



The Blurb



Spring has sprung, the griz is riz. I wonder where them Moggies is?
Those swooping Mogs is on the wing!
I'm a dumb log. Those swooping wings is on the Mog.

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Prez Sez



Alan Lytle

The season we wait for all winter has finally started. We had our first event at the end of April to Ancaster, and in a week or so a run in the Halton Hills. Time to wax and shine and sort out those “little” maintenance jobs which did not get done last year.

There seems to be no problem finding places to go in your MOG this year. We have a pretty full slate at the MSCCC, and if that is not enough for you there seem to be more

“Brit” car events around than ever.

The three web sites below give you a hint of current plans in Ontario, Canada and the US British Car Week (May 31-June 8) and with little expertise in using a

search engine on the internet you are sure to find many more.

Ontario <http://www.britishcarlinks.com/events.htm>

Canada <http://www.sentex.net/~dewood/britcarevents/>

US British car Week <http://www.britishcarweek.org/>

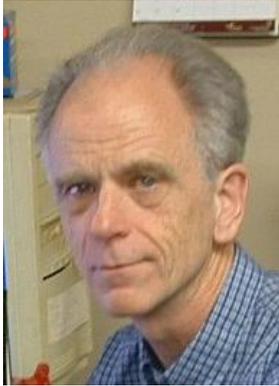
Looking for things Morgan, I stumbled across a May 8th press release announcing that the three wheeler is now available in China. The mind boggles. When I lived there in 1997 there were many three wheelers around but of more prosaic varieties. With 80hp available compared to what was there before, the farming community will not be the same! For those interested in more information and details of Morgan in China the Morgan China site is at <http://www.morgan-cars.com.cn/en/> .

So, it’s time to get out and about, leave the winter behind and clear out some cobwebs from both you and the car.

Keep the shiny side up ... alan



Editor's Message



Sheesh, here it is half way through Spring and most days the temperature is at 10C or lower. We did get three Morgans and an MG at the April pub brunch, and a good crowd on a beautiful day at the Ancaster British Car Flea Market. But you still have to dress for the wind chill. (Update, Mother's Day weekend and the thermometer finally touches 20C!)

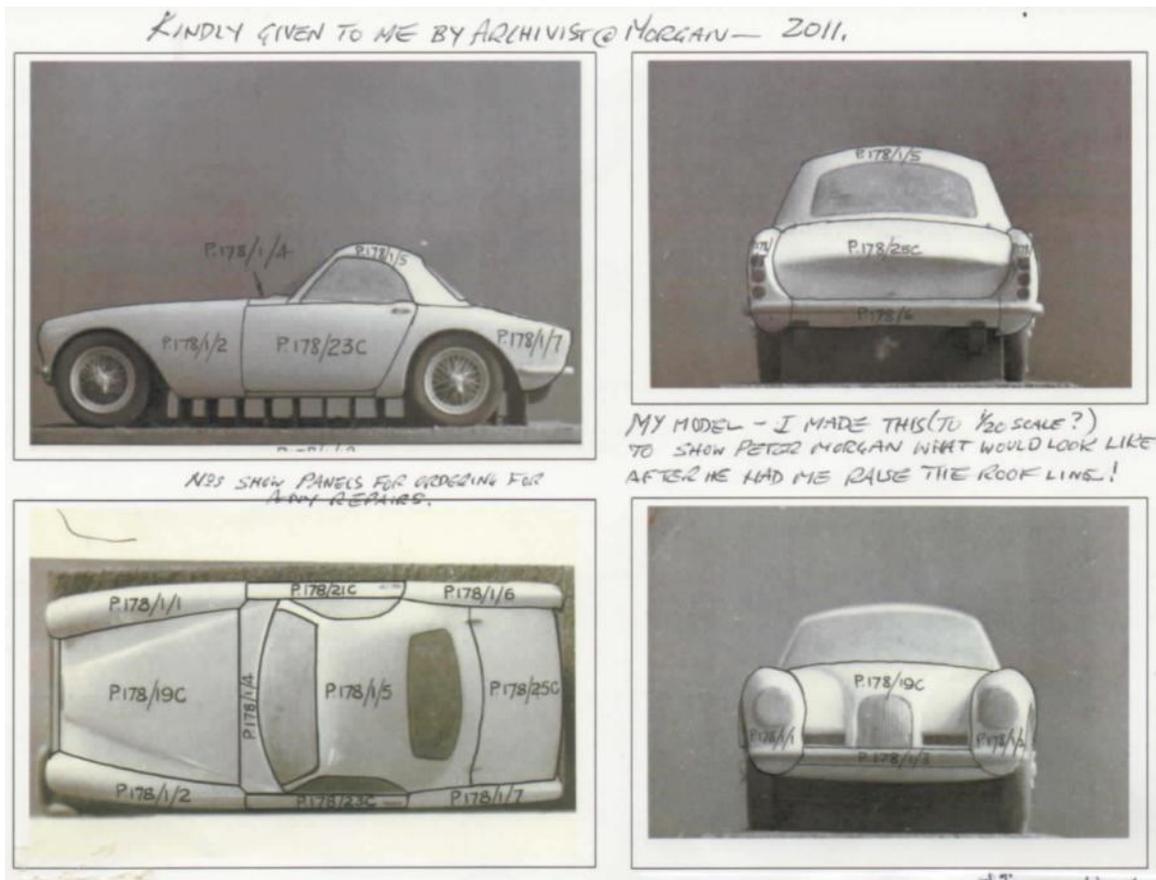
Dave Farmer

I dressed up warm to visit Alan Sands to go through his collection of news letters. He had six for me to add to the club's archives. While we were chatting he told me about the testing he went through to get his driver's license renewed. It is no longer rules of the road testing but cognitive testing, like drawing a clock face and then adding the hands to show a particular time. As it happens I drove the Morgan to Hamilton a few days later to attend a lecture at McMaster University titled 'Shifting Gears' which was about the 'Candrive' research team that is following a group of volunteer older drivers to test these tests that Alan took. A surprising thing I

learned was if you plot a graph of accidents per distance driven against age, older drivers (80+) have just as high a rate as the traditional worst risks, the young male drivers. The older drivers do not drive as much so their total accidents are less but while on the road the risk is the same. It sounds like current tests give a lot of wrong answers. Not only is it dangerous to allow someone whose health is poor to drive, but it is also damaging to a healthy person to get taken off the road. The object of the research is to eliminate both of these false results. I asked the presenter, Brenda Vrkljan, if they have a press release I could put in the Blurb. She promised to look into it, and she would like more volunteers to join the study. More in the Summer issue.

Those of you who joined me on the Durham County run in 2006 will remember a sad yellow +4 four seater in a shed at the farm we visited. I guess the farm had priority for any spending its owner, Barb, could afford, so she sold it to David Wells. He has submitted an article about his adventures getting it back on the road.

I've caught the model building bug again. I got the +4+ photos from Edi Stampfel of the Morgan Post. They were taken by John Edward of the model he made while designing the car. My first step is to turn these into plan drawings.





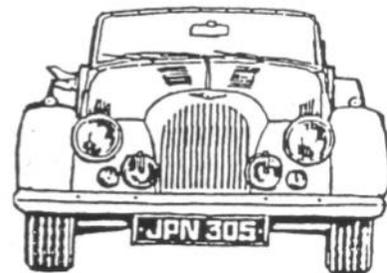
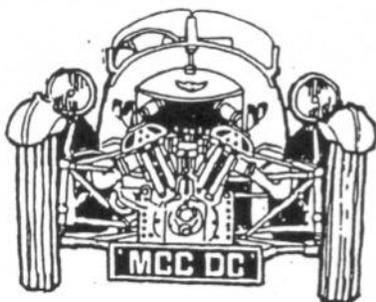
Central Canada Morgan Events

May 25	Halton Hills Run
June 13, 14, 15	Thornbury Weekend
July 1	Embryo Highland Games & British Car Show
July 11, 12	Kincardine Blues Festival & Car Show
Aug. 9	Edenvale Classic Air Show (rain date, 10th)
Aug. 24	Picnic at the Lytle's
Sep. 21	British Car Day, Bronte Park
Oct. 5	Toy Run, Milton
Nov.	
Dec. 7	AGM/Christmas Party at the Allen's

Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, 12-2
 Check for updates and other events of interest and maps to the events on our web site at:
<http://morgansportscarclubofcanada.com/events.php>

Make your interest known to the event's sponsor or the executive. And if you know of other events that might interest the rest of us let us know. For instance:

May 24	Brits in the Village, Blue Mountain Village
June 27, 28, 29	Glory Days, Mosport
July 19	All British Car Day, Ottawa
July 20	Brits-in-the-Park, Lindsay
July 20	All British Car Show, Essex
August 10	Vintage Wheels & Wings, Canadian Warplane Heritage Museum





Shop Tour at the Beer's

March 29th, there was still some salt on the roads so the only Morgan at the shop tour was Martin's which he used as he showed our group what to check during spring maintenance. The other half of us got a talk about painting from Steve.

points are so much easier to access compared to shimmying under the car while it is on jack stands.

These presentations should have been recorded on video so we could all refer to them later on the web site. In lieu of that here is what I remember from Martin's Spring Check List. Some points I have been doing regularly; oil change and new oil filter and hitting all the



The first thing I learned in the maintenance talk is that I should start saving now for a hoist for when I get older and less flexible. It makes all the under car grease

grease points. And after learning from Chris Pattenden that there is a needle point grease gun adaptor that allows you to get to the zerks in the U joints I picked one up at NAPA and now have greasy U joints again.



The main new things for me to do are:

Check the brakes, clean the dust out of the drum brakes
And inspect the brake cylinders for any fluid leakage or
corrosion. (Look under the rubber cap.)

Check the resistance of the spark plug wires, the read-
ing should be no more than 6000 ohms per foot of wire.
This would have saved me some agony if I had done this
a couple of years ago before my Mog started acting
strange when accelerating.

This check-up turned out to be very relevant as Martin
found some work to do, like attend to corrosion on the
rear brake cylinders.

Meanwhile Steve was leading the other half of the group
through the painting process. I did not catch any of his
talk, just overheard afterwards that he covered three
different paint systems. Maybe one of you who took in
his lecture can prepare something for the next Blurb?

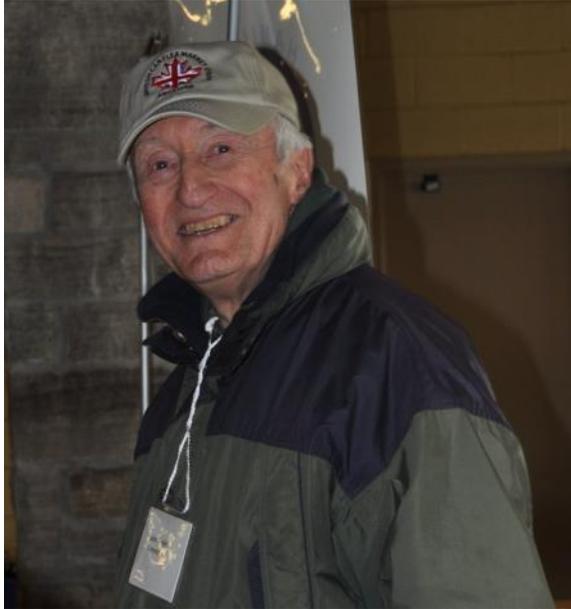
D.F.





Ancaster British Car Flea Market

April 20th was a beautiful cool sunny spring day, for March. But it was good enough to convince five of us to drive our Morgans to Ancaster. Colin Bray, and Ray Shier were there when I arrived and past president Glen Nigh and Alan Lytle, with Kathy, arrived a little later.



As I drove in, John Roden claimed he wouldn't have recognised the freshly shaved me if it wasn't for the car. I joined Glen Donaldson at the club table he had arranged and laid out copies of some recent Blurbs for the visitors to peruse.

John Fitchie, and his son Craig. Plus there were other non club-member Morgan people there. Mike McGraw who is at the disassembly state in the rebuild project he has taken on also provided the pictures you see. And two other gentlemen whose names we should have recorded at the time. One from Halifax and the other a member of MOG South up from Atlanta Georgia.

There were fourteen club members that showed up. Besides those mentioned above we saw; Brian Hawkins, Rob Fournier, Steve Beer, Brian & Brenda Morgan,

D.F.





David Wells's 1968 Morgan Plus 4 Four Seater Adventure

I have been interested in cars since I was a teenager, but throughout my working life with, work, a family, and moving around for my work, I did not have time, space or resources for "tinkering". My career has been as a diesel engine and heavy equipment technician, first in the UK, then Africa, then Canada where I started my own business in 1979 and have operated continuously since.

The Morgan adventure started when a friend said his neighbour had an old Morgan sports car in a barn on a farm about 35 miles away.

I had not considered a Morgan. In fact I had never seen one up close, let alone driven one, or ever been bitten by the Morgan bug...All that came much later...

It was a year or so before I had the opportunity to think about the Morgan again. I called the owners up. They were friendly and seemed interested in showing me their car....

My heart dropped when I actually saw it. The poor old car was in a barn, covered with old boxes, tarps, wood and other agricultural debris....What was I thinking!!

After removing all the "stuff" there was a very sad looking yellow Morgan Plus 4 with three almost flat tires, looking very neglected and tired.

Although I had heard of them I knew nothing about Morgan cars. There was, of course, a certain appeal to the classic long hood roadster type shape. All the parts seemed to be there, but in obviously very sad condition. The paint was peeling, there were many rust spots, the interior was in awful condition. The dashboard was barely visible under all the dust. The floor was filled with years of dirt and debris. The owner said the engine used a lot of oil but it had not been started for several years. I pulled on the fan while tightening the belt and the engine turned a little bit, then was tight....





I went home feeling rather dejected...but I could not help feeling sorry for this little old car that **had** obviously been the owner's pride and joy, but had become first unreliable and then unusable. After a few days I called to ask if they wanted to preserve the old car or bring it back to a useful drivable state. At first they said yes, but after crunching estimated numbers it was obvious that it would be a "hole in the ground" investment with questionable or no actual returns. It seemed that the actual value of the car was in negative territory, (going to cost more to fix to a good state than it was worth afterwards). After some discussion I offered to consider purchasing the old car to hopefully give it a good home to stop it rusting away to nothing...hopefully without it eating me alive. Such projects can be hungry mistresses!.....Ask me how I know....I knew it was probably close to being too far gone...But I took a chance and made an offer. It was accepted...It was not enough...

but by then I had fallen in love with the forlorn little sad looking yellow car. When I regained consciousness about three minutes later, I realized that I had paid too much...but hey! In for a dime in for a dollar...too late.

What had first started as, perhaps, a spruce up, change the engine oil, get the engine running, change tires, paint and use it turned into..... a bare chassis preservation.

My dad used to say: "Don't go digging for worms unless you want to go fishing." Well, one thing lead to another, and before I knew it the car was spread all over the shop and some of the basement...I think a small car like this can take up three acres when in pieces...Now WHAT!!

I do have a notoriously short attention span so I must get down to something like this and do it quickly or I



will loose interest. So I did the bare chassis preservation (not restoring to as-new condition). I used as many of the old parts and systems as were in good enough shape to reuse and replaced the other parts. And I added some improvements to the car, in way of an engine upgrade, front and rear suspension upgrades, oil cooler, radiator fan, and a complete work-over and redesign of the way the electrical system works. The car was completely painted and all rubber parts were changed.

I discovered that that the TR4A engine needed much more than just pistons and cylinder barrels, clean up the carbs, change oil, and start it up.....It ALSO needed a camshaft, lifters, machine the crank shaft, new bearings, cylinder head work, as well as clutch, release bearings...you get the picture.

We have been a Volvo car family for most of my working life and used to prepare Volvo cars for other people for long distance rallies in Africa, specifically the 120 and 140 series in the 60's and 70's. I was always very impressed by Volvo engineering and the rugged strength

of their cars and their bomb proof engines.. They were not fast, were very reliable, and more often than not came home in one piece. I did not drive the rally cars. I do not have the aptitude, but my drivers never blew an engine in several 4000 mile rallies. The B18 and early B20 engines were in production in those years, and were the basis for the mildly tuned to "B spec" versions we used in the rally cars.

I decided that the Volvo option for the Morgan was more economical than all the work involved in a complete rebuild of the Triumph. It probably turned out to be even in the end because I had to rebuild the Volvo, but the Volvo IS arguably a better design and reliable package when the matching overdrive transmission is considered.

In my travels I had found a 1969 Volvo 142S with a B20B twin SU carb engine.. The body was completely gone home to whence it came, ferrous oxide, rust...In fact it actually broke in half while being towed to my little shop..The handbrake cable, drive shaft and wiring





loom were pretty much what was holding the front to the back by the time it arrived.

pump and new output shaft seal. The gears and synchros were also visually inspected, all looked good.



The 142S Volvo sedan had either the famous Volvo B18B 1.8 liter 90hp or later the (increased bore size but otherwise significantly the same footprint and geography) B20B 118 hp, two liter, five main bearing, race and rally proven engine. Both engines use the twin SU H6S carbs, 12VDC Bosch electrics, starter on the left, exhaust, carbs and alternator on the right. This model also had the also famous and very reliable M41 four speed gearbox with Laycock electric/hydraulic overdrive.

The engine was rebuilt with new rings bearings gaskets and seals, camshaft, lifters, and an updated hydraulically released clutch. The gearbox was stripped, cleaned reassembled and the overdrive was resealed, with a new

During the preservation project from a bare chassis the weak spot in the chassis under the rear axle was strengthened with a full Z shaped doubler 1/8" thick and 31 inches long, through bolted to the original chassis member, tube shocks were added. The wooden tub parts were fairly good with no extensive rot. ALL the wood near the chassis and where accessible was thoroughly cleaned to bare wood and coated with West System epoxy, two coats. This material makes the wood completely waterproof and eliminates moisture and air from the wood, thus preserving it virtually forever. Some of the side metal panels were rusted at the bottom as is characteristic, so I made new panels as required using the extensive forum advice material as well as the books, "A Yank in Malvern" and "The Morgan Bedside

Reader". I found much great advice and support from the GoMog pub when it was running. Lorne Goldman was a great guy and a great asset to the Morganeering community. He was very patient and quite supportive for my ideas. I suspect he never believed I would actually do it!!

Some members were critical of the idea of altering the car but others were supportive.

The Volvo engine and its mountings, carbs, hydraulic clutch release, exhaust and electrics were "dry fitted" in the car before painting the car, to get the geometry and mechanical elements right. The original gearbox tunnel would not suit the Volvo gearbox, being too narrow. So I made a suitable "shape" around the Volvo gearbox with chicken wire and cast a fiberglass covering three layers thick. I cast a flange round the position of the gear shift lever. This flange takes a separate leather shifter boot. The new tunnel had a flange around the bottom like the original and was bolted through the wooden

floor using T nuts and small bolts with foam weather stripping adhered to the tunnel. I made a new front plate for the firewall to match the gearbox profile. To get a bit more room for the driver side I offset the engine about an inch. The engine was run and tested to make sure everything was good and that the clutch release worked properly.

The engine, gearbox, drive shaft, radiator and new floor panels were then removed.

With the chassis work done, and tub on the chassis it was time to prep the body, fenders, front wings, hood and other parts for painting. They were all stripped to bare metal and filled, faired and prepped with minimum filler left after fairing and sanding down.

My good friends at Russelle Toyota in Peterborough were very helpful choosing the colours. They fixed some of my fill and fair mistakes, primed, painted and baked the main body and the separate parts.



Now it was time to fit everything back together...

Yes they talk about getting the cowl straight...I actually assembled everything with all the new securing hardware LOOSE so everything found its best place. There were still a few places, especially the hood and cowl locating, where parts had to be teased together. The entire electric system was refurbished with all new terminals and some of the wiring where it had been chewed by mice.

In spite of originally adapting the handbrake on the gearbox as per original I decided that the logistics there were too cramped. So the handbrake was moved to the left hand side of the drivers cockpit and secured to the chassis side member, where it is both easier to use and more satisfactory than the original position next to the gear lever under the dashboard. Hill starts are much easier with the hand brake on this side.

Technical

Engine and Drive-train Specific Notes:

Installing the Volvo engine was a very clean and friendly fit. The basic geography of both the TR4A and the

Volvo B20B are very similar. The Volvo engine is narrower than the TR4A, shorter, and the engine/transmission package is considerably lighter than the TR engine and Moss (stone crusher) gearbox box combo. Although the Volvo package is shorter the remote gear shifter is within an inch of the original. The Volvo engine is rated for 118HP which is more powerful than the TR engine and has a wider safe rev range. Some of the other benefits of the Volvo transplant are the reliable Bosch starter and single-wire Delco 12SI alternator (with internal regulator), and Bosch distributor. The starter is also on the left hand side so it is not constantly baked by the exhaust heat.

The Volvo B20B engine is built in 1969, so it is period correct for the car. Visually the engine looks quite like a non-crossflow Ford 1500CC GT engine. Added benefits are that the engine has five main bearings and takes proper sized air cleaners on the H6S SU carbs.

Engine Mount Notes

To do the Volvo engine transplant mod the engine mounts are very easy, The original engine mounting bolt holes in the chassis being used. I used fabricated, gusseted steel brackets with marine engine mounts, one each side of the engine and one under the tranny. These mounts are mounted horizontally, so they carry the





weight of the engine without trying to squish outwards, thus are significantly better than any inclined automotive mounts, and are adjustable for height and laterally.

Radiator Pipes and Hoses

The engine takes the original TR4A radiator pipes and mountings and fuel lines with minimal hose alterations using aluminum stepped adapters and hose clamps between the different sized radiator hoses (Volvo radiator pipes being a smaller diameter). This eliminates the need to change the pipes on the top and bottom of the radiator, so the TR engine can be reinstalled if someone wants to later. The TR radiator is plenty large enough for the Volvo engine as long as it is clean. The engine mounted fan and the electric cooling fan eliminate any overheating issues in traffic.

Exhaust Notes

The exhaust is on the right hand side, per original, and takes the original flex pipe to the muffler without alteration to the muffler, mounting or tail pipe. I did, however, go up one pipe size with a catalytic converter, larger diameter muffler and side-exit exhaust, to accommodate

the required shorter pipe length that gives better gas flow and less back pressure for the higher revving five main bearing Volvo engine. For the speeds I do this is probably overkill, as the car pulls well and cruises at 100kmh at 2000 rpm in OD. This is quiet and good on fuel especially on longer trips, about 30 mpg being normal. This exhaust setup is quite acceptable as far as noise is concerned. It does bark a little going through the torque band at full throttle, which is fine, since I rarely use full throttle. The catalytic converter is from a three liter engine so there is plenty of reserve flow. The catalytic converter SIGNIFICANTLY reduces exhaust noise AND fumes, especially on the over run. My wife does not complain about the fumes any more.

Transmission Notes

For the transmission shift lever I used a "remote" shifter from a Volvo B1800S coupe that uses the same engine tranny combination.. The shifter lever ends up within an inch of the original. Overdrive is controlled by a latching on/off button on the steering wheel and 30 amp relay to the overdrive solenoid.





Electrical Notes

An electric air horn radiator fan was mounted ahead of the radiator under the grille. All the major electrical loads are now controlled with 30 amp relays and a separate fuse box under the dashboard, so the ignition switch, coil, starter and hi and low headlights, tail light/wiper/heat and horn and radiator cooling fan circuits are “triggered” with pilot switches but the actual electrical load is “carried” by relays. All the fuses and relays except the horn relay are hidden on a hinged accessible shelf secured with two easily removable screws under the dashboard. This takes all significant loads away from

inal wiring loom were updated to new terminals. All bullet connectors were replaced where at all suspect and all terminals were sprayed with dielectric grease material to minimize air and water intrusion. The switches were also moved to a more convenient location.

The original dashboard and instruments were very poorly designed as far as placement of switches and gauges...I do believe that Morgan only made one dashboard that had to fit either left or right hand drive cars. In 2013 I re-designed the dashboard with a much more ergonomic layout for the gauges (so you can actually see



the small switches, always a more satisfactory way to do electrical switching than using the ignition switch and dashboard switches to carry the electrical loads. Some of the wire sizes were increased. ALL terminals in the orig-

them). I used a layout similar to what Ferrari use. The steering wheel was replaced with a wood rim model with a modified hub.



Ignition Notes

The Volvo uses a Bosch distributor, originally with points. I installed a Pertronix magnetic pickup inside the original distributor body so there is no visual difference. The magnetic pickup and a (TR4A original) Lucas sport coil provide plenty of spark-power for easy starting and high speed running. This simple system is fine and does not run out of breath at any speed. For racing one might consider something more exotic.

As for setting the timing most people start with an advance that is set at idle speed. I start from the other end and set the timing to 34BTDC at 3000 rpm (learned from the Ferrari model). This gives the kind of performance expected of the engine ON THE ROAD. It usually ends up that the idle advance is about 8 degrees BTDC.

The acid test is whether the engine pulls satisfactorily in the 2000-3000 rev range.

Differential Ratio Notes

This Volvo 142S B20B and M41 overdrive transmission setup typically uses a 4.11 differential, so the 3.72 Morgan rear axle ratio is rather long legged for hot performance, but is perfectly fine for cruising and gives good fuel mileage without being any stress to the engine.

VDO gauge set Notes

The new gauge set is VDO.

Designing an electronic pickup for the speedo was a thinking process for a while... The manufacturer wanted





a pulse signal of 16 pulses per drive shaft rotation. At first I could see no easy way to do this and they had no ideas that would work. None of the gears in the transmission had 16 teeth, and the differential crown gear and had too many. The flywheel ring gear was on the wrong side of the transmission and had too many teeth.

A few days later I was tinkering on a kid's bicycle and noted that the ten-speed gear change mechanism had a drive cog cluster with a variety of teeth configurations and wondered if I could use something like that.

While in the local TSC (Tool Store for Codgers) store, I found an industrial chain sprocket with 16 teeth. So I took it home and machined it thinner, with a male and female spigot to match the transmission output flange, sandwiched the sprocket between the flange and the drive shaft. Then I made an adjustable bracket to hold the magnetic pickup for the speedo sender.

Setting up the calibration for these electronic speedometer gauges is very easy. The gauge has a button that is

used to scroll through the features. You stop the car, zero the gauge, drive exactly one mile or kilometer and press the button again and the calibration is done.

Checked against a GPS while driving the speedo is always very close.

Having done this mod on my own car (successfully) I would be happy to be of help to anyone wanting the same power plant change.

D.W.

Editor's note, Barbara Heidenreich, the original owner, has visiting rights to the rebuilt car and is very pleased with the work David did.





Other British Car Events

British
CAR SHOW

SATURDAY MAY 24, 2014
12 PM ~ 4 PM • THE VILLAGE PLAZA

LIVE MUSIC

STRANGE POTATOEZ

12~4 pm

There's always something to do in the Village!

GEORGIAN BAY BRITISH CAR CLUB

WWW.GBBCC.COM





Vintage Wheels & Wings

2014



August 10

2014

LOCATION: Canadian Warplane Heritage Museum
(9280 Airport Road Mount Hope, ON L0R 1W0)
TIME: 9 am - 4 pm
ADMISSION: Free admission to vintage car driver plus one passenger. Adults (18-64) \$12, Seniors (65+) \$11, Students (13-17) \$11, Youth (6-12) \$8.

Car owners may take pictures in front of a vintage aircraft for a minimum donation of \$5 to the Museum. Held in partnership with the Ancaster Optimist Club.

warplane.com

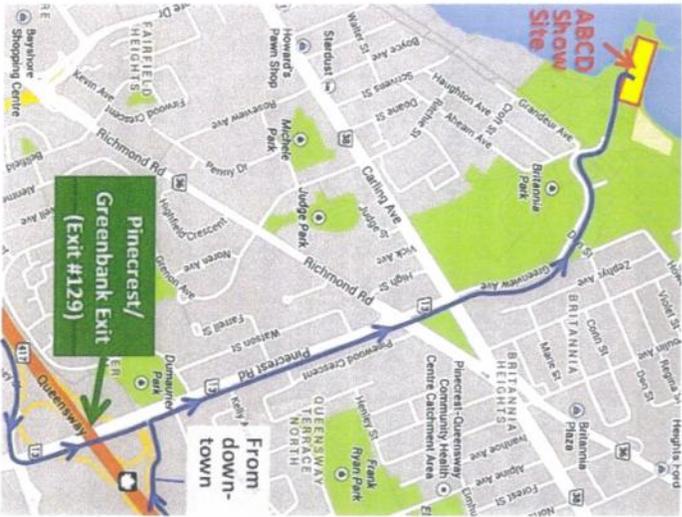


Show Registration

You can pre-register for the show by printing and mailing in the registration form – details are on our website at www.britishcarday.ca – or you can register at the gate on the way in to the show. The registration fee of \$20 (\$10 for motorcycles) includes a barbecue lunch for two people, entry in the participant's choice awards and draws held throughout the day to win prizes from our sponsors, plus a gift bag and dash plaque for the first 200 entrants.

How To Find Us

The show is located in Britannia Beach Park - Lakeside Gardens, located at the end of Greenview, north of Carling Avenue, and reached from the 417 via Pinecrest north.



Ottawa-Canada

Saturday, July 19th 2014

10am - 4pm

Britannia Park, Ottawa, Ontario

Featured Vehicle - MGA

www.britishcarday.ca

Participant fee \$20

(see Show Registration details)

Admission FREE to general public

For more information –

info@britishcarday.ca



Also featuring the

Ottawa Jaguar Club Concours



Ottawa-Canada



Featured Vehicle - MGA

Saturday, July 19, 2014

10am - 4pm

Britannia Park, Ottawa, Ontario



Mark Your Calendar For Brits-in-the-Park

Sunday, July 20, 2014
(always the third Sunday in July)

Field opens at 9:00 a.m.
In beautiful tree lined
Victoria Park, Lindsay, Ontario

Hosted by the
Victoria British Car Club
www.victoriabritishcarclub.ca

- 🚗 Over 200 cars participating
- 🚗 16 classes of cars represented
- 🚗 In 2014 the Sunbeam Tiger is showcased as this marque celebrates its 50th anniversary
- 🚗 Door prizes
- 🚗 People's choice awards
- 🚗 18 or more automotive vendors



Sunbeam Tiger - Powered by a Ford V8 7,083 produced between 1964 and 1967



519-776-6909
www.cdmhv.com

From Detroit
Follow Huron Church South to HWY #3
Follow HWY #3 Leamington to County Rd 23; turn right
Museum is 6 minutes on right

From Toronto
Follow 401 W turn left Belle River Rd (County Rd 27)
Follow 27, turn right on County Rd. 8, then next left on 27
Follow 27, through Cobden, cross HWY 3, follow until road ends
Turn left on County Rd. 23 (Arner Townline)
Museum is 5 minutes on right



In association with the
Windsor Detroit MG Club
www.wdmgc.com

- *Dinner opens 8 a.m. until 2 pm
- *Dinner orders food available (in village)
- *Boarding House Food available 11:20pm*
- *Beer Garden 1:20pm*
- *Door Prizes 1:20pm*

9:00 - 2:00 pm
Show Cars - \$10.00
General Admission - \$5.00
12 and Under - Free



**ALL BRITISH CAR SHOW
& Parts Sale**
Sunday, July 20th, 2014
Canadian Transportation Museum and Heritage Village
Essex, Ontario



GLORY DAYS Celebration of Speed – Provisional Event Schedule

June 27, 28, 29 2014

DAILY “ON-TRACK” SCHEDULE		“OFF-TRACK” SCHEDULE	
7:00	Registration: Fri – 7-5, Sat 7-2, Sun 8-11		
	Technical Inspection Open		
8:00	Mandatory Drivers’ Meeting		
8:30	Hillclimb - Modern	9:00	Saturday & Sunday – DREAMSCAPE Car & Bike Show – Corner 8
	Hillclimb - Classic		
	Hillclimb – Vintage/Historic	10:00	Daily - VIP Hospitality - Reception Centre
	Hillclimb – Race Cars		Children’s Amusements
	Hillclimb - Motorcycles		Other attractions
12:10	Lunch Break		
	Thunder Road Track Touring & Rolling		
	Road Show & Car Show Parade		
1:00	Hillclimb – Featured		
	Hillclimb - Modern		
	Hillclimb - Classic	3:00	Friday – Car & Bike Auction - TENT
	Hillclimb – Featured	5:30	Saturday – Soap Box Derby – Corner 2
	Hillclimb – Vintage/Historic	6:30	Saturday – Banquet & Party - TENT
	Hillclimb – Race Cars		
	Hillclimb - Motorcycles		
5:00	End of Sessions – Track Closed		

www.glorydayscelebrationofspeed.com



Embroidered jacket, men's \$150, women's \$105.

Or visit our web site Regalia page:
www.morgansportscarclubofcanada.com/Regalia
And select a hat or jacket and place your order with Sharon.

Reg Beer Coachbuilders Corp.
Providing quality service & Restoration
To Vintage Automobiles
Steve and Martin Beer

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 Bolton, Ontario, L7E 4C6

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 Email: cmcmog@idirect.ca



Membership Application / Renewal

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 Spouse: _____
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 City/Province: _____
 Postal Code: _____
 Email Address: _____
 Tel. Home: _____ Business: _____
 Morgan(s) owned:
 Model: _____ Year: _____ SN: _____
 Colour(s): _____
 Model: _____ Year: _____ SN: _____
 Colour(s): _____



Membership fee \$25.00* for the year. Payable January 1st of each year.
*Canadian \$ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
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201 Penn Drive,
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(905)-634-4704

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