



The Blurb



Morgan 2/2 Concept

This Issue

Prez Sez.....	2	Luc's Mogs	10
Central Canada Morgan Events	2	Nancy's Retirement	11
Editor's Message	3	The Beer's Shop Tour	12
Letters to the Editor	3	Ancaster British Car Flea Market	15
The Delights of a Flexing Chassis	5	The Magnetic Burlington Mystery Tour	21
Bump Steer.....	7	Cartoons	22
Safety Sunglasses	8	Coming Events	24
Is There a Motorcycle in Morgan's Future?.....	9	Regalia	27



Prez Sez



Alan Lytle

Beautiful weather at this time of year in Central Canada and this morning my thoughts turned to two things. Is it a good day to go for a car ride? and ... Next Year is the Club's 50th anniversary already. One at a time.

First, "Is it a good day for a drive?" Well, it is natural enough to consider the weather, we are driving a Morgan after all, and I don't know about you, but I detest having the top up. We will go for a while in a thunderstorm even, hoping to emerge from the other side, rather than raising the hood. It helps if you are forward looking and wear rain pants and shell, have an umbrella, and cloths

to clean the inside of the windshield, but even so not for the faint of heart.

It could of course be too cold. there never seems to be heat in the car when you want it Then there is too sunny, too windy, too busy, and so it goes.

The best advice, is that "Any day is a good day for a Morgan drive".

I think its only the driver who occasionally wimps out.

As to the 50th Anniversary? Basic planning is done and now over the next months we need to fill in details and get our key events organised. The main action will be on the weekend of August 25-27 2017 in the Niagara Area including a dinner at the Canadian Warplane Heritage Museum in Hamilton on Saturday August 26th. We are interested in any ideas you may have of events during the year, so please let me know any ideas.

Keep Morganeering ... Alan

Central Canada Morgan Events

- Jun 26 Steam Museum
- Jul. 17 Brits in the Park, Lindsay
- Jul. 24 Halton County Radial Railway
- 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

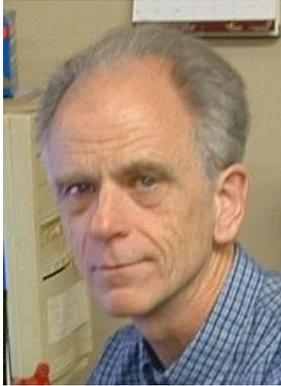
Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, Noon 'til 2

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

It has been a lovely Spring here in Southern Ontario, for Morgan outings.

I got a call from Steve Beer asking if I would pick up some additions for the club's archives. Ian Campbell, one of the original folks who started our club, had just sold his Morgan and had some scrap books and file folders of material he had collected.

These contained two additional T-Mog newsletters that I have scanned and added to the

online archive. They are January and April of 1969. There is also an additional letter from November 1968 listing the prices of some recent Morgan sales which I have up loaded. There are some membership lists including a pre-club list dated 1963 of Morgan owners in the Toronto area, Alan Sands is the only name I recog-

nize. I found my Morgan on the 1968 list. Steve also gave me two boxes of Audrey's papers which I have not sorted through yet.

My schedule has me missing the Steam Museum outing, so please, someone write it up for your fellow enthusiasts. The sooner the better, my computer will remember it until publication time.

Some sad tidings in the news, David Wood, the web master for the British Saloon Car Club passed away. But the club arranged to parade past his hospital while he sat at a window to take it all in. He was a good photographer and let me use several of his pictures in the Blub.

Membership Moments - welcome back to Jim Haw & Linda Osborne - Jim has rejoined the club and has owned his 1970 Plus 8 since 1976. So watch for Jim & Linda in the red +8 aka Jims Mog on the plate. Hoping for the Magnificent Seven to renew soon, Davies, Dunlop, Pattenden, Peters, Tysall, Watson and Wells.....

Dave

Letters to the Editor

David, I read your latest issue. Well Done. Only one comment, re the production figures compiled by Colin. Perhaps a typo?? (Or I have my math all wrong!!)

Production numbers for Morgans are always a bit fuzzy, but best I can tell, there were 57 prewar Series 1 Drop Head Coupes (DHCs) and a number of these were Standard Special powered (e.g. Ken Hill lists 18 prewar Series 1 cars, with Standard Special motors, in his Completely Morgan 4 Wheelers 1936-1968).

Colin lists 101 post war DHCs, but no Pre War DHCs. My numbers show 161 total Series 1 DHCs (prewar and post war).

Having a prewar Standard Special powered DHC myself is why I noticed the typo.

Cheers,
Mark

I know Morgans ride like a dream but maybe best to avoid New St from Guelph Ln toward the club lunch for a while. Lakeshore should work, might even be a nicer drive?

Mike

There will be occasional road closures and frequent delays until Sept 2016. Plus rough road surface.

Latest news is on:

<https://www.burlington.ca/en/services-for-you/Street-Improvements-Near-New-Street-and-Drury-Lane.asp> (ed)

good tuesday am Dave

thanks for the latest issue. a very impressive and extensive effort. your comments about the weather are very appropriate. january here was very wet and mild, but february into march has been seasonably cold. the plants which thought it a good idea to start growing in january probably now wish they hadn't.

february saw 140 Morganeers in Malvern for the annual Dinner Dance. a great drive across country with sun and blue sky. but disgracefully poor turnout of Morgans. 14 on the saturday night! this was my 43rd without break, and always in a Morgan. I appreciate that what is a long run by some british Morganeers' standards would only be a trip round the block in Canada.

enjoy the Spring morganing.

best wishes

john



MORGAN SPORTS CAR CLUB OF CANADA



For the Blurb

1963 Earl's Court Show

1:08 mins in is the Morgan

<https://m.youtube.com/watch?v=KAMbn51N9GA>

Here is a link to my rebuilding file. Pictures will be added regularly. In the end, I went for a new chassis. Car should now definitely outlast me!

https://www.dropbox.com/sh/94f04c612vbrh3k/AACuK97mDO_L1RWVvRkBoaR_a?dl=0

Cheers,
Arthur

David, please encourage people to check out the website for the Lighthouse Blues Festival.... A special invitation for all cars British to hang out on Queen St. In Kincardine on July 9. If you enjoy the blues.....this is the place for you.

Our Morgan is closer to the finish line but still no cigar yet.

Mary & Ray

Poster and info on page 25 (ed)

Rob Fournie sent a photo that made me think that since our treasurer, Glen has a Morgan and a Spitfire, Gabby should get a Spitfire too to go with her Morgan. But maybe she isn't used to flying planes that go so slowly.

(ed)



THE DELIGHTS OF A FLEXING CHASSIS

by Lorne Goldman

At the risk of being controversial.....

Experts, engineers and students of automotive technology all herald the advantages of a stiff chassis. Logic is on their side. Without an absolutely rigid foundation, it is impossible to apply theories or componentry with a certainty of success and identical result. Without rigidity, there is no way to guarantee that even the same models will respond to the same factors in the same way. As well, a flexing chassis will react differently to different engines and different add-ons. The flexing chassis will also wear and change over time, with or without usage. And as it changes, it will incrementally change the performance of

every component attached to it. It will also exhibit both points of strength and weakness which will allow forces to concentrate and cause unhappiness at a specific point. Cars with a flexing chassis will have a tendency to squeak and groan without constant owner attention *and despite efforts to muffle this with the application of great gobs of factory goo*. A flexing chassis will absorb more of the power produced rather than getting it to the ground.

The chassis flex will also be compounded on convertibles, cabriolets or roadsters because of their lack of a rigid roof. Several prominent Morgan dealers have confidentially confided to me that only 25% of new Morgan classic chassis arrive within correct specification and alignment. Even Go-MoG recommends that a replacement chassis be delivered to the local chassis straightener (rather than directly to the buyer) so that they may be tested and corrected before installation.

Chassis Alignment Device





Consequences

Each classic Morgan has a flexing chassis and an open top. Each one must be different, something that has been mentioned often for decades by Morgan owners, *with*

mightily improve, but they are not identical. Uniformity and predictability with a flexing chassis is impossible. The flexing chassis is the most salient characteristic of a classic Morgan.

Too often, poor or non-existent maintenance will convince owners that there are



rueful pride and frustration but the consequences of this are still **not** fully understood, even by enabled owners. Logic dictates that each Morgan must be **individually** tweaked by trial and error and this process must be on-going as the chassis must change over time along with the interaction of its parts. Intervention must express itself differently with every car. Ideally, each car must have someone specifically and fully familiar with it to better respond to its needs and changes. After 400,000 kilometers and twenty years of mechanical and driving interaction with many classic Plus 8s, *to this I can add scores of others that I have helped copy to a template*, I can attest to these comments. Despite 10,000s spent, one Morgan can never be precisely made to handle like another. Of course, they all

problems with the car rather than with their lack of understanding the car. They soon become easy prey for snake oil salesmen promising them a modern panacea. Even installing dealers can be sadly co-opted, and obey the **GoMoG Law of Expenditure**:

"The likelihood of a car enthusiast reviewing anything he has already purchased with passionate approval is directly related to how much money he spent on it."



There is ample evidence that gratuitous technology has de-skilled and dumbed down the species.

On the happy side, with a flexing chassis, the ENTIRE car reacts to road anomalies. When a Morgan is properly sorted, they become downright sensuous. The chassis acts as a major part of the suspension dynamic. They are one of the primary reasons for the legendary Morgan permasmile. To get there, aside from luck, it requires each owner to reflect his and his car's individuality in tweaking it by trial and error. No other route makes sense. *Interactive owners, to a man, will all have tales about how replacement parts or new "bespoke" components had to adjusted to fit and function.*

This encourages the development of an understanding between these owners and their Morgans that results in solid reliability and great joy, something that used to be shared through clubs and forums. I never found anything in the automotive world like it! Yet there are those who wish to eliminate one of the most distinctive charms of a car that has lasted 80+ years. The most experienced Morgan suspension specialists cross themselves and look to the heavens when approached by these newbie "experts"! (wry smile)

Lastly, from a safety point of view, a flexing chassis absorbs impact force, sacrificing itself to save its occupants. Many (including my wife and I) owe our lives to the Morgan flexing chassis.

Bump Steer

by Lorne Goldman

I imagine this bit will also cause protests in some corners. But I will simply not dwell on classic Morgan bump steer. I acknowledge that there have been many who have written sagely and with great solemnity on this subject. Many in the predatory aftermarket have convinced owners to spend silly sums of money and effort curing it. Even the older significantly more honest aftermarket will sell cures (much less expensive) to those that have been convinced to fret about bump steer. There are long dissertations on whether the R&P tie-rods should be affixed below or above the stub axle arm and even the Works flips this positioning depending on who is in charge from one Factory era or t'other. However, the truth of the matter is that the famous flexing of the Morgan chassis makes bump steer unimportant.. a non-issue.. or at least impossible to deal with aside from car by car.

Whenever they-who-wish-to-apply-other-automotive-technology consider the Morgan suspension and steering, they omit to factor in the impossible-to-quantify, namely the flexing of the chassis. This flexing not only varies from chassis to chassis, car to car, it also changes with each model and each car over time/usage. Measures that are designed for one car will not help another except by coincidence. It may even cause a prejudice. Imagine designing something for an old well-used 4/4 and transferring it to a later heavier Plus 8 or Roadster!! However, the newer "experts", are reluctant to admit or even acknowledge the most salient and influential component on the car. The chassis and the open top. They plunge ahead, trained and limited by an education and training that applies to the chassis of **other** vehicles. The simple question to ask of them is whether they were trained on cars with a super flexing chassis.

Safety Sunglasses

Dave Farmer

I like the wrap around style of glasses when driving ‘in the wind’ in the Morgan. I also liked the selection of lens colours I had in a kit I bought at a runner’s shop many years ago. But the amber lens broke and I balked at paying \$50 for glasses I would only wear on overcast days.

Then last month, in the junk mail, was a flyer from the local STIHL dealer with a section for safety equipment. My but safety glasses have now got style! And they are priced for the worker who needs them. Instead of the \$50 at the runner’s store or the \$150 at an automotive outlet these were their most expensive at \$19.95. They have others for as little as \$7.95.

Being safety glasses they come in clear, for night driving, dark shaded for bright sun light, and amber for driving at dusk and in overcast weather. I checked this particular brand’s web site, Echo, to check their specifications and they do provide 99.9% UV protection.

The flyer came from Current Power Machinery Inc. on Lakeshore Road in Clarkson. The same types of wrap around safety glasses are available in the same price range in all the big box hardware stores and where work clothes are sold.

The savings will be well spent on a tank of gas for the Morgan.





Is There A Motorcycle in Morgan's Future?

After putting together his April 1st designs, Morgan's Head of Design, Jonathan Wells, turned his hand to motorcycle design. The result is the Morgan 2/2, two wheels and two cylinders.

It turns out that someone is already building BMW based motorcycles like this in Thailand. Their web site is:
www.bikeexif.com/boxer-bmw

(D.F.)





Luc's Mogs

Luc Charette joined the club in 1998 and sent these pictures and a note to Glen when he renewed this year.

I have been driving the Plus 8 since mid-March as the roads are dry, albeit very cold, which is the earliest ever since I drive Morgans in 1984.

I have loads of pictures of Morgans, mine and others, so here are a few of the ones I have.

Hoping for warmer weather,
Luc



1959 +4 4 str

1972 4/4



1979 +8



Nancy's Retirement

Not long after my daughter, Heather, started working at Sheridan College last year she learned that one of the other women in her area, Nancy Riddell, had gotten a lift to her first job, back when she lived in Montreal, in a Morgan. So when Nancy decided to retire as of the end of last May, arrangements were made to driver her home, well to her retirement party, in a Morgan.

To give the hosts time to get set up I planned out a scenic route along the Lower Base Line from Trafalgar Road and with a couple of dodges into Waterdown. From there down Snake Road and Old York Road across the 403 into Hidden Valley Park and then unavoidably, onto Plains Road to the host's house.. This

route was estimated by Google Maps to take an hour and a couple of minutes as compared to half an hour on the highway. So of course we were among the first to arrive! The next people to show up had witnessed an accident on the QEW that blocked all lanes but the HOV lane which forced four lanes of traffic to squeeze into one. Nancy and I knew there was trouble on the 403 as well. When we crossed it on the bridge leading to Hidden Valley Park we saw that the traffic approaching the bridge was stopped on both sides. What ever was causing the tail backs was hidden from us under the bridge.

I learned at the party that Nancy is transitioning to retirement by working part time to help bring her replacement up to speed.

(D.F.)

Beer's Shop Tour

Martin gave us a talk about ethanol in gas.

becomes hard as steel when exposed to ethanol, then will no longer seal the input to the float bowl.

- brass parts corrode more rapidly in contact with ethanol.



- dirty fluid in the picture above is from gasoline that sat in a newly lined tank for several months. The black flakes are bits of the liner. The bottom layer is water and ethanol.

- The clean coloured gas came out of a sealed jerry can after 8 months. Tilt the bottle and you see a layer of water and ethanol on the bottom

- Blowing air across a container of water towards a container of ethanol/ gas you will see weeping lines on the sides of the gasoline container.

- One customer could not start her car after it was parked for three months. Everything in the fuel supply system was gummy.

- nitrile tips on float bowl needles





While talking about Colin's engine he mentioned, that if you are rebuilding an engine to prevent the crank shaft from distorting store it either in the block on the bearing mounts or standing vertically on its end. Otherwise it will sag between its support points and when installed will shake.

The rest of the visit was filled with chatting and looking over the current projects.





After the shop visit we went for lunch at the Wishbone Restaurant where we found the Sands and Alan's Morgan waiting for us.

(D.F.)





Ancaster British Car Flea Market



It was a beautiful sunny spring day, perfect for a top down drive. Also perfect for bringing out the motorcyclists two of whom started following me on the QEW near the Ford plant in Oakville. I waved to them when I exited the 403 at Ancaster but they exited too and followed me right to the gate into the fair grounds where the gate keepers turned them away. The clubs that host this event are missing out on an extra revenue stream, spectators.

We got seven Morgans plus the Taylor's TR3 in the parking lot and several other members showing up in their mundaneomobiles.



Paul and Donna got there early enough to grab a prime corner spot.



John Fitchie was showing off his engine compartment.



I pulled in beside the Taylor's TR3.





One of the Morgan's Morgans parked in the paved part of the parking lot. But the later arrivals like Keith and Cynthia had to park on the gravel.



And then there were a couple of Morgans I did not recognize.



MORGAN SPORTS CAR CLUB OF CANADA



Glen introduced me to Gary
the editor of the Tribute.

(D.F.)





36TH Annual
**ANCASTER
BRITISH CAR
FLEA MARKET**
AND
CAR SHOW

SUNDAY APRIL 23, 2017

HOSTED BY:
AUSTIN HEALEY CLUB OF SOUTHERN ONTARIO
AND
BRITISH SPORTS CAR CLUB OF HAMILTON

CELEBRATING:
60 YRS. OF THE TR3A
55 YRS. OF THE MGB
45 YRS. OF THE JENSEN HEALEY

**100TH
ANNIVERSARY OF
VIMY RIDGE**

ANCASTER FAIR GROUNDS
630 TRINITY ROAD
ANCASTER, ONTARIO
L0R 1R0

ADMISSION: \$7.00
PUBLIC HOURS:
9:00AM-2:30PM

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

VENDOR INFORMATION:
FLEAMARKETLADY57@GMAIL.COM



The Magnetic Burlington Mystery Tour

Thanks again to Cathy and Glen for a super event ...

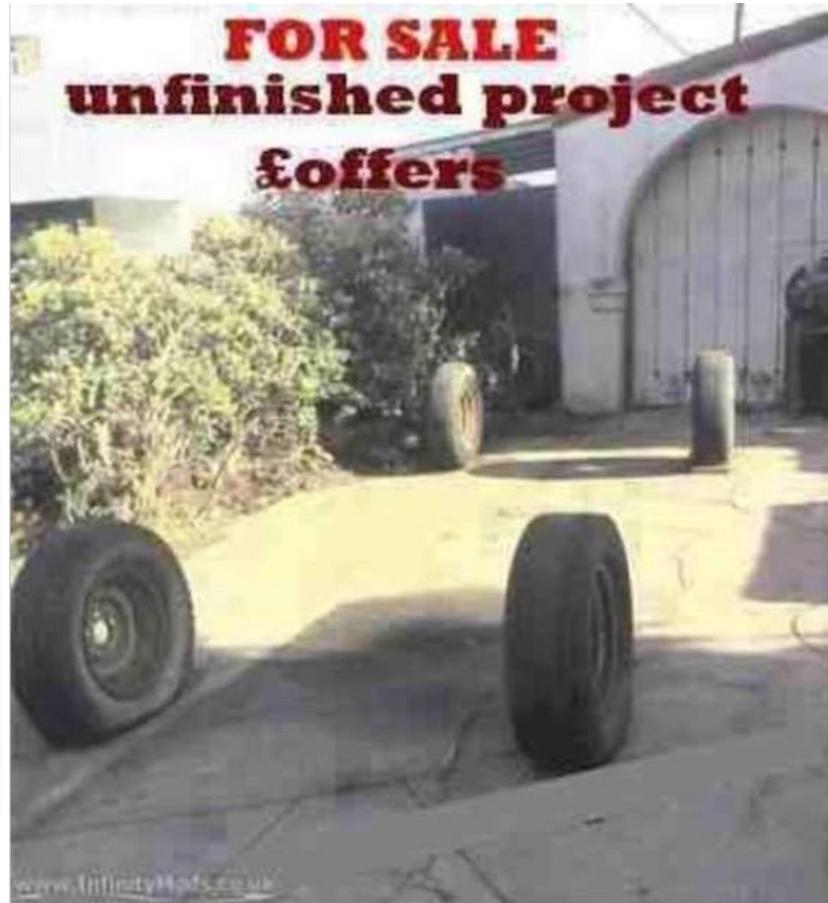
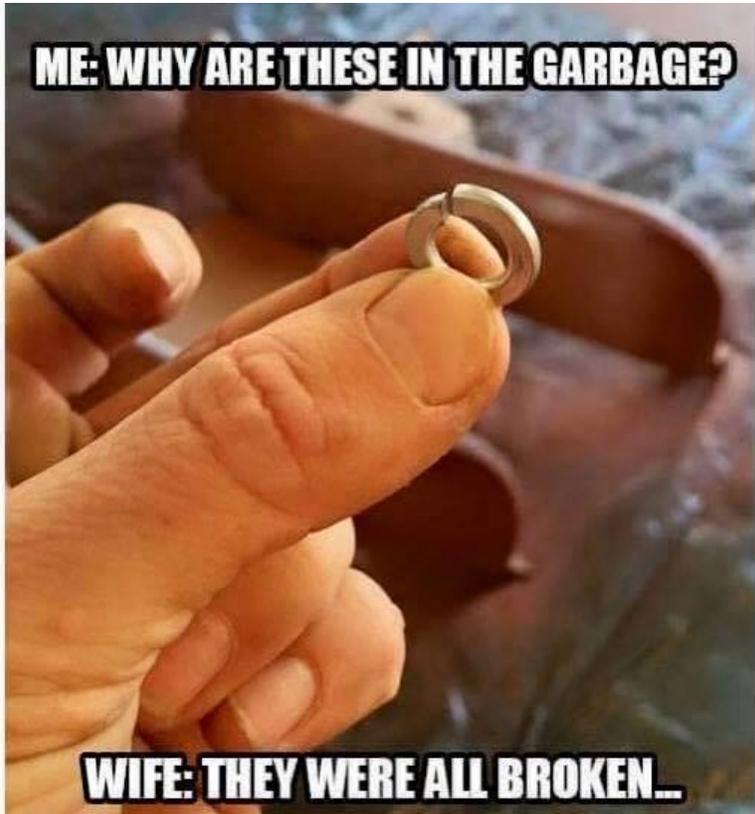


Since the club runs in March and April had such beautiful weather the organizers for this run rescheduled it because of a risk of rain on the original date. And they nailed it, another almost cloudless day.

The fact that Burlington had a magnetic hill was a mystery to me and at the end of the run it was still a mystery. But all was revealed at lunch. A last minute change in the route was not reflected in all the instructions. Some of us got it but for those of us who did not really find the cone, this is what we missed ...

https://m.youtube.com/watch?v=_L60hdB7wfo





You want me to give up this to ride in a Morgan?

MORGANS EVERYWHERE!

BY JAS





SUNDAY SEPT 18th 2016

BRITISH CAR DAY®

presented by the Toronto Triumph Club
Bronte Creek Park, Oakville, Ontario

Triumph 1800
70 years



MGTA
80 Years



Triumph GT-6
50 years



Special
Anniversary
Cars

Morris 1000
60 years



Jensen Interceptor
50 years



Lotus Esprit
40 years



Sponsored by:
Gold



Gates Open at 8am for Show Cars, 9am for Spectators, Rain or Shine.
Entrance off Burloak Drive



COME EARLY! Awards Ceremony 2pm to 3pm.

Some show cars travel a long way and start to leave around 3pm.

Bronze

LANT INSURANCE BROKERS



Edward Jones
MAKING SENSE OF INVESTING

www.BritishCarDay.com

Presented by:



www.TorontoTriumph.com



Mark Your Calendar For
Brits-in-the-Park
Sunday, July 17, 2016

Field opens at 9:00 a.m.
Victoria Park, Lindsay

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

Meet friends and make new friends
at the "picnic in the park" car show

- ✚ 17 classes of cars
- ✚ The Morgan is showcased as we celebrate the 80th anniversary of this marque
- ✚ Special awards: Queen's, Mayor's and President's
- ✚ People's Choice awards
- ✚ Door prizes
- ✚ Vendors with automotive and British related products.



The Morgan boasts a basic design going back to 1936

Kincarine Blues Fest And British Car Show



British cars park along Queen Street July 9th.

Learn more at:
<http://www.lighthousebluesfest.ca/>

79th Annual
EMBRO HIGHLAND GAMES
July 1st 2016



There is a British Car Show at the games
<http://embrohighlandgames.ca/british-car-show>



M.S.C.C.C. 50th Anniversary Dinner

Canadian Warplane Heritage Museum

August, 26, 2017





Regalia

Bring your item for embroidering to a meeting and we will get it to the embroiderers.



Embroidering Only

Badge \$7.88 incl. taxes



Wings \$4.73 incl. taxes

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

12944 Albion Vaughan Rd.
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

MSCCC Executive

PRESIDENT:
Alan Lytle
905-822-1606
alanlytle@sympatico.ca

TREASURER:
Glen Donaldson
905- 635-2532
spitfiremorgan44@gmail.com

SECRETARY:
Brian Hawkins
905-273-5542
hawkinsb@sympatico.ca

BLURB EDITOR:
David Farmer
905-278-3219
d.farmer@sympatico.ca

WEBMASTER:
David Farmer
905-278-3219
d.farmer@sympatico.ca

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

EVENTS COORDINATOR:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca

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

WESTERN SCRIBE:
Ken & Pat Miles
604-576-8036
kengmiles@telus.net

DOWNUNDER SCRIBE:
Vern Dale-Johnson
vern.dalej@bigpond.com

CLUB LIAISON:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca

Dues are payable before January 31st each year to the treasurer. The Blurb is published 4 times/year. Please forward address changes to the TREASURER.

Copyright, © Morgan Sports Car Club of Canada 2015

Please notify us if you wish to use any material.