
 - Once you are done, the part should be dried immediately, the part is very susceptible to surface rust after being removed from the solution. There will be a fine layer of dark grey or black residue on the part that can be easily removed, a scrub pad and wire brush works great.
 - Once it is removed the part can be primed or painted as needed. You can pour the waste solution on the lawn and it won't hurt it. Do watch out for ornamental shrubs, which may not like iron rich soil.

Safety Precautions:

- Make sure no spills can get to the battery charger. (Electrocution potential)
- The leads from the charger are relatively safe, but you may still get a bit of a shock if you put your hands in the solution or touch the electrodes while the charger is running.
- Turn off the current before making adjustments to the setup. Just as a "spark" can cause a charging battery to explode in your face, this process produces similar gases because this process splits water into hydrogen gas (at the negative electrode) and oxygen (at the positive electrode).
- Hydrogen will burn explosively if ignited. All flames,

Rust Removal by Electrolysis

From: Fordmuscleforum — Jeff in Georgia

cigarettes, torches, etc. must be removed from the area, and sparks caused by touching the leads together must be avoided. The work should be performed outside or in a well ventilated area to remove these gases safely.

- Do not use a galvanized container since it is coated with Zinc, hydrolysis would release Zinc to the air during the process, the gas is poisonous
- Washing soda solutions are alkaline and will irritate the skin and eyes. Use eye protection and gloves. Immediately wash off any solution spilled or splashed onto your body.
- Washing soda and baking soda are two different chemicals. Washing soda is Sodium Carbonate

(Na_2CO_3), baking soda is Sodium Bicarbonate (NaHCO_3) The Soda Bicarbonate makes extra hydrogen gasses when this chemical is broke down using electricity. This is not a good thing to have around if you have an electrical spark. Things will go BOOM! Bi comes from the Latin word meaning 2, like biplane has 2 wings. Bicycle has 2 wheels. KABOoom comes from mixing non-compatibles.

Note: Can not find Arm and Hammer washing soda, a possible substitute is "ph UP" which is 100% sodium carbonate, It can be purchased anywhere that sell hot tub chemicals.

Figure#1 I used 5/16"x5/8" bolts and 3/8"x12" rebar



Figure#2 Flat washers on both sides of the plastic bucket and 10 gauge wire connected to each bar



Figure#3a Guinea pig side 1



Figure#3b Guinea pig side 2



Rust Removal by Electrolysis

From: Fordmuscleforum — Jeff in Georgia

Figure#4 Setup and ready to plug in the charger



Figure#5 Within seconds bubbles start to form



Figure#6 3 hours into the bath I decided to see the damage



Figure#7 This is it after drying it off with a shop rag



Figure#8 5 minutes of labor with a wire brush



Figure#9 Finished product before painting or powder coating.



Super Sports Seats

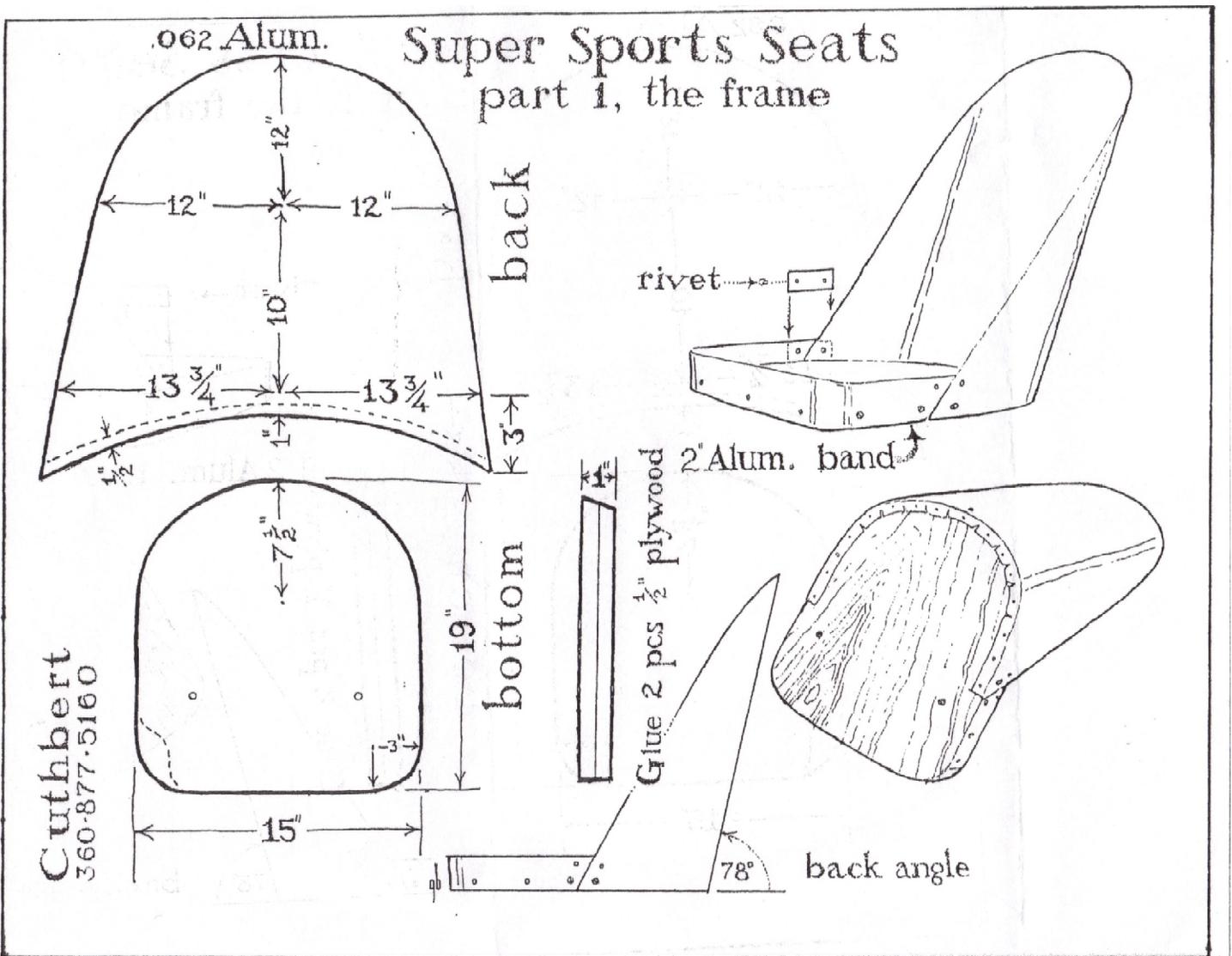
By Cuthbert Twillie

Friends

If there is one Morgan subject I hear more of than any other, it is Super Sports seats. One reason may be that my wife, the lovely Flowerbelle, does upholstery. Another reason may be that the seating found in Mogs leaves a lot of room for improvement. No need to go further on that. We have made Super Sports seats for at least 4 Mogs. I first got drawings from Fred Sisson's book "Notes From a Morgan Garage" where he tells of copying the seats from Don Simpkin's Super Sports. In this book he gives dimensions. After making a couple sets I wrote an article to elaborate on Fred's plans. Trying not to step on Fred's ideas, but just to go a bit further. My article appeared in many newsletters and finally in my book.

This week I began to make another set for my fake Mog the Plus Faux DHC as the ergonomics in that car need improvement, and we have just retrimmed the interior.

I have patterns for the seat back and seat bottom that came from Fred Sisson's "Notes from a Morgan Garage." I start with half inch plywood (ACX) and rough cut 2 pieces, and glue these together with carpenter's glue. When these are dry I set my bandsaw table to 15 degrees and saw this angle on the rear of the seat bottom. Then I lay out the seat back pattern on a piece of 5200 (half hard) 0.050" aluminum. The rough cut and then trim to the line. I have found that the best way to fit the backs to the bottoms is to take these pieces to a sheet metal shop that has a slip roller. They can easily roll the back to perfectly fit the plywood bottom. Last time I did this they charged me \$15.00 for 2, and then it was





Super Sports Seats

By Cuthbert Twillie

dead easy to fit the backs to the bottoms. This time to (SAVE TIME) I tried it without benefit of a sheet metal shop. I tried fastening the center screw through the back into the center of the bottom. Very clumsy and crude, and after fastening a screw every 2 inches, I was NOT happy with the results. Out come the screws, but now the aluminum has somewhat of a curve. Which I "improve" over the soft back of an old easy chair. Now it almost pleases me. One charm of this business is that there will be a leather/vinyl cover over all this so they usually look just ducky when they are covered.

You will find the seats must be fastened to the floors, and there should be a couple wedge shape pieces of wood to get the seats somewhere near the height and rake of the original seats. I made slots in the plywood seat bottoms so there can be an adjustment fore and aft. There may be a little cut and try here for the seat to fit your requirements, so I would try different wedges till it suits you. Now you can ride around on a foam pad and the bare aluminum back, while saving for the upholstery.

My first article on Super Sports seats ended with "now find the upholsterer, I married one, but you don't have to go that far.

Stay Tuned
Cuthbert



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Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
Mrs. Cathy Allen,
201 Penn Drive,
Burlington, Ontario
L7N 2B6,
(905)-634-4704

MSCCC Executive

PRESIDENT:
John Roden
905-892-6907
jsroden@vaxxine.com

DIRECTORS AT LARGE:
Ray Stevens
905-659-6366
rstevens11@cogeco.ca

CLUB LIASON:
Rob Fournie
mog@bell.net

TREASURER:
Cathy Allen
905-634-4704
dallen1@cogeco.ca

Ken & Pat Miles
604-576-8036
kengmiles@shaw.ca

Dues are payable before January 31st each year to the treasurer. The Blurb is published 6 times/year. Please forward address changes to the TREASURER.

SECRETARY:
Rod Wilkinson
289-337-9737
rwilkinson@cogeco.ca

REGALIA:
Sharon Roden
905-892-6907
jsroden@vaxxine.com

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BLURB EDITOR:
Rob Fournie
519-452-7040
mog@bell.net

WESTERN SCRIBES:
Ken & Pat Miles
604-576-8036
kengmiles@shaw.ca

WEBMASTER:
Chris Pattenden
519-746-2385
cpattenden@rim.net

DOWNUNDER SCRIBE:
Vern Dale-Johnson
verndj@optusnet.com.au