



The Blurb



The First Prize Morgan at British Car Day in Bronte Park Makes Its Entrance.

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Prez Sez



Alan Lytle

Approaching the end of the driving “season” is always a disappointment, but in this Blurb Dave has successfully captured many of the pleasures enjoyed by Club members over the past months. For those of us in Ontario it was a summer to be remembered for the sunshine and the high temperatures that mostly gave us dry outings. The notable exception was the Saturday morning in Bayfield with a reported 78mm of rain during our run. That is 3 inches in Morgan speak and it came down so fast we could hardly see ahead or behind!

Now we are in the planning phase for 2017, our 50th anniversary year. In case you haven’t heard yet of the anniversary plans for next August 25/27, and the hotel arrangements, we have the details later in this issue. We anticipate a dry weekend, a good turnout, and a fun celebration of the Club’s first 50 years. So make your booking soon to get the room you want at the hotel.

Also we will be looking for help in arranging other events for 2017, so please make contact if you have ideas you would like us to pursue.

As we will report at the AGM and Christmas Party on December 4th, the Club is in good shape both fiscally and in enthusiasm. The number of renovation projects underway at the moment are testament to a continued interest in things Morgan here in Canada. And new members always are a welcome addition to our eclectic mix!

Keep the shiny side up as always ...

Cheers ... Alan

Central Canada Morgan Events

<u>NOTE</u>	Oct. 2 Oct. 9 Dec. 4	Toy Run in Milton <u>Pub Lunch at the Queen's Head, Burlington</u> AGM & Christmas Party at Glen & Gabby's
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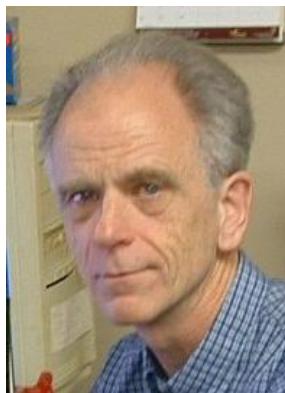
**Don't forget - Monthly Club meetings, first Sunday of every month,
Queens Head, Burlington, 12-2**

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

Start thinking about things for us to do next year!



Editor's Message



Dave Farmer

There goes my reputation as the guy who always drives his Morgan, what ever the weather. (except salty winter roads) The day of the picnic it was a nice hot, but not humid, sunny day but the Mog's battery decided to retire. You would think that after out-living its warranty by three times it would last forever. Well the new one has a 100 month warranty so at the same rate as the old one, it should be good until 2041!

In this issue Glen sends out congrats to members reaching various anniversaries.

Speaking of members, there were three sign-ups at British Car Day; Aaron and Helene Katz rejoined, Walter Arbib who has a flat rad project, and Tony Burgess with his Aero SS. Also Marlene Axler, whom many of you met at the picnic two years ago, was there and grabbed a membership form and is now shopping for her own Morgan.

Christian Wall sent in an article about his wedding and a special wedding present. One question, "Did the wedding party wear Hilfiger?"

Past club president, Vern Dale-Johnson , clarifies the definition of the word 'roadster'.

I had some fun in Perth last June with the Morgan. And Rob brings us up to date on his progress with his 1953 Plus Four.

And there is the usual run down of the season's events, both club events and other events some members attended.

Letters to the Editor

Newest Morgan in the Club

Hi Dave

Brad & Christine have the Newest Little Morgan, Olivia Susanne Morgan. She was born on July 8,2016 Weighing 8lbs 11oz. Lucas, Sadie and Jackson are just loving their New little Morgan sister!

Hope all is well

Cheers

Brian & Brenda

Re: The Delights of a Flexing Chassis

good sunday pm Dave

thank you for the Blurb and as always interesting content. very amusing to read comments about chassis, bump steer and suggestions as to improvements. as written, advice can often differ from the same commercial source depending upon who it is giving the advice. I personally never cease to be amazed at the lengths and money some first-time Morgan buyers will spend on what I describe as "bling". no comment needed on air-conditioning, but after sales products such as power steering and revised suspension seem to be destroying the essence of Morganing. if you want all mod cons, buy a normal car.

enough of the above.

best wishes to you and yours.

John

Re: Morgan Production Numbers

In reply to Mark Braunstein's letter in the last Blurb, he is indeed correct that 18 pre-war Standard Special 4/4 Series 1 Drop Head Coupes were manufactured. I compiled the figures from Ken Hill's book and missed this data. In the notes on the extreme right of the tabulation I did, however, state that I 'assumed' all the Series 1 4/4 cars with the Standard Special engine were 2 seaters. This should be corrected to 15 2-seaters, 4 4 seaters, and 18 2 seater Drop Heads. Mark suggests there were 57 pre-war Drop Heads in total, using both the Coventry Climax and Standard Special engines but Ken Hill states there were 58 - 40 using two different sizes of Coventry Climax engine.

I'm embarrassed to say I am quite aware of Mark's wonderful car as we were in regular email contact just after I bought my Series 1 4/4 two years ago. Perhaps it is the beginning of Morgan dementia, too much wind in my hair, engine noise in my ears. However, I'm delighted someone has actually read the article carefully and perhaps should have claimed I did this on purpose to see



if anyone did read it. I think the former excuse is more truthful!

Colin

Some Morgan History/ trivia

Dave

I took the F2 to the York Club annual concours on Saturday and there were 2 other Morgan's, both early 4/4 s. One of interest to me was owned by one Alexander Younger who I know from flying, he has an over-powered Cessna 182 on Whipline floats. He bought the car from an owner who had bought it from his late father Robin's estate. Seems he and his brother couldn't agree on who should get it so the trustee sold it. Turns out Robin bought the car from Monty Black's estate with brother Conrad's agreement. Monty bought the car with my urging in 1972 from Stern In Victoria as I recall but I think Steve and Martin Beer later worked on the car.

F2 much loved by all at the show and is running well. Ferrari and Aston guys there were not pleased!

Best
Colin

Vintage Morgan Pedal Car

Good morning All,

Hope the link below works - as it shows a 1937 Morgan 3 wheel pedal car that was just recently sold on e-bay-o-boy in America... Thought it was interesting as we have all seen the modern version that Morgan made lately. (And NO I am not looking to buy any more cars - old British or otherwise....)

Might be a bit of a pedal getting into British Car Day with that one...

Maybe John will want to re-create one once the '37 and the DHC are done in Canfield.

Gid

(The link is too long to retype so here is a photo from the e-Bay listing. (ed))





Morgan Ear Guard

I came across this today – the Morgan ear Guard. Not what I was expecting!

<http://www.thefightfactory.com.au/index.php/brands/wrestling/morgan-ear-guard.html>

Colin

The screenshot shows two browser windows. The top window displays the homepage of [thefightfactory.com.au](http://www.thefightfactory.com.au/), featuring a red banner with 'AUSTRALIA'S #1 FIGHT STORE', navigation links for HOME, GEAR, CLOTHING, BRANDS, SPECIALS, PODCASTS, and a search bar. The bottom window shows a product page for the 'Morgan Ear Guard'. It includes a large image of the red ear guard on a mannequin head, product details like 'Availability: In stock AU\$39.95', and a 'Quick Overview' section describing its use for BJJ, wrestling, grappling, and MMA. The product is categorized under 'WRESTLING - MMA'.

Addendum

In the Winter Blub my cutting and pasting of Colin's table of Morgan Production numbers missed five entries. They are as follows:

Plus 4 (Fiat)	April 85—Jan 87	90	32	0	0	122	
Plus 4 (Rover M16)	Jan 89—Nov 92	259	96	0	0	355	Plus 3 works experimental cars
Plus 4 (Rover T16)	Sept 92—Sept 93	147	39	0	0	186	Plus 3 works experimental cars
Plus 8	68—Sept 93*	4063	1	1	0	4065	Plus 14 works experimental cars
Plus 8 Sports Lightweight	Oct 75—Jan 77	19	0	0	0	19	

Note (*) indicates cars still being produced as of Sept. 93 so final figures will be higher

Note—Chassis only figures not included in totals

Data compiled from 'The Four Wheeled Morgan Volume 1 The Flat Radiator Models' and 'The Four Wheeled Morgan Volume 2 The Cowled-Radiator Models' both by Ken Hill



Membership Matters

I hope that everyone is having a great driving season with their Morgan and you have been able to get out and about in the cars and enjoy your favorite drive or two. Hard to believe that as I write this note that British Car Day looms less than two weeks away, seems like only a few weeks ago that we were re-scheduling the Magnetic Burlington Mystery Tour (the original date suffered cold weather and hail warnings). The eventual day was a stunner with sunny warm temperatures and lunch on the patio.

Happy to report that as of mid-August we are fully renewed and now stand at 81 paid members in the club. Sadly two members did not renew for 2016 as they are both now "Mogless". So we thank Glenn & Rene Nigh and Tom & Linda Van Zuiden for their years of membership and contribution to the MSCCoC they can enjoy the fact that their former Morgans are out and about at club events.

If we look at the membership list and the years that members joined then we must congratulate the Beers as the Beer Family has been a part of the club since 1971 – so 45 years of membership for Martin & Steve and Families. John & Sharon Roden are now 35 years with the club and Malcolm & Brenda Taylor are celebrating 20 years of membership. 10 years ago Don & Cathy Allen joined the group as did Colin & Barbara Bray. I hope I have those anniversary dates correct – if not e-mail or call me.

Happy 60th anniversary to the Plus 4's belonging to Mike & Gillian Arkless, Gil & Anne Caratin, Adrian & Georgina Peters, Alan & Marlies Sands and Deb Wilcox & Steve Pocock – all the 1956 Morgans in the club are listed as +4 two seaters.

Happy 50th anniversary to Brian Hawkins +4, Adrian & Georgina Peters +4, Nick Mur-

phy & Teresa David's +4, Harry & Mandy Boersma's +4 4 seater, John & Hazel Allen's +4 DHC and Ray & Mary Shier 4/4 Competition – a little more diverse with 1966 model year cars.

Happy 40th anniversary to Claude Jacques & Julie Bouchard's 4/4 the lone 1976 Morgan in the club listing.

Happy 30th to Clayton Sach & Sharon Bach's 4/4, Dan Bereskin & Rhoda Gryfe's +4 and to the two 1986 Plus 8's in the club owned by Win Muehling & Christine Limmer out in BC and Martin & Donna Beer's Bolton beauty.

Hope to see everyone out at British Car Day in Bronte Creek.

Thanks
Glen





WALLGAN

I'd like to take the opportunity to thank all the members of the MSCC of Canada who contributed to my wedding day; most notably Martin & Steve Beer, Anthony Steward and Colin Bray who played such a large role in making that day even more memorable than we could have hoped for. This is a quick story that is about more than just getting an amazing present from an amazing Uncle, it's a dream come true.

On Thanksgiving 2015, my girlfriend Kathleen and I got engaged and were ecstatic to share the news with family, especially my Uncle Colin, who's been more like a big brother to me for so many years. Despite his living in England and us not getting to spend much time together.

After all, it was Colin who introduced me to the Morgan Club at an extremely young age, often taking me for

rides in his white 1978 4/4 through the streets of Burnham & Slough. As of my first ride I was hooked on everything Morgan and began to post pictures on my bedroom walls and reading anything I could; often articles or books sent over by my Uncle.

On a trip to England in '97, my Uncle and Papa surprised me with a trip to Malvern. Complete with a full factory tour. We spent the day, speaking with craftsmen & mechanics, and watching how these Morgan beauties came to life. I'll never forget the smell of the glue in the wood room. During this trip, I snagged a price list from the front office and spent the remainder of the summer pricing out different models, colors, features on an old notepad my Papa gave me. I was 12, but needed to know how much to save and with the price list and factory knowledge, I could start to get things on paper.



Later that year, my mother asked what I wanted for Christmas. I handed her a price list for a fully loaded Morgan plus 4, 2-Seater, in British Racing Green with Beige interior. She looked over my calculations and said not to hold my breath. I opened my Uncle's pre-



sent first, that year. A *Limited Edition Vitesse Model 4/4 1600 in British Racing Green; beige interior*. It still sits on my desk today, though I've accumulated many others.



Years later, I opened a complete set of Vintage Morgan prints capturing some of the original club advertisements. They remain framed on my walls today, though my new wife has some different décor ideas for the living room.

I was so delighted Colin was going to make the trip over from Cornwall for the wedding, I told him not to worry about a wedding gift off the registry. Just his attendance was enough, especially as he'd never met my wife to be.

"Well towels and crockery is not my thing, I'll try and find something more appropriate."

Little did I know, my Uncle Colin had begun searching for a gift long before he bought his plane ticket, and it was slightly more exciting than a blender. (*Though we DO LOVE the blender!*)

In November 2015 my Uncle had contacted Colin Bray of the MSCC of Canada asking for any help possible in looking for a Morgan 4/4 or +4, 4 Seater as a wedding present. Mr. Bray said he'd ask around and would mention it in *the blurb* though did so discreetly, knowing I read the articles. Yes, *I've been a member of the Club for some years already*. My Uncle was also advised to contact Martin Beer of Reg Beer Coach Builders, which he did, knowing full well that finding a LHD Morgan in Canada was no easy task. Let alone a 4 Seater in order to accommodate my growing family.

Despite countless hours searching forums, websites and contacting current Morgan owners, the undertaking was looking bleak. One day in late January 2016 Colin Bray, contacted my Uncle to inform him that he knew somebody who might be selling his +4, 4 Seater. Anthony Stewart had purchased a beautiful Morgan +4 off e-bay in 2005, you might remember the article *The Blurb May 2005 Page 17* but was now moving to Malaysia and wasn't sure what he was going to do. It just happened to be British Racing Green. My Uncle Colin reached out to show interest in the car immediately.

By February Mr. Steward regrettably, I'm sure, decided to sell his +4 and left the car with Martin Beer. My Uncle swiftly made an offer which was accepted on first pass, and began to transfer the money from England to Martin Beer. Only to find out, in British fashion, the money couldn't be transferred for some unknown reason. Now he needed to enlist the help of my Mother and Father in Canada to help facilitate the purchase.

Money was being transferred to my Mother in Cambridge Ontario who on the same day went to the bank, withdrew the money as a cheque to immediately deposit it into Martin's account. Thank you Mom! In the meantime the Beer brothers went to work! An exhaustive list of items including seatbelts, 5 new tires, faulty oil pressure gauge, and faulty fuel gauge just to name a few. This was also the time my parents had decided it should have personalized license plates. '*WALLGAN*' was the chosen name. Everything was completed and ready for the final road test. That morning Martin found the Morgan with a flat tire caused by a left behind wire from the brush cleaning of the rims. Sod's Law had struck again.

Martin finished the *WALLGAN* April 22nd and all the road blocks regarding payment were completed. However, now my Uncle, in England, had another problem. Finding storage for this car in Canada. The obvious answer of my Parents house was out. I'm there almost every Sunday for dinner. My parents took the burden of finding storage and looked at rental units near the wedding venue, Guelph, Cambridge & Kitchener. Even nearby barns. "*We didn't know where to put the damn thing...*" Finally, my Father contacted a long-time friend, and Mechanic who lives in Orangeville with the facilities to keep it safe.

On April 27th my Father picked up the Morgan and drove to Orangeville. Freezing his ass off the whole way in the 10 degree weather, calling my Uncle as soon as he reached the safe house.





MORGAN SPORTS CAR CLUB OF CANADA



"Why doesn't this damn thing have a roof, or windows?" Not as familiar with the Morgan as some, it wasn't until after he realised they were stored in the back of the car.

During May my parents went through a multitude of different methods to register and insure the car without my knowledge. I'm still not sure how, but using my old address in Guelph and my Father's business in Etobicoke somehow managed to settle everything by July. I'm still not sure it was fully legal. It was also during this month that my Uncle noticed from the pictures that the Morgan was fitted with the factory original rectangular badge bar, which was a bit of a worry as he had specifically bought 3 new badges with round mountings, which of course, are made to fit the cylindrical badge bar of today. Of course the badge for the Morgan Sports Car Club of Canada, was already on the car. Left from Mr. Steward. My Dad fitted the remaining mounting brackets.

My Uncle Colin Flew to Canada on June 23rd and drove with my Dad 6 days later to get the car down to Cambridge, hiding it in my parents garage. They fitted the badges, polished the car and on July 2nd presented WALL-GAN to my wife and I. Simply rolled it out of the garage in the front of the house, while I was sitting in the back yard. I was absolutely stunned silent. Uncle Colin, being the very considerate person he is, wouldn't allow the car to take away from the wedding day itself. So elected to give it as an early gift.





July 9 2016, my wife Kathleen and I tied the knot at Ariss Valley Golf Course. We couldn't resist having some photos taken a couple weeks later with the beautiful 1962 plus 4, 4 Seater British Racing Green; beige Interior. "WALLGAN".

It took a lot of people and a lot of love for this special day to come together for us. It seems understated, but we simply couldn't be more grateful for everything that everyone has done for us!

Sincerely,

Christian & Kathleen Wall





Summer Events

Ontario Heritage Steam Museum

I heard that without the rain we had last year there was a much larger turnout this year. Alan has a write-up in one of the Blurb Lytes but as I was up in Perth that weekend and no one submitted anything to me for the Blurb the rest of this page is empty.

HOLD THE PRESS!

Another lovely couple, Glen and Gabby's Morgans.





Lindsay, Brits in the Park

All the effort that I have put in (since the Beers rebuilt my car) to avoid polishing and waxing it has backfired. Even two hours of driving from Perth to Lindsay through cottage country bug filled air didn't stop it. My car won two awards at the Victoria British Car Club's Brits in the Park. The 'Queen's Award', Queen Victoria's favourite



at the show and Second in Class for Class N , Special Interest Convertible. Oddly both the Shier's and my car were in Class N instead of Class C, Morgan, Sunbeam, Stag. And in spite of Morgan being the featured car, no Morgans won in Class C.





MORGAN SPORTS CAR CLUB OF CANADA



We had eight Morgans on the field:

David Wells came with the car's former owner Barbara Heinrich.



Ray & Mary Shier with their freshly back on the road 4/4 Competition.





MORGAN SPORTS CAR CLUB OF CANADA



Dave & Pauline Smith drove the three wheeler (from a near by parking lot)



Colin & Barbara Bray, John Fitchie & friend





MORGAN SPORTS CAR CLUB OF CANADA



Terry & Jane Brown, Peter & Susan Turton



And me.

John & Joy
Collins
showed up but
without their
Mog.

(D.F.)





Halton County Radial Railway

After a pleasant brunch at The Red Harp in Acton six Morgans wound their way over to the Guelph Line and the Radial RR Museum. We immediately started attracting attention.





MORGAN SPORTS CAR CLUB OF CANADA



Ray and Liz Stevens organized this event, thank you very much. The Shiers were there keeping the 4/4 exercised after it had been off the road for some time. Also running 4/4s were Glen Donaldson and John Roden. And John Fitchie and your editor drove our +4s. Colin Bray showed up in a Subaru or something that could hold his bass fiddle.



We rode in three different tram cars, an old TTC street car, a car with nice wood panelling that did not photograph well at all :-(and a re-creation of the first powered tram car used in Toronto. They have an out and back route across the property with an ice cream stand and a small garden and pond at the far end stop.

Back at the start end there is a huge shed storing dozens of other rail road vehicles including many interesting service vehicles; welders for repairing track, ones that jack up in the middle to facilitate work on overhead wires, etc...And there is a mock-ups of a train station with displays of the office equipment.



MORGAN SPORTS CAR CLUB OF CANADA



The old tram was open air, you could jump on and off where ever was convenient.

Outside the shed is a jack that should lift anything you need lifted. But getting it under a Morgan would be tough.

(D.F.)





MORGAN SPORTS CAR CLUB OF CANADA



Bayfield Week End

I got these picture from David B (Birtwhistle?) but nothing else.





Annual Picnic

Another great picnic and BBQ at the Lytle's at the end of August. Sunny and hot but with out the sticky humidity that was far too common this past summer brought out a dozen Morgans to park on their lawn. At this time I did not yet know that my Morgan's problem was just a dead battery or it would have been a baker's dozen.



A Mercedes and a Miata also snuck onto the lawn.



MORGAN SPORTS CAR CLUB OF CANADA



I'm told this is a recreation of the photo of Roosevelt, Churchill and Stalin taken at the Yalta Conference, discussing great and weighty things, such as how much they admire wheat beer in the summer.

And below Arno and Stu discuss flat rad matters while Colin Bray deftly hides his bare knees from the camera.





MORGAN SPORTS CAR CLUB OF CANADA



Alan seems to have found a good substitute for the local butcher who retired. We were well fed. Here is everyone looking very relaxed after polishing off dessert, seconds, and some thirds. (D.F.)





MORGAN SPORTS CAR CLUB OF CANADA



British Car Day in Bronte Park





MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA



The forecast rain never showed, but it did scare away a few cars as the total was just under 1,000 this year compared to over 1,100 last year. I photographed 23 Morgans which is near a record. We Morganuts were not put off by the forecast.

Dave Smith's '33 three wheeler won first place for Morgans. Tony Burgess's Aero SS took second and John Roden's 4/4 got third place. I repeated all the same things I did in not preparing for the Lindsay show but came home from BCD empty handed.

(D.F.)



Other Events

Lighthouse Blues Festival in Kincardine



2 Morgans at the show on July 9..... Almost identical plates! A newly restored 69 4/4 - 4 seater arrived. Owner is Paul Guild from Heidelberg....beautiful car....our car is looking good as well. Told Paul I would report him to the club as a missing person. Cheers from Lake Huron.

Mary and Ray





Brack Hill Climb

The wet conditions made for a lot of unfinished runs at this inaugural hill climb. At least I'm assuming the large number of times of 180.0 are for DNFs. In spite of the rain Steve Sherriff, Don Allen, Steve and Martin Beer, and Christopher Pattenden gave it a try.



The previous day's police escorted drive of all the participating cars, including outright racing cars, into Owen Sound was a major head turner.

(D.F.)





Roadster

In 1994 I was on a working trip to Vancouver when the "Tour de Monde 94" arrived from Seattle to start the North American portion of the Mousquetaire Morgan Club world tour in their Morgan 4/4 4-seaters. I met Jean Ribot from Corsica (Athos) and Jean Louis Clavere from the Bordeaux area (D'Artegnan) spending an enjoyable afternoon and evening with them and members of the local MOG NW group. This meeting with the adventurers started a friendship that has lasted for over 20 years.

Amanda, Marissa and I planned a vacation in the south of France in 1996 with a couple and their son from Marissa's school. We were renting a house in the south of France - near Béziers - for a week. As this was close to one of the Mousquetaires - Philip Keen - we arranged to meet with Philip and his wife Beryl for coffee. Philip arrived to lead us to their place in his +8 and we were off on an adventure. Marissa was a bit put out because I suggested her classmate, Scott, should ride with Philip. We arrived at the Keen's house and while the adults enjoyed a drink and chat Marissa and Scott were off making friends with the French kids playing nearby. Coffee turned into an invitation to lunch and soon we were all sitting around a table enjoying a French farmer's feast! This created a bit of a problem as Amanda had arranged for an afternoon visit to the French winery owned by Hardys. Eventually we extracted ourselves, said our goodbyes and raced back down towards Béziers for our meeting at Domaine de la Baume. I had noticed a sign indicating a shortcut to the small town where the winery was located so veered off the mainroad through a single lane track across the local farmer's field that brought us back onto the main road within meters of the winery! Only a few minutes late...

That meeting with Philip and Beryl led to a 20 plus year correspondence. We exchange one or two letters a year relying on the postal services as Philip has never moved into the computer and internet age. This year he is 93 while Beryl is 91 and although his hands are crippled with age reducing his typing efforts to one finger, his mind is as active and mischievous as ever.

Unfortunately during the past year Philip sold his +8 as he could no longer "fit" to a member of the Belgium Owners Group. He does, however, still own a beautiful 1932 Citroën "Grand Luxe" Roadster. He and Beryl must look a spectacular sight tooting about during the summer to events in this beautiful car!

Philip had offered me a couple of issues of the MOG Belgium Review during that first meeting and this put me in touch with Jacques Gallien the editor (still) of that newsletter. This early correspondence with Jacques led to the development of an international exchange of newsletters between Morgan groups that continues to this day. Jacques then introduced me to Valentin Tanase, painter and sculpture living in Bucharest Romania, however that is another story!

The latest letter from Philip is about "Roadsters" as he is quite amused by the use of the name by the Morgan Motor Company. I'm extracting from his letter and offer his thoughts on "Roadsters"...

"When the Morgan Company announced their new car with the name of Roadster, my 'stuffy' liking for historic accuracy was offended and I expressed my feeling to Dr. Jake Alderson, Morgan historian and author, with whom I have exchanged letters over several years. He was sympathetic to my views and felt they should be published in Miscellany for general interest but the replacement editor after the late Chris Rowe did not use them, my guess being he did not want to ruffle the fur of the Morgan Company."

Correctly, the Roadster body style was American, dating from the 1920's, the cars being big and very well appointed: they were meant to be seen and to be seen in. Open two-seaters with a rear hatch over an occasional bench seat, known as a rumble (USA), dickey (English), spider (French but popularly known as 'siège belle-mère'). Small access doors on one or both sides of the rear compartment permitted items such as golf clubs to be easily carried. A baggage rack at the rear usually had a handsome trunk on it, twin spare wheels - mostly one in each front wing but sometimes at the rear, normally a folding windscreen and other features such as hand operated spotlights were added, all to give a very different form to a very sporting automobile. Most of the exclusive American manufacturers made them, as did some of the best US coachbuilders. One of my favourites is a picture of a Doble steam car bodied by Murphy. Those cars could be started as quickly as by those with the internal combus-

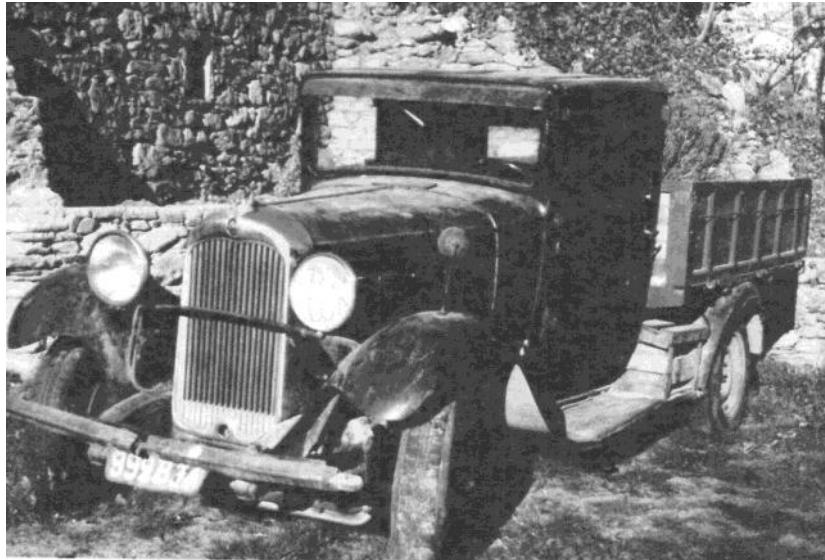


tion motor and were silent, condensing the exhaust steam from the double-acting engine so no plumes of vapour or need to stop to draw up water from ponds!

The style was copied by European manufacturers and "carrossiers" and frequently appeared in the Concours D'Elegance where the beauty of coachwork was combined with Haut Couture ladies fashion. All this ended in 1939 and did not reappear after the war as high-cost hand-built coachwork was no longer affordable. The last attempt to build this type of body style was the Triumph 1500cc Roadster of the late 1940's. The biggest roadster was the Bugatti "Royale" built for industrialist Armand Esders - 6 meters long with a straight eight of 12,760cc. It was later rebodied but a marvellous replica has been built for the National Automobile Museum at Molsheim. On my one visit with a club in 1999 the guide very kindly allowed me over the barrier to inspect it. Amazingly the cockpit seemed little bigger than our Morgan but the bonnet seemed to go on forever. How much I would have liked the chance to drive it. The power units were used in the Bugatti rail cars so an engine was readily available for the building of the replica."

Our thanks to Philip Keen for this discussion on Roadsters... I wish him many years of continued enjoyment of his Citroën "Roadster". Needless to say the labelling of the Morgan Roadster does not dampen our enjoyment of the Sage Lady but perhaps the Roadster name would have been more fitting on one of the modern Aero models!

Vern Dale-Johnson



Note on back of photo, "as delivered in Sept 1988.
8+ years of hard and dirty work to follow."





Morgan Rocks Lanark County

Actually Lanark County is full of rock already. Which means the back roads are twisty and hilly, ideal for fun in a Morgan. I drove the +4 to Perth in late June to participate in their Guinness World Record Kilt Run. This year's run is supposedly the last and was certainly the largest race of kilt wearing runners (3,700+ at last report). I finished the Classic 5 mile in 51:09, not far off my training pace in spite of very humid conditions. To boost the count for the record the organizers added two more races this year; the 'Royal Mile' for sprinters and less experienced runners and a half marathon for those who need a few kilometers to get warmed up. All three races starting together! An initial smaller loop was the distance of the Royal Mile so everyone ran that race (except for two) to count towards the record, then there was a longer loop to complete the Classic 5 mile race, which the Half Marathoners would run three times.

This year is Perth's 200th so the Kilt Run organizers went all out for entertainment. I particularly enjoyed the Harp Twins concert in Stewart Park before the race. So much so that I went for their encore Sunday morning at the finish of the Kilted Marathon outside of town at the Ecotay Educational Centre.



I got a short history lesson from Ecotay's owner. The farm house is built on the stone foundation of the original settler's house from 1816. Most of the settlers were demobbed British soldiers from the war of 1812. Britain did not want too many men handy with guns back home at that time. Most settlers came from the U.K. between 1840 and 1850 including a couple of brothers named Farmer, the younger one being my ancestor. This was the first instance of the subsidizing of people willing to move to Canada (some cheap tools) most were Scottish and some Irish.

They host events at Ecotay like the Scotch Line Heritage Fair, heritage work shops, weddings, etc. And they are working on the house to make it energy efficient and when complete will teach others what they learned while doing it.

I arrived early at Ecotay where the Morgan got put in a prime parking location in the VIP lot right by the finish line.





MORGAN SPORTS CAR CLUB OF CANADA



Good thing I was early as a woman came out of the kitchen to ask some of the other volunteers if anyone had a knife to cut the bananas for the racer's snack. When no one else had one I said she could check mine from my tool box and if it could be sanitized she could borrow it. She said she could and it got washed and put to work.

The first VIPs to arrive were the Harp Twins. The Morgan served as a handy land mark for the VIPs.



One of the official photographers (Joanne Richard) for the event wanted to take pictures of the Mog as her daughter, Danielle, works for a fellow in Peterborough who has one. Her daughter has driven it for him when he wanted to take it and another car to a car show. Who is the boss? Our club member David Wells!

The harp Twins, Camille and Kennerly, had some new banter between tunes. They had accepted the Kilt Run organizers invitation to participate in the race. Not being runners though they opted for the new Royal Mile event instead of the 5 mi. event I ran, figuring anyone can finish a mile in a reasonable time even with walking and even if it is an old Scottish mile,





about 1.9 km verses the standard mile's 1.6 km. But their popularity worked against them. (Remember I mentioned that two people did not run the Royal Mile leg of the race?) Even though their performance finished over an hour before the start of the race they still had fans waiting to talk to them and get autographs and CDs and T-shirts and etc. when the race started at six o'clock. After the last fan was satisfied and they had donned their kilts and running shoes they crossed the start line almost nine minutes after the starting gun had gone off. By this time the pack of runners was already returning to the Start/Finish line completing the Royal Mile portion so the twins started out mixed in with the runners going on to do the 5 miler and the half marathon. The race marshals at the first corner didn't catch their yellow bib numbers indicating milers and send them on ahead to turn left at the next street and so loop back to do their Scottish mile, but instead directed them to turn right with all the other runners who were now going into the long loop to complete the 5 mile course. They thought it was getting too long for just a mile but they were in among the other runners so they must get to the finish eventually and about four miles later they did. I wonder if there is a Guinness World Record for longest distance run to complete a one mile race? It certainly shows that lugging an electric harp around day in and day out keeps you in peak fitness.



They made a comment about their small audience being comfortably seated on rocks. (I was leaning against the wide flat one near the corner of the building on the left) That elicited a shout from the audience, "We just want a rock." Then they started in on a piece by Metallica. Chatting with them afterwards they confirmed that counting just the few of us attentively watching, this was their smallest audience ever, but there were several times more people within ear shot either watching the finishers on the other side of the barn or eating brunch behind the comfortable rocks. They did have a huge audience for the afternoon concert on Saturday and had also performed at a single malt tasting event Friday evening, so they had had a busy week-end. Look them up on You Tube, heavy metal, pop, and TV and movie themes on electric harps videoed in amazing locations.

A kilted Kenyan won the race. He was just using this race to qualify for the Boston Marathon so at just under three hours he was well off his personal best of just over two hours.



MORGAN SPORTS CAR CLUB OF CANADA



Then it was time to pack up and head home.





Big Day for Rob's '53 +4



My 1953 +4 restoration is progressing but like every restoration it is a very slow process. After 2 yrs my 1953 Flat Rad has finally been brought to life. My restorer has driven it up and down his long drive. He says the engine is performing far better. We completed a total rebuild which included several performance enhancements, street performance cam, calibrated cam gear, headers or should I say extractors, rebuilt carbs, electronic ignition, 6 blade fan with improved water pump, etc.

She ran perfectly!! A short video will be put on the club's Facebook page.

We are now focusing on the body, paint, and interior. A new tub is being built by a very talented wood craftsman in Goderich. In the next week we plan on trailering the chassis to Goderich to test fit the new tub. Paint and interior colours have been chosen but will remain a mystery until my Morgan is unveiled at a club event.

The instruments are being reworked at Mo-Ma in New Mexico and are expected to be completed very soon. Their work is excellent but pricey.

<http://www.momamanufacturing.com/gallery.html>

My custom cabinet maker has found the perfect piece of Walnut for the dash. He will copy the original for style and fit.

Our goal is completion by spring to unveil it at a club 50th anniversary event. (Rob)

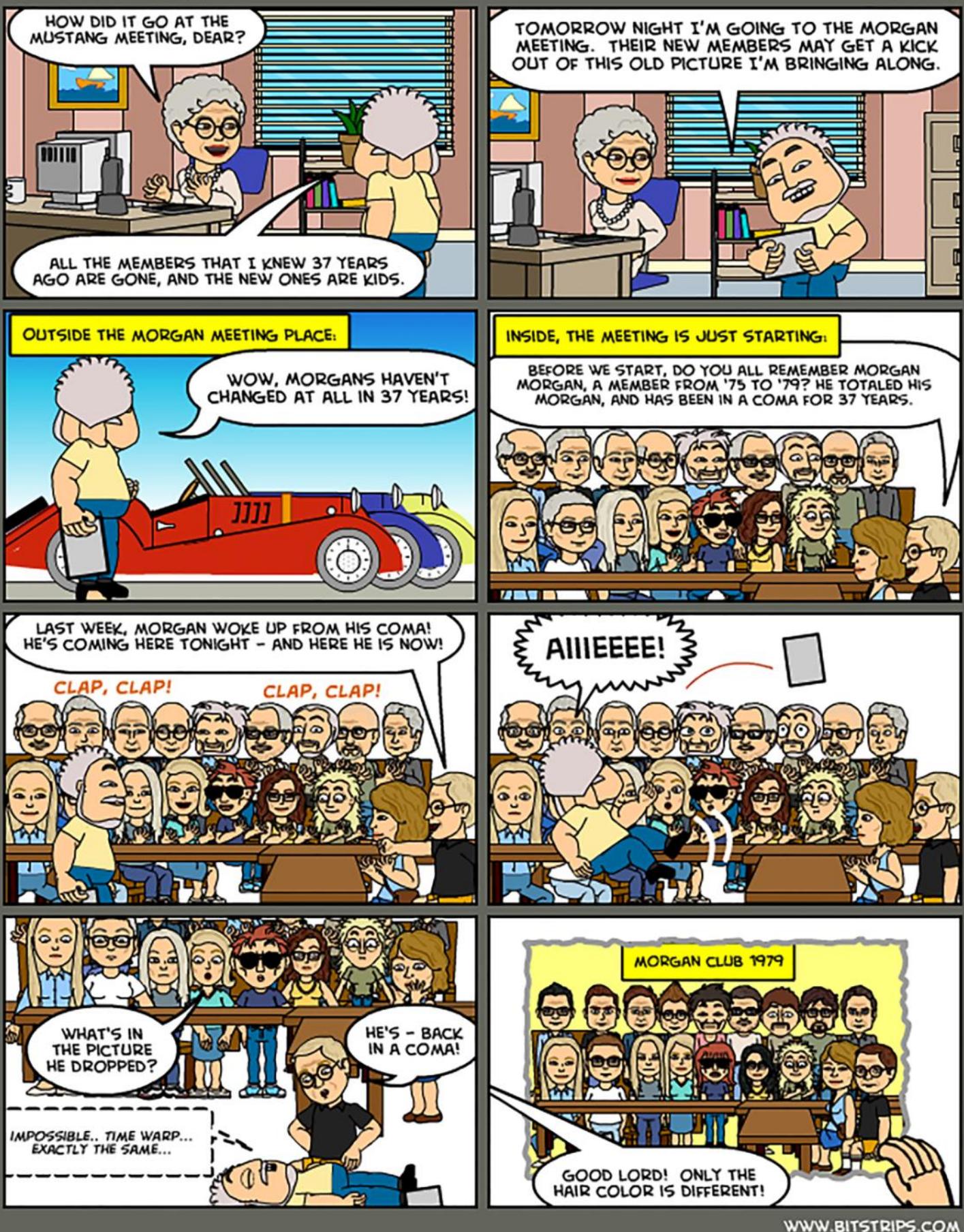
Cross your eyes and see Rob's rolling chassis in 3D.





37-YEAR COMA

BY JAS





How men differ from women, in remembering the past

A wife was curious when she found an old negative in a drawer and had it made into a print.

She was pleasantly surprised to see that they were of her at a much younger, slimmer time, taken many years ago on one of her first dates with her husband.

When she showed him the photo, his face lit up.

"Wow, look at that!", he said with appreciation,



"That's my old '59 Morgan!!"

1950's Anti Theft Device

The proud owner of a magnificent 1956 Chevrolet convertible, wrote to say he had restored the car to perfection over the last few years, and sent this.....

On a very warm summer afternoon I decided to take my car to town. It needed gas, as the gauge was practically on empty, but I wanted ice cream, so I headed first to a favourite ice cream shop.

I had trouble finding a parking space and had to park the car down a side street. There was a group of young guys standing around smoking cigarettes and eyeing my car rather covetously. I was a bit uneasy leaving it there, but people often take interest in such an old and well-preserved car, so I went off to enjoy some ice cream.

The line at the ice cream shop was long and it took quite a while to return to the car. When I did, my worst fears were realized it was gone.

I called the police and reported the theft and then went back to wait in the ice cream shop. About ten minutes later the police called to say they had found the car abandoned at a gas station a few miles out of town.

It was unharmed, what a relief! It seems just before I called, the police had received a call from a young woman who was an employee at a self-service gas station. She told them that three young men had driven in with this beautiful old convertible. One of them came to the window and prepaid for 20 dollars-worth of gas.

Then all three of them walked around the car, looking at it carefully, and then just walked away without filling the tank.

The question is, why would anybody steal a car, pay for gas that they never pumped, and then abandon the car later and walk away?



Answer: They couldn't find where to put the gas!

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UZAT**CHECK AVAILABILITY**

Private Seller

Cambridge, Ontario

Plus 8 for sale

Hi Gents,

Had a gentleman speak to me at the end of BCD and he has a 1988 Plus 8 for sale, Red with tan interior, only 4,000miles, wire wheels - he is in Ontario - Klienberg area might be ...(it was a long day) and his contact is 905-850-6268....Just in case you wish to spread the word with the Blurb and Blurb Lyte....

Gid

Sorry - forgot to add that his name is Anthony Macgregor...



www.kijiji.ca/v-classic-cars/city-of-toronto/morgan-4-4/1197581993?enableSearchNavigationFlag=true

kijiji

Search Over 7,848,482 Free Local Classifieds

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Ontario > Toronto (GTA) > City of Toronto > cars & vehicles > classic cars in City of Toronto > Ad ID 1197581993

MORGAN 4/4



Date Listed 08-Sep-16
Price \$50,000.00 plus applicable taxes
Address Lincoln, ON L0R1B1 [View map](#)
Make Other
Model Other
For Sale By Owner
Body Type Convertible
Transmission Manual
Year 1988
Colour Red
Kilometers 38,000
Drivetrain Rear-wheel drive (RWD)
Fuel Type Gasoline
No. of Doors 2
No. of Seats 2

1988 Morgan 4/4 Excellent original condition, 24K original miles, nice black leather interior, roof and tonneau. Call 416-606-4313

View larger image



Visits: 415

I have not called these sellers to verify that the cars are still available. (ed)



MSCCC 50th Anniversary weekend

We have completed arrangements with the Headquarters hotel.

Holiday Inn - Burlington Hotel & Conference Centre 3063 South Service Road | Burlington, ON | L7N 3E9

Details on how to make your reservations are attached.

The draft Agenda for the weekend is ...

Friday August 25th 2017

Hotel check in from **3pm**

Registration for the weekend from **4pm**

Welcome reception from **6pm to 8pm**

Saturday August 26th

Club runs and activities arranged in the area for the day. Drivers meeting at **930am**.

-or- being one hour from Toronto and one hour from Niagara enjoy your own day sightseeing

6pm. -10pm. Anniversary Dinner in the main hangar at the Canadian Warplane Heritage Museum at Hamilton airport. A 30 minute ride from the airport or take a cab or limo(Details and prices for the dinner to be determined in the Spring. Expect smart casual dress and approx. \$100 per person for the tickets)

Sunday August 27th

Club runs arranged in the area for the day. Drivers meeting at **930am**.

-or- being one hour from Toronto and one hour from Niagara enjoy your own day sightseeing

Hotel Checkout **noon**

The hotel will extend these special rates for those wishing to book in earlier or stay a couple of extra days. Many local restaurants, some within walking distance of the hotel

We will have a "noggin" room available for Friday evening and Saturday for those wishing to get together informally.

In the block of rooms reserved for us the rates are from **\$111 to \$121 per room per night**

The applicable taxes will be added (currently 13%)

There are, of course, other choices which you can find on the web site at www.hiburlington.ca

BUT PLEASE MAKE YOUR RESERVATIONS USING THE ATTACHED PROCEDURE TO GUARANTEE THE BEST RATES May not work from a mobile device. Try a Desk Top or a Lap Top.

This is the process to reserve online...

Click on the Morgan Sports Car Club of Canada link in the attached.

Put in the dates you want the rooms for ... typically August 25th 2017 to August 26th 2017

Click on AVAILABILITY

Choose room. ... then just follow instructions ... you really can do that. If not, phone it in.



Holiday Inn®

BURLINGTON HOTEL
& CONFERENCE CENTRE

3063 South Service Rd | Burlington, ON L7N 3E9 | 905.639.4443 | 1.888.987.4888 | www.hiburlington.ca

Morgan Sports Club of Canada

Group Block ID Code:
MSC

PLEASE BOOK PRIOR TO RELEASE DATE OF:
Friday July 28th 2017



HOTEL FEATURES:

- 100% Non Smoking
- Free WiFi throughout hotel
- Ample Free Parking for Cars & Buses
- Alloro Restaurant & Bar (on-site) for your dining needs
- Climate controlled Atrium features: Largest Heated Indoor Hotel Pool In the city, Sauna, Whirlpool, Games Area & Fitness Centre
- Outdoor Tennis & Basketball Court (Seasonal)
- Gift Shop, Business Centre, ATM, Guest Laundry
- 6 Popular Brand Restaurants across the street
- Located off of QEW and Exit 102 Guelph Line



TO MAKE YOUR RESERVATION BY PHONE:

Call the Hotel's toll free at 1-888-987-4888
or 905-639-4443 (ask for reservations)

**It is essential that you quote your Company, Team or Organization name at the time of making your reservation.*

TO MAKE YOUR RESERVATION ONLINE

Follow below URL, to securely book your reservation, or visit www.hiburlington.ca
Enter Reservation Dates, View Rates, Refine Search, enter **Group Code MSC** for group rate.

YOUR WEblink:

[Morgan Sports Car Club of Canada](http://www.hiburlington.ca)



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- Keurig Coffee Machine
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- Complimentary High Speed & Wireless Internet





**North American
Morgan Three Wheeler Convention**
*Poking, Prodding, Info Exchange
and of course,
lots of Frivolity and
Socializing!*

Augusta Georgia
May 18 – 22, 2017

At last count there were over 200 vintage Morgan Three Wheelers and another 200 or so modern Morgan 3 Wheelers (aka 5 Speeders) in North America. Many of these cars have been in the hands of their owners for decades, but they have simply been left at home when the other Morgans go out to play. In the case of the vintage cars, there's always an excuse.

Too old, too slow, too fragile . . . or simply,

Just don't touch it!! I don't know what it'll do . . .

Owners of the vintage three wheelers aren't alone in the dark. In the US, the network of dealers for the modern 5 Speeders is pretty small and contact with the MMC quite arduous. So we have created an **Three Wheeler only** event. The first ever event of its kind in North America, to address these very issues. Let's get the cars out if we can no matter their state or vintage. Let's all get together in one place and have a few cars to poke and prod, and discuss. Other cars we can drive and compare. Let's get together with other like minded folks to talk about pertinent stuff, like maintenance, safe operations, restoration, grease, and having fun . . . yes lots of fun!

Mostly we want to share our experiences and knowledge and learn something other than old wives tales when it comes to maintaining these beasts. Through surveys and discussions we believe we have identified those topics of discussion that are of interest to most of you and have coerced a good number of folks to work their magic as discussion facilitators. We even have plans to address some timely issues faced by those of you with the modern three wheelers. How much of what topic really depends on just who comes.

Regardless, we know we will make contacts, exchange email addresses and phone numbers and solidify past friendships and/or nurture new ones. We all hope to come away from this weekend with a new found confidence, increased pride of ownership and perhaps a renewed interest in revitalizing that stalled project in the garage. Most of all, we know we will have good fun doing all these things.

We have these cars . . . so let's enjoy them!!

We picked Augusta, Georgia, 18 - 22 May 2017, for this event. Augusta is sort of central (more so for the folks on the east coast than the west, but . . .) and has interesting opportunities for things to see and do, beyond just playing with the cars. There are antebellum mansions, canal boat rides, needle felting classes and farmers markets on the schedule, as are quaint restaurants, pubs and cafes.

The plan for the event is not overly structured (we don't want to constrain one's wanderlust) but we are organized just enough to preclude anxiety.

This is one event you won't want to miss . . .

Let Duncan or Mark know you'll be there !!



Regalia

Embroidering Only

Badge \$7.88 incl. taxes

Wings \$4.73 incl. taxes

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Steve and Martin Beer

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Tel/Fax (905) 857-3210
Email: cncmog@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:
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