



# The Blurb



Photo by Ken Wightman

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## PREZ SEZ

By John Roden



If you were at the Ancaster Flea Market, and especially if you spent some time outdoors, you will remember being pushed around by strong winds, and assailed by snow squalls and sleet.

Wild day--as wild a flea market day as I can remember. But then the weather gods topped that with the Day of the Great Winds. Damn near blew Ontario into Quebec. Shingles blown away, trees down, power outages, all kinds of damage.

In the past now, and soon to fade from memory. Spring has finally sprung, and LBCs are back on the road, and I have my first story of 2011. It's not a Morgan story--not directly--but it does have hooks to a Morgan. I've spent parts of the last few days cleaning and polishing our MGB in preparation for a weekend with the British Sports Car Club (Hamilton) in Collingwood this coming weekend (May 14 & 15).

Yesterday, I decided to drive to our local Canadian Tire gas bar to fill the tank in preparation for the drive on Saturday morning. No big deal--the station is only 5 clicks away. Did the car run nice and easy, like it has all spring? If it had, I wouldn't have a story. It ran awful. Got me to the station, protesting all the way. Water in the tank? Choke not working properly? Fresh gas and drive for home.

Almost made it. Car quit cold halfway home. Looked under the hood [Bonnet--its a British car} but couldn't see anything amiss. Walked home--about 2 miles--made a couple of phone calls, drove my Honda to where the MGB was sitting, and waited for CAA. Showed up in less than an hour, and soon the car, and me in the Honda, were off to Tom Haines garage in Niagara-on-the-Lake.

An hour later, the MGB, and the Honda, are both at Tom's.

Here's my dilemma.

You have it figured out?

Good! let's move on.

Tom takes one look under the bonnet and announces that he has found and fixed the problem. His explanation causes instant déjà vu, and provides the 1st Morgan hook.

We drove our recently purchased TR3 to MOG 11 in 1981, in convoy with a bunch of HOGMOGGERS, and had a number of misadventures along the way. One occurred shortly after lunch our 1st day, when the TR quit cold. Fortunately, Steve and Martin Beer found and fixed the problem. Seems the low tension lead from the coil to the distributor had broken. I now carry a spare, as TR's are noto-

rious for this problem. That trip was such fun, it convinced us to buy a Morgan.

The second Morgan hook appeared on the Bayfield weekend a few years ago. We were actually travelling in the 4/4, on our way to Port Elgin with the gang, when the Morgan quit. Off the road, up with the bonnet, and start looking for--an electrical fault. Al Sands and Don Allen were soon playing detective under the Morgan's bonnet--it was getting crowded--and Don found the problem. A wire had come off the fuse box (or the voltage regulator). Put it back on, crimp it a bit, and off we went.

Diagnosed the MGB's problem yet? Sure--a wire had come off the coil. No wonder the car wouldn't run. Why did the wire come adrift? Two possible reasons. One of the hoses for the newly-installed oil cooler runs alongside the coil, and may have rubbed on the wire until it worked loose. The other possibility is that somebody was so industrious at cleaning the engine bay that he may have accidentally pulled the wire loose. That possibility has been categorically denied by the somebody responsible for the cleaning.

So--if you are about to take a drive in your Morgan, take a page out of our book of How Not To, and check wiring connections. It could save you some embarrassment--and you might not be travelling in convoy when your wiring lets you down.

Remember my dilemma? Two cars, one driver, both at Tom's, 25 miles from home. I resolved the dilemma, but it took some help, and will make a story for another day.

Should be an interesting summer, with events in every month, and a joint venture with the Jagged Edge gang.

Tighten up your knock-offs, and keep that Morgan rolling.





## Editor's Message

By Rob Fournie



It has been quite a hectic few months for me, thus this issue being re-leased later than usual.

My trip to New Zealand and Australia was quite enjoyable, any time that you can spend a month away must be good. During my few days in Sydney I tried to connect with Vern Dale-Johnson, unfortunately our schedules did not align and we did not meet. I was hoping to get the opportunity to see the new Sage Lady.

The London British Car Club event with Morgan as the feature Marque was well attended by our club members and some Morgan owners who were not members.

This issue will be a little shorter than recent issues due to the time constraints I am facing between selling my house and moving; as well as selling Margaret's house. However, hopefully by mid August we will be settled in our new place in Woodstock and I will have my 4 car dream garage. In building the house, I found it unusual that my house builder had never seen a request for footings for a hoist within a garage.

The ethanol article in the last issue has received significant feedback with several requests to republish. The Ethanol issue was known but many had not stopped to think of the damage it would cause to our fuel systems.

Even the owners manual for my 2008 BMW warns owners of potential damage if the ethanol level is too high.

I have experienced a clutch problem with my 1958 MGA which I believe could occur with a Mog.

The symptoms were quite odd, when the car is cold the clutch works fine but as soon as the car warms up the clutch will not fully disengage. This prevents me from downshifting into first gear even at a full stop. I took it for a highway drive the clutch worked fine when I slowed and downshifted.

Everyone's first inclination is to bleed the system so that there is no air in the slave cylinder. Of course this was the first thing I did. I even tried the tricks from the MGA guru to bleed a slave cylinder. I have bled several brake and clutch systems but this one has me stumped.

Oh yes....two other points.

The MGA recently had a ground up restoration and silicone brake fluid was used.

My thought are that old British systems are not designed for synthetic DOT 5 brake fluid which results in seals leaking or possibly when the MGA was restored they did not use a new slave cylinder.

From [www.autos.ca](http://www.autos.ca):

The biggest disadvantage of silicone fluid has to be that it is more difficult to seal. DOT 5 fluids will seep past seals and gaskets that would normally contain DOT 3 and DOT 4 fluids.

I have purchased a new slave cylinder that I plan to install.

Does anyone have any ideas?

### Central Canada Morgan Events

- July 9 Lytles Morgan Picnic, Contact Alan Lytle for details at [alanlytle@sympatico.ca](mailto:alanlytle@sympatico.ca)
- July 24 Neustadt Springs Brewery Run, details to follow
- August ? Sands Run, see Alan Sands - details to follow
- Sept 10 Jagged Edge and MSCCC Rattlesnake Rally—Rally Master Steve Sherriff
- Sept 18 British Car Day, Bronte Provincial Park, Oakville, Ont
- Sept 25 Final MSCCC run for 2011, John Roden for details

### Western Canada Morgan Events

- July 17 Drive Contact Bob McDiarmid 604 539 4636
- Aug 20 Drive Contact Larry Sharp 604 986 6621

## Mystery Question

By Rob Fournie

### March Mystery Question Answer



The March mystery question is a road rule we would encounter on Montreal Island and only applies on Montreal Island.

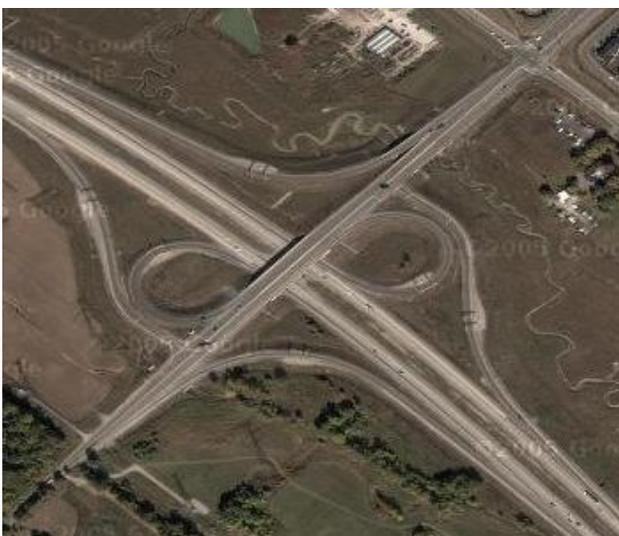
Prior to 2003 it was illegal to make a right turn on a red light in Quebec. The Quebec government in 2003 realized right turns on red lights did not increase the number of accidents. They however maintain the rule in Montreal.



### May Mystery Question

Where would you find this bridge?

What is its purpose?



### Reader feedback

Don Allen set this in. It is the parclo interchange which was developed by the Ontario Ministry of Transportation as a replacement for the cloverleaf on 400-Series Highways.

Safety is improved by removing the dangerous weaving patterns and allowing for more acceleration and deceleration space on the freeway. The design has been well received, and has since become one of the most popular freeway -to- arterial interchange designs in North America. It has also been used occasionally in some European countries, such as Germany and the Netherlands.

A parclo interchange on the 407 at Britannia Rd east in Toronto.

## NEIL MILLER – PHOTOGRAPHER AND AUTHOR

By Stuart Harvey



It was by chance that I discovered club member and Arizona resident Neil Miller. I was looking through the Membership Directory on our club website, looking up all our members who live beyond the Northeast US and Neil's info page led me to his website, which has information on his recent book 'Morgan Exploration'. As it turns out, he had joined the club after attending one of our Autumn Mogs. He is also a Morgan owner (of course), with a '63 Plus 4 in Arizona and a later model '90 Plus 4 which he keeps in Malvern. Of the photos included, my favorite is of him sitting between two factory workers at 'tea time', in the yard outside the works. As I discovered, it shows just what a people person he is.

**MORGANEER** - First of all, how is it that a guy from Arizona is a member of our Northeast Morgan club?

*When I was photographing for the book I wanted to get to know more about the club activities in the US. My wife Marilyn and I wanted to travel to New England to see the Fall foliage and visit friends. Autumn MOG was the perfect incentive to make the trip happen. We enjoyed our time at Autumn MOG and the experience made us want to follow and support the clubs activities. Being a member also encourages a visit in the future.*

How did you become interested in Morgans - when was your moment of discovery? Was it related to your photography or otherwise? And when was it that you decided you had to have one and became a Morgan owner.

*Strange as it seems to me at this time, photography was not a factor. I had not made the artistic connection. I was looking for a car that was light and agile. My first car, a 1957 Chevrolet 4 door sedan with a straight 6, was uninteresting. My second, a 1955 XK-140 Jaguar*

*roadster, was very stylish but heavy. I was also tired of having to put a light bulb next to the distributor cap so I could start it in the morning. Enough said. I was not much of a mechanic in those days. So my hunt led me to a junkyard that had an unusual car called a Morgan. It had relatively minor damage something I could repair myself. In a short time I realized this car fit my style and over the years has been a most enjoyable experience. So I purchased a Morgan before I knew I had to have one. ... very lucky.*

When did the idea of doing a book about the Morgan car company first come to you?

Was it related to the centenary, or did it evolve into that?

*My photographic career has taken me in many directions. I have been working on a range of projects the Morgan experience being one of them. The problem is finding the stopping point and then pulling things together. The timing with relation to my career as a TV News Photographer was critical. It was possible to do the production work while I was still employed. But I knew marketing a self-published book would be a full time job. The Centenary was the logical time to complete the book. In 2006 I talked with Charles Morgan about my plans and was encouraged by his response and started working on the project. I retired in June of 2009 and the book was released in July during the Centenary Celebrations*

Who was the most interesting person you encountered in your travels and research for the book?

*The list of interesting people would be long. Selecting one an impossible task. Everyone has uniqueness to me and this is what makes this world great. I can say Derek Day retired MMC Sales Director has etched a spot in my memory that brings smiles and appreciation. Very few have such a broad knowledge of the Morgan Motor Company. He is a fine gentleman instrumental in many*



## NEIL MILLER – PHOTOGRAPHER AND AUTHOR

By Stuart Harvey



ways during my photography for the book.

What was your most memorable moment at the centenary?

*This is an easy question to answer. During the Centenary weekend at Cheltenham and given all that was happening Charles Morgan took time to sit with me and autograph books for the attendees. Balancing at times his youngest son trying to encourage him to buy a Morgan slot car. It was a very memorable experience.*

From your 'artistic' perspective, what is the all time classic Morgan model?

*I find the 2 seater Plus-4 & 4/4 1959 and up has a design that can't be improved on. Peter Morgan said it best. "you only need to move a line by about 2" and you've spoilt the whole thing. A good example is when I was wanting to get different lights on the rear and I thought, well, I'll raise the back a bit and then cut it off square at the back. It looked ghastly, it looked terrible and you know some*

*things you can do and other things you just can't do."*

Again from your 'artistic' perspective, what part of the Morgan 'anatomy' do you think is the most photogenic?

*My first choice would be shooting across the louvered bonnet from a position off center in front of the grill. My second is a side view with the hood up or down. Both look great. The photo, A light "illusive" rain, on page 152 and the photo, At Portmeirion, on page 161 are examples of these.*

What is your favorite photo in the book?

*I would have to pick three favorites..*

*The Morgan factory photo, The welder, on page 52 because it generates the feeling of a hand crafted automobile. One worker who is doing his part in a process that requires a series of professionals to complete, sort of like the Unknown Soldier.*

*The photo, Car park, on page 149 because as fun as the driving experience in a Morgan is it sometimes can be as exciting arriving at your destination. Seeing Mont San-*



# NEIL MILLER – PHOTOGRAPHER AND AUTHOR

By Stuart Harvey



*Michel for the first time reached that level. And the photo, A light illusive rain, on page 152 because first it shows the beauty of the Morgan design. Second a curving road in the distance and the feeling that no matter what the weather we are on our way says freedom to me. Together they are an unequalled traveling experience.*

In your travels, what stretch of road in the UK and US would you say were made for driving a Morgan?

*In the UK I tend to gravitate to Wales and a stretch of road from Llandovery thru Cilycwm thru Ystradffin past (Lake) Llyn Brianne. Further North the road splits east or west depending on your plans.*

*In the US from past experience I know a few roads not to take. In Arizona the full length of the Apache trail being one of them. But one of my all time favorite drives would be California Route 1 from Morrow Bay to Monterey. It changes every time you are there.*

As an aside, how did our interest in a motorcycle gang as photo subjects come about?  
It must be an interesting story.

*A reporter I worked with at Channel 10 did some stories*

*about the Dirty Dozen outlaw motorcycle group. I was also in graduate school at Arizona State University at the time and thought the opportunity to document this club would be an interesting photographic project. Through the reporter I was introduced to the club. They understood my intent and allowed me to freely photograph their activities. The project lasted over two and a half years. It was an unforgettable experience with stories I plan to put in book form.*

Finally, when will you be coming 'back East' to join us at one of our club events? There is always a nice prize for whoever comes from the furthest away in their Morgan, you know.

*Funny you mention the prize for the furthest traveled. My next major project is about two and three wheeled vehicles. As part of this effort I plan take a cross-country drive in a three-wheeler. My hope is to do it in a Morgan and if that happens a nice turn around point would be Autumn Mog. But I am not sure what year yet. Sponsors may be needed.*

## Concours Preparation

*From The Wheels Up*



One of our members has suggested that, with the increasing number of our Morgan owners who now enter their cars in the numerous car shows and concours that seem to be proliferating in the Northeast, it would be a good idea to offer some tips on how to prepare a car for it's BEST presentation. It seemed like a good idea to me, so I have managed to get a few of our more serious and successful concours winners to reveal their best kept secrets on how to make your Morgan truly shine.

We begin 'from the ground up' - with the wheels. The ever irrepressible and only SLIGHTLY obsessive Marc Wunderman seems to think that one must make a great first impression with the judges, and the best way to do this is with super clean, sparkly wire wheels. Here is his technique:

If you want to know how serious someone is about detailing their car, just look at the wheels. Look for black stuff where the spoke and spoke nipple meet, and look inside the wheel and behind the spokes. If these areas are spotless, you've probably found someone with a thoroughly prepared car. Few things dress up a car like sparkling wire wheels, but there's one little problem. Doing a first-rate job is messy and unspeakably tedious. Done right, however, the whole car seems to glow.

Two or three times a year I give my wheels the whole treatment. I don't look forward to it but I love the way the car looks when it's finished. Yeah, I know, and then you drive through a three-hour monsoon on your way to Autumn Mog. When that happens console yourself by remembering that the cleaner the car is when you start out, the cleaner it will be when you get there regardless of what happens along the way.

Here is the method that I've evolved over time, and I'm sad to say I've yet to find a single good shortcut:

You will need:

- A low stool
- Bucket Hot water
- Dish detergent
- Griot's Chrome Wheel Cleaner (see note on cleaners)
- Large sponge Wire wheel brush
- Assorted small brushes
- Paper towels
- Kerosene (use in well ventilated area – NO SMOKING! ed)
- Air hose with blower tip
- Clean, soft polishing cloth
- Tire dressing such as Armor All,
- If you must, A large chunk of a dry Saturday

Marc's masochistic method for cleaning wheels:

Jack up the car and remove the wheels. This is also a good time to rotate your tires. Before getting the wheels wet, use kerosene to wipe any grease off the rubber. Once the tires are wet you can't do this. Also use the kerosene to remove any globs of grease from the rim, especially around the inside (charcoal lighter fluid works for this in a pinch).

Start on the inside of the wheel. Using hot, soapy water – for the first pass I use ordinary dishwashing liquid – use a large sponge to wipe around the unspoked portion of the rim, and wash the tire, too, while you're at it, and then rinse with water.

Still working on the back side of the wheel, spray liberally with Griot's Chrome Wheel Cleaner (see note on cleaners).

Use a conical wire wheel brush, sprayed frequently with wheel cleaner, and work around the wheel to brush every nook and cranny and the smallest surface that can hide dirt. Don't try to do this by pushing the brush in and out. All this will do is get soap in your eyes. Rotate the brush instead, the idea is to brush every surface with wheel cleaner. You will find that by changing the angle of the brush and continuing to rotate it you can reach almost everywhere.

Periodically flush with water.

Turn the wheel around so you're facing the front (outside) and repeat steps 3 through 6.

Next I use an old toothbrush that's ground down to make it very narrow. Still generously spraying wheel cleaner,



# Concours Preparation

*From The Wheels Up*

use the brush to get in-between the spokes and spoke nipples all the way around the rim of the wheel. Any surface that does not make contact with the brush may retain dirt. I have an odd assortment of small brushes, use whatever works. Continue spraying with wheel cleaner and flushing often with water.

When you are certain that you've brushed absolutely every surface on the wheel, start from the back again and dry it with compressed air at 80 to 100 psi. Keep blowing air into the recesses and hiding places and keep using the air to chase water droplets off the wheel.

Turn the wheel around so you're facing the outside of the wheel and repeat step 9 until the wheel is completely dry (I've heard of some people drying wheels with a leaf blower instead). Blowing the wheel dry avoids water spots for a better shine and it also makes it less likely that water will rest at the base of the spokes where it can cause corrosion.

Check the large chromed surfaces and if they are still cloudy you have three choices. A final wipe with a clean, soft cloth may be all that's needed. Or, you can start the whole process over again. Or, you can simply promise yourself that you'll be more thorough next time and move on (my usual choice).

If you like Armor All or some other tire dressing you can apply it to the tire now.

You're finished. Before beginning on the next wheel go and get yourself a beer, you've earned it!

I don't have an attention span sufficient for cleaning five wheels in one session, so I'll often do three wheels one day and two the next, but however you go about it you'll do a better job if you're not in a hurry.

Finally, be sure to take a drive and enjoy your Morgan. Each clean wheel is guaranteed to add at least 5 horsepower.

NOTE: These instructions are for chromed wire wheels. They should work well on wheels with stainless spokes, though you might want to experiment with a different wheel cleaner. For painted or powder-coated wheels get a recommendation on cleaners from the manufacturer or the shop that applies the coating. The general process is the same, but paint requires a somewhat lighter touch.

Next we move on to the actual car itself. Here I have deferred to Ty Phillips, who has done his homework on

the best products to use for cleaning, waxing and leather care. He offers these suggestions:

1. I use Swissvax Onyx on all my cars...their Carnauba wax is white carnauba, and far fewer petroleum distillates are used in the compound, so that hard wax can last up to two years. I use Swissvax chrome polish as well. No harsh chemicals and very fine pumice.
2. I hand wash all my cars and apply the wax entirely by hand. No machines. No swirls. Only microfiber cloths (reusable, also). Oh, and never wash or wax in direct sunlight.
3. I use lightweight, breathable car covers on each car to block dust and light.
4. I use a 'drive in bag' when storing the cars. These are made of tough but very pliable aircraft fabric that entirely encases a vehicle, yet provides for trickle charging wire entry point. And no mice entry. The way you put the car in in October is the way it comes out in April. (or January if you are prepping a car for transit to Amelia Island Auction as I did).
5. Lexol on the leather squabs and seat-backs each Spring is helpful. I follow up with Sheraton's Balsam, made in the UK. It gives a nice aroma like a damp wool jacket, and 'seals' the otherwise open pores of the hide giving a subtle lustrous patina.
6. And one other element in my regimen, though not for appearance. I add Octane Supreme 130 to the fuel. Its made by Kemco Industries of Utah under UK license and both noticeably boosts octane and provides real lead for valve train component protection. It's endorsed by the MVHS of UK. ( I guess Ty feels that you might need to make a hasty exit from the concours field - with your trophy. Good thinking! ed)

And finally, Jim Prior, whose Plus 4 4 seater has won multiple car show honors, offers these common sense but essential details:

First and foremost is the presentation that the judges see first.

Car must be clean and free of anything extraneous - nothing left on the seats inside.

Tires should be a match of size and make.

Undercarriage should be free of rust and dirt.



## Concours Preparation

*From The Wheels Up*

Engine compartment should be clean and engine block should be painted with the correct color.

The underside of the bonnet should be free of oil and dirt.

Weather equipment should be clean and side curtains free from fading and scratches.

Interior should be original and or restored as original.

On display tools such as the jack and wheel wrench should be clean or freshly painted.

By concours rules the top should be in place so that the condition can be observed.

Tools and weather equipment and fire extinguisher should be displayed.

Know the nomenclature of your car – Aero 8, Roadster, Plus 8, Plus 4 or 4-4

Know any upgrades of car, because judges will ask.

When you are approached by the judge “Say good morning” and shake hands with him/her. And, of course, make sure your donation for the drinks is more than the competition. Good Luck!

So there you have it! Just follow these simple instructions, and if you get through the wheel cleaning part you’re almost there. I’ll be expecting some awesome looking Morgans at this Fall’s Autumn Mog.

And by the way, I may be judging the Best in Show hopefuls. So here’s MY tip – Dom Perignon!

## Morgan Spotting

*By Rob Fournie*



Last issue we spotted The Bachelor Brad Womack using a 1952 Morgan Plus 4 for a romantic drive from the Santa Maria, Calif.

Recently I saw the film Who is Clark Rockefeller? He,

as in the bachelor, was out to impress a lady, and what not better than a Morgan.

If you have not seen this film it is along the line of “Catch Me if You Can” theme.

## A NEW ENGINE FOR MY BABY

By Marc Wunderman



Just days after Autumn Mog 2009 I had Larry Eckler on the phone and his news was not good. The new camshaft installed just months earlier had shed most of one exhaust lobe. Worse yet, the thrust washer on the center main bearing was “toast,” and you don’t need to be an engine geek to get the idea. What it meant was that the engine in my 1965 Plus Four, which had propelled me and the car for 50,000 enjoyable miles over ten years, was finished. The engine was not far away from a big bang, and not from a backfire, either.

Now, feeling like a kid who has just been told that Christmas is cancelled, I considered some of the options with Larry’s help. Here’s a partial list:

- No matter how we went about it, this would not be a quick or cheap job.
- There are few shortcuts to rebuilding a 45 year-old engine – it needed a total overhaul.
- Projects like this are “in for a penny, in for a pound”; once you begin you can only keep going.
- Then there is that “while we’re at it” stuff that adds to time and costs – and I’m not immune to the WWAI Syndrome.
- I had hoped that when it came time for a rebuild we could include some performance upgrades, but now I mostly just wanted the car back on the road.

I told Larry I’d think about it, but what I really wanted at this point was to go have a stiff drink.

I have built and helped build engines in the past. And I had been thinking about building a new and really fast road engine for the +4. But I had imagined this as a methodical, almost academic project that would be undertaken while the car was running fine. Without time pressure. With money as no object. Taking place in the spotless garage and perfectly equipped shop of my dreams.

And why did I want more performance in the first place? Because it’s possible. Because I like to drive fast. And...just because. So the options were fairly straightforward. I could hand the job to Morgan Spares with the usual instructions of “I really have to watch my costs.” Going this route would give me an excellent, stock engine in time for the next season. But even reasonable labor costs would have left little room for the upgrades I dreamed about.

I suppose another option would have been for me to rebuild it myself as a bone stock engine, but again I would have to stop fantasizing about making the car go faster. So here I was trying to find the opportunity inside the disaster and mostly coming up with solutions that didn’t increase my heart rate.



There was another option. If I did all the work myself then I could take some the cost of professional labor and put it back into performance upgrades. Would I be throwing money away on expensive parts by letting a amateur (me) do the work? Could I learn what I needed to know?

Next, I would need to put the 3-wheeler into storage to gain space. If you assume that a 1965 Plus Four, assembled and running, has a floor footprint of X. The same car with the engine removed and disassembled will have a footprint of, perhaps, 5X. If you think I’m exaggerating, just try it yourself.

And I’d probably need some additional tools and equipment. Well, there are those of us who might see that as adding to the “pro” side of the equation instead of the “con”. One of my mottos has always been “there are no bad reasons for buying tools.”

Ladies and Gentlemen, our contestant chooses Door #3.

## A NEW ENGINE FOR MY BABY

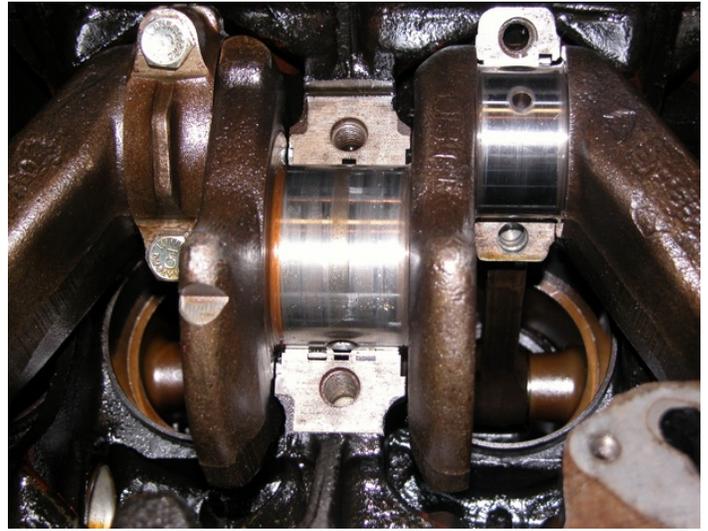
By Marc Wunderman



This English Major and desk jockey has decided to attempt to build a 150 HP TR 4A engine HIMSELF! At home, in his dirty, crowded little garage. And I'm sure you'll join me in wishing him all the luck in the world. In other words, after due consideration and sober reflection I decided to really go for it!

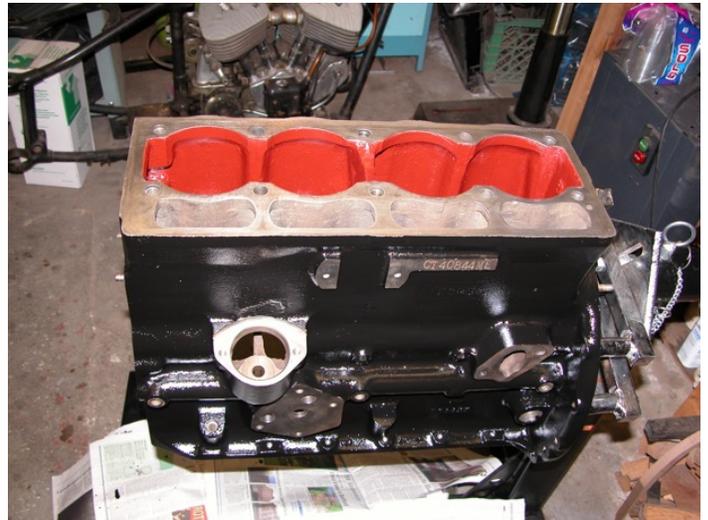
My goals were to make it go fast, but also to make it as strong and durable as possible. And of course this project had to produce a car that would be pleasant and sweet as a street and touring car with frequent interruptions for enthusiastic driving. Here are the specifications used:

- Compression ratio 10:1
- Head ported and polished, competition valve springs, new valves, guides and seats.
- Race prepared crankshaft,
- Nitrided (hardened) and radiused for reduced stress, balanced.



- 89 mm liners and pistons (for more displacement).
- Carrillo connecting rods (for strength).
- ARP head studs (more strength).
- Blueprinted oil pump gears.
- Finned, alloy oil pan (adds rigidity and additional oil cooling).
- Cam: "F 330 1-B" grind; .330 lift; 274° duration; ground on a new chilled iron blank (a very fast road cam).
- Distributor rebuilt and recurved for cam above and for mechanical-only advance.
- Morgan Spares headers (less restricted exhaust, more power, look great).
- Weber 42 DCOE carburetors.

I should mention that every single item above that was not standard added to costs and also introduced surprises and challenges. But near the end of September, 2010 the engine was installed, running and behaving well.



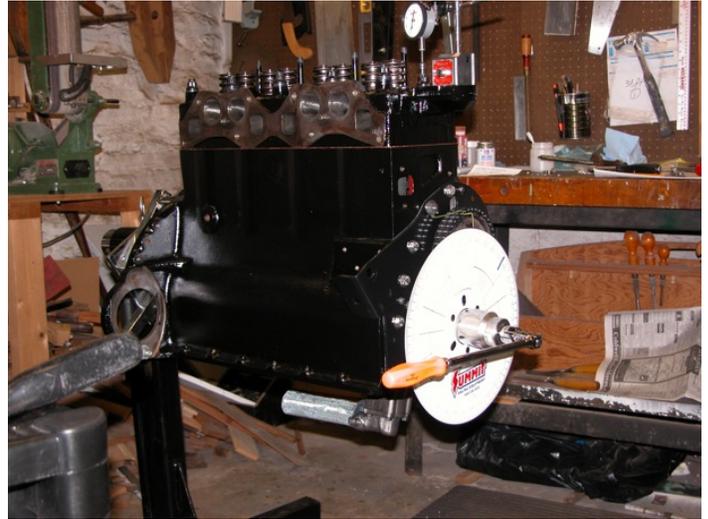
## A NEW ENGINE FOR MY BABY

By Marc Wunderman

I was able to put almost 1,000 gentle break-in miles on the car before last season ended and was only just beginning to explore the increased power. Over the winter I changed over to the Weber carburetors. That was an adventure in itself and with only one 5-mile shakedown I'll save that story for another time.

So, how has it turned out? Although there were anxious moments and periods of gloom and self-doubt I also learned a lot. So far I am very pleased with the result and just a bit full of myself for having pulled it off. But I think it's one thing to assemble an engine and make it run, and another to have it run perfectly and stay that way for tens of thousands of enjoyable miles, so for that we'll have to wait and see.

Would I do it again? Probably, but preferably not right away.



## News from the West

By Ken Miles

The worst day I can remember since 1994 at Van Dusen. It started to rain early in the morning and didn't stop to about 3:00 and the temperature was cold. The God's were not happy with the British cars. Everybody was soaked and cold and could only think of two things, getting dry and warm.

Despite the miserable weather, there was a good turnout of Morgans. There were 12 Plus 4s, 3 DHC, 10 4/4 including the inaugural 4/4 of Mike Chiu which with serial A200 stated that it was the first Series II 4/4 built and indeed was shown at the 1955 London Auto Show where it was probably drier. Finally there were 7 Plus 8s on display.

In the 4/4 class, Mike Povey finished first with his 1970 4/4, Mike Powley finished second with his 1972 4/4 and Mike Chiu finished third with his 1955 4/4. In the Plus 4 class, Chris Wray finished first with his 1994 Plus 4, Laurie Fraser finished second with his 1962 DHC and Larry Emrick with his 1964 Plus 4. In the Plus 8 class, Ken Miles finished first with his 1969 Plus 8, Bob Algar finished second with his 1987 Plus 8 and Chris Allen finished third with his 1972 Plus 8. After the show was over, fifty one of us returned to Ken Miles' house for a steak barbeque and festivities. In all it was a great event except for the rain.

Thanks to Christine Muehling, Pam Mahoney and Joyce Algar for making the sandwiches for lunch and helping Pat Miles prepare the dinner along with Terry Sadler and Chris Allen who cooked the steaks.





## Morgan Featured Marque

By Ken Whiteman

At the [British Sports Car of London](#) sponsored show at Bellamere Winery in the northwest end of the city Saturday, Morgan was the honoured marque.

The quintessential British sports car may be a very small car producer but it is a successful one. That's more than one can say for General Motors. After more than a century, Morgan is still in business and, unlike GM, it does not have a bankruptcy skeleton in its closet.

I bought mine in Windsor, Ontario in December of 1968. It's been a fine car. My wife and I have driven it across the continent to California twice in the past six years. I've kept it for almost 43 years and if I want to keep driving a Moggie, I've got to keep my old girl on the road. Treat her with love.



Taken at the Saturday show at Bellamere.



Two Morgans at Duff's Corner parked across from a large Toyota dealership.



Morgan owners, like Al Sands, are always checking out and solving problems with each other's roadsters.



Ray Stevens shows one of his side curtains to an interested fellow



# Morgan Featured Marque

By Ken Whiteman



Ken and Judy Wightman's green Morgan Plus 4 in the foreground at Bellamere.



The fellow in the centre is Gil Baker, well know in Morgan circles. I used to see him at the Metro Motors in Windsor decades ago when he was involved with racing his Morgan Plus 8 at Mosport.



The owners of this beautiful drop head love their Morgan so much their son's name is Morgan

The blue Morgan was owned by the late Richard Winterburn. Winterburn was on the Morgans Over America 2005 tour but without his Morgan; It was still in his garage being rebuilt. Sadly, Winterburn became gravely ill and was unable to finish his blue baby. His friends, Gil Baker among them, finished Winterburn's car so that he could drive it at least once before he passed away.

The car is now owned by Winterburn's brother-in-law who treasures it.



Everyone arrives even with overcast skies an the threat of rain



John Fitchie chats with Deb Willcox at the show in London. The rain

## Morgan Featured Marque

By Ken Whiteman



Ray and Mary Shier arrive at Crossings for the Saturday night dinner



John and Sharon get a sample of the new Bud light that has a hint of lime. The youthful crew, out promoting the new beer, stopped at the club dinner and gave out bottles of beer and baseball caps advertising the new brew.



Ted Zurbrigg with his brother-in-law Fred arrive at Crossings Saturday night for the club dinner.



Deb Wilcox enjoying a good laugh at the club dinner.



The group heads out for the run back to their home garages

# Morgan Featured Marque

By Ken Whiteman



Saturday the club toured Southwestern Ontario, stopping in the little town of Sparta, an artist's retreat called Winter Wheat off Quaker Road south of Sparta This is a craft and art shop located on very unique grounds. The owners have decorated the grounds with very unique characters. The tour ended with lunch at Pincroft on Rogers Road south of Hwy 3 outside of Aylmer. In between the string of Morgans visited Port Bruce, Port Burwell and motored by, and through, a wind farm situated on the Lake Erie coast. .



Thanks to  
Libra Motive

## The Beast is off to Perth

By Vern Dale-Johnson

Welcome to Julian Walter, a new MOCA member. Julian began his enquiries regarding the OJ's "Beas!" on the same day we picked up the "Sage Lady".

During that first 30 minute conversation, interrupted by dropped cell phone calls a couple of times, Julian was interested enough in "the Beast" to look further into the info published on the MOCA website and to schedule a day trip from Perth to Sydney to spend a couple of hours with us and the car.

How could he resist? A deal was struck, and a couple of days later we received word Julian had joined MOCA.

On February 25 we said goodbye to our historic and much loved +8 as it was loaded into a container for shipment to Freemantle.

I can't steal all Julian's thunder but perhaps you will enjoy the CV he lists at the end of his email:

- Julian A. Walter BBus FAIM FAICD CD WPO;
- Managing Director of building related companies;

- Bon vivant, raconteur, wooden boat aficionado, Tiger Moth and now Stearman aviator;
- retired Cousta yacht skipper;
- Gentleman farmer, orchardist, sheep herder, cultivator of quality marron, budding cattle baron;
- vintage motorist, wishful opera singer, swiller of questionable wine;
- gastronomist, lover of things old and general all round nutter.

Now, would you agree Julian fits right in! We look forward to visiting the Walters when next our travels take us to WA.

*Ed: A couple of weeks later, Vern received the following email from Julian:*

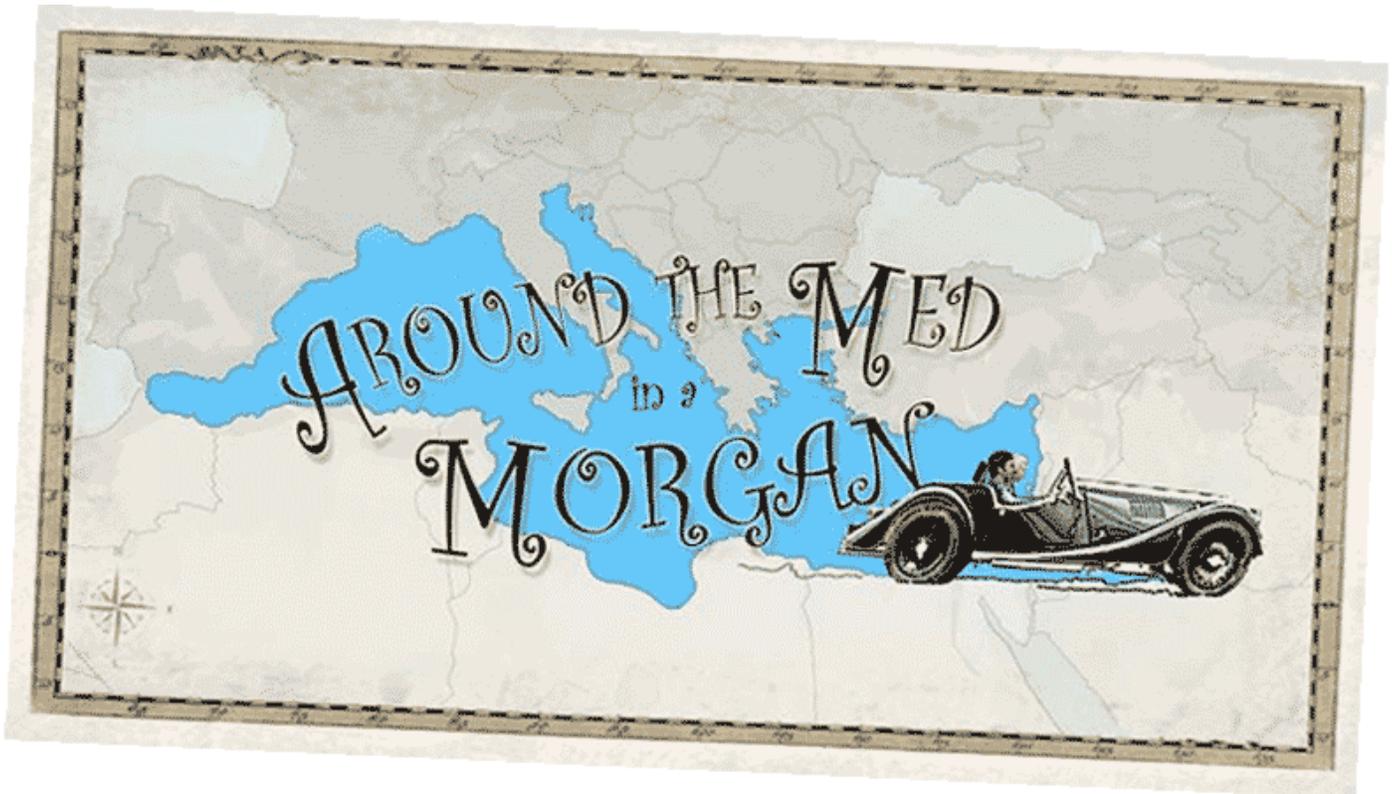
Beast arrived, de-roofed, fed, watered and had legs stretched. Wife says small and cute. She hasn't been for a drive yet.

I'm grinning very broadly. Will report further after familiarisation. Thanks for all your help.



## Around the Med in a Morgan

By Tony Hunter



### Press Release

“Around the Med in a Morgan” – May 2011 will be a 3 month open-topped non-stop circumnavigation of the Mediterranean Coast in a British built Morgan 4/4 sports car - two drivers, very limited equipment, no trailer, no vehicle back up or even spare tire!

Departing from the UK we sail to Bilbao before traveling to Gibraltar, and from there drive clockwise around the entire Mediterranean coast, a journey we believe never yet attempted! We'll travel 12000 miles and , political situations permitting, pass through 19 countries: Gibraltar, Spain, France, Monaco, the whole Italian coastline, Slovenia, Croatia, Montenegro, Albania, Greece, Syria, Lebanon, Jordan, Egypt, Libya, Tunisia, Algeria, Morocco and finally back to the Rock!

We'll be travelling open topped to maximize our contact with the environments in which we'll travel, and we've made the choice of the Morgan 4/4 Sport as we feel it best matches our idea of what Intrepid British Motor Adventuring should be, recalling those heady and long gone days when mustached youngsters put on a pair of sturdy boots, a pith helmet, and sponsored by their Great Uncle Harold went out and conquered the world! Man (or woman) and machine against the elements sort of thing!

On a more environmental note it also fits perfectly with our ideas of sustainable tourism, it's extremely environmentally friendly, with a wood, aluminum and leather construction which utilizes very little plastic, and due to its light weight and small efficient engine gives not only excellent smiles per mile, but a very low 140 g/km CO2 output. Perfect for these days where the world is still our oyster, and we don't want to cook it...

A little about the team: Tony Hunter is a car designer, having served 21 years in the automotive industry and been employed with Rover, Renault, Land Rover, BMW, Ford, Volvo and Jaguar, and with a portfolio which includes the interior for the BMW Mini, MG-F, Range Rover, Jaguar XF, FAB1 for the Thunderbirds movie, Land Rovers for Tomb Raider, and as K-Tel used to say...much, much more! He's originally from Scotland, but at present, proudly designing for the Great British car industry in Warwickshire. He's passionate about driving and especially driving open topped British classic cars. It was 20 years ago on a dusty road through Turkey that the idea “one day” he'd drive around the Med was formed – typically it just took a little while and meeting Lisa to get organized!

His co-pilot, the tiny Lisa Spratling is originally from Yorkshire, ex Royal Navy and spent 9 years in the Wrens as a photographer, flying in Sea Kings and Hawker Hunters.

## Around the Med in a Morgan

By Tony Hunter



Despite her 5-foot stature she's an avid mountain climber, (the higher the better as it makes her feel tall). She's climbed and trekked across Nepal and traveled extensively through India, and for many years was managing an outdoor activity company in Slovenia. She's presently in Warwickshire putting the finishing touches to our plans, and where's she can frequently be glimpsed rambling across the countryside or running behind a Morgan! She loves planning and organizing travel ideas, and believes the only way to go is visit places with bags of character and forgetting about any facilities, which she claims is enough to add an element of adventure to any journey!

We've adopted as the theme of the project, 'The Great Race', intending for it to inspire a lot of the style for the journey, though possibly without of course completing the trip in the all white attire used by Tony Curtis due to limited laundry facilities! Lisa will however be attempting to emulate the feisty sex appeal of Natalie Woods, both to keep our Tony on his toes, and for charming uniformed officials at difficult borders!

In keeping with this spirit, we'll be reducing our luggage to the barest minimum, taking the minimal amount of clothes, (whilst retaining of course enough appropriate ambiance!), and only bringing appropriate space saving

technology, a small electronic notebook, Olympus digital camera equipment, and a digital pad instead of travel books, but no GPS or "SatNav", and very limited camping gear.

Accommodation we use along the way will be of character and specially chosen to add an air of period on the road style and we'll be coastal camping wherever possible, both to avoid street parking the Morgan and of course add as much as possible to the adventurous nature of the project!

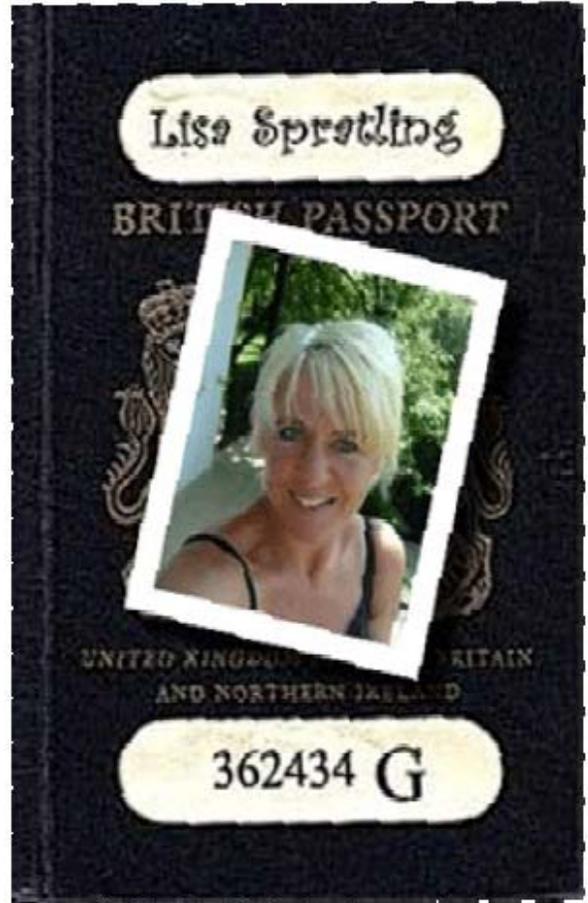
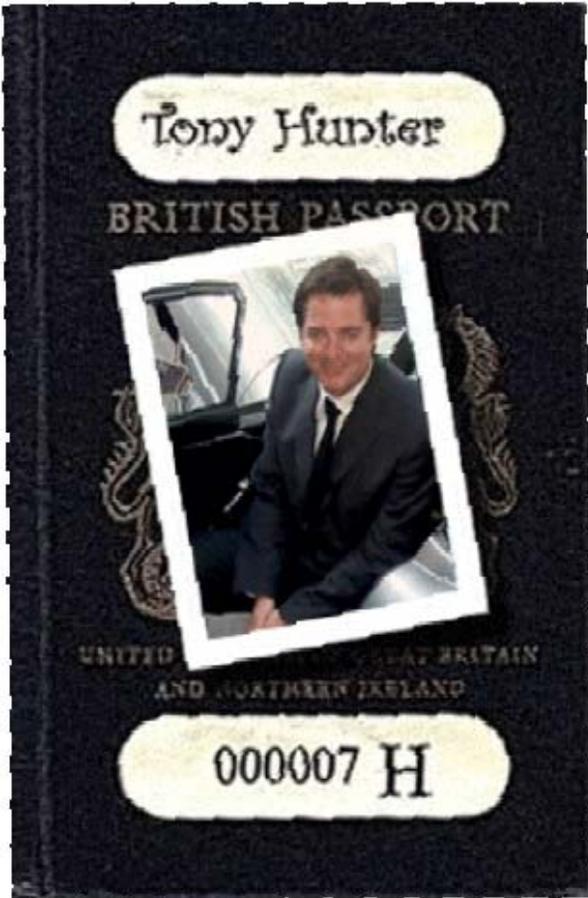
Our intention is to write, on our return a book, which will include photographs from the trip and illustrations sketched along the drive. It'll be based on the people we meet due to the head turning appeal of the Morgan, and we think we've chosen the perfect car in all aspects for lots of positive attention. It's a fun, lovable, British icon, and everything we take in it will be compact, classy, stylish, British-made (where possible) and practical, an absolute perfect match to the car.

Our drive will also hopefully raise some awareness of two UK charities – Macmillan and Dove House Hospice. Our returning fund raising aim is to auction off a number of limited edition prints, photographs, sketches and personal items alongside odds and ends we collect along the way.



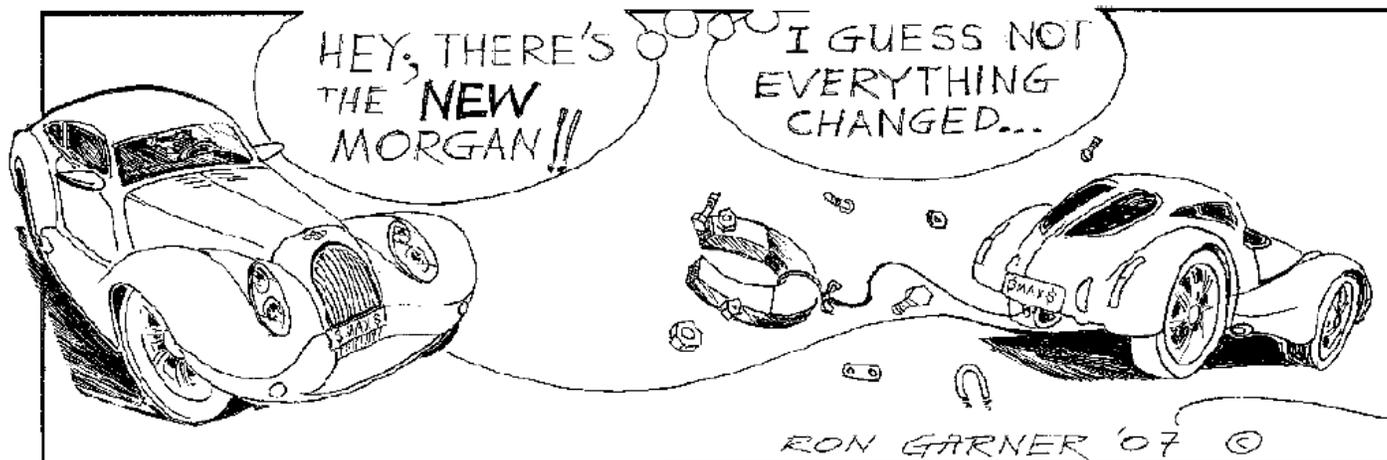
# Around the Med in a Morgan

By Tony Hunter



We started planning early, as in addition to the miles of red tape involved in Visas and Carnets we want to create some great publicity and ensure we have the right equipment for the job, due to the traveling conditions (we really do intend to be roofless all the way!) and limited space in the car. We're both very dedicated and working hard on this and aim to include in the build-up and during the drive, a range of companies or societies interested in being sponsors and we think it's a fantastic opportunity to advertise, and a great publicity opportunity. Our website is live, and we're keeping everyone up to date every step of the way with Twitter, our newly started blog, and our excellent and very popular official Facebook site linked from our home page with some well known motoring friends and experts in the design industry,

This isn't just a mad idea, a luxury trip or extended holiday, we're both professionals in our early 40s and this is the result of a 20 year long driving ambition which will very soon become reality, an exciting first attempt to drive this unique route, in a much loved and unique car.



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### New Rutter Web Site

After a huge amount of work by Speedster-IT ([www.speedster-it.com](http://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](http://www.melvyn-rutter.co.uk)



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