



The Blurb



Germany



U.S.A



U.K.



The Great White? North

Winter Mogging

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Prez Sez



Alan Lytle

Some of you have already been driving around this year I know, but yesterday, February 28th, was the first day for me where all the stars

aligned. Most important was the weather, a beautiful 10 degrees or so just in advance of what is predicted to be a foot of snow tonight in Southern Ontario

There really is nothing like the feel of the year's first drive. Will it start? of course it did, almost first time. Will it keep running? Yes it did, and it restarted as well for the homeward trip. What is that I smell? Are there any drips? Are the lights working? And so it goes, but

enjoyable none the less. And, of course, lots of interested motorists possibly creating traffic issues by using their horn to signal. We always assume in a positive sense.

Our destination, pictured above, is the Chappell House in Riverwood in Mississauga. The Morgan company predates it as it was built in 1919 and is made in part from stone dragged up from the Credit River which runs past just down the hill behind. A wonderful old building, mostly practical, is used as the offices of the Riverwood Conservancy which is an organisation with which both Kathy and I volunteer. It operates programs in nature, environment, stewardship and gardening over the 150 acre property. If you find this of interest we are at <http://www.riverwoodconservancy.org>

So now I am looking forward to our next good day when we can rove a little farther afield. I'll still be asking those questions about the car I always do.

Dave has created a packed Blurb for you to start the year. I hope you have time to sit and enjoy.

Good morganeering
alan

Central Canada Morgan Events

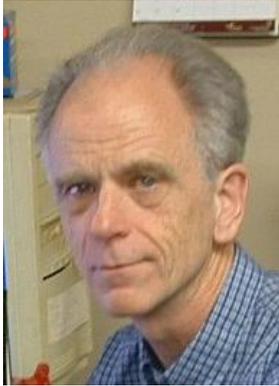
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|------------|-----------------------------------|
| Mar. 19 | Beer's Shop Tour, Bolton |
| Apr. 17 | British Car Flea Market, Ancaster |
| May 15 | Fun Drive, Burlington |
| Jun 26 | Steam Museum |
| Jul. 17 | Brits in the Park, Lindsay |
| Aug. 12-13 | Bayfield Week End |
| Aug. 28 | Annual Picnic @ the Lytle's |
| Sep. 18 | British Car Day, Bronte Park |
| Oct. 2 | Toy Run in Milton |
| Oct. 16 | British Car Flea Market, Rockton |

Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, Noon 'til 2

Check for updates and other events of interest and maps to the events on our web site at: <http://morgansportscarclubofcanada.com/events.php>

Suggest any other events you would like to do this year!

Editor's Message



Dave Farmer

Morgan changing hands. Rob Asselstine tells the story of his Plus 8. And David Wells fills us in on his trip to Africa and the rally he told us about in the last issue. Brian Morgan supplied a puzzle. Colin Bray has com-

Some winter we are having here in Canada's banana belt. I had to import winter photos for the cover from Germany and the U.S.A. to have any snow. Thanks to Andre Koopmann, J. H. Shelly II, and Chris Towner for their pictures. Winter was so mild we stuck in a February outing, to the Canadian Automotive Museum in Oshawa.

Contributions keep flowing into the Blurb. (Keep it up folks!) Glen has a membership update and the story of a

piled some Morgan production Statistics. I even have a couple of items in reserve for the next edition!

The mystery car in the last issue is still a mystery.

Some late news, there are videos on You Tube about Morgan's new electric three wheeler:

https://www.youtube.com/watch?v=3pYX8X_tlog&feature=youtu.be

and

<https://www.youtube.com/watch?v=MUse4rkfzkc>



Letters to the Editor

Hi chaps,

First of all, a very Merry Christmas and all that stuff.

I worked on the 37 down at John's on Wed 23rd Dec and when I got home what was on my doorstep - the new book 'Making a Morgan' which I had ordered. It isn't available for a month or two in North America but I ordered it directly from England. A superb book, even though it is written by a couple of Germans. I've found one typo and at least one wrong fact in the history section but I'll let them off this once. It is very well done and if you have ever been involved with rebuilding a Morgan you will understand a lot of what this book is all about. I particularly liked the fact they have little pocket biographies of the ordinary people that work there. The management hardly gets a mention!

There seem to me to be a lot of photographs of early 3 wheeler Morgans, family and factory that I don't remember seeing before. For some reason I hadn't picked up on the fact that since around 1998 all of the body panels have been aluminium.

Highly recommended.

Colin

The Morgan is the featured car in Lindsay this year. Another goal for Ray to meet. (Face with stuck-out tongue and winking eye) ;-P
Mary

Hi Dave,

I saw this photo on Sports Car Digest - coverage on a winter rally in Europe.

Thought the saddle bag hanging off the door was 'interesting' - wondered if you wanted it for The Blurb - wonder if Morgan offer a version for extra storage space??

Will do a few words on the +8 very soon.

Gid





Designed by a club member, the new badge continues the tradition of our original badge (long sold out) in expressing the combination of Morgan, Chicago, and the "windy city" (even though the name doesn't actually come from how windy it is here...) This is an oval badge, 4½" x 2¾", with a standard mounting bracket. All badges are numbered and quantities are very limited.

Non-Member price: \$70. Shipping is extra: \$5.00 in the US; \$10 for Canada; \$25 other international.

Orders can be placed through the club website by clicking here.

http://windycitymog.clubexpress.com/content.aspx?page_id=587&club_id=1



Hi Chaps,

Last week I ordered a few parts I needed from Paul Beck the vintage car part supplier in Norfolk, England. One thing I ordered was a new terminal box where various wires are joined at the back of the car. When I received it this week I was amazed it was an original vintage Lucas part from 1956. Have a look at the packaging in the photos. Amazing thing to see, frozen in time!

Colin

Badge 001 is being auctioned off to the highest bidder! If you're interested, reply with your confidential bid.

Please forward this email to any members or badge collectors who might be interested.

Regards,
Dan

Anyone interested in a genuine Irvin Flying jacket size 40 with the ginger sheepskin. It is very warm and heavy but the arms are too short for me if I fasten it up so I haven't used it very much. I bought it from a guy who bought it in the U.K. in the 1970's but I don't know how old it actually is. Perfect period piece for a Morgan. I'm looking to get back the \$275 I paid for it several years ago.

Cheers
Brian





Membership Matters

Happy New Year Morgan Sports Car Club of Canada, I hope that everyone is having a healthy start to 2016 and we are eagerly anticipating an early spring and driving season. Renewals are off to a blistering pace and I thought we would try something different by thanking those who have renewed as of today. So if you do not see your names listed below then please toss a cheque in the mail to the Club or catch me at the Pub with your cash in hand.

Renewed as of Leap Day are; D&C Allen, J&H Allen, M&G Arkless, R&S Asselstine, S Barrie, M&D Beer, S&J Beer, D&B Benet, D&J Birtwistle, C&B Bray, T&J Brown, M&S Brown, S&J Browne-Martin, S&R Clare, G&A Caratin , J&J Collins, B Dodgson, G&G, D Farmer, C Fitchie, J&S Fitchie, A&T Flint, L Guthrie, S&M Harvey, B Hawkins, D&L Hornby, C Jacques, B&B Leask, J&M Lot, A&K Lytle, A Marsh, P&H McCowan, K&P Miles, B&B Morgan, W Muehling & C Limmer, N Murphy, P&D Phillips, J&S Roden, A&M Sands, C&S Sach-Bach, A&M Schmidt, R&M Shier, D&P Smith, M&L Sparrow, K Stapleton, R&L Stevens, B Sullivan, B&W Walker, C Wall, K&J Whightman. Apologies in advance if I have mucked up any names – small print, reading glasses and hunt and peck typing are to blame.

This winter I plan on doing an old school mailing to the lapsed members that we have on file – just hoping that maybe they forgot to mail in their renewal and that the trusty Morgan is waiting patiently in the garage for a fresh battery and a chance to go for a Morgan drive again. Maybe a friendly letter from the Club might just get another Morgan out on the road. Similarly if you have friends or neighbors that might be interested in joining the club then please let me know and I can send you a membership form. I know there are more Morgan’s lurking about and maybe just maybe we can twist a few arms into giving membership a try – I don’t think you shall find a friendlier more welcoming group than the MSCCoC and with 2017 shaping up to be a banner year joining now is the best route possible.

Gabby and I would like to thank all the members that

attended the Christmas Party-AGM in December for the help, the great food and the wonderful atmosphere that is part of the Club. Special mention for braving the elements should go to Jenny and Steve Beer and David and Aaron Farmer who attended in their +4s with tops down and side curtains in place. It must have been a wee bit fresh on the trip home especially to East Caledon as the sun had set. Apparently our two dogs enjoyed the party and all the extra pats and cuddles they received. It must have been tiring as Macallan decided to head up stairs to his bed as Gabby and I sat down to relax after clean-up was finished.

This season is shaping up to be an exciting year as Dave Smith plans on rebuilding the engine in his Trike so that they can celebrate 50 years of ownership with a long and fast drive – I think he was even getting the upholstery re-done so Pauline does not have to hang on for dear life. Ray and Mary Shier are hoping to have the 1966 4/4 Competition back on the road to celebrate its 50th year since leaving Malvern. Maybe we should have a Bubbly Brunch to celebrate the Morgan Birthdays as we get ready for 2017 and the club’s 50th. The Canfield Crew are hard at work on Colin’s 37 and Craig’s DHC. Could these both be finished for 2017? Hopefully Arthur Beatty is making progress on the re-birth of his 57 +4 after the tree incident in 2015.

Why not send the Blurb a word or two and some pictures of what you are doing, have done or are planning on doing with your Morgan?

Hope to see you soon and thanks for the renewals - Glen



Battles with Rattles

I bought my 1970 Morgan 4/4 in 1974 and sold it, somewhat deteriorated 33 years later. The next owner did a total, body off restoration, but afterwards drove it only 50 miles or so, finding it impractical. !

A couple of years ago I met him by chance and on hearing that he was not using the car and would sell, I bought it back. Not surprisingly there were some rattles and noises that needed to be sorted out, but finding the causes of them proved quite a challenge, especially as they all occurred simultaneously, when I drove over a bump.

Rattle # 1

Squeaks from somewhere around the dash or windshield.

Source. Friction between the underside of the bonnet and the tape on the bulkhead. One fix for this is to apply silicone or grease to the tape, but I didn't like the idea - too messy and sticky.

Fix . Insulating tape was stuck over the whole length of the bulkhead tape. This immediately eliminated the squeak and revealed contact areas at the curve between the top and sides of the bonnet, by wrinkling the tape. The insulating tape was replaced by an 8" strip of duct tape on each side. Cured. !

Rattle # 2

Light metallic tapping and rattling up front.

Cause: The upper edge of the grille was tapping against the underside of the rolled edge of the cowl.

Fix: Thin rubber sheet was attached with two sided tape to all of the cowl tabs i.e. the side contact areas. A 3" long piece of fender welting was similarly stuck on the underside of the cowl high point, with its rolled edge abutting the rolled edge of the cowl, thus preventing metal to metal contact. Cured !

Rattle # 3

Occasional loud metallic rattle from under the car.

Cause: The exhaust pipe, back of the muffler was too close to the chassis and would bang against it when going over a bump.

Fix: New brackets were made up to reposition the pipe with more clearance. Cured !

Rattle # 4

Horrible clatter from the front end - quite loud when the car went over a small bump, and very loud with a big bump.

Cause: This was by far the most worrying and most difficult to fix.

I expected to find something obvious i.e. a loose part or something hanging down, but couldn't. Also, the front suspension seemed overly stiff, but as I hadn't driven the car for some years, I thought perhaps that this was normal.

One day, while lying under the car (a good place to escape the demands of the honey-do list), I noticed a small - less than 1 mm gap, between the big nyloc at the lower end of the king pin and the plate it tightens against, on both sides. Too, the end of the king pin thread was flush with the top of the nylon insert of the nyloc. When I tightened the nuts, there were four threads sticking through. In other words the nuts had loosened, but how and why ?

After tightening, I noticed the steering had become very stiff, so I loosened the steering box adjustment, but this made no difference.





Evidently the kingpins were binding in the bushes, and had actually been rotating with the stub axles, as the steering wheel turned. This back and forth movement caused the nyloc nuts, held by spring pressure against the lower plate, to loosen. Well they would tighten themselves, would they ?

This then, was the cause of the horrible clatter from the front suspension ; the loose nuts were banging on the lower plate as the seized kingpins rode up and down with the stub axles.

Holding down the one shot front lubrication button, and rotating the steering wheel back and forth in an attempt to get oil in between the bushes and kingpins made no difference.

I decided this was a 2 Beer problem, as in Martin and Steve, and so surrendered my car to their care at CMC enterprises in Bolton. They found that the kingpin bushes had been replaced with nylon ones, which had presumably swollen, which can happen with oil, and likely had not been correctly fitted , during restoration.

Apparently the bushes are not meant to be reamed but should be fitted to pre-sized stub axles. If this is not done, the bushes when pressed into place become squeezed against the kingpins resulting in stiff steering and suspension. Alternatively the stub axles can be reamed to prevent this squeezing.

Cure. Front suspension rebuilt, with new (stainless) kingpins and bronze bushes, and quite a few \$. The result was excellent, the Beers did a good job, and now the car runs like a Rolls Royce, - well maybe just a bit more harshly.

I don't for a moment think that there will be no more rattles, but I am less rattled than before .. I hope this tale of Morgan maintenance.., might help quieten some of your own "Morgan music" and don't forget to check your nuts regularly !

.....Cheers Terry Brown





And then there were two Morgans

(in the garage....)

Yes the rumors are true – Gabby and Glen have added another Morgan to their garage as Tom and Linda decided that it was time for ‘Mr. Mog’ to head East and find his new home in Burlington leaving the Van Zuiden’s with many happy Morgan memories and maybe a small oil spot or two in the garage.

It all started with an innocent phone call to see if Tom and Linda were coming to the Christmas Party and ended about two weeks later with Tom delivering the +8 and having a wonderful top down drive to Burlington. Somehow we have managed to squeeze four cars into the two car garage for the winter – Spitfire on the lift and the two Morgans side by side under the lift and Gabby’s other car in the right bay. Spring should be interesting pulling the three British cars out and firing them all up in a cloud of smoke with the smell of Shell Gold in the air.

R9513 was born in Malvern sometime in April 1985 and had been ordered by Dr. Barry Salsberg of Toronto

– original colours were Royal Ivory body with dark brown wings and a tan interior. That combo apparently lasted until Barry re-married and the car went off to CMC to be re-born in its current livery of Jaguar Racing Green and dark brown interior and weather equipment etc. Along the way the Morgan lost its fuel injection and found some rather nice weber carbs and a sports exhaust system that just adds to the aural appeal. The mag wheels were replaced by Dayton chrome wire wheels so assuming they too are 72 spokes I now have 720 chrome spokes to keep clean – ahh serenity now.

Yes we shall be keeping Gees Mog and will have two flavors of Morgan to choose from a sweet and light version in the 4/4 with its 4 cylinder rasp or the dark and slightly sinister sound of the +8 as it burbles away – no sports exhaust button required on these sports cars.

Maybe we should consider a ‘1985 theme’ for the garage as both of our Morgans are 1985 models and both were sold new in Ontario by Chris Charles....or maybe we shall just all try and age with dignity and lots of top down motoring.

Glen





Rob Asselstine's Plus 8

I was born and raised in Windsor, Ontario, where I raced sailboats against a man named Curly Ellis. He owned Metro Motors which had a Morgan dealership. I have no idea how he got this dealership unless he was a friend of the family; as there were only a couple of dealers in Canada. He never had a lot in stock, but as a teenager, I fell in love with them. A few of our friends bought them which reinforced my desire to have one.

safety regulations as in Canada. As it was built for the states, certain modifications had been made that were out of keeping with the car. It had a horrible air bag steering wheel, turn signals had been hung off the bumper, and the bumpers had been raised to US specifications. The speedometer is in miles with smaller numbers in kilometers, but I can live with that. To change over the speedo gauge is easy, but not so the odometer. I had to have it altered to Canadian specs which surprisingly were small. I did not even have to convert the headlamps to daytime running.



Finally 50 years later I decided to buy one. Haunting the ads on the Internet I found one near New York City which seemed appropriate. It was a 1998 Plus 8 with all the goodies and low mileage. Knowing to import a car from the states, it had to be 15 years old, this qualified. I purchased it in April of 2013. What I didn't know was that they went by month of build, not year. As mine was built in December, 1998, I could not bring it to Canada till the end of the year.

I decided on a US import for cost and practical reasons. It would be left hand drive with the normal

The car was for a customer in Florida so air conditioning was a feature. Unfortunately she died before delivery and it was sold to a variety of owners. The owner I bought it from said it was the first factory air conditioned car, but Lorne Goldman disagrees. I agree with Lorne. I think the air was added by Cantab Motors, whose plates are on the car. The compressor is actually by the rear wheels to get it fitted. It currently doesn't work, nor does the cruise control, but they are down on my list of things to do. It also featured a huge 14" day/night self adjusting mirror affixed to the windshield. I approached Speedy Auto Glass to have it removed, but they declined fearing to break the glass. Finally I took



my chisel and hammer and with one sharp blow, popped it off the windshield. I replaced it with a small dash mounted unit that works wonderfully. You can just see the base of it in the photo below.

features. The old ugly fender turn signals I removed.

The wheels are so wide that the front tires would rub the body at the joint of the wing and the body. To correct this I went to a slightly narrower tire



As an affectation, I bought windshield brackets to allow my windshield to fold down ala the cars of the 50's. They fit perfectly, using the same nuts and holes. The windshield does flex some while driving with it down. I just hope it doesn't crack.

of the same make which has eliminated the problem. This seems to have been a design fault at Morgan. While the body basically is in excellent condition, the leather interior is quite worn. You can see some of the leather damage in the photo below.

I replaced the ugly airbag wheel with a nice traditional one from Moto Lita and installed proper fender bullet lights which had parking and turn signal

This is my next area of interest. I have contacted RM Auctions in Chatham to see what can be done. I am also considering replacement seats, as the squab cushions provide no lateral support and are too narrow to sit on. I am 6'2" and 182 lbs so I should fit, but don't.



Like you all, I am finding a collector car is not a possession, but an ongoing challenge. All in all I am enjoying the car and with this weather I have yet to put her to sleep.

All the best.

Rob



Lucas' First Patent



A.D. 1875, 28th August. N° 3035.

Lamps.

LETTERS PATENT to Joseph Lucas, of Birmingham, in the County of Warwick, for the Invention of "CERTAIN IMPROVEMENTS IN THE MANUFACTURE OF LAMPS."

Sealed the 25th February 1876, and dated the 28th August 1875.

PROVISIONAL SPECIFICATION left by the said Joseph Lucas at the Office of the Commissioners of Patents, with his Petition, on the 28th August 1875.

I, JOSEPH LUCAS, of Birmingham, in the County of Warwick, do hereby declare the nature of the said Invention for "CERTAIN IMPROVEMENTS IN THE MANUFACTURE OF LAMPS," to be as follows:—

My Invention of "Certain Improvements in the Manufacture of Lamps" relates to the mode of constructing them in a portable manner, so that in case of a breakage of one part that part may be disengaged for repair; hitherto they have been constructed permanently by riveting or soldering.

The accompanying Drawing is an illustration of my Invention.

Lucas' Improvements in the Manufacture of Lamps.

In carrying out my Invention I employ the forms "A," one of which is shewn detached; "b" is a cap or receptacle securely attached to the galleries "C," into which the ends of the forms "A" are placed, as shewn at "d;" "e" is a ring having a screw joint attached there; when the said forms "A" are placed in the caps or receptacle "b" the 5 ring "c" is passed over or round, finding its seat in the indentations "f," and then securely bound together by means of the screw joint "g."

SPECIFICATION in pursuance of the conditions of the Letters Patent, filed by the said Joseph Lucas in the Great Seal Patent Office on the 28th February 1876. 10

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, JOSEPH LUCAS, of Birmingham, in the County of Warwick, send greeting.

WHEREAS Her most Excellent Majesty Queen Victoria, by Her Letters Patent, bearing date the Twenty-eighth day of August, in the year of our Lord One thousand eight hundred and seventy-five, in the 15 thirty-eighth year of Her reign, did, for Herself, Her heirs and successors, give and grant unto me, the said Joseph Lucas, Her special licence that I, the said Joseph Lucas, my executors, administrators, and assigns, or such others as I, the said Joseph Lucas, my executors, administrators, and assigns, should at any time agree with, and no 20 others, from time to time and at all times thereafter during the term therein expressed, should and lawfully might make, use, exercise, and vend, within the United Kingdom of Great Britain and Ireland, the Channel Islands, and Isle of Man, an Invention for "**CERTAIN IMPROVEMENTS IN THE MANUFACTURE OF LAMPS,**" upon the condition 25 (amongst others) that I, the said Joseph Lucas, my executors or administrators, by an instrument in writing under my, or their, or one of their hands and seals, should particularly describe and ascertain the nature of the said Invention, and in what manner the same was to be performed, and cause the same to be filed in the Great Seal 30 Patent Office within six calendar months next and immediately after the date of the said Letters Patent.

NOW KNOW YE, that I, the said Joseph Lucas, do hereby declare the nature of my said Invention, and in what manner the same is to



Specification.

A.D. 1875.—N^o 3035.

3

Lucas' Improvements in the Manufacture of Lamps.

be performed, to be particularly described and ascertained in and by the following statement, that is to say :—

My Invention of certain improvements in the manufacture of lamps relates to the mode of constructing them in a portable manner, so that
5 in case of a breakage of one part that part may be disengaged for repair ; hitherto they have been constructed permanently by riveting or soldering.

The accompanying Drawing is an illustration of my Invention.

In carrying out my Invention I employ the forms " A," one of which
10 is shewn detached, to the galleries " C," into which the ends of the forms " A" are placed, as shewn at " d ;" " e" is a ring having a screw joint attached thereto ; when the said forms " A" are placed in the caps or receptacles " b" the ring " C" is passed over or round, finding its seat in the indentations " f," and then securely bound together by
15 means of the screw joint " g."

Having thus described the nature and object of my said Invention, I declare that what I claim and desire to be secured to me by the herein-before in part recited Letters Patent is, the improvements in the manufacture of lamps as herein-before described, and as shewn on the
20 Drawings, or any mere modification thereof.

In witness whereof, I, the said Joseph Lucas, have hereunto set my hand and seal, this Twenty-sixth day of February, in the year of our Lord One thousand eight hundred and seventy-six.

25

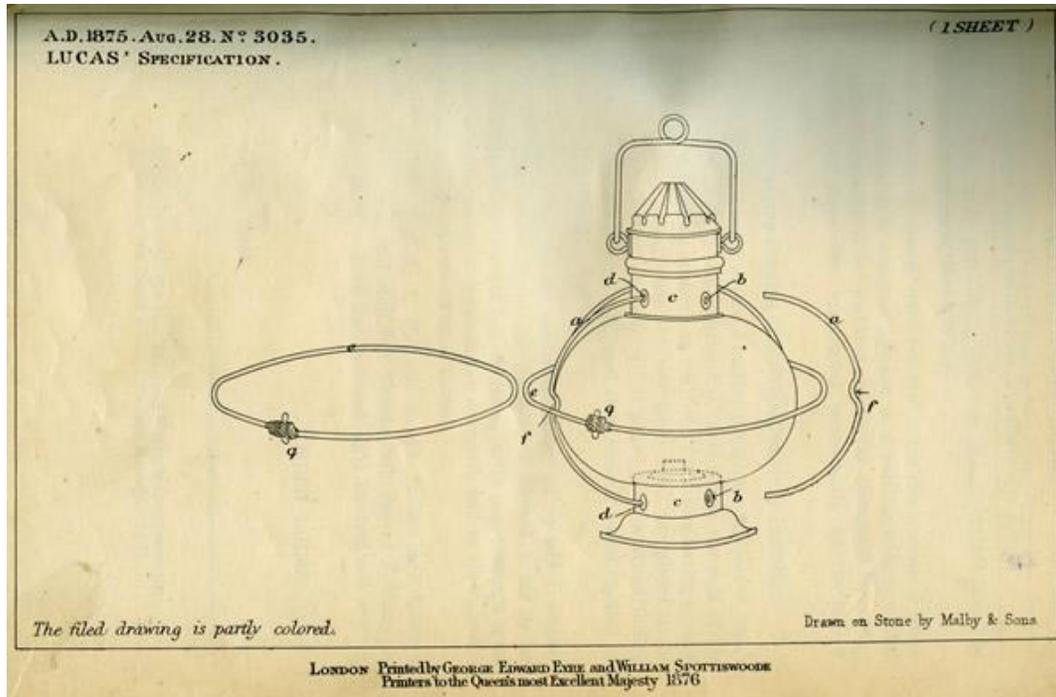
JOSEPH LUCAS. (L.S.)

Witness,

THOMAS KENDRICK.

LONDON :

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1876.



We British car owners like to gripe about Lucas electric components' reliability. And now we find that Lucas started out with a lamp that was not riveted together so he could sell replacement parts later...

D.F.





Canadian Automotive Museum



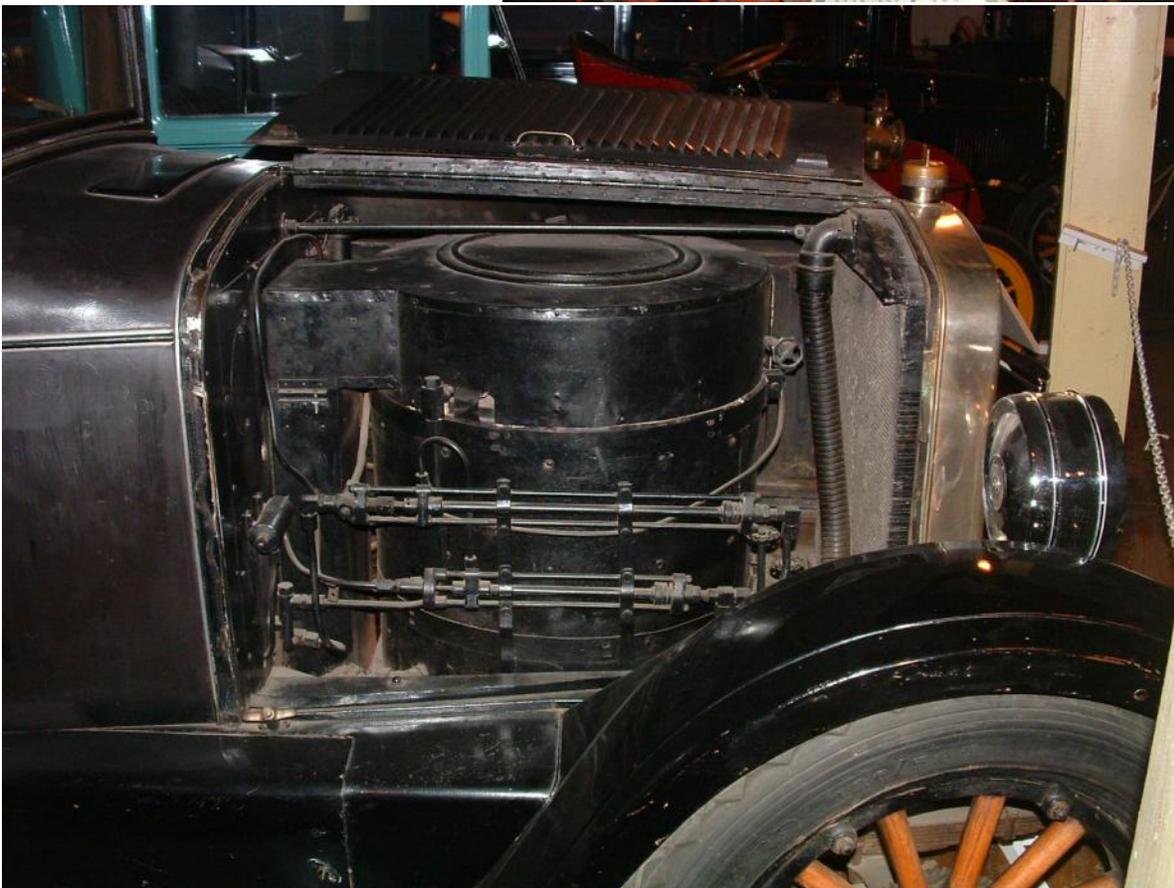
February 20th, in Canada, and I was tempted to take the top down for the drive to Oshawa where I filled out a baker's dozen of us on the tour of this fascinating museum. The building originally housed a Chevy dealership so it is built to handle cars including a car carrying elevator. Their web site is; <http://www.canadianautomotivemuseum.com>
The young lady in the picture photographing my Morgan works at the front desk of the museum and might be adding a Morgan picture to the web site..

The place is crowded with cars, along with the individual acquisitions they have also got two collections donated including cars from the Craven Foundation. Bob, our tour guide said that when they need to move a car it takes twenty people to shift all the other cars that need to be moved.

Most cars are North American with an emphasis on those built in Canada but with the collections donated there are lots of British and European cars too.



Here is an early snowmobile built from a Ford Model T.



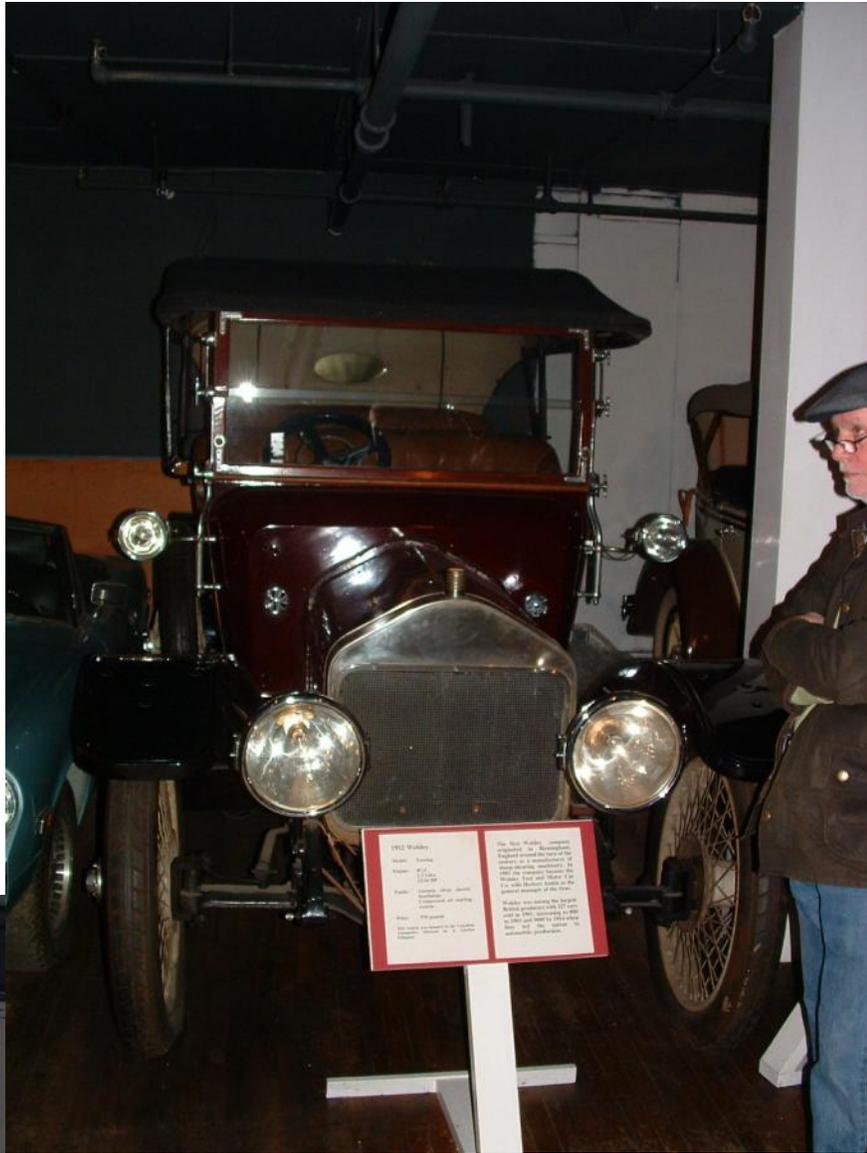
This is a Canadian built steam powered car from a company that closed after producing a few hundred cars. It could travel 500 miles between fill-ups. This made them economical taxis, but the steam power required the driver to hold a steam engineer's licence.

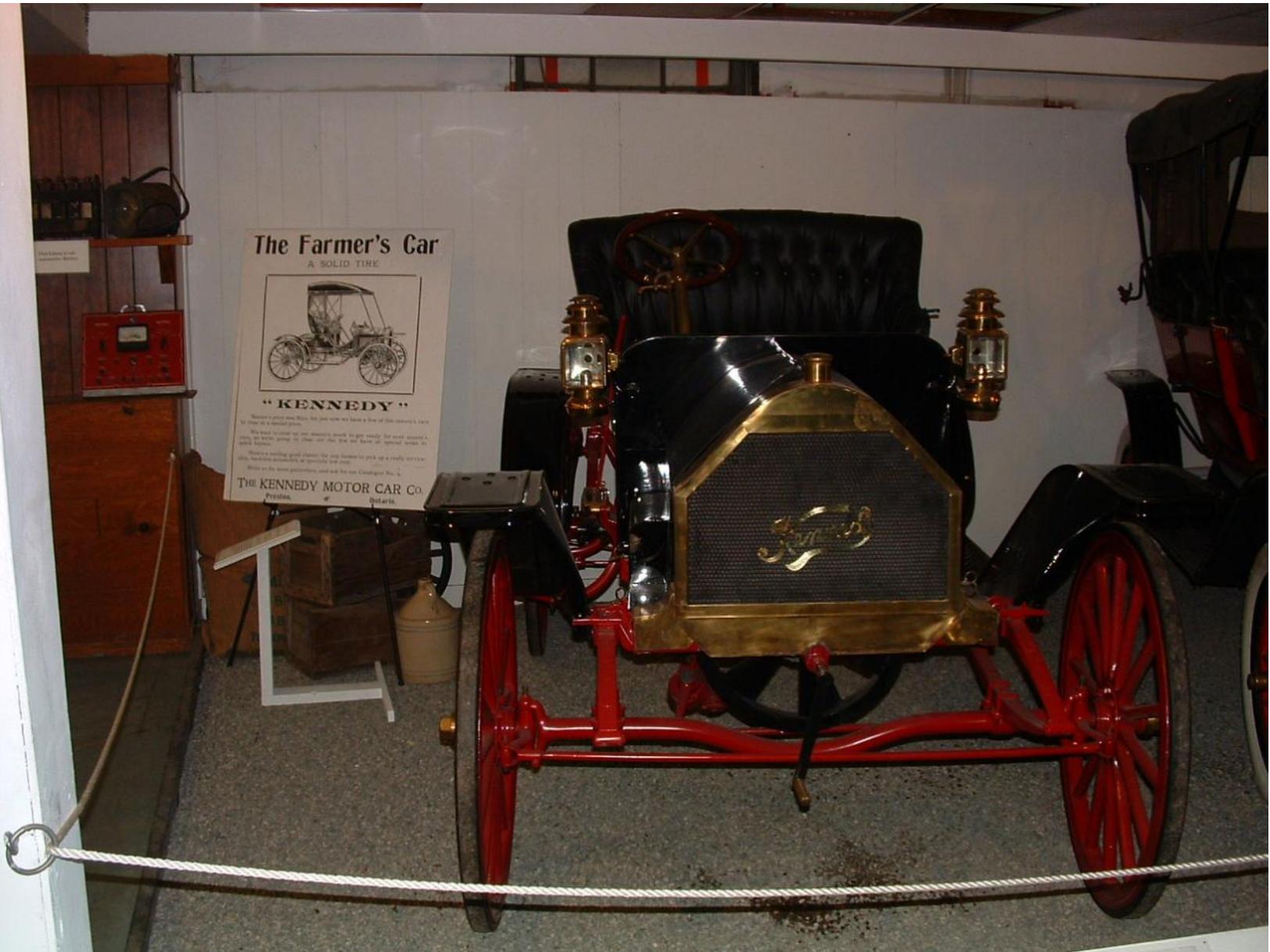


MORGAN SPORTS CAR CLUB OF CANADA



Don, to the right, seems to be pondering a 1912 Wolsley for Chump Car Racing. And below an Allard hidden in the corner behind a Corvair and more.





Near the entrance from the front office is my ride, The Farmer's Car. Looks like the ride and handling would be familiar to the farmer of the day and the power shouldn't tax the traction of those solid wheels.

After the tour the gang walked up to a near by pub for lunch.

D.F.



AGM



The mild winter brought out two Morgans to the AGM and Christmas party, Steve Beer's +4 Super Sport and my +4 . Side screens were in order to reduce the wind chill on the highway.

The business meeting is covered in the minutes, the highlight was the awarding of the Audrey Beer award to the very deserving Ray and Liz Stevens.



Most of the party happened in the kitchen but Glen and Gabby's house also hosted other small groups in the solarium and the living room. The food was delicious and someone went for three or four helpings of my Christmas themed ice-cream, cranberry sauce and dark chocolate.

Many thanks to our hosts Glen and Gabby, and their two Westies for welcoming us into their home again.

D.F.





Audrey Beer Award

Ray & Liz Stevens were very surprised but delighted to be awarded the “Audrey Beer” award at the 2015 AGM. The plaque now sits in a prominent spot in our living room.

For those who never met Audrey the following are a few notes. As you know the Beer family have been involved with the Morgan Club for many years, a few probably do not know that Reg Beer was an English Grenadier Guard, he was trained by Rolls Royce and founded Reg Beer Coach Works and became renowned in North America for his restoration work on Rolls Royce’s. Audrey Beer was the Morgan enthusiast and Reg restored her Morgan which was a Fire Engine Red Plus 4. She was involved in the Canadian Morgan Club and regularly headed up a convoy of up to 20 Morgans to Virginia for the MCC-DC 4th July Mog meets. If you “google” <Reg Beer-¾ Morgan group Ltd> you will find pictures of Reg and Audrey plus a write up of Audrey’s enthusiasm for the Morgan Car Clubs. She was president of MSCCC throughout the 80’s and club liaison officer until 2003.

It was in Staunton Virginia at Mog 32 July 3-6 2002 that Liz & I met John Fitchie and Vern Dale Johnson – Vern in a very fast Plus 8 and John in Vern’s Plus 4 (known as) “Old Beady Eyes”. We were not members of the club, or owners at this meeting but found the event via Miscellany and decided to visit and hopefully see a couple of Morgans. We had a fantastic time and

decided to join the Morgan Club when owners of a Morgan. Arriving home in Ontario Vern Dale Johnson contacted us and said Edward Burman in Carp Ontario was selling his Morgan. We visited Edward took his car for a test drive with Greg Kaufman and decided “Megan” a 1969 4/4 four seater was just right for us. On Sept 21 we became official owners and members of MSCCC.

Our first trip with Megan was a week end away in Niagara and as luck would have it met Reg and Audrey Beer in their beautiful Rolls Royce complete with a Full Bar in the Trunk, what perfect people to be introduced to. There have been and will continue to be super events with the club.

Sadly Audrey passed away in June 2004 and a few years later it was decided to introduce a new award to the club and it was fittingly called “The Audrey Beer Award” for members who have supported and been involved in club activities as Audrey was over many years.

The following members are recipients of the Audrey Beer Award:

2012 Alan & Kathy Lytle, Don & Cathy Allen.

2013 John Fitchie

2014 Glen Donaldson

2015 Ray & Liz Stevens

This award is truly fitting for the lady it is named after.

R.S.





MINUTES of a meeting of the Members of the **MORGAN Sports CAR CLUB OF CANADA** (the "Club") held at the home of Glen Donaldson and Gabby Eustace in Burlington, Ontario on December 6, 2015, at the hour of 4:00 o'clock in the afternoon.

PRESENT:

Alan & Marlies Sands
Alan & Kathy Lytle
Nick Murphy & Teresa David
Ray & Liz Stevens
Colin Bray & Barbara Bray-Gardener
Paul & Donna Phillips
Glen Donaldson & Gabby Eustace
Ray & Mary Shier
John & Sharon Roden
Joanne & David Birtwistle
Don & Cathy Allen
Dave & Arran Farmer
John & Sharon Fitchie
Steve & Jenny Beer
Martin & Donna Beer
Bob Dodgson
Brian & Brenda Morgan
Dave & Pauline Smith
Brian Hawkins.

being a quorum of the members of the Club present at the meeting

The President of the Club, Alan Lytle, took the Chair and Brian Hawkins acted as Secretary of the meeting.

A quorum of the members being present in person or represented by proxy and having received or waived notice of the meeting, the meeting was declared to be regularly constituted for the transaction of business.

MINUTES

On a motion duly made, seconded and unanimously carried, the following resolution was passed:

RESOLVED THAT the minutes of the last meeting of the Members of the Club held on December 7, 2014, are taken as read and confirmed.



REPORT OF THE DIRECTORS

The Chairman laid before the meeting a report of the activities of the Club in the preceding year and offered his appreciation and thanks to those members who had taken the time to organise the various Club events during the year.

FINANCIAL STATEMENTS

The Treasurer Glen Donaldson presented to the meeting the Club's bank statement together with a statement providing a breakdown of all receipts and expenditures of the Club, for the year ended November 30, 2015 as received by the Board of Directors and as prepared by the Treasurer of the Club in accordance with the Article IV, Section C of the general by-law of the Club, together with the Treasurer's report thereon. Glen further advised the members that the Club's bank balance had increased slightly during the year and we were in good financial shape. After the reading of the Treasurer's report and discussion, on motion duly made, seconded and unanimously carried, the following resolution was passed:

RESOLVED THAT the financial statements of the Club for the year ended November 30, 2015 together with the Treasurer's report thereon be the same and hereby approved.

DOUG PRICE AWARD

The Chairman explained that there had been no nominations for this prestigious annual award

UPON MOTION duly made, seconded and unanimously carried, the following resolution was passed:

RESOLVED THAT the Doug Price Award should not be awarded for 2015

AUDREY BEER AWARD

The Chairman reminded everyone of this prestigious annual award for the contributions made to the club in the past year and advised the members present that the two nominations for the award this year had received wide-spread support and acclaim by the membership and that the candidates Ray & Liz Stevens are most worthy recipients for their contributions to the success of the club in 2015.

UPON MOTION duly made, seconded and unanimously carried, the following resolution was passed:



RESOLVED THAT the Audrey Beer Award for 2015 go to Ray & Liz Stevens

ELECTION OF DIRECTORS

The Chairman stated that it was in order to proceed with the election of directors and declared the meeting open for nominations.

The following were nominated for election as directors:

- Alan Lytle
- Glen Donaldson
- Ray Stevens
- Colin Bray
- Brian Hawkins

There being no further nominations, and all of those nominated being resident Canadians, the Chairman declared the nominations closed. No Members having demanded a ballot, the Chairman declared the foregoing to have been duly elected directors of the Club for the ensuing year or until their successors are elected or appointed.

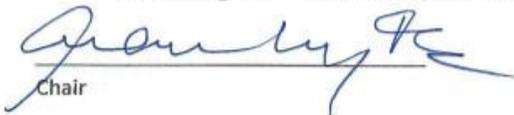
CONFIRMATION OF ACTS

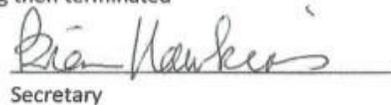
On motion duly made, seconded and unanimously carried, the following resolution was passed:

RESOLVED THAT all acts, contracts, by-laws, proceedings, appointments and elections made, done and taken by the directors and officers of the Club since the date of the last annual meeting of the members are hereby approved and confirmed.

TERMINATION

There being no further business, on motion the meeting then terminated


Chair


Secretary



Morgan Production Numbers

Compiled by Colin Bray from two of Ken Hill's books.

		2 seater	4 seater	Drop Head 2 seater	Drop Head 4 seater	Chassis only	Total	Notes
Prewar Series Ones								
4/4 Series 1 (Coventry Climax 1122cc)	March 36 - June 39 ?	577	102	34	0	82	713	
4/4 Series 1 (Coventry Climax 1098cc)	36 - 39	36	5	6	0	1	57	
4/4 TT Replica (Coventry Climax 1098cc)		7	0	0	0	0	7	
4/4 Le Mans Special (Coventry Climax 1098cc)		4	0	0	0	0	4	
4/4 Series 1 (Coventry Climax 12hp)	unknown	1	0	0	0	0	1	
4/4 Series 1 (Standard Special 1267cc)	June 39 - Sept 39	37	0	0	0	0	37	Assumed all are 2 seaters
Postwar Series Ones								
4/4 Series 1 (Standard Special 1267cc)	March 46 - Feb 51	243	140	101	0	54	484	
4/4 Series 1 (Coventry Climax 1098cc)		1	0	0	0	0	1	
4/4 Le Mans replica (Coventry Climax 1098cc)		3	0	0	0	0	3	
4/4 Series II	Oct 55 - Nov 60	341	1	1	0	1	342	
4/4 Series II Competition model	Oct 55 - Nov 60	43	0	0	0	0	43	
4/4 Series III	Oct 60 - Nov 61	59	0	0	0	0	59	
4/4 Series III Competition model	unknown	1	0	0	0	0	1	
4/4 Series IV	Oct 61 - March 63	115	0	0	0	1	115	
4/4 Series V	Feb 63 - March 68	369	0	0	0	0	369	
4/4 Series V GT model	Feb 63 - March 68	271	0	0	0	0	271	
4/4 1600	Feb 68 - May 71	142	3	0	0	0	145	
4/4 1600 Competition	Feb 68 - May 71	393	242	0	0	0	636	Plus 1 experimental car
4/4 1600 GT	May 71 - March 82	1482	1246	0	0	0	2731	Plus 1 experimental car
4/4 1600 (Fiat)	Nov 81 - Nov 85	48	35	0	0	0	83	
4/4 (Fiat 2 litre)	Nov 81 - Nov 85 ??	10	0	0	0	0	10	
4/4 1600 (Ford CVH)	March 82 - Nov 91	1528	642	0	0	0	2270	Also 50 (?) works cars and 20 allocated to France
4/4 1600 (Ford EFI)	Nov 91 - Feb 93	157	38	0	0	0	195	
Plus 4 Flat Rad	Feb 51 - June 54	345	141	117	2	50	608	All Vanguard engines except 1 TR2
Plus 4 Interim Cowl	Dec 53 - ?	60	30	11	27	0	128	All Vanguard engines except poss. 4 TR2
Plus 4 (TR2 engine)	Sept 54 - June 56	245	49	21	22	1	337	
Plus 4 (TR3 engine)	March 56 - Dec 62	1078	466	208	0	1	1754	Includes 2 experimental cars
Plus 4 Super Sports (TR3 engine)	Feb 61 - Dec 62	39	0	1	0	0	40	8 cars with TR3 engine up to Oct 66
Plus 4 (TR4 & TR4A)	Oct 62 - Jan 69	793	466	195	0	0	1459	
Plus 4 Super Sports (TR4 & TR4A)	Jan 63 - May 68	55	0	3	0	0	58	
Plus 4 Competition (TR4 & TR4A)	Feb 66 - April 67	42	0	0	0	0	42	Lowline body. Poss other unknown differences
Plus 4 Plus (Fixed head Coupe)	Dec 63 - Feb 67	26	0	0	0	0	26	Last 6 cars sold after Sept 64

African Safari

Greetings Friends everywhere, Here are a few pics of Marzio's Ferrari 308GT4 effort in the recent 2015 Classic Safari Rally in Kenya and Tanzania.

and minor services, oil changes etc. They were doing very well on day 6 day of the nine day event, making 12th fastest time in the last section...when, suddenly (discovered later) a bearing in the drive train decided to "take a walk" along a shaft in the wrong direction. This disengaged the drive to the wheels, so he was not able to continue. The main gearbox was fine, it was the inter-



My friend Marzio Kravos and navigator Crispin Sassoon put up a fine effort. I was privileged to be invited to join their four person road service crew for this event. I was with Robert in the Benz van "Rommel's bread van".. Robert is German so he added authenticity! He is used to driving the left hand drive van.. but in Kenya Yes it was a job to keep up and get to the pre-assigned service points in time....With the aerodynamics of a London bus or a cathedral this 16,000 lb vehicle took most of a mile to reach 120 kmh on the flat. Once there he could keep the speed quite well. But having to constantly slow down for other traffic is was hard work.

Marzios car was well prepped, well equipped with experienced driver and navigator and in fine shape for the challenge. The first six days went well and there were no technical issues, only tire changes, fuel fills, filters

mediate drop gears that let go.

Of course everyone was gutted by this little thing happening unexpectedly. On the bright side the car is, however, still in pristine condition otherwise. All the previous problem areas drive shafts, dust and some other items are now significantly resolved after this severe test in the roughest and toughest car rally in the world. With a wash and some tinkering Marzio's Ferrari will be ready for the next event in 2017.

Although the event was expected to be a "wet" rally it actually turned out to be a good blend of wet and dry without TOO much of either.

The route had been changed this year to incorporate many parts of the old old Safari rally sections not used for many years and some never used before. The areas that caused the most trouble with deep choking dust last

time in 2013 were not included. Some of the high population areas were also eliminated because of the risk of collision with local traffic domestic animals and local population. A Boda boda (a very popular among the locals in the countryside, long chassis Chinese motor-bike) with three people and two bags of charcoal on the

and 2nd Gorenssen.... and a virtually clean sweep for the Tuthill Porsche team from UK with their huge fleet of Porsches, ten or more service vehicles 30 mechanics and support staff, tractor trailer full of parts, spare engines, transmission building service, fuel, tires and fully rigged ready to fit engine, gearbox and suspension parts kits....



back or a flock of sheep on the road, are no match for Stig blasting through at 200 kmh on a straight flat section making the culvert jumps like a prized stallion...pulling a dust plume two miles behind him. The roads in Tanzania were actually better than most of the roads in Kenya this time.

Most of the roads in Kenya have "speed bumps" usually six to ten inches high without warning at the most unexpected places.. often after long straights...Some of these caught "Rommel's bread van" by surprise ...Did you know that such vehicles do not fly very well.. and have VERY bad landing characteristics!!

Sorry the GPS tracking system for the rally was not functional, nobody could use it. Even the organizers were unable to use it, so it was not our system that would not pick it up.

The event resulted in a Swedish win for Stig Blomqvist

One of their cars reportedly drove for 50 KMS to the end of the competitive section after tearing the complete left front wheel and suspension out.... driving on three wheels and actually not losing as much time as one would expect. They probably had brakes on only two wheels and dangerous to use those.... These people are very competitive.. nerves of steel. Others drove 35 kms or more on flat tires to get their timed sections without having to change the wheel.

Gorenssen towed a team mate with broken drive shaft and smashed wheel after hitting a spectator's car 30kms out of a competitive section at 90 -100kmh using a ten ft tow rope...He came blasting past us at a viewing point so close they were almost touching each other over a large concrete jump...The towed one would surely have to have been paying close attention!! It is one thing to take a jump like that with power and brakes available....



but being towed by the (offset) tow ring without power or brakes makes for a crash landing with sparks under the car, and a partly sideways landing too...rather hairy.

Stig at near or over 70 years old has been attending various versions of this Safari rally over some 40 years and this is his first and only win. He has only won two African rally events in his career, so this one was surely a "big one" for him. Hope he comes back. But he was sore all over after this rough event saying this is not for 70 year olds.

One Porsche navigator had to be airlifted out when, after a hard, hard, landing, he ruptured (internal injuries) some ribs that ended up with some broken rib ends sticking out of his clothing.. OUCH!!

the recovery effort, taking over two hours to get to the finishing line losing all he had gained during the entire rally. His doggedness and determination brought him to the finishing line,

The BIG winnersThe tiny and grossly under powered Trabant actually finished the event, having driven the same route as all the others...AMAZING effort. Everyone was rooting for them. From Germany, they had only one small service vehicle with a few tires, fuel and a few parts including a spare engine.. I don't think, with their 600cc two cylinder two stroke engine that they had enough power to skin a banana, or wear their tires out!! They did have to change the tiny engine after it gave up the ghost.. a two hour service job or less. No



This event is never over until it is over... and there are many stories of people who were doing well only to be crushed by a technical problem or something out of their control. Aslam Khan, a local owner/driver and rally nut all his life at 75 years old.... and up to that point doing well, lapsed his concentration for a second only 6 km from the finish of this 3500+_ kilometer road race... and hit a concrete culvert, eventually hanging vertical by his front wheels and rolling his car into a ravine during

DOUBT they would have won the fuel consumption index if there had been a class for that. The HUGE smiles of pride of accomplishment on their faces at the end was worth a million. Very much in the spirit of the Classic safari Rally.

All for now
Best to all and a Merry Christmas
david



For Sale

FOR SALE, A VENDRE, TE KOOP, IN BELGIUM

MORGAN FLAT RAD 1951



CONTACT : jacques.gallien@gmail.com

Flat Rad 1951, Mot. Standard Vanguard 2088 cc, avant et après restauration



Jacque sent this to the web master email a few weeks ago. He is the president of the Belgian Morgan owner's Club.

D.F.



vancouver.craigslist.ca/van/cto/5424049516.html

vancouver, BC > vancouver > for sale > cars & trucks - by owner

reply prohibited ¹² Posted: 30 days ago

print

★ 1956 MORGAN. - \$15000 (VANCOVER ISLAND)



- 1956 Morgan
- VIN: 2?
- condition: good
- cylinders: 4 cylinders
- drive: rwd
- fuel: gas
- paint color: green
- size: sub-compact
- title status: clean
- transmission: manual
- type: other

- [safety tips](#)
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Rare find Morgan .With rebuild drivetrain .rebuild 2L Triumph engine (tr3)2 new carbs lots of extras needs your loving touch to finish up->was painted but as you can see..He wasn't a painter ! Chassis in good condition and has always been indoors . Firm price

- do NOT contact me with unsolicited services or offers

post id: 5424049516 posted: 2016-01-28 8:53pm [email to friend](#) [best of](#) ¹²

[Avoid scams, deal locally](#) Beware wiring (e.g. Western Union), cashier checks, money orders, shipping.

Snob Mog for Sale

A Daniel Thompson contacted your editor about this Craigs List ad and later provided the following feed back from a mechanic in the area.

Now is see the pictures I do recognise the car.

It will need a ton of money put into it and I can remember checking it over for the current owner who is a valued customer. The front of the frame called the picture frame has been damaged and repaired poorly. The last I remember he was looking at getting a new frame.

There is no interior as far as I know.

Suffice it to say I dont need to see it again it would be a full body off restoration.

Alan

But it is a Snob Mog so the listing URL is:
<http://vancouver.craigslist.ca/van/cto/5424049516.html>

And the phone number of the gentleman who is orchestrating the sale is 250-248-1484



**35TH Annual
ANCASTER
BRITISH
CAR
FLEA MARKET
AND
CAR SHOW**

SUNDAY APRIL 17, 2016
HOSTED BY:
AUSTIN HEALEY CLUB OF SOUTHERN ONTARIO
and
BRITISH SPORTS CAR CLUB OF HAMILTON

FEATURE MARQUE...
TRIUMPH GT6 – CELEBRATING 50 YEARS!!!

<p style="text-align: center;">ANCASTER FAIR GROUNDS 630 TRINITY ROAD ANCASTER ONTARIO L0R1R0</p>	<p style="text-align: center;">ADMISSION: \$7.00 UNDER 18: FREE</p> <p style="text-align: center;">PUBLIC HOURS: 9:00AM-2:30PM</p>
---	--

GENERAL INFORMATION: ANCASTER.FLEA.MARKET@GMAIL.COM
VENDOR INFORMATION: FLEAMARKETLADY57@GMAIL.COM



Brack Classic Hill Climb Challenge



Dear Alan & Co.

Finally (many decades after the swansong of the legendary Rattlesnake Point Hillclimb ended in Milton), there is going to be a Hillclimb Revival on paved roads. It is run by Canadian racing icon Bill Brack, and is understandably called the Brack Classic Hillclimb. There is a website. This new event is modelled on the Goodwood Revival.

This timed event will be held at the Inglis Falls Conservation Area near Owen Sound Saturday Morning September 17th. Party on Friday night. The Cobble Beach Concours is on the Sunday.

I understand that the one kilometre uphill course is scenic and twisty with straw bales limiting excursions. Multiple runs are available.

I plan on entering my 1988 Jaguar XJ-S V 12 coupe street car, now that the five speed manual has been installed and is working well. I may also have made a number of handling modifications for all you know. Cars built before 1989 are welcome.

I would like to throw down the Jaguar gauntlet to Morgans. For all I know, I may be the only Jaguar, although I am hoping our 1984 XJS racecar will enter. However I plan on making up for numbers with insanity!! Please feel free to publish this challenge if you dare.

Regards,
Steve

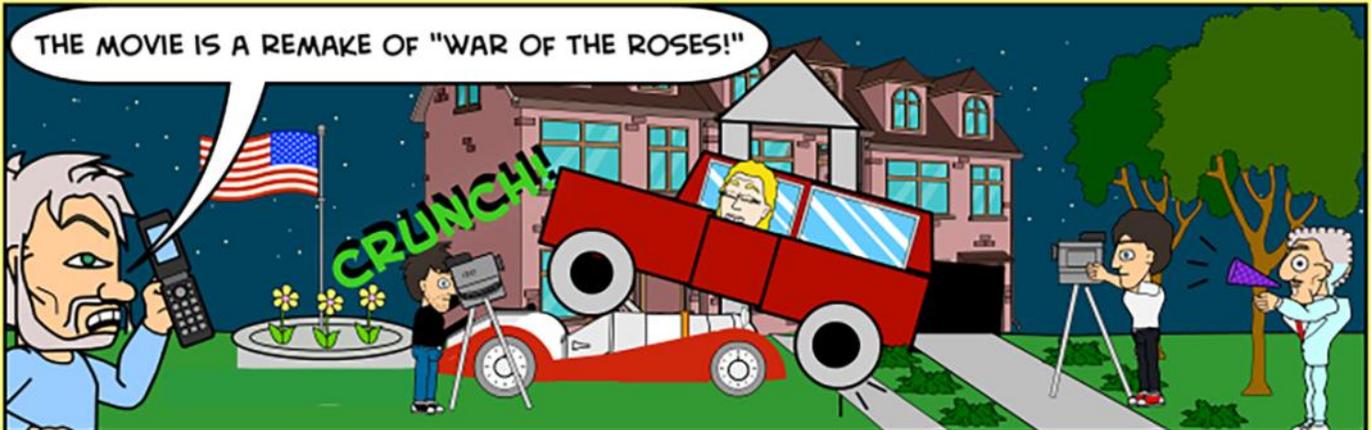
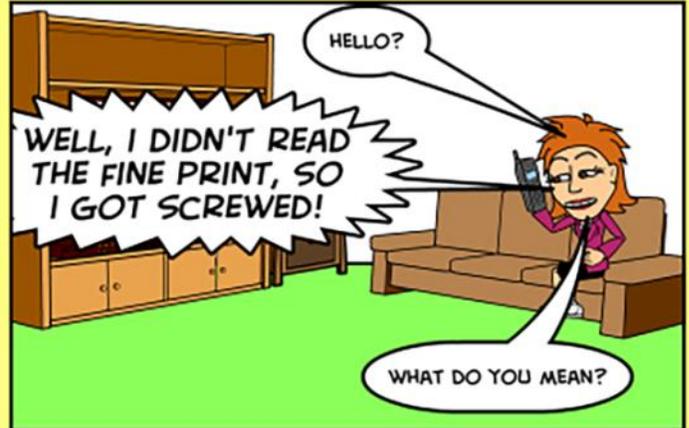
PS : I have no official or unofficial connection to this event, and will simply be an entrant. Racecars of bygone eras will be plentiful I'm told. There are a number of classes. Since its one car at a time, you can choose your own pace. It promises to be a safe, fun event.

Visit their Facebook page at:
<https://www.facebook.com/BrackClassicHillclimb/>

Register here: (\$275CAD)
<http://events.r20.constantcontact.com/register/event?oeidk=a07ecbun0rm1defa632&llr=fu9jtupab>

MORGANS IN THE MOVIES

BY JAS





Squeeze your brain:

1	3	5
2	4	?

but the answer is not 6!

Think about it... ..

The answer is on page 6.



Regalia



Badges are Sold Out!

Car Badge \$80.00 CAD taxes included.

Reg Beer Coachbuilders Corp.
Providing quality service & Restoration
To Vintage Automobiles
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Bolton, Ontario, L7E 4C6

Tel/Fax (905) 857-3210
Email: cmcmog@idirect.ca



Membership Application / Renewal

Name: _____
 Spouse: _____
 Address: _____
 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:
Glen Donaldson,
145 Breckondale Court
Burlington, Ontario
L7N 1X6,
(905)-635-2532

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