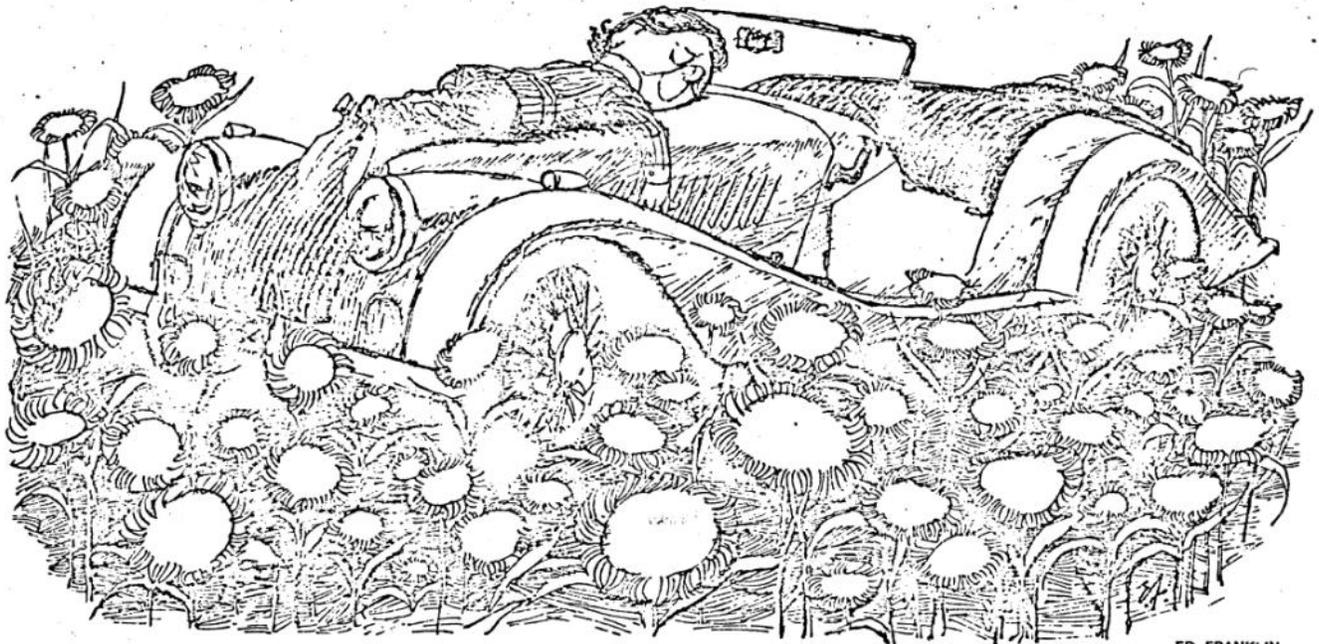




The Blurb

Spring, When a Young Man's Fancy Turns to...



ED FRANKLIN

MY HEART BELONGS TO MORGAN

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Prez Sez



Alan Lytle

It is an exciting year for the Club and the Exec Committee ... perhaps our busiest in a long time. Tackling both the Insurance issue and the Anniversary at the same time has proven to be within our capability and it has been super to have people volunteer to help out.

Now we are on the final couple of months of our driving season and we hope for good weather across the country. Here in Ontario we have had our share of rain and thunderstorms this year, but have escaped the forest fires which have affected others. So I hope you have all had a good season so far.

For those of you in the Toronto area you may be interested in a picture of a new piece of City art in Mississauga. It was just installed at Riverwood Park as part of the Canada 150 programme and is named "Pine Sanctuary". A bit different to your normal art offering and sure to cause conversations to develop in the neighbourhood.

Pretty much like the Morgan causes conversations every time I park there.



Looking forward to welcoming you all to the 50th Anniversary event. We have a good turnout and believe we will have a terrific weekend. Any who wish to volunteer for an hour or so to help out during the weekend are welcome. Just let me know.

Keep the top down ... alan

Central Canada Morgan Events

**Aug. 25-27
Sept. 17
Oct. 1**

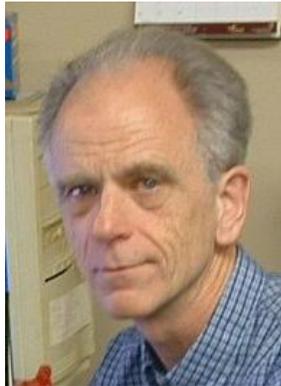
**Club's 50th Celebration, Burlington
British Car Day, Bronte Creek Park
Toy Run in Milton**

**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>**



Editor's Message



Dave Farmer

I was going to get this issue out in July and was half done on the 15th when I lost my internet connection, "Server not found" was all I got. I was heading out of town the next day to attend the Brits in the Park event in Lindsay then visit mom in Perth so I didn't make the call to Bell about my internet until Tuesday the 18th. The help desk determined the modem had gone and I would receive a replacement on the next business day. Seems Bell has closed for business as their next business day has not come up yet, as of July 31st! I finally asked my daughter to order a DSL modem for me from Best Buy so I could get back to work.

I was going to get this issue out in July and was half done on the 15th when I lost my internet connection, "Server not found" was all I got. I was heading out of town the next day to attend the Brits in the Park event in Lindsay then visit mom in Perth so I didn't make the call to Bell about my internet until Tuesday the 18th. The help desk determined the

In this issue we have our usual eclectic mix; Glen's Membership piece, Colin Watson saying goodbye as his F2 goes south, to California, Mark Braundstein's write-ups on two of his Morgans that were mentioned in the last issue, lots of pictures from our spring time events, and a note from Norm Hendrycks about replacement cores for the round Smith's heaters. And, most importantly, a reminder to get your tickets for the 50th's Gala Dinner. The Canadian Warplane Heritage Museum will soon need the final head count.

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Letters to the Editor

Thanks, Dave.

Inclusion of my review makes a good read but I find I either made a mistake or you thought I had. When Jeremy Harrison tested "The Beast" for me I'd told him Jeremy Holden had suggested a 0-60 time of 4.5 seconds, J Harrison's comment after he road tested the car was "Holden lied, the 0-60 time is not 4.5, it's under 3 seconds". I think Martin Beer confirmed that, not sure I ever did but it was/is still a bloody quick Mog!

Vern

I published it as I got it Vern. (ed.)

Dave

Are you sure that adjustable wrench is not a metric, SAE? I have the wrench from my Volvo 544 or 122S from back in the 60s. One end is adjustable, both metric and SAE. Also may be Whitworth. The other end is cast, stepped, to receive anything you can make up. Send you a picture if wanted. The Volvo mechanics went "nuts" over it.

Lorraine & John McNulty



Dave, here is a picture of the Volvo adjustable wrench. Had several back in the 60s.

Lorraine grew up in Jamestown, NY, the home of Crescent. Their office building had a 10 foot long adjustable wrench over the front door.

John

More Fake Badge Info:

Hi

Fake badges will remain a problem. That's why I always try to follow "the history of a badge", like I do with the histories of Morgan cars. If I know -for example- that a badge was acquired in the 1980s by a trustworthy person, I can quietly say it's a genuine example.



MORGAN SPORTS CAR CLUB OF CANADA



It has happened that I acquired a collection of a man who started rather late with collecting, but who had several hundreds of badges. He really didn't know a thing about badges, just liked them. When his collection arrived, there appeared to be 22 fakes among the 500. Those 22 were separated and put on a display, to show to potential buyers the difference between fakes and the real thing.

More complex it becomes when clubs -in order to save money- have ordered badges in India. This has happened -as far as I'm aware- in two cases. These clubs will NEVER do it again! When people consider to buy a badge and don't know whether it's fake or not, weight can be a deciding factor.

Fake badges are so thin and weigh a few grams only.

Real badges, depending on size and material used, weigh anything from 80 grams upwards. The most common weight for round badges with a 3" section and tab is around 150 grams.

If people are in doubt about a badge, let them take one or more pictures and forward these to me, along with the weight. I'll be happy to assist where I can. In any case: if people have a shadow of a doubt, don't buy the item involved! Usually the initial impression is the best.

Kindest regards,
Hermen Pol

There is more on Herman's web site:
www.morgancarbadges.com/blog
(ed.)



The cover picture is from a story about Morgans published in the Globe and Mail's 'The Globe Magazine'. Here Norm Hendrycks recreated the image.



Membership Mirth.....

It must be a sign of aging (gracefully I hope) but how the heck did it get to be July/August already – seems like I just did the oil changes on the Morgans and finally burned off the last of the winter storage gasoline. Granted the Plus 8 does like to use the fuel at a good pace and yes it might just be directly related to playing with the right pedal...then again the burble, snap, growl and occasional toot from a V-8 is a vanishing thing.

Speaking of vanishing – we will soon be losing 5 members – as the old membership boat is getting ready to set sail as we are now into the second half of 2017. Dues are due in January and we had a stellar renewal this year – likely helped by the cracker of a 50th badge that was sent out to members in December. I know that Jim & Hannelore are popping a cheque in the mail when they get back to Nova Scotia and I really really hope to hear soon from Desi & Bill, Ken & Judy Wightman and Steve Sheriff. I suspect that Dr. Stapleton may not renew as his 1978 Morgan 4/4 in Nut brown has now found a new custodian. Can't reveal who now cherishes the 4/4 but come on out to bodacious Burlington in August and see who is zipping around town in the car.

The club has 101 Morgans on the record and that represents 88 members in the club, sadly we lost the Watson's 1935 F-Type to the U.S. of A this year and Colin fell for a big Healey that now lives in the garage along with his red and black 4/4. Hoping that we will see at least two Three Wheelers in Burlington – as Dave and Pauline are planning on bringing theirs with its fresh engine and hoping Steve and Jenny may also bring a pair of Super Sports – 3 and 4 wheeled versions. There is a lovely drive planned from the Hotel on Saturday am to the show and shine that is happening in La Salle

Park from 10am till Noon – which will suit our 3 wheeled friends perfectly.

Pres. Alan will be providing more details about the 50th in this Blurb and the Blurb Lyte's – so hopefully a few more will be tempted to join the fun even if it is just for the Friday afternoon and evening social bits at the hotel or even to drive down and see the cars on display Saturday morning at La Salle Park. The park is on the waterfront and we are in picnic area 1, right by the entrance and road – so we can easily display the Morgans on the lawn. You can mingle and admire and also walk the park and go and see if the resident Trumpeter Swans are swimming in the water. Colin please note I cannot find any Bagpiping Haggis to come and play at the park....and there is a by-law against Morris Dancers....

Members from the past have come back recently; Jim Haw & Linda Osborne, Norm Hendrycks – both with early Plus 8's and Hendrik Rens with his lovely black 4/4 that we see at British Car Day with the aero screens – so we really hope we can see you at a club event this year and maybe August is the month. Pub lunches are always fun and have been busy spots this year with us filling up the billiard room, plus parking is FREE in Burlington on the weekends.... True the QEW can be a pain as 416 people flock to Niagara. But Lakeshore works as do routes less travelled and twistier.

No quiz this month in the membership column – as no one replied last month...nadda zip zilch – ahh well the prize was a steak dinner and boy was it tasty with the garlic and butter mushrooms...

Thanks for reading

Gid



Farewell F2



I bought the F2 from Martin in 2010, as I had been fascinated by trikes since I saw one ripping around a country lane corner in the UK when visiting with my parents years ago. Martin offered it to me, and after a "test" I bit.

Bought my 4/4 from Curly Ellis, the then Morgan dealer in Windsor in 1969, so I was well primed. Loved the F2 and had no plans to sell until my recently deceased old friend and neighbour's AH was offered to me, and I had no room for more than two elderly cars. AH was kind of my first love as I had a Sprite and later a '62 3000 in my last 2 years of Mech. Eng. at UBC.

The recent purchase was owned by my pal's sister

at UBC, so I have known the AH since UBC days. Beers did a total rebuild of it some 15 years ago and it has had little use since.

F2 has gone to a very good home (facilitated by Martin) with the Morgan dealer in Santa Monica CA.

Grandkids and local kids are missing the "banana car" already. Pity it couldn't have stayed locally , but as Martin predicted, it would sell in one of the two pockets of trike interest in the US and it may well be raced again ----as Martin once did.

very best

Colin Watson



MORGAN SPORTS CAR CLUB OF CANADA





THE 1934 MORGAN SUPER SPORTS MATCHLESS MX4 'BEETLEBACK' aka the 'Moss Mog'

The Morgan Motor Company (MMC) is a very, very small automobile manufacturer and in some ways this may be why they are still in operation today, 105 years after the company's inception.

All Morgan cars are special because of their very limited production numbers, their prolific racing heritage, and robust design and, of course, their very attractive personality. In many cases, Morgans also have celebrity ownership history. This car ticks all these boxes.

The Morgan V-Twin Super Sports was the **performance car** of the Morgan product line, a product of Morgan's extensive motorsports experience in the 1920s and 1930s. As the MMC web site brags *'In 1930 Mrs. Gwenda Stewart broke the One Hour World Record at the banked race track at Monthléry, south of Paris, at a speed of over 100 m.p.h. She was later to achieve 117 m.p.h. in a single-seater Morgan on the long straight at Arpajon nearby. 1931 brought a new transmission system with a three speed and reverse gearbox, a single chain, detachable wheels and with engines now supplied by Matchless - the high performance machine being known as the Super Sports.*

*The factory also made more modest vehicles, the entry level machine being the Standard Runabout, plus the more luxuriously equipped DeLuxe, as well as the four-seater 'Family' model. Morgan even introduced a commercial Delivery Van based on the three wheeler chassis.'*¹

This car (Chassis # D1033) was dispatched from the MMC in April of 1934.² It was used in the 1930s - 1950s as intended - good, reliable and inexpensive transport. The MMC produced three wheeled cars as they were considered cycle-cars and taxed, not as cars, but as motorcycles. This made the car quite popular with those who wanted a frugal method of transport with a bit more weather protection and comfort than a motorcycle. Morgan announced a four-wheeled Morgan in 1936 after competition and changes in the tax code necessitated modernization. Morgan last produced a vintage three wheeled car in 1952.

In 1954, Paul Dobson purchased this trike from Mercury Motors for 115 GBP.³ He was only 19 years old and this Morgan was his first car!⁴ Over the course of his ownership, Paul took the car off the road for a rebuild only once, in 1971 - 1972.⁵ The car to him was a driver. He added 25,814 miles to the odometer in his 32 years of ownership.⁶

In 1986, he sold it to Andrew Spranza in Monterey, CA for 5,500 GBP. Andrew imported the car to the United States and sold the car to E. Alan Moss in 1987.⁷

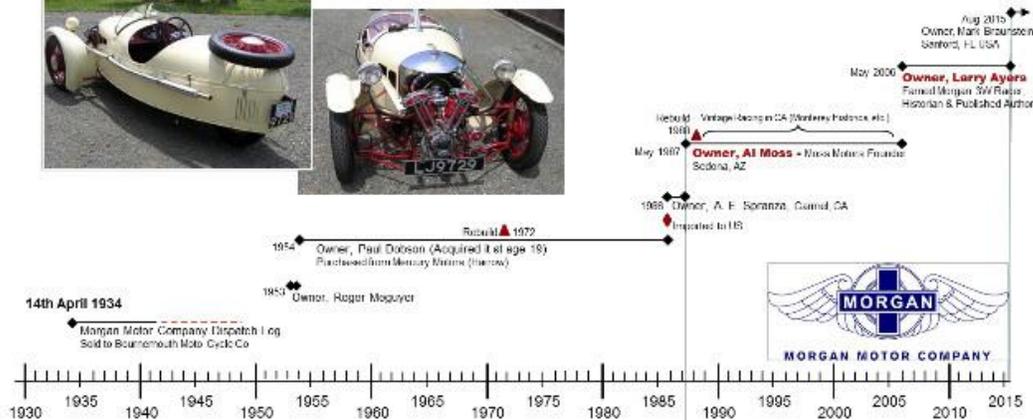


Paul Dobson. Circa 1955. 1934 Morgan Super Sports

OWNERSHIP HISTORY (#D1033) 1934 MORGAN SUPER SPORTS MX4

1934 Morgan Super Sport - Beetleback MX4 (UK Registration LJ 9729)

Super Sports, MX4/597 (Matchless Engines also Used in Brough Superior SS100)
 Body # - 814, Gearbox # - 1310
 Despatched on the 14th April 1934 to Bournemouth Moto Cycle Co

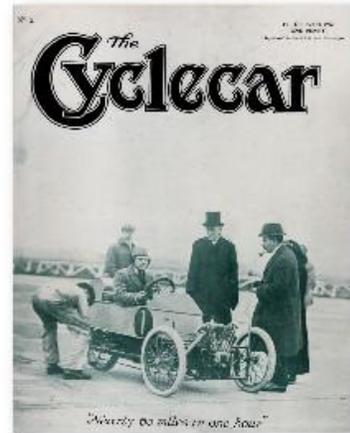


Motor: 50-degree Matchless OHV V-Twin, 990 cc 42.1 BHP @ 4800 RPM
 Chassis: Tubular steel with a wooden body frame and steel body panels.
 Gearbox: Three forward speeds and reverse, non-synchromesh, chain drive
 Steering: 3/4 turn lock to lock. Throttle, choke, and distributor controls on steering wheel.
 Suspension: Front, independent sliding pillar, coil springs. Rear, quarter-elliptical leaf Springs.
 Wheels: Dunlop Magna wire. Tires: Avon motorcycle 5M MK14, 400 X 18
 Oil: 4 Imperial Quarts Fuel: 4 Imperial Gallons Cost When New: (£135) \$675

MMC has a long history of motorsports participation and success. Early Morgan sales were based on motorsports successes. *'In the few years leading up to the outbreak of war in 1914, Morgans had secured 10 British and World Records for various classes of cyclecars, won 24 Gold Medals in major reliability trials and had achieved numerous victories on the race track.'*¹²

One of Morgan's most cherished motorsports successes was the Class victory at the 24 hours of Le Mans in 1962. Most recently Morgan fielded 4-wheeled cars for the 2002 and 2004 Le Mans endurance races.

A Morgan without racing heritage just seems 'unnatural'.



1912 Cover of Cycle Car Magazine with Morgan Three Wheeler.

- 1 - MMC web site, <http://www.morgan-motor.co.uk>, historical reference.
- 2 - Steve Lister, MTWC Archivist, Email to Mark Braunstein, August 6, 2015.
- 3 - Mercury Motors, [Original Invoice for £5 Deposit to Paul Dobson](#), dated September 19, 1954.
- 4 - Paul Dobson, [Correspondence to Larry Ayers](#), dated August 21, 2006.
- 5 - Paul Dobson, [Correspondence to Larry Ayers](#), dated August 21, 2006.
- 6 - Paul Dobson, [Correspondence to Larry Ayers](#), dated August 21, 2006.
- 7 - Duncan Charlton, MTWC US POC, Email to Mark Braunstein, August 15, 2015.
- 8 - Alan Moss, [Photo Board](#), Alan Moss' Annotated Photos/Text.
- 9 - Roger A. Meguyer, [Correspondence to Sandy Atkinson](#), MTWC 'Bulletin' Editor, September 20, 2006.
- 10 - Larry Ayers, [A Morgan Called Red - Brooklands to Laguna Seca](#), TPR Inc., April 1, 2004
- 11 - Hermen Pol, Morgan Historian, <http://morganhistoryinfo.sharepoint.com/>, historical reference.
- 12 - MMC web site, <http://www.morgan-motor.co.uk>, historical reference.

Alan Moss was the founder of Moss Motors - one of the largest suppliers of British car parts in the world. Alan restored the car from the frame up and then put the car on the race track in 1989; he absolutely loved racing the Morgan.

In a photo journal of the car's restoration, Alan states *'Out of the many cars I have owned, this is the most FUN! I have driven it in many historic races, each one more fun and exciting than the last, and with minimal of trouble. Pre-War has got to be the greatest - fine people and cars. The Morgan is a ball to drive, once you get used to the hand throttle and burned elbows!'*⁸

Alan raced this Morgan in the famed Monterey Historics at Laguna Seca as well as other venues for some 17 Years. His continual campaigning of the car reaped numerous driver's awards and the 1934 Morgan Super Sports became known as simply - *the Moss Mog.*⁹

When Alan retired from racing in 2006, Larry Ayers purchased the car. (Alan Moss regrettably passed away in 2012.)

Larry Ayers is also a noted Morgan three-wheeled car racer, a respected Morgan historian and a published author. Although, Larry raced against the car on many occasions, he chose not to continue to campaign it, as he already had a famous Morgan three wheeled race car, 'Red'. (Red's racing history goes back to 1930.)¹⁰

Larry reconfigured D1033 for the street, refitting the spare tire and reworking the exhaust. Larry then rallied and showed the car on the West Coast.

The current owner purchased the car from Larry in 2015 and apart from a few minor fixes has decided to maintain the car in its current state. The prior restoration is superb and the car shows extremely well, with just the right amount of patina.

D1033 is one of only five 1934 Morgan Super Sports Matchless V-Twin powered cars in the US. Although an option in 1934, the Matchless V-Twin became the engine of choice for Morgan Super Sports until 1939. With the advent of detachable wheels in 1934, the "barrel back" body style became standard, replacing the beetleback and is certainly more common. *'The early Super Sports are the most desired ones, with the "beetle back" tail.'*¹¹

In 2012, Morgan reintroduced a three-wheeled car with S&S V-Twin power and Miata 5-speed Transmission. To date, well over 1,500 of these new three-wheelers have been produced by the Morgan factory, with some 350 cars being imported into the United States. These new three-wheeled cars are the only Morgans currently legal for import into the United States as they too are classified not as cars, but as motorcycles.



Al Moss totally rebuilt the car resulting in an exquisite restoration.



Al Moss racing the 1934 SS at the Monterey Historics in 2004



The Morgan Avon Coupé aka '*Uncle George's Winter Carriage*'

The Morgan Avon Coupé or '*Uncle George's Winter Carriage*,² is, in automotive circles, known as a 'one-off' or 'one-of-one.' It is a historic piece of Morgan and British automotive history. It is also one of most documented of all Morgans and is probably one of only a few Morgans ever to have sufficient notoriety to be given a 'name'. You ask any savvy Morgan owner about 'Uncle George's Winter Carriage' and you'll get a quick acknowledgement and a smile.

The Avon Coupé's custom coach work, unique body elements, and provenance as the first Morgan Drop Head Coupé, the first Morgan to be fitted with the historic, Morgan only, Standard Special engine and the first Morgan to have semaphore turn indicators, '*trafficators*,' puts it directly into the many Morgan history books.

The Morgan Motor Company is a very, very small automobile manufacturer and in some ways this may be why they are still in operation today, 100 or more years after its inception. All of the Morgan cars are somewhat special simply because of the very limited production numbers. There are a few Morgan cars, however, that are truly significant to the Morgan marque. The Morgan 4/4 Avon Coupé is one of these.



The Avon Coupé at the 2010 Amelia Island Concours d'Elegance

The Avon Coupé or '*Uncle George's Winter Carriage*² was the first of its kind for the Morgan Motor Car Company, the prototype of a high lux Morgan.

Several years following the successful debut of Morgan's first 4-wheeled car in 1936, the Company concluded that it needed a more sophisticated and upscale car to compete with the likes of the MG Tickford bodied coupes. Up until that time, the Morgan Motor Company was focused on the light weight, somewhat spartan but sporty Roadsters, so they commissioned Avon Bodies³ to produce a prototype.

In the winter of 1937² or early 1938, Morgan provided Avon with a production 4/4 'Roadster' (chassis number 600) to use as a donor car. The resulting prototype, the Avon Coupé, resembled the production Roadster forward of the windshield, i.e. the engine, bonnet, grill, and headlights all retained the look of the current 4/4 Roadster. However, in all other respects, the prototype coupé was totally new and distinctly different from the Morgan cars being produced at that time, or anything Morgan had previously produced.

The prototype's design was well received by the Factory as JD Alderson writes, "When this car returned to the factory early in 1938 it attracted much favorable comment."² This favorable reaction certainly contributed to the decision to put a variation of the Coupé into production. This production model was called the Morgan Drop Head Coupé (DHC) and it was announced to public on August 8, 1938.

Not all of the prototype Coupé's design elements were retained in the production version. The most noticeable difference between the prototype Avon Coupé and Morgan's production Drop Head Coupé was the styling of the rear of the car and the spare wheel. The prototype car, as produced by Avon, had a curved, sloping rear with the spare wheel recessed into the body and covered by a metal wheel enclosure. This was quite unlike the production Morgan 4/4 Roadster where the rear deck of the car is a flat panel, with two vertical spare wheels protruding from a hole in the flat panel. The production of the prototype's curved body work and the tire enclosure was deemed much more difficult and costly to manufacture than the relatively straight forward rear styling of the production cars. So, when Morgan decided to go forward with a production model of the Coupé, the Avon Coupé's curved, sloping rear deck, with enclosed spare, was discarded in favor of the simpler flat rear panel of the Roadster, with the vertical twin spares.

The Avon Coupé's dash was essentially a roadster dash off the current production cars. It was modified slightly for the production Drop Head Coupé. Morgan did, however, retain the lovely wood cockpit surround of the prototype and it was redesigned only slightly for the production car.

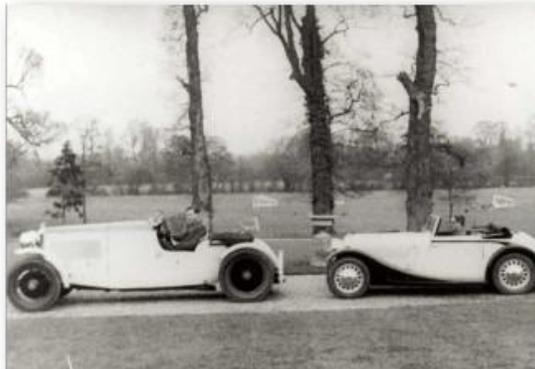
Following the introduction of the production Morgan Drop Head Coupé, the prototype Avon Coupé became the factory's experimental 'hack', that is to say it was the factory's test bed for new technologies, and underwent a number of modifications and served as the platform for component evaluation. This role as the factory's test platform led the way to the Avon Coupé's other element of notoriety.

The Avon Coupé was the first Morgan to be powered by the OHV Standard Special engine. "The Standard Special engine, effectively an overhead-valve 'four', first powered a Morgan (George Goodall's hack drop head coupé, to be exact) in 1938."⁷ George Goodall was the Morgan Factory Managing Director at that time, and was said to use the car in trials and in bad weather. The high doors and more substantial weather protection made it more suitable to harsh environments and hence, the car became known as '*Uncle George's Winter Carriage*'.

The original chassis 600, as rebodied by Avon, was powered by the Coventry Climax F head design (IOE - overhead inlet, side exhaust valve) engine⁹. As the Coventry Climax engine production business was in financial trouble, Morgan wanted to find a suitable replacement for its cars. John Black, the managing director of Standard, offered Morgan this new Standard engine as a potential replacement for the Coventry Climax engine. To test the viability of the Standard Special, Morgan fitted the new engine in the factory's test vehicle, the Avon Coupé.

The Standard Special engine testing was successful and the engine went on to replace the venerable Coventry Climax motor in the production Morgan 4/4 cars in the later part of 1939, just before the factory shifted to military parts production for World War II.

The Avon Coupé was subsequently re-engined with a production version of the Standard Special as is now fitted. When Morgan resumed automobile production after the war, the Standard



Peter Morgan in queue in the Avon Coupé - Circa 1938



Peter Morgan's sister Stella on her honeymoon - Circa 1939

Special was again used to power the Morgan 4 Wheeled cars. When Standard Motors developed the more powerful 2 Liter Standard Vanguard motor, Morgan adopted it and the famous Morgan Plus 4 was born. Standard Motor Company evolved into Triumph and TR motors powered many of the Morgans into the late 1960s.

The high-style and limited number of production cars make the Morgan Drop Head Coupé one of the most sought after and most valuable Morgan models today. As the prototype of the production Drop Head Coupé, coupled with the fact that the Avon Coupé was the first Morgan to have the Standard Special engine, as well as speculation that this car was the first Morgan to use other technologies like the 'trafficators,' this car is a very significant vehicle in the Morgan history.

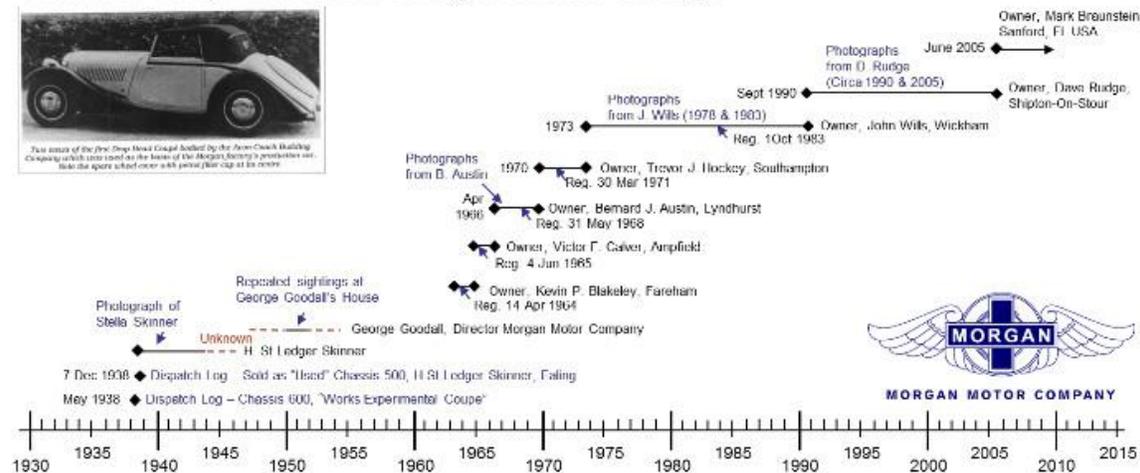
Ownership History

The dispatch log of the Morgan Motor Company provides a glimpse of the internal company book keeping as it relates to the Avon Coupé. The Coupé was originally chassis number 600, but when the decision was made to move the car off the company books (perhaps as a tax reduction strategy), the car was given an unused chassis number 500 and sold 'as used' to H. St. Leger of Ealing, West London, who in fact was HFS Morgan's son-in-law⁸.

1938 Morgan 4/4 Drop Head Coupé Prototype - Chassis 500/600 The Avon Coupé aka Uncle George's Winter Carriage



This is one of the first Drop Head Coupés built by the Avon-Crank Building Company which later used as the basis of the Morgan factory's production run. Note the spare wheel under each front fender cap at its centre.



The entries in the dispatch log for chassis number 600 shows the car as the 'Works Experimental Coupé', with Climax engine and no dispatch date. (Just for comparison purposes Chassis 599 was dispatched 14 May and chassis 601 was dispatched 22 June 1938. This would tend to support the assertion that the unfinished chassis was provided to Avon in late 1937 or early 1938.) The dispatch log entry for chassis 500 shows the Coupé with the SU carbureted Standard Engine (production Morgans all used the Solex carburetor) and marked as 'Sold as Used Model' on 4 December 1938. Even though the car was 'sold,' it really never left the control of the Morgan factory and was seen on numerous occasions after the war, up into the 1950s, in the hands of George Goodall, the Morgan Motor Company Operations Director.⁹ In the early 1950s, the need for the 4/4 'experimental hack' waned as Morgan Motor Company evolved the 4 wheeled car into the more modern Plus 4. It is assumed the car was subsequently sold. The whereabouts of the car following its stint with George Goodall are unknown. A few owners were identified from the logbook as having the car during 1964 and 1965.

In 1966, however, the car resurfaced having been bought by Bernard Austin of Lyndhurst. A little more history of the car was learned from a telephone conversation between the current owner and

Bernard on 31 July 2005. Bernard was unable to remember from whom he had purchased the car, however he did remember that he bought it in the vicinity of Portsmouth. Bernard was able to provide a great number of maintenance receipts and photographs of the car in the late 1960's.

As he reported the car was 'in bits' when he purchased it and, with the assistance of his uncle, he returned it to roadworthiness. The many maintenance receipts support his efforts. Bernard then sold the car to a Mr. Trevor Hockey in 1970, in the vicinity of Southampton. The car again disappeared until it resurfaced in the possession of a John Wills, of Wickham in 1990. Documents provided by Ken Hill (the noted Morgan historian and marque author) show that Ken knew who owned the car in 1982, but didn't indicate the owner's name. It was John Wills. Ken had approached John about selling the car and was refused. However, when John Wills decided to sell the car, he posted a letter to Ken Hill, dated 15 August 1990, stating that 'my 4/4 Series 1 Coupé is now on the market and I wish to give you [Ken Hill] the offer of first refusal'.⁸ John Wills offered the car to Ken because of his previous interest. It was at that point that Ken Hill was able to purchase the car for David Rudge. David had the car from 1990 until it was purchased by Mark Braunstein in 2005, and shipped to the US.



Coupé under repair by Bernard Austin - Circa 1966

From the pictures and its position as the factory's test bed, the Avon Coupé saw numerous modifications throughout its life. Some were done simply as a necessity to keep the car running, others to meet the nuances of the UK's Ministry of Transportation (MoT) regulations. When Dave Rudge got the car, it was used but tired. In 1990, John Worrall wrote, "... It is drivable, and on the road, but needs a total restoration."¹ Dave Rudge was the Morgan Sports Car Club's (the MMC Factory Club) early 4 Wheeler historian.

At the time the car was located in the UK and brought to the United States in 2005, a restoration had been started by Dave Rudge, however, it was unfinished in a number of areas. The current owner completely redid the original restoration work to assure accuracy and restored the car to as close to its 'original' configuration as possible. The car was restored to the original 'Blue with Black Wings' as stated in the dispatch log.

The Avon Coupé was invited to the 2010 Amelia Island Concours d'Elegance, the 2010 Meadow Brook Concours d'Elegance and the 2010 Hilton Head Island Concours d'Elegance. At Hilton Head it was awarded a prestigious Judge's Special Palmetto Award. In 2011 the Avon Coupé was shown at the Winter Park Concours d'Elegance, where it was again recognized, receiving a Best in Class Award and the Morgan Spirit Award (Class of 28 Morgans). In the spring of 2012 the Coupe was shown at the Boca Raton Concours and received a Judge's Special Award for Class Excellence. The restored Avon Coupe is featured in the recently published 'Morgan 4/4: The First 75 Years' by Michael Palmer.

¹ John Worrall and Liz Turner. *Original Morgan 4/4, Plus 4 & Plus 8*. Bideford, England: Bay View Books LTD, 1992.

² JD Alderson / Chris Chapman. *Morgan Sports Cars – The Early Years*. Sheffield, England: Sheffield Academic Press, 1997.

³ Ken Hill. *Illustrated Morgan Buyer's Guide*. Wisconsin, USA. Motorbooks International, 1989.

⁴ John Tipler. *Morgan - The Cars and the Factory*. Malborough, England: The Crowood Press, Ltd., 1993.

⁵ Ken Hill. *Completely Morgan Four Wheelers 1936 - 1968*. Dorset, England. Veloce Publishing, 1994.

⁶ Keith Adams (Editor). *Avon Coachwork Index*. Austin Rover Resource. 12 November 2006. <http://www.austin-rover.co.uk/>

⁷ Roger Bell. *Morgans to 1997 - A Collector's Guide*. Croydon, England. Motor Racing Publications Ltd., 1997.

⁸ Ken Hill. *Email - RE: Uncle Georges Winter Carriage*. To Mark Braunstein, Wednesday, May 25, 2005.



Spring Events

Ancaster Flea Market

Beautiful spring weather brought out such a crowd of LBCs that the gravel parking lots were needed. It also brought out a crowd of Morgan club members, 31 at Glen's count. He got two membership renewals too.

Steve and Martin Beer were there on the vendor's side of the tables trying to move some inventory from the shop.





MORGAN SPORTS CAR CLUB OF CANADA



There were four club Morgans in the show parking lots and someone else's hiding in the mundanamobile parking lot.



(D.F.)



Guelph/Elora Tour



May 13th Bryan Tripp led us on a country road tour from Guelph to Elora for a lunch stop at a brew pub, the Elora Brewing Company. We slotted in around the town cenotaph which is across the road from the pub.

After lunch we had some time to look around the town. I stopped in to look at the marquetry work of an artist the Shiers know from Kincardine. I was tempted to buy a little table that would fit by my



front door that had a pair of glasses design on its top, to remind me to grab my reading glasses before I head out the door. Then we conveyed up and headed back south to Guelph.





MORGAN SPORTS CAR CLUB OF CANADA



Next stop was at the Wellington County Brewery where the bar serves \$1 and \$2 sample glasses so you can try several brews and stay under the limit. After a tour I bought two variety packs of four different beers each.

Then it was across town to Royal City Brewing, another sample glass and a tour and that wrapped up the day.

Oh ya... I have two growlers to take back to Royal City.

(D.F.)





London British Car Show



I'm curious about the message the London British Car club was giving to us Morgan owners on those bill boards.

As the featured marque we got a decent turn-out of eight cars that filled the width of the field. In fact the field got crowded enough to overflow into the Crossings





MORGAN SPORTS CAR CLUB OF CANADA



pub's parking.





MORGAN SPORTS CAR CLUB OF CANADA



Dave Hornby brought along a Morgan acquaintance from Tecumseh, Alan Rae, with his Morgan Roadster.





MORGAN SPORTS CAR CLUB OF CANADA

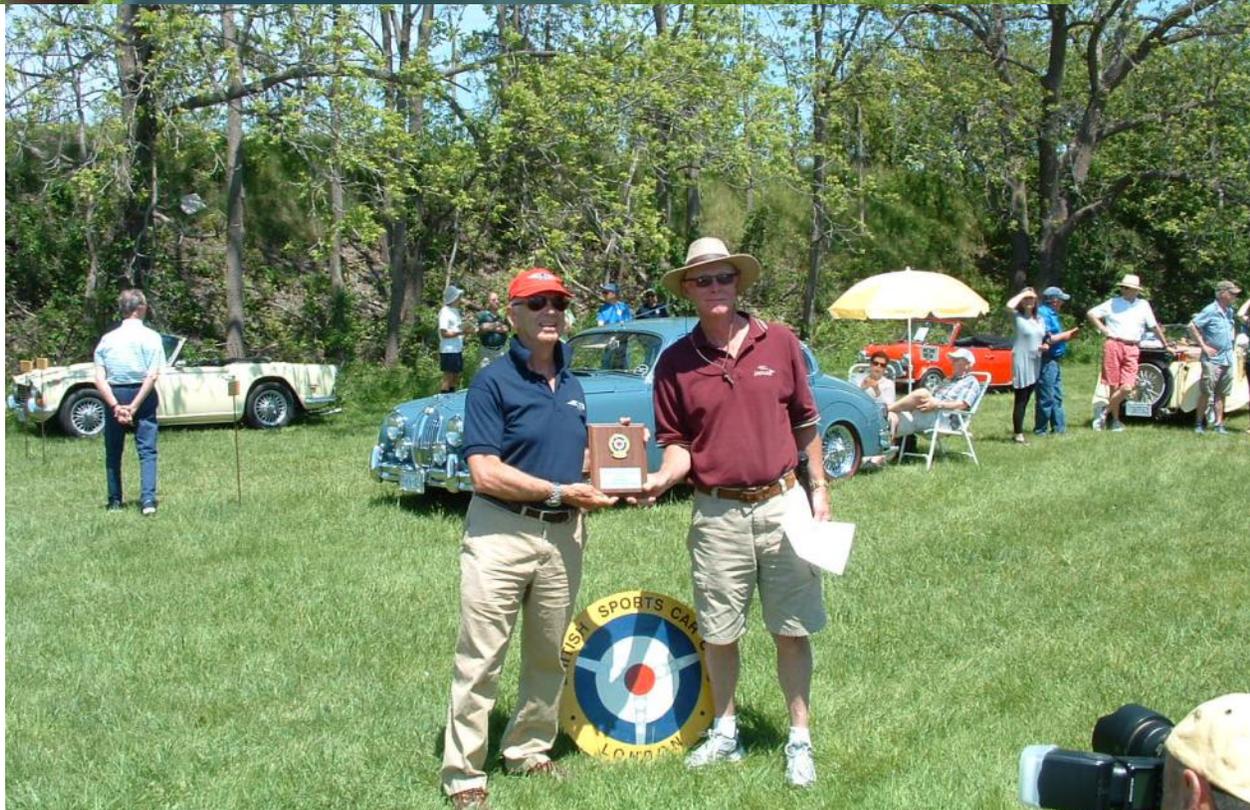


Rob Fournie's 4/4 won the prize for the Morgan class.



And Kieth Powell's Plus 8 got the "Best in Show" prize. My computer programmer brain has trouble with the logic of one Morgan being best Morgan and another being best in show, but both prizes were well deserved.

(D.F.)





Picnic



Kathy's gardens were in full glory in mid June for the annual picnic at the Lytle's. The threatening weather forecast did not deter too many folks but the actual threatening weather in some areas forced several people to come in their tin tops.





MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA



Paul Guild has a display of the club's three most recent badges on his badge bar, including the golden Morgan Millennium Badge.



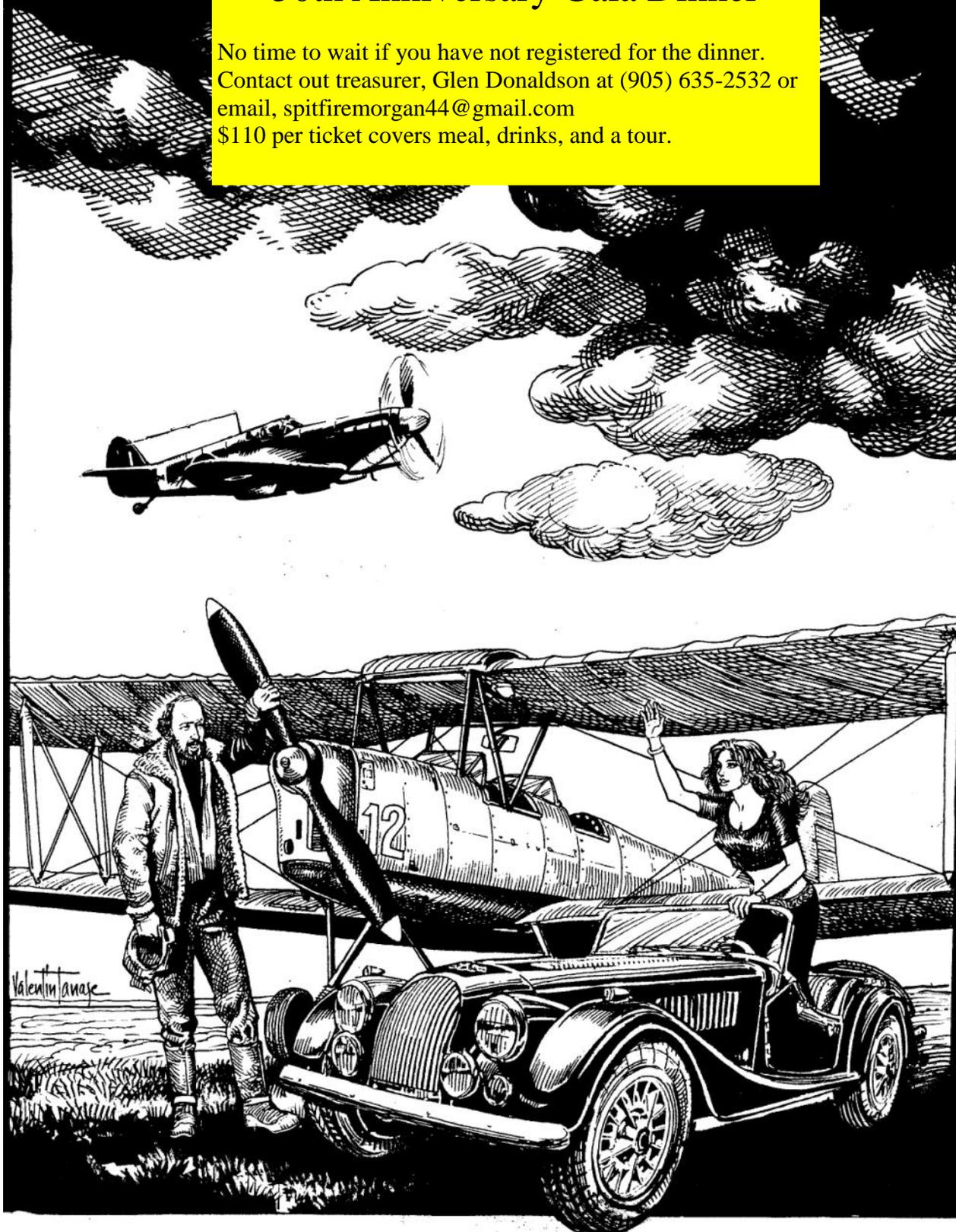
Colin Bray showed off his progress on the '37 restoration.





50th Anniversary Gala Dinner

No time to wait if you have not registered for the dinner.
Contact out treasurer, Glen Donaldson at (905) 635-2532 or
email, spitfiremorgan44@gmail.com
\$110 per ticket covers meal, drinks, and a tour.





No Ray, the dinner is a buffet. They don't fly the food to you!

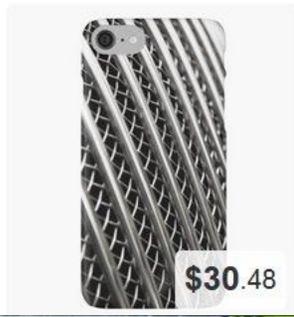
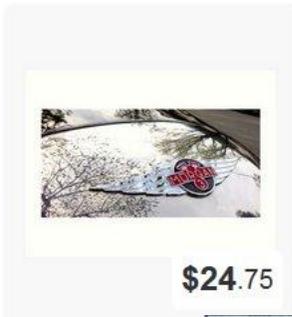
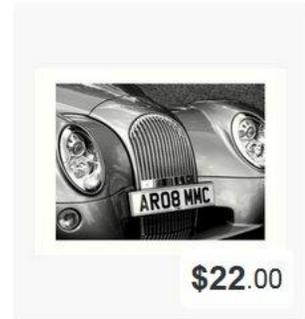
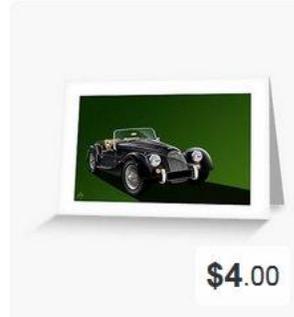
Below are pictures of the venue from hosting previous events.





Off Road Morgan Sightings

Morgans on clothes, pillows, cards, posters, and mobile phone covers at redbubble.com



A Morgan in the comics, Neil Gaimen's Sandman Volume 2

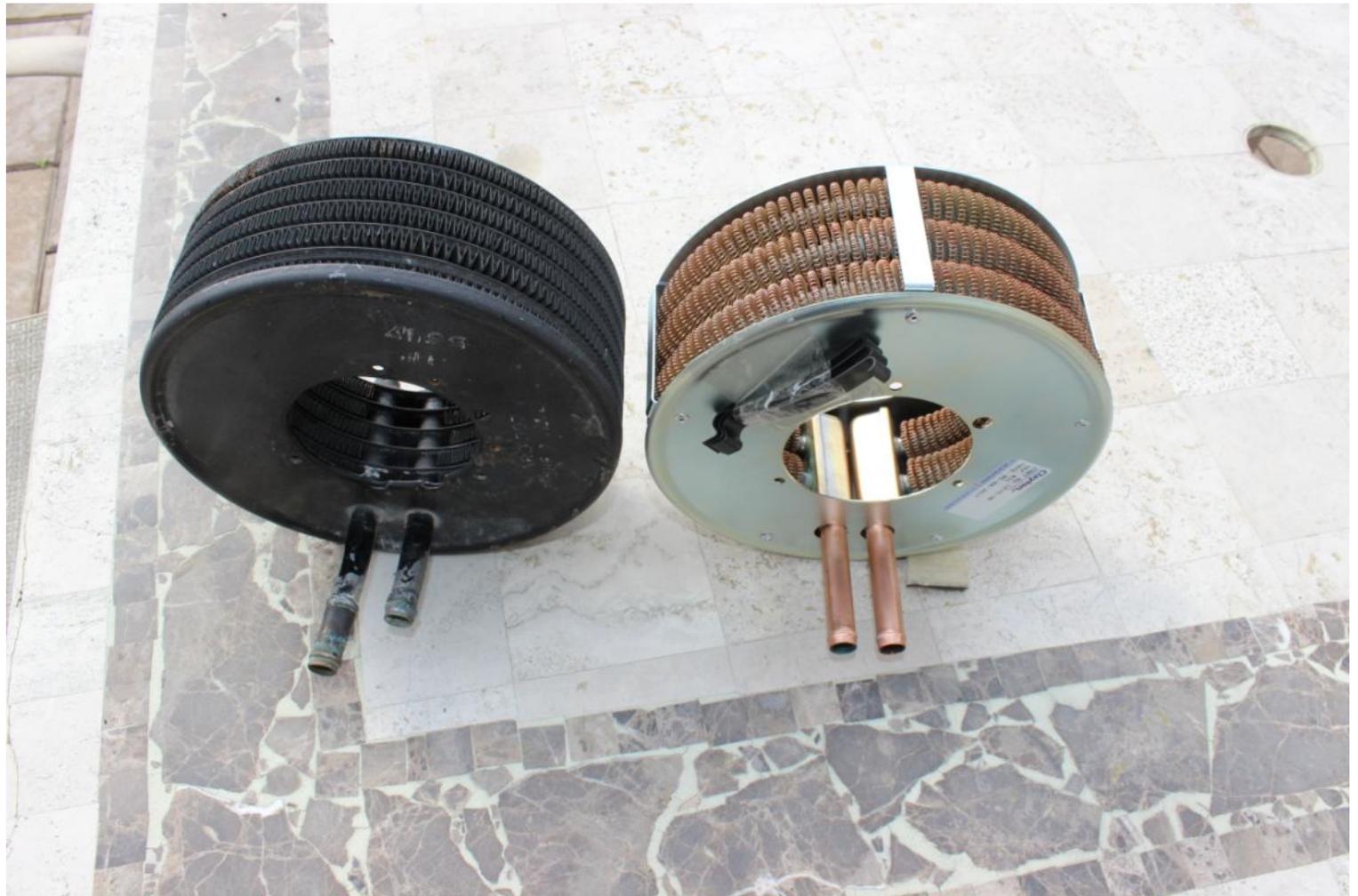


Want some Heat?

Morgan In Car Heater

Hi Dave. I have just received my new in car heater from England. It has 5 finned tubes. The dimensions are exactly that of the Smiths original heater. It comes with new side clips that secure the top cover to the bottom cover. For anyone that requires a new in car heater I think it is an excellent replacement. It appears to be very sturdy and can easily be repaired if there is a problem in later years. The heater construction is completely copper for the tubing and brass for the manifolds where the finned tubes are soldered to. Maybe we can put some information in the next blurb to see what interest there might be for this unit.

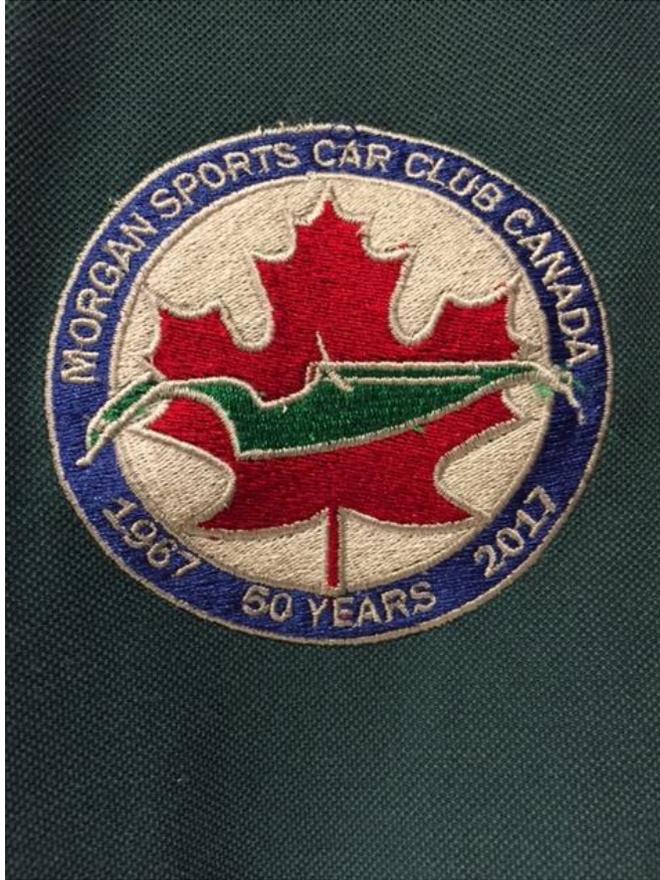
Norm Hendrycks



The core is 194 GBP, plus shipping, available from:

Jake Wright Limited.
Main Street, Burley in Wharfedale,
Ilkley, West Yorkshire, LS29 7JW

Phone/Email: [01943 863530](tel:01943863530) / info@jakewright.com
Web: www.jakewright.com



Regalia

Get the 50th Anniversary Badge embroidered on your; shirt, jacket, hat, etc. Or how about one on that special dip stick rag you only use for the Morgan?

\$8 + HST = \$9.04 to embroider your item.

Contact Sharon Roden, our Regalia officer, to get your badge embroidered. She also has a catalogue of clothing you can buy and have embroidered.

Phone: (905) 892-6907

Email: jsroden@vaxxine.com

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



MORGAN SPORTS CAR CLUB OF CANADA



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

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