



The Blurb



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Prez Sez



Alan Lytle

The end of the year is one of my favourite times, and this year more than most. We have our AGM and Christmas Party on December 4th which heralds in our 50th Anniversary year for the Club. As you know by now we will have the new Club badge available at the meeting and we hope to distribute it to all members of record, as of August 18th this year, by New Year's.

That is just the start of what we hope will be a banner year for the club.

Perhaps you wonder why we did the badge in this way? The reason is that your exec wanted to make sure that all members could participate in the Club funded celebrations. Admittedly having events in Southern Ontario does make it difficult for some members and so we wanted the two key events to be available to all. The badge is the first and will be for members only. They are

numbered and the numbers will be assigned simply. Badge number 1 will be presented for display at the Morgan factory. Badges numbered 2 to 5 will be allotted to our four 'founding fathers' who are still members, by lot. Badges 6 onwards will be drawn by lot for the rest of the members.

Once that is done those with more than one Morgan on record with the club will get an opportunity to buy others, and then we will make the badges left available to all members.

The second major event is our Anniversary Weekend August 25/26/27 2017 in the Burlington area between Toronto and Niagara. The highlight of the weekend will be the Anniversary Dinner at the Canadian Warplane Heritage Museum with a few Morgans in the hangar with the Lancaster. This promises to be a great evening and more details later.

So, it is with all these things in mind and the prospect of a very exciting 2017 for the club that I wish you all a Merry Christmas and a very Happy New Year.

With Best Wishes
Alan

Central Canada Morgan Events

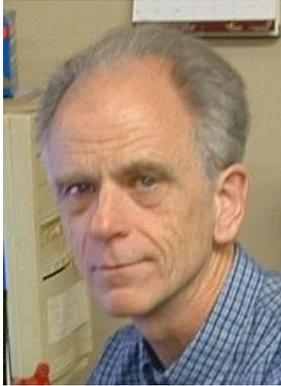
Dec 4 AGM & Chistmas Party at Glen & Gabby's

**Don't forget - Monthly Club meetings, first Sunday of every month,
Queens Head, Burlington, 12-2**

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

Start thinking about things for us to do next year!

Editor's Message



Dave Farmer

Winter is coming, the fall oil change is done and the tank filled with winter grade gas. Now to wait for those drivable winter days...

Thanks for the contributions to this issue; Alan and Marlies supplied some anecdotes and pictures from the club's beginnings as T-MOG and also on the club history note, Glen has summarized some highlights from the early newsletters. As treasurer he reports on the current membership and lists all the Mor-

gans in the club. He also has a couple of questions in Ask Malvern?? and would like some answers. Rob Fournie supplied some notes on his 37 4/4 and a friend of his, Rob Mackenzie, supplied some pictures.

We had a decent turnout at the Toy Run in spite of the weather forecast. The rain poured down during the drive forcing some to bail out (pun intended). But I got to drive it in sun shine a few days later with a fellow

who used to go to high school with my kids. He is thinking about a +8 now. And to lay it on thick when we drove through Limehouse, Ray Shier was just pulling out of his driveway in his 4/4.

Have fun at the AGM, I'll have to wait until next year to inflict my Chili Vanilli and Hot Cocoa ice cream on you. My mother's 100th birthday takes priority. Here she is with my niece, Krista, taken last summer.
Dave



Letters to the Editor

Re: MSCCC Summer Blurb

good tuesday am Dave

thank you for the summer edition. the photos suggest you were very fortunate with the weather this year.

A Morgan for a wedding present is really very special. makes a change from a toaster, and I don't suppose they received two.

very interesting to see the chain of contacts resulting from initial contact with Tour du Monde. I have had contact with all mentioned, and all display true Morgan values and enthusiasm. Jean Ribot's death was a terrible shock. just shows how important it is to enjoy the moment. a principle in some ways echoed by the cartoon of the Morgan driver awaking after 37 year coma. I well remember noting the vintage of Three Wheeler drivers when I

started Morgan motoring in 1973. Now we are there! but where is the young blood???

MOG 2016 was very successful. very well organised, and excellent venue, even though we were within spitting distance of Milton Keynes. a town most famous for its concrete cows.

best wishes

john

Re: Bonnet stops

About the squeaking from friction between the bonnet and the scuttle tape , which my car suffered from too.... I covered the whole length of the tape with black insulation tape , then went for a drive. The squeak had gone and the tape had wrinkled up only at the contact area , which was about 8 inches long at the curve be-



tween the top and side - on both sides. Having identified the contact areas I replaced the insulating tape with a short strip of duct tape. This completely cured the problem with out resorting to silicone, Vaseline or waxing...Terry

Dear David Farmer

Every now and again, people place ads on our Trading Post featured on our website. In case you have not had a chance lately, to see what folks are looking to buy or sell, take a peak today!

<http://www.headwatersbritishcarclub.org/index.php/trading-post-1/>

In addition, if one of you has placed an ad in the past, and have found or sold the item, please let me know so that it can be removed from our website.

Cheers,

Angela van Breemen
HBBC Web Coordinator

Race type seat belts

Hi Dave,

Hope The Blurb articles are rolling in....

Would it be possible to place a for sale advert and the attached picture in the next Blurb?

For Sale - race type seat belts - can be used as lap belts or 3 point belts with shoulder strap - as removed from our +8 - good condition - nice patina - \$100.

Thanks

Gid (AKA Glen Donaldson our treasurer)





Membership Matters

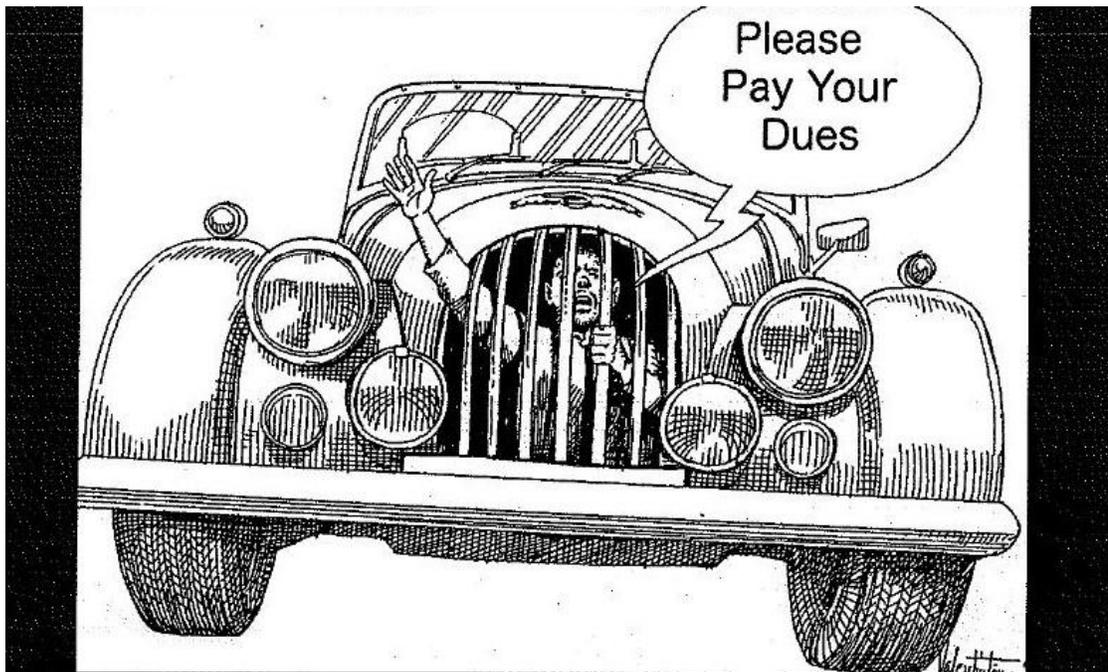
Happy December to one and all....the 2016 Morgan season seems to have gone as quickly as a Morgan +8 at full throttle...vrooom, and was running just about as warm too.

Membership currently stands at 83 members in the club; by province we have 4 members in B.C., 2 in Alberta, 1 in Manitoba, 70 in Ontario, 2 in Quebec, 2 in Nova Scotia and 2 members in the USA. This represents 97 Morgan's listed in the club and these are composed of; 2 Super Sport Three Wheelers, 2 F-Type Three Wheelers, 28 4/4 two seaters, 4 4/4 four seaters, 2 4/4 Competition models, 22 Plus 4's, 11 Plus 4 4 seaters, 5 Plus 4 Drophead Coupes, 1 Plus 4 Fiat engined car, 1 Plus 4 Super Sport, 18 Plus 8's , 1 Aero Super Sport. Take a look at the excel sheet and see if you can find your car by colour or chassis number etc. – any missing information please e-mail me and I will happily update the club records.

Hard to believe that it is that time of year again when club membership dues are now due again – Please pay your membership by January 31st 2017 – cash at meetings or cheque payable to Morgan Sports Car Club of Canada.

Already paid for 2017 are; Alan Marsh (Alan is also paid for 2018), Walter & Edie Arbib, Ted & Teresa Bridge, Tony Burgess, Gil & Anne Caratin, Aaron & Helene Katz, John & Sharon Roden, Bill Sullivan(our lone Manitoba member) and David & Jacqueline Wells – a brilliant start and only more 74 renewals to go ☺. Feel free to pay your dues for more than one year at a time as a cheque for \$25 is a small amount and you may wish to sign up a friend or neighbor who might have a Morgan and not be in the Club yet as membership does have its privileges, and the more the merrier etc. Hmm Morgan Sports Car Club of Canada the perfect Christmas / Holiday gift and one size fits all.

Glen





Morgans in the Club

Model	Year	SN	Colour
SS 3 Wheeler	1933	D721	Blue
SS 3 Wheeler	1937	D1761	British Racing Green
F2 Three Whlr	1935		Yellow
F-Type	1938	595811	TBD
4-4	1968		Blue
4-4	1963	D9283	Cream/Brown
4-4	1969		Red
4/4	1948		Blue
4/4	1957		TBD
4/4	1969		Blue
4/4	1937	332	Burgundy
4/4	1967	B1648	Red
4/4	1970	B2153	Red
4/4	1977		Light Blue Metallic
4/4	1972	B2826	Yellow
4/4	1968	B1638	Green
4/4	1969		
4/4	1937	342	Black
4/4	1980		Yellow
4/4	1976		British Racing Green
4/4	1984	C6661	Red
4/4	1990	C8040	Brunswick Green
4/4	1970		Yellow/Black
4/4	1963		Silver Black
4/4	1968	B1680	L. Blue/D. Blue
4/4	1970	B2117	White
4/4	1970	B2276	Maroon/Beige
4/4	1986	C7138	Dark Blue
4/4	1969	B1830	Artic White
4/4	1978	B4183	Nut Brown
4/4	1969	B2071	Golden Yellow
4/4	1969		Red
4/4 4 str	1985	C6639	Royal Ivory
4/4 4 str	1969	B1858	Green/white
4/4 4 str	1980	B4795	Red
4/4 4 str	1968	6655	Blue
4/4 Competition	1966	B1289	Green
4/4 Srs V Comp	1968	B1461	Red
Plus 4	1956	3635	Green
Plus 4	1963	5203	Imperial Crimson
Plus 4	1960	22295	Green
Plus 4	1961	4955	Mustard Yellow
Plus 4	1956	3392	Silver Grey
Plus 4	1959	4241	Brunswick Green
Plus 4	1953	P2532	Black
Plus 4	1967	6636	Black
Plus 4	1953	P2454	Maroon
Plus 4	1966	6073	White
Plus 4	1968	6640	Red/Tan



MORGAN SPORTS CAR CLUB OF CANADA



Plus 4	1965	6085	Maroon/Grey
Plus 4	1966	6604	Red
Plus 4	1956	3433	TBD
Plus 4	1966	6184	TBD
Plus 4	1962		Silver/Charcoal Grey
Plus 4	1956	3309	Green
Plus 4	1957		Green
Plus 4	1993	T8885	Corsa Red
Plus 4	1958	3964	Brunswick Green
Plus 4	1956		Brown
Plus 4	1960	4372	Black/Red
Plus 4 4 str	1957		Dark Red
Plus 4 4 str	1959		Black
Plus 4 4 str	1966	6400	Burgundy
Plus 4 4 str	1959	4209	Red
Plus 4 4 str	1964	5745	British Racing Green
Plus 4 4 str	1970		Cream/Tan
Plus 4 4 Str	1961		Maroon/Black
Plus 4 4 Str	1968	6796	Chrome Yellow
Plus 4 4 str			TBD
Plus 4 4 Str	1962	5076	Green
Plus 4 4 str	1968		Beige / Grey
Plus 4 DHC	1966	C6170	Black/Maroon
Plus 4 DHC	1960	4530	TBD
Plus 4 DHC	1960	4548	Blue/silver
Plus 4 DHC	1965	5779	Ivory
Plus 4 DHC	1961	4542	Blue
Plus 4 Fiat	1986	F7098	Porsche Alpine White
Plus 4 SS	1967	6427	Maroon
Plus 8	1987	R9798	Royal Ivory
Plus 8	1987		Royal Ivory
Plus 8	1985	R9494	Red
Plus 8	1998	SA9CE283W1012298	Burgundy
Plus 8	1986	32696	Burgundy
Plus 8	1989		Red
Plus 8	1979	R8547	Blue
Plus 8	1985	R9513	Jaguar Racing Green
Plus 8	1989	2M98822S5K1032068	Green
Plus 8	1970	7102	Red
Plus 8	1998	SA9CE2830W1012216	Corsa Red
Plus 8	2003		Silver/Blue Wings
Plus 8	1969	R7117	Red
Plus 8	1970		
Plus 8	1986	R9628	Green
Plus 8	1970	7298	Black & Gold
Plus 8	1994		Red
Plus 8	1993	R10958	British Racing Green
Aero SS	2010		Blue/Silver



50 years ... and how it all began

I guess we owe it all to Doug Price who brought together the existing Morgan owners and we became the 'Morgan Owners Group'.

Doug was a brilliant academic having graduated from the London School of Economics in England. A mechanic he was not ! His garage looked like Isle 14 at Canadian Tire with peg boards filled with packages of nuts and bolt in an effort to keep his Drophead running. And running it did when he was under the hood and pushed the solenoid button and then had to chase his car down the street after it started in gear. That was Doug.

I had owned my 1955 +4 for at least ten years before we got together as a group.

During that time there were many events which included Morgans, such as hill climbs, track racing, ice racing and rallies etc.

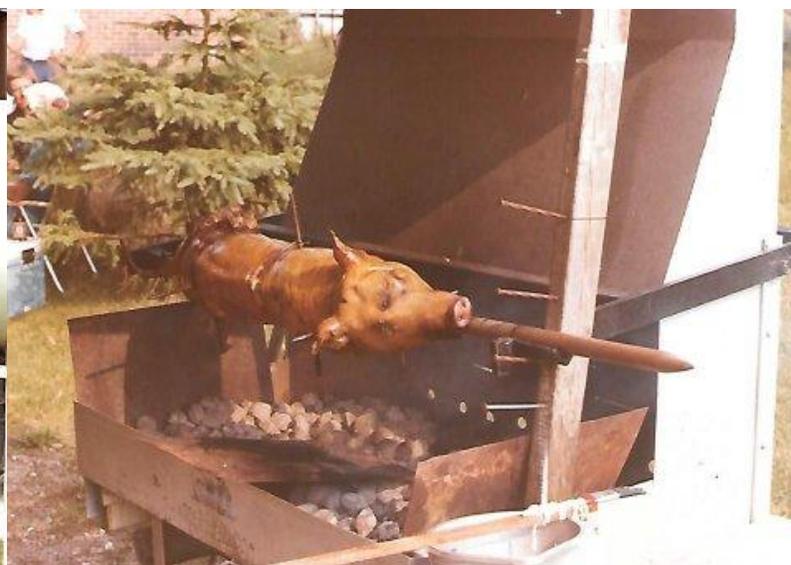
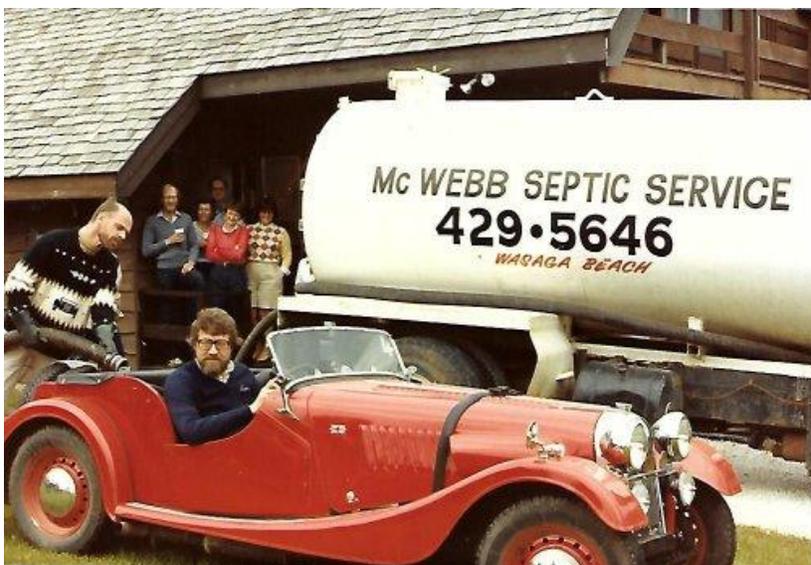
Doug brought us all together and we called ourselves the Morgan Owners Group – MOG. It was not a club with bylaws, minute keeping or a treasurer, just a group of Morgan owners. MOG then produced the "Esteemed Blurb", again thanks to Doug, with hand drawn pictures and cartoons. After Doug's death it became "The Priceless Blurb".

Early events I can remember took us to the Ford Museum in Greenfield Village near Detroit. Another over-nighter was at Harry Walters cottage in Craighleith north of Collingwood. It was named "Prepare to unload" and it was there that the plumbing backed up in the septic and an emergency pumping truck was brought in. Our Doug took one of the hoses from the pumper truck and fed it to the filler cap of a Morgan who pulled alongside! Of course photos were taking and one appeared in the Blurb with the caption "goes like stink!"



One of the most memorable events was a Whitewater Rafting trip on the Ottawa River. We had reserved two rafts, each with bailing buckets, which of course became very helpful in the competitive water fights as we defeated the "Whimps". Kudos to Sharon Roden who joined in on the raft with her arthritis and hung on through the rapids. Also Doug Price who attended having recently had a brain tumor removed. My personal attire included goggles with battery powered windshield wipers! We stayed overnight at the launch site with other rafters and there were lots of raunchy tales around the camp fire. I will never forget that event.

Of course we had the annual Pig Roast here at Piper's Hill Farm. The earlier ones included a pig on the spit who's head ended up one year on Reg's Rolls Royce as a hood ornament. After that we resorted to roasting big chunks of pigs rump.





Then of course there were the Niagara weekends with many of the members from US clubs coming across to participate. It was not uncommon to have 80 plus for our 'banquet' which were always held in one of the beautiful Niagara Parks restaurants. The MC at these dinners was usually Martin Beer who on a scenic drive earlier in the day had a bee fly up his shorts leg and sting him were it definitely shouldn't have! Our accommodation was along the Niagara Parkway where the Sunday morning excitement was a very spirited run very early in the morning to Niagara on the Lake at a time when there was a shift change for the local police. Not sure who provided that information but we had many a thrilling rides at 6 am with the road totally open. There were usually several cars that made the run.

Concourse was set up on the front lawn of the Golf Club where the cars always drew lots of attention. At the Saturday night banquet there

One year we even had a sleep over on the Saturday of a long weekend, rows of tents and a local run the next days. It extended into a two-night event when a friend invited everyone back to his house for a steak BBQ on the second night.

It was always interesting to read the Blurb following these events to find out about the adventures of members' breakdowns coming to and going home from the pig roast.

At one event I had to fetch a member from near our gate, (I think the car was referred to as the "black and rust") and tow them in with my lawn tractor.

Mechanical repairs were often made in my garage. Peter Pfahl was looking for a loose shock while the pump jack slowly descended down towards him.

His wife Dorothy had decided to sit on a big tractor seat near the edge of the woods, leaned back too far and rolled down the embankment into the woods.

Not to be outdone by the Piper's Hill Pig Roast the Beers advertised a gigantic BBQ Roast. Reg and the boys had a \$20 round charcoal BBQ which was straddled by a full size display cow they had borrowed from a local car dealer!

Then there was the annual run to Washington which was always well attended by many of the club members. One year I decided to take the Allard simply because there were already so many Morgans. Marlies and I left early in the day made it down by dinner time – not an easily done thing in the Allard, arriving burned and filthy from driving through the coal state of Pennsylvania as well as all the Diesel fumes we got coated with. On one of these weekends Martin Beer took delivery of his 4/4, sight unseen, and ended up with a frame and a bunch of parts all tied to a trailer.

were prizes for
'the least likely to get home'
'the most cracks in the windshield'
'the greatest door drop'
'the lowest on oil'
'the lowest tire pressure'
'the most lights out or malfunctioning' etc.

Prizes were presented accordingly such as a roll of duct tape, a liter of oil, a tire pressure gauge, a flashlight and similar items. All great fun.

At the end of one of the weekends we ended up in the backyard of the Murphy's for a BBQ where we were all pelted by falling black walnuts just coming like hail off their trees.

Wonderful events and great memories.

Alan





The Early Days ...1968-1977

I spent some time over the last few weeks looking at the old club newsletters that Dave has been able to acquire and post on the website and thought I might jot down a few points of interest and get the ball rolling as the club gets ready to turn 50. Maybe some of the longer term members could help Dave with missing issues or even better send in an article about the Morgan events of days gone by.

1968 it was mentioned that Dave Smith's 3 Wheeler Super Sport had crossed the pond, as settlers' effects, and was now in Canada with Dave. Pub lunch rumor is that Dave and Pauline were married in 1969 so we do not see Pauline's name mentioned until later years.

Doug Price had some news for the group about the new +8 that the Factory was being tight lipped about, and that Ken Miles had placed an order for a +8 and the Factory had "accepted the order". Ken wrote his driving impressions on the +8 in December 1968 and discussions he had with Peter Morgan as to how to improve the speed and tune of the +8. Ken still owns this car today and now lives in B.C. with wife Pat.

Also mentioned in 1968 was that George Ormsby was starting a Morgan Register for Canadian cars – one wonders what ever became of George's listing or George and his 1933 Family Matchless 3 Wheeler? Or the other 3 Wheelers owned by Ken Brow (Barrel back), Terry Fitzpatrick (1936 F-Type), Eric Dawson (1932 air cooled JAP) – do these cars still lurk around Ontario? Alan Sands +4 4 seater was referred to as "Police Yellow" and was thought to be one of the last +4's built – I am pretty sure the bill of sale calls it "Chrome Yellow" – but I do remember the bright yellow Toronto Police cars of the 1960's and 1970's. Today we have Dave and Pauline's Beetle Back listed and Steve and Jenny Beers Barrel Back, plus Colin & Barbra Watson's F-Type and Bob Dodgson's F-Type with the rest of us riding on all 4's.

November 1968 saw the group's request for \$4 for a Morgan Owners Group car badge, this later went up to \$5 if one had been slow to place their order and this was how the first funds were raised for the group. It was not until August 1972 that there is a mention of membership fees to help pay for postage and copying expenses and that was \$1 per family.

1969 and a new +8 had arrived in Canada and was being prepared for racing in a Can-Am schedule at Mosport. In April Doug Price was headed off to England for work at Ford and Ken Stricker agreed to lead the group – as Ian Campbell who was mentioned early on with Doug Price – was moving out of Toronto with his wife Donna to a home in the country side. Ken Miles headed over to England for University and to pick up his new +8.

Alasdair Wallace was sadly selling his +4 and Lorne Hill had his 1967 +4 Super Sport up for sale.... In June Dave and Pauline Smith hosted an event at their home and in August Alan Sands hosted an event at his then Summer Retreat. It looks like Dave Smith, Norm Hendryks and Mike Geluch picked up the reins and kept the group together with newsletters and events.

July 1971 there was a drive to the Terra Cotta Inn and 4 3 Wheelers, 2 +4's and 1 4/4 were there plus some regular cars – names mentioned in July were: Norm & Shannon Hendryks, Stu & Ria Harvey, Peter & Jane Vickery, George & Margaret Ormsby (now Mogless), Hendrick & Joanne Rens, JC Thompson, Bruce Marsh, Doug Newlove, Doug & Jean Painter, Ben & Mary Kelter, Cliff Braggins, Chris Butcher, Mike Fortais. Dave, Norm and Mike were rallying the group as things were fading a little and doing some reorganization to keep the enthusiasm up. September 1971 there was a drive to Rattlesnake Ridge – and I wonder if this is what we know as Rattlesnake Hill or the old hill climb road. In October 1971 there was a proposal for monthly meetings or gatherings to keep the group meeting and funny to see how there was mention of slide shows.

February of 1972 and the Smiths have moved to Brampton, Norm Hendryks also moved and Doug Price returned to Canada via Australia and brought another Morgan plus his new bride with him. Ben & Mary Kelter hosted a carb tuning session at their home in Burlington (hmm heard of that place) and in April Pauline and Dave must have been unpacked as they hosted an event. May 1972 reports the loss of George Temples +4 in a head on collision – good news was that George was O.K. In June Norm Henry joined the group as he had just bought a 1970 +8. July 1972 new members included Montague Black with a 1970 Morgan – pretty sure this car is still in the club and now owned by? As Montague has a brother called Conrad. Audrey Beer (heard that legendary name??) joined as the Beer Family bought a 1956 +4 – me thinks that is now Deb Wilcox and Steve Pockocks Morgan. And Gordon Kavander joined with his 1960 DHC. Colin Watson suggested the group have a Saturday or Sunday meeting from 2pm to 4pm in Toronto – something that we shall try again in 2017. August 1972 and the mailing list has 90 names and interesting that 70 of those were in the Toronto area – as today we have 70 members just in Ontario. September 1972 was a banner month for new members as Sue Stephanson of Toronto, Dave Robertson of Niagara on the lake, Jim Engus of Toronto and Calista Doyle of St. Catharines joined and in November 1972 our very own Dave Farmer joined the group after buying Doug Newlove's +4.

The newsletters thinned out a little in the mid 1970's and in April 1974 club dues were up to \$3 and the club badge was \$7.50. Ken Miles was still in Ontario as he



hosted a BBQ in August 1974. 1977 the Beers hosted a Bolton Corn Roast and there was an Octoberfest hosted by Brian Johnson in Ancaster. Stu Harvey still had his 1935 SS Matchless, Peter Whitworth had a 1932 Aero and a David Elcomb was racing his 1932 3 Wheeler at Shannonville – early VARAC days perhaps. It also looks like Steve Beer was winning awards at the Luray car show with his 1938 4/4 4 seater – even if the news-letter did mis-label the car as Martins in a report.

Hope you found this entertaining or interesting and maybe it will help to get the Morgan Memories running and gets us all out to a Morgan event in 2017...hmm I hear a pretty big bash is planned in August 2017. Why we might even revive a run to the Terra Cotta Inn – I hear it was a favorite trip and that parking was a challenge – some things seem to never change.

Glen





Fall Events

Toy Run

After all the fine weather we had for the summer's events we finally got hit with rain for the Toy Run. It was a short storm, but it came down while we were out on the run. I chickened out and begged a lift with the Powells in their new Mini, leaving my Mog wrapped up under its tonneau at the park.

The Shiers and the Brays also brought their Morgans but the rest of our crew drove in more weather proof vehicles.





MORGAN SPORTS CAR CLUB OF CANADA



Here is a picture of the scenic route we took.



And back at the park after the run and the storm.





As far as the toy drive business went, the models from the estate of the late David Wood sold for a total of \$1050. Ray Shier snagged the white 4/4 in the middle of the picture. They raised a total of \$796.25 in donations. And the guess was a couple of thousand worth of toys.

Thanks to Phil and Wendy for organizing this event, and to the volunteers like our Liz for their help. Dave





Rockton British Car Flea Market

Caratin, Glen Donaldson, Paul Phillips, and me, Dave Farmer. Also present, behind his camera, Mike McGraw. Thanks for the pics Mike.

Members who showed up were; Bob Dodgson, Gil





There was a Mico in the parking lot. I think the amuse-



ment park bumper cars are bigger.

My car had a famous secret admirer.

Dave



Work in Progress



As you may guess I did my snowbird thing and flew to Florida for the winter again.

I finally ordered and received my car hoist from the lift superstore. I was very satisfied with the delivery and setup. I purchased the lift over the telephone without ever physically visiting the store.

My 37 is quite happy spending the winter in a higher place....above my Lexus!

My 53 is progressing, the tub is complete except for the RH door. We test fit the firewall/cowl and it fit perfectly. The instruments are almost done at Momo in New Mexico. <http://www.momomanufacturing.com/gallery.html>. I have told Garnet, my restorer, that the Mog must be done by the end of April.





Rob



Ask Malvern??

(Almost techy bits/tips...to which we invite replies)

Dear Malvern,

Hoping you can assist the long suffering colony of Canada (no new Morgans since 1994 an outrage from those Rideau River Hooligans) with some helpful advice for the dark fall nights and the Grumbly Morgan +8. Grumbly came fitted with “fancy” looking Hella H4 halogen headlights – fine looking flat faced lights and they must be quality as they are made in Germany. I assumed that they would be spectacular or brilliant as the Brits would say – as the previous owner was well travelled in Grumbly and stayed out past dark.

It was a warm November night when I had Grumbly out at the local British Sports Car Club meeting – had to show those MG and Healey people what a Real Sports Car looks and sounds like. All was going well until I started my journey back home – those “fancy” Hella lights were rather dim and yellow and reminded me of the city driving lights that the 1970’s cars all seemed to use in Scotland and England back in the good old days of manual gearbox cars, coal burning fires, strong British unions... ahhh brings a tear to my eyes...wait that might be the coal fires. You can imagine my dismay at having to drive home slowly as any prodding of the throttle made me shoot past the dim yellow headlight beam.

I was also saddened by the dashboard lights – as I would not be able to find paradise by the brightness of those lights either. And before someone accuses me of being dim whited, yes I did have the brightness turned all the way up on my dashboard lights. Are these new-fangled LED lights the way to go?

So Malvern, would you have any bright ideas or suggestions on how I can brighten Grumbly’s future in 2017 and be able to stay out late past the street lights coming on?

Grumbly in the Dark.

Dear Malvern,

As the season wraps up and I prepare Gees Mog for her winter slumber I begin the age old (possibly pagan) ritual of washing and waxing her fine Malvern body and cleaning all 360 chrome spokes of the dust and dirt accumulated on our many wonderful adventures of 2016. I unlike some others am not a fan of dirt mislabeled as ‘patina’ – then again I actually find a type of Zen relaxation as I clean up the old Morgan – wax on – wax off grasshopper.

My current routine has been to take the tools out of the tool tray, toss a plastic sheet over the bulkhead/firewall and this also covers the engine and aircleaner(s) then gently rinse off the car with water, get the bucket and sponge and wash the paintwork and do a quick final rinse. Then begin the drying off phase with the old soft towels – apparently Rolls-Royce do not recommend using a leather chamois to dry the paint work as it will take the wax off the paint – so I figured what is good for Gaydon is good for Malvern. Then I try to find where the water is that wants to drip on the interior, or run past the door seal (ha-ha-ha) or find some other mysterious route to the vacuumed carpeting (luxury does exist in Morgans – why even our seats recline and we can “defrost” the windscreen), but I digress.

So my question dear Malvern – what do those more learned in the ways of Morgan suggest as a means to washing their Malvern Mistress? Is there faster easier more efficient way to do this – what is the term now “lean” way to wash the Morgan.

Shining in Halton.

Tech Tip for Dorg’s Morg from the recent PACMog newsletter Malvern Link – where Dorg comments about the “brute force required to open and close” his bonnet catches. Have you oiled or lubricated the springs on the bonnet catches? Our cars both benefited from some careful lubrication of the bonnet catches and I am happy to report that the ease of opening and closing them was greatly improved with the slippery stuff applied on the spring and track that the catch slides in. Annon.





MSCCC Anniversary Car Badge Distribution

Each paid up member as of August 18th 2016 (Picnic) will receive a free limited edition 50th Anniversary badge.

We have 105 Badges and 80 members of record. Badge #1 goes to Morgan factory.

#2 to #5 go to those 4 members of record in 1967, the numbers chosen by lot. Badge # 6 to #81 go to members on 20160830 membership list.

The Exec Committee will make the draw the afternoon of the AGM and those at the AGM will leave with their badges.

For members not at the AGM we will try to have them mailed to you prior to year end.

Members who wish to have extra badges for other Morgans on record with the club are to send a cheque (\$50 each) to the Treasurer by January 31st 2017 by email. Badges only available to members. We will have 24 left to distribute at this point.

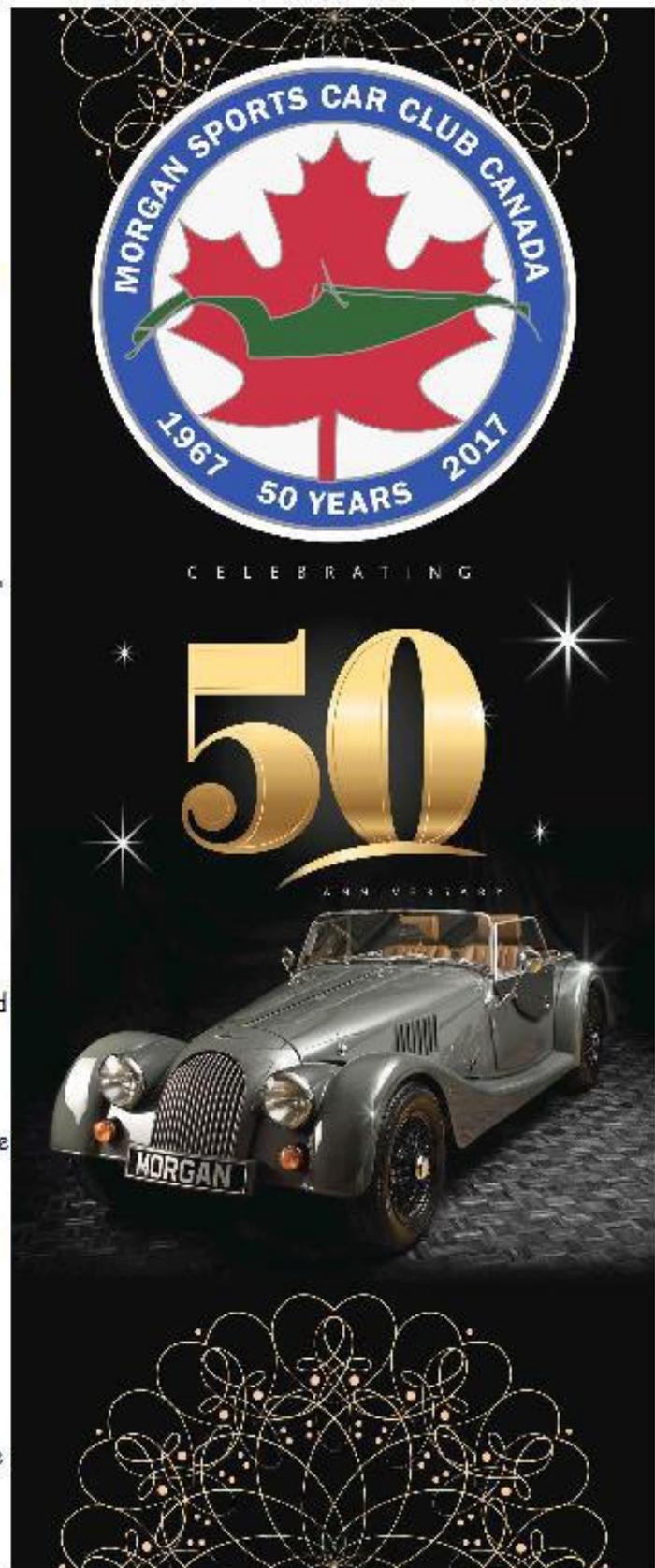
In February the allocations will be made with second cars being first allocated, third cars second and so on until all allocations are satisfied or there are no badges left.

Should there be badges remaining once all the car owners requests are satisfied, they will be offered for the same price to all members. Each member will submit an email request to the Treasurer by February 28th and the requests received will be allocated by a lottery. (badges will be mailed to the winners by the end of March 2017)

Should there be any badges remaining they will be sold only to current or future members.

Lapel pins will also be available at \$5 each in the same design as the badge.

Any changes to this process to be approved by the Exec Committee.



Bomber jacket

Terry Brown is wondering if anyone in the club might be interested in his bomber jacket. It is a genuine Irvin sheepskin as the RAF WW2 pilots wore. They currently sell for over 500 pounds ie approx. C\$900. His is 15 yrs old, never worn it as it is a bit small. It's a 40 in chest. The outer finish does show some weathering ie the paint or whatever it is has some surface cracks, but the fleece is perfect.



SOLD





We have completed arrangements with the Headquarters hotel for the MSCCC Anniversary weekend.

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 (subject to change) will be ...

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 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 have 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.

The Hotel Room Rates per night.

The applicable taxes will be added (currently 13%)

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

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 RATE



Morgan Sports Club of Canada

Group Block ID Code:
MSC

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

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



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)

ALL STANDARD ROOMS INCLUDE:

- Keurig Coffee Machine
- Microwave
- Mini Fridge
- 32" Flat Screen TV
- Windows that Open
- Complimentary High Speed & Wireless Internet



MOGTOONS - CHRISTMAS EVE

BY JAS





For Sale

The ebay sale is from Toronto's Gentry Lane. The car is shown listed on their web site. They also have a red '68 +4.

Mozilla Firefox Start Page | Bell Inbo... | Morgan: Plus Fo... | Netflix

www.ebay.com/itm/Morgan-Plus-Four-/272416

Hi! Sign in or register | Daily Deals | Gift Cards | Help & Contact | **ASUS T102 just \$299**

Shop by category | Search... | All Cate

Back to home page | Listed in category: eBay Motors > Cars & Trucks > Morgan > Plus Four

This listing has ended.

Morgan: Plus Four

Item **Used**
condition:

Ended: Nov 06, 2016, 2:18PM

Price: **C \$49,900.00**
Approximately
US \$36,967.07

Shipping: Will ship to Canada. Read item description or



Mozilla Firefox Start Page | Bell Inbo... | 1994 Morgan Plus 8 for sa... | Netflix

https://www.hemmings.com/classifieds/cars-for-sale/morgan/plus-8/1890201.html

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Home / Classifieds / Vehicles for Sale / Morgan / Plus 8 / Ad #1890201

1994 Morgan Plus 8 for Sale

\$69,000 obo

Financing from **\$766 / mo.** [Learn More](#)

[Contact Seller](#)

Location: Toronto, Ontario, Canada
Seller: Private Seller

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- Hydraulics:** [Convertible Tops](#)
- Insurance:** [Instant Quote Here](#)
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Buying tips | Common scams
[Research Plus 8 Pricing Data](#)



1 of 1

SHARE

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Location: Toronto, Ontario, Canada
Mileage: 8500
Transmission: Manual
Condition: Mint
Exterior: rosso corsa



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



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

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