

July 2008

# MORGAN

SPORTS CAR CLUB  
OF CANADA  
**THE BLURB**



## MOG 38

Shepherdstown, West Virginia



Club Members Kathy Jackson, the Beer Coz's along with a 4 Seater full of Morgan's enjoying the festivities at MOG 38

# PREZ SEZ BY JOHN RODEN

What a great week-end in Bayfield. Thanks again to the Brays, Shiers and Lytles for your contributions to the sucess of the event.

If you read the Bayfield report, you will notice that our Morgan needed attention on the way to Port Elgin. Therein lies another tale, another Morgan adventure. Let me set the scene.

The Morgan has been somewhat reluctant to start, extending back into last summer, but would start with judicious manipulation of throttle and choke. I reasoned that the problem was with the carburetor--38 years old and untouched during our 27 years of ownership. Press on regardless, and fix it when the car refuses to start--or maybe this winter. Keep this in mind--I'll return to it shortly.

The Morgan was also quite noisy this spring. The noise was reminiscent of the clatter that caused us to nick-name the car the "furniture factory". The cause was the plank behind the seats which covers the battery and serves as a parcel shelf. When it comes loose it clatters and bangs as the car goes over the bumps in the road. It's a simple matter to fix--pull out everything behind the seats, re-seat the plank and swivel the fasteners into place. Voila! No more noise. Not so fast! Still lots of noise, but this sounds like metal on metal. After some deliberation, I diagnosed the problem as loose shock absorbers. Notice I didn't say after some investigation ? Well I once again pulled everything out of the back of the car, removed the parcel shelf and started looking at the shocks to find the problem. My first clue was a lock washer lying on the cross member. Peculiar. Where had it come from and how long had it been there ? A quick check of the shock mounts told me where the washer came from--right off the top mounting bolt on the left hand rear shock. Fortunately the bolt was still in position, so I quickly rounded up a spare nut and a new washer ,installed them and congratulated myself for finding and fixing another Morgan problem. Not so fast! If one nut can vibrate itself right off a bolt, why can't others ? Sure enough, the other 3 nuts were loose enough to need tightening, and will get further attention this Fall--Including putting Loc -Tite on each of them. Now we are good to go--bring on Bayfield

We arrived in Bayfield in late afternoon, in time to wash the Morgan . While doing so, I noticed that the left side of the bonnet [it is a British car] was dirtier than the right side. A quick peek under the hood confirmed my suspicions--coolant had leaked and been scattered around the engine compartment and blown out the hood louvers . Not to worry--this had happened once before when I had not put the rad cap on squarely and tightly. Simple to fix--tighten the cap. Now wash the car and we're ready for Saturday and Port Elgin, with a stop in Kincardine. Wanna bet? On the way to Port Elgin, the Morgan dies. Pull off to the side of the road, thinking furiously--what the h--l is wrong now?

If you went to MOG 11 in 1981, you will remember that Sharon and I travelled in our 1956 TR3, and that it too died just after lunch. Steve and Martin stopped to lend us a hand, but were baffled until Martin noticed that a wire from the coil to the distributor had broken. Once that was repaired, we were on our way. Now, 27 years later, get out of the Morgan, lift the hood-O.K., O.K.--lift the bonnet and look for a broken wire, starting at the coil. Don Allen was also looking on, and spotted the problem. There was the culprit--a wire hanging close to the solenoid switch, but not on the connector. Don pushed it back onto the spade connector, but it was too loose a fit to travel with. Before I could get out my tool kit, Al Sands showed up with one of those little gizmos which fold up into nothing, but then open out into 101 tools. In this case, Al used the pliers capability of the Gizmo to crimp the connector, which was then re-connected to the solenoid switch. Jump back in the car, turn the key, and the Morgan fired right up. First turn of the key? Not this Morgan! Go back to the beginning of this column--it wasn't the carburetor after all, but a loose wire to the solenoid. Thanks to Don and Al, I had solved another Morgan problem. But there is more to the tale.

Sunday was a glorious day to be running top-down on our way home--sunny, warm, not too humid and not much traffic on our route. The only concern I had was the car seemed to be running a tad warm, and even running with the electric fan on didn't seem to make much difference. We made it home OF.I., although I drove with one eye on the temp gauge. Monday was car clean up day. Isn't retirement wonderful? After washing the outside, it was time to look under the bonnet. What a mess! Coolant everywhere! Have to clean the engine before looking for the leak, although most of the coolant seems to be on the lower part of the engine. Once the engine was clean, I added fresh coolant, ensured that the rad cap was on tight, and started her up. Easy to spot--the coolant is leaking low on the water pump housing. Gasket? Water pump? Can I fix those problems without help? How long will the car be off the road? What the h--l is that? One of the three bolts holding the water pump onto the engine block is partially backed out. Get a wrench and tighten it . Great--now put the wrench on the other two bolts--they are loose too. Tighten all three, start the car--no leaks. Rev it up--still no leaks. Remember to pull those three in the Fall and reinstall them with Loc-tite.

Next stop for the Morgan was the Mapleview Mall in Burlington on Wednesday, July 16, for a Cruise Night. Don't ask. Noticed strange noises coming from the engine compartment on my way to Burlington, but the car ran fine--and the temp gauge stayed right on "Normal"--so I drove on. While sitting around the parking lot, schmoozing with the other British car owners, I decided to try and find the source of the aforementioned strange noises. Got about as good a chance of that as being hit by a snowball in July. Lift the bonnet, look inside and look like I know what I'm doing. After a few minutes , I do notice that the alternator seems to be loose . Another look, and the explanation is as clear as the two bolts that hold the alternator to the engine block. Both of them are AWOL. No wonder the alternator is loose--it's a wonder it's still there. Can't rustle up any replacement bolts--what size are they anyway?--so I decide to drive home reasoning that if I got to Burlington in that condition, then I could probably get home. The Morgan didn't let me down--we arrived home safely, and the next day I installed two new replacement bolts [inch and a quarter,9/16, N.C.] and made a note to myself to pull those two in the Fall and re-install them with Loc-tite.

Guess I'll put a wrench on every nut and bolt I can see on the Morgan this fall, and hope that no more fall off this summer.

See you at the Wilkinsons, see you at Bronte in September.

## RAIN RAIN GO AWAY COME AGAIN SOME OTHER DAY

I am certainly happy that I have a good garage for the Morgan! In Ontario, it just keeps raining. August was supposed to be dry but not the first 8 days. Good for the gardens though.

I was disappointed to miss the Bayfield weekend. It looks like it was a tremendous success.

We filled the room for the August Pub Lunch and there were many Morgans in the parking lot. Happy 67th Birthday to Sharon Roden. All present included Benets, Taylors squared, Stevens, Allens, Lytles, Rodens, VZ's, Whightmans, Brian and Collette Hawkins, Nick Murphy (Teresa was attending to a farewell picnic for her daughter who is off on a full soccer scholarship to the University of Rhode Island), John Fitchie, Dave Farmer, Anthony Steward, Hendrik from Holland Rens, Morgans and a big welcome to a new member from London, named Robert Fournie. (see below).

It appears that the 3/4 Morgan Group, the Western New York Morgan Owners Group and the Ohio Morgan Club all want to host events for the Morgan Centenary in 2009. I know that the Western New York Group and the Morgan Marque will be the feature at Watkins Glen in

September and that the OHMOG folks are going back to Auburn, Indiana. I will have more information on these events as I get it.

We have sold over 70 of the new club badges thanks to Anthony Steward and the Beers who are selling the badge through their shop.



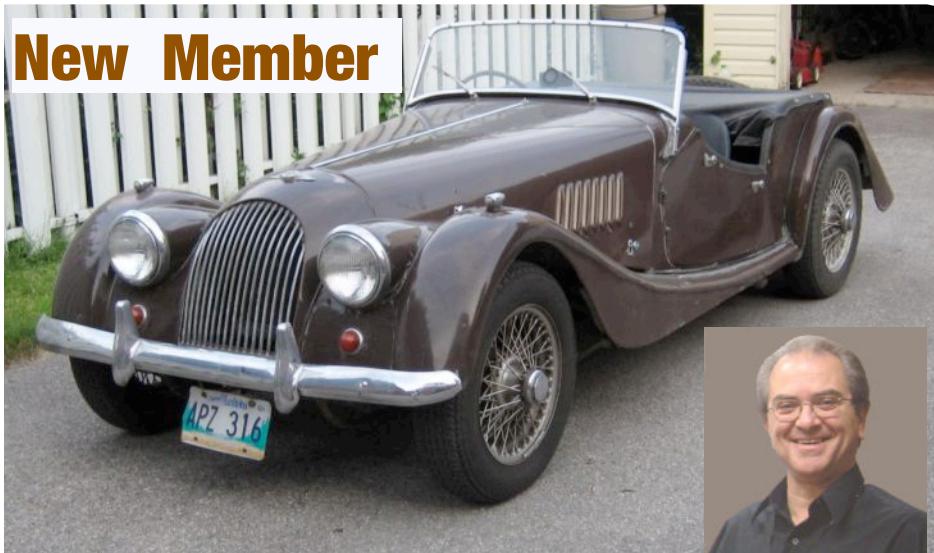
We still have several events left to go including the Wilkinsons picnic, British Car Day, The Fall Colours Run with Trevor and Kathy. Don Allen and I are going to the British Invasion at Stowe Vermont if anyone wants to join us.

Lynda and I took a wonderful drive to Fallingwater which is east of Pittsburgh and are planning a run that would take in several of Frank Lloyd Wright's homes over a weekend journey. Will keep you posted! TVZ

## EDITOR SEZ



## New Member



Welcome to new Member Rob Fournie who has worked at General Dynamics in London, Ontario for 35 years. "I am currently the factory rep for the Light Armoured Vehicle User Nations Group. Our military customers formed a club, like the Morgan club, which meets to discuss their vehicles. Yes, even the military like their vehicles enough to form a club and I am fortunate enough to be the factory rep."

"In addition to my 1969 Morgan 4/4, I also own a 1958 MGA 1500. Every British car owner requires a second back-up car for those days when one decides not to cooperate."

Welcome ROB!

# LYTTLES PICNIC



## Farewell to the Hendriksens

Alan and Kathy Lytle threw a "GOODBYE" bash for OUTI and FRED Hendriksen who are moving back to Rotterdam in the Netherlands. One less Plus 8 in Canada and two less people to populate our events! Very SAD!

To Outi and Fred!

WE WILL MISS YOU!

## Morgans were once again the main attraction at the end of Fairmile Court in Mississauga

It was a brutally hot day in the sun let alone the Morgan chicken roaster but many of our brethren showed up to bid farewell to **Outi and Fred Hendriksen**.

Kathy made a small presentation to the Hendriksen's and sent them back to the Netherlands with a bag full of Canadiana.

I received the following email from Fred a couple of weeks ago:

"This is to provide you with our new (old) address and other coordinates.

We returned last Monday morning from Toronto after more than 20 years to the city centre of Rotterdam and the condo we bought and completely renovated almost four years ago. By doing so, we've more or less made a full circle as we spent our first five years together in R'dam. As a matter of fact, our first condo is located about 500m from this one.

All in all, a major change (like so many before) for both of us. The great thing is that not only have we changed/moved on a lot since leaving Rotterdam, but also the city has a lot more to offer (activities, shops, restaurants, culture and fun) and become "the hippest city" in the Netherlands. Both of us are also happy to be back in Europe again for the first time in

about 10 years, notwithstanding the fact that we truly enjoyed both our Canadian and Japanese "experiences" and way of life.

Due to all the changes, unfortunately we have not had the time and energy to communicate with you as well as we would have liked, but we expect that as from now, we will be able to do so.

**With warm greetings,**

**Fred & Outi Hendriksen**  
**Gedempte Zalmhaven 873**  
**3011BT Rotterdam**  
**The Netherlands**  
**Tel./Fax: +31-(0)10-21 35 32 8**  
**Cell: +31-(0)6-1 38 0 39 40**  
**e-mail: [hendriksen@rogers.com](mailto:hendriksen@rogers.com)**

All coordinates will change sooner or later, starting with the e-mail address (as soon as we have sorted out providers for internet, TV, phones and so) and ending with our actual address as we want to buy a bigger place here in Rotterdam in the near future.

**WOMOG  
HATS RULE!**



# BAYFIELD

article by John Roden



What a summer ! Rain, hail, damaging winds and thunderstorms-and these were the good days. So it was no surprise to wake on the Friday morning to the sound of rain on the roof. Looks like a wet ride to Bayfield. At least Sharon didn't have to convince me to put up the Morgan's top. Off we went in the rain at about 8:45 on our way to our scheduled lunch stop in Stratford. We travelled on Highway 20 to Hamilton, making our pit stop at Timmy's in Elfrida. By this time the rain had stopped, but the top stayed up. Across the Linc, west on 403, north on Copetown Road, left on Highway 8 to Galt where we turned left onto Concession and headed west through Galt and continued on what used to be Highway 97 but is now a collection of Regional routes sporting the numeral 97. This road ends at a T junction where we had to refer to the directions kindly provided by Gail Taylor. A right, another right and a left brought us to Highway 7. Another left, and we were soon in Stratford. The golf club was easy to find, and was not busy. Golfing had been cancelled for the day because of the overnight rain. Seems the club is on the Avon River's flood plain, and also has a creek running through it. Both had flooded, hence the cancellation. As a result , we were almost the only customers for lunch and got very good service. The food was good ,too.

After lunch , the Shiers led our convoy out of Stratford using some side streets to keep us out of the downtown area which was both busy and partially flooded--remember the rain? A pleasant drive on quiet roads brought us into Bayfield where we found our motel--after a stop at the local outlet store. What kind of an outlet ? Need you ask ?

After car clean-up time [the motel manager was gracious enough to let us use a hose and water] it was time for a noggin and natter in the patio area outside the indoor pool. Not too many went swimming, but check the web-site to see a photo of one "bathing beauty".

After people clean-up, it was off to the "Docks" for dinner. The restaurant was only about 5 minutes away, so some walked and some drove. Dinner was excellent, and the conversations around the table were lively. Back to the motel's patio for more kibitzing, and then off to bed.

Saturday dawned cloudy, with rain in the forecast. Typical. After a breakfast at the motel, we followed the Shier's out onto the local roads on our way to Kincardine. This

is mostly flat terrain, and Governor Simcoe's surveyors took advantage of this to lay out some of the straightest roads in the province. Despite having to work with this handicap, Ray and Mary still found ways to make the run interesting. Our stop at the lighthouse came just in time for most of us , and was a welcome photo-op as well.

On to Kincardine, where we were directed to drive onto the grounds of Victoria Park , in the heart of the community. We were greeted by a piper from the Kincardine Pipe Band, the Deputy Mayor and about 20 sports cars and drivers from the Kincardine and Area Sports Car Club. After some official greetings, we mingled with the KASCC members and a surprising number of local residents who turned out to see the cars. Lunch was served in the park, provided by the KASCC, and was appreciated by all of us. We owe thanks to Dave Walsh and his club for their contributions to our week-end.

Next stop-Port Elgin and the car collection of Bob Thompson. At this point, some of our wives elected to return to Bayfield, traveling in the underpowered Chrysler product driven by Sharon Fitchie. John took advantage of the opportunity to ride with Chris Taylor in a real sports car, even though it is a tin top. On our way to Port Elgin, led by members of the KASCC, my Morgan quit running. The problem was quickly diagnosed and repaired, and we resumed our journey after only a short delay. My thanks to Don Allen and Al Sands for their help. Our Morgan has developed some other typical rancher from the front, but around the back there is a paved ramp leading to the basement, where 2 muscle cars [1 was an Olds 442] are stored in what was the family room. The fireplace on one wall was the clue. Back to Bayfield--but first a stop in Tiverton for problems, which I will describe in the Prez Says for anyone who needs a chuckle.

The first stop on our tour of Mr. Thompson's cars was at a large building near Port Elgin where he has stored 15 to 20 cars of various types. Mixed together were Cadillac's , a V.W. cabrio by Kharmani, a couple of Ford Model T's, a Star [a Canadian-built Durant] and others. Then it was on to Port Elgin to the Thompson home and the jewels of his collection. Bob was not at home, but his wife was and was a gracious and knowledgeable hostess. Bob owns 2 or 3 Rolls Royce Phantom 1's-the V12 cars-and at least 1 of them seems to be a

Springfield car. They are not museum pieces. They are obviously driven, and in fact they are used for weddings and other special events. The house looks like a refreshment at the Purple Orchid, as recommended by Mary Shier. Neat pub--good call. As I headed out of Tiverton [and I think I was the first to leave] I turned left onto Highway 21 South and there were 2 O.P.P. cruisers, and 2 officers conducting R.I.D.E. checks. As usual, I had consumed a coke and was waved on my way after a short conversation with one of the officers. I also had to bite my tongue to make sure I didn't say "watch for the cars following me--we have all been in the pub". Nobody reported a problem with the checkpoint. The rest of the trip to Bayfield was uneventful, although we missed rain by a narrow margin.

Hustle to clean up , and then drive into Bayfield for dinner at the Albion Hotel. Parking for Morgans was reserved at the front of the Albion. Another great dinner, more wonderful conversations, and then back to the motel for more schmoozing on the patio.

Sunday was a sunny day and why not? It was time to say good-byes and head for home. Looks like a number of routes were followed as we made our separate ways back home. We followed Highway 4 South to London, then East, eventually joining Highway 2 at Thamesford, which becomes Highway 5 and then Governor's Road which takes us back to Copetown. An easy trip, but the Morgan was running warm. Check the Prez Says

Our thanks to the Brays for arranging a wonderful week-end--and thanks to everyone for joining in.

Who was there? Brays, Shiers, Fichies, Taylors{Chris and Gayle}, Doyles, Lytles, Sands. McCowans, Morgans, John Collins, Don Allen, Stevens, Wightmans, Ted Zurbrigg and his brother-in -law Fred, Barbara Bray's sister and brother-in-law who were visiting from England and fit right in with the gang and the Rodens. Hope that's everyone.

## **Sands Mog**



**One of Bob Thompson's Roll Royce Automobiles**

## **WOMOG at Bayfield**



**at right  
Bayfield  
Weekend  
Organizers**

**Barbara Bray  
Dave Walsh  
Mary Shier**

**photos from  
Sharon Roden**





## MOG 38 Shepherdstown, West Virginia

On June 30th at 6 AM the Allens, Van Zuidens and Rod Wilkinson met at 50 Road and the QEW to begin our trip to Washington, DC to be followed by MOG 38. The Mountain Laurels were in full bloom in the Pennsylvania back country which made for beautiful driving. We spent our first night in Williamsport, Pennsylvania at the Peter Herdic Inn. Located on "Millionaires Row" in Williamsport, the Mhiele sisters Marcia and Gloria along with Gloria's daughter operate a lovely B&B with a great restaurant next door. Marcia saw us wandering the streets of Williamsport and said "you look like Canadian Morgan owners, would you like to come into my house for a

glass of wine!". An innocent offer of wine from a pretty lady outside a Victorian mansion was too good to pass up so inside we went. Marcia gave us a tour of her home that has been featured in Victorian home coffee table books before moving out to the surrounding gardens for some more wine! Various member of her family and extended family began showing up. The Pennsylvania sunshine can sure make a person thirsty! Just before the point of no return we all marched through downtown Williamsport for dinner as the Peter Herdic Restaurant is closed on Mondays.

A large green circular logo with the words "MOG" in red at the top and "38" in red at the bottom, representing the 38th Morgan Owners Gathering.

**The next morning we were treated to a wonderful breakfast prepared by Gloria's husband Jim. Everyone wants his popover recipe.**

On to Washington DC along the meandering Susquehanna River. We checked into our hotel and the valet's were quite upset that they couldn't tuck the cars into the parking garage for us. The hotel was convenient for a walk to Georgetown which is like Yorkville on steroids.

Day Two started at the WWII Memorial followed by the Washington Monument and a long walk around the tidal pond to the Jefferson, FDR and Lincoln Memorials. The FDR is particularly touching. We also viewed the Korean and Vietnam War Memorials before walking to the Whitehouse. Apparently it takes a year and lots of screening to be accepted for a tour of the Whitehouse so plan ahead if you want to see the inside.

The heat was intense and the walk was long so I didn't even taste the first beer at the Marriott. Our afternoon activity was to be a tour of some of the Smithsonian exhibits. It was July 2nd and the Smithsonian had moved outside on "the Mall". Preparations were under way for July 4th celebrations and there were people everywhere. We had a brief tour of the Smithsonian Museum of Natural History. We lined up to see the Hope Diamond and viewed the rest of the Gems & Mineralogy section. There were so many tourists in town for July 4th that we felt we should retreat back to the hotel for more drinks so we could make our dining plans.

The morning of Day 3 we spent walking through the shops of Georgetown before checking out and heading on to Shepherdstown. The last stop was at the Washington Cathedral. A spectacular gothic structure on the way out of Washington. Lynda and I plan on going back to Washington to see all the things that we missed!

MOG 38 participation was around 60 cars and the event kicked off on the Friday morning with the Concours officiated by Ed Herman, Lorne Goldman and several other judges and by 11:00 am they had picked the inner circle of class winners. Kathy Jackson

gets style points for all her shining on Trevor's car (Lynda take note). The Concours was done on the grass. This morning, Lynda and I were greeted by Joe and Beth Arcarese whom we had met on a tour of the Greek Islands in October of 2007. They had driven over from Washington to "see what this Morgan business is all about". We spent a nice day with Joe and Beth which carried over into the evening when the Canadian contingent landed at the Bavarian Inn on the Potomac River for a dinner in the Rathskeller.

The afternoon Gymkhana allowed the Beer boys and dads to do some official bonding while Lynda and I did some botching. Don and Cathy Allen in the VZ PLUS 8 had some success and then the rain hit. That's when you go for drinks in your room which isn't big enough for all the other people having drinks in your room but who cares because you're inside and your Morgan is outside without you in it!

Saturday morning Don and I headed out with the Beers and Trevor and Kathy to Summit Point Race Track in the pouring rain. We took Don's car as Lynda and Cathy Allen were determined to turn my car into an Outlet Mall MOG.

We arrived at the track to find John Sheally desperately attempting to flip the Capital Motors pick up truck while he fine tuned the course. I was lucky enough to be a track warden and witnessed several spectacular burn outs by Lorne Goldman, Don Allen, Lenny Mendel and Bill Willobee who preferred the grass to the track.

The Canadian contingent performed pretty well at this event with results as reported by Kathy Jackson listed below.  
**Concours:**

**Drivers Class (pre 1990) Lorne Goldman**

**Plus 8 Class - Martin Beer (1st)  
Rod Wilkinson (2nd)**

**4 Seater Roadster Class - Brian Morgan**

**Auto Cross:**

**Plus 8 Class - (1st) Martin Beer 37.01, (3rd)  
Don Allen 37.31**

**Plus 4 Class - (1st) Steve Beer 37.52**

**4/4 Class - (2nd) Trevor Davies 39.87**

**John Sheally at 32.56 seconds - won fastest time of day and also best car of show**

**Gymkhana - (3rd plc tie) Don + Cathy Allen in my car no less!**

**Scavenger hunt/rally - (1st plc) Trevor Davies and Kathy Jackson (yay)**



## Central Canada Morgan Events

- Aug 16 Niagara British Car Club/Shaw Festival, 11:00 a.m. - 5:00 pm -[Details and New Registration form!](#)  
 Aug 30 Wilkinson Picnic, 2 PM to ?, BYOB, salads and deserts, email [rwilkinson8@cogeco.ca](mailto:rwilkinson8@cogeco.ca)  
 Sept 8-10 Zippo U.S. Vintage Grand Prix, Watkins Glen, New York  
 Sept 21 British Car Day, Bronte Park, Burlington, [www.britishcarday.com](http://www.britishcarday.com)

## Western Canada Morgan Events

- Aug. 17<sup>th</sup> Historic Car Races, Mission, BC. Contact Bob McDiarmid 604-539-4636  
 Aug. 30<sup>th</sup> Portland ABFM, Portland, WA. Contact Wayne Harris 503-472-1911  
 Sept 20<sup>th</sup> Vancouver to Whistler Run. Contact Bob McDiarmid 604-539-4636

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# NOTES FROM THE WEST BY KEN MILES



the three wheelers are the concours



## MOGWEST 2008 Pleasanton California

The annual Father's Day picnic sponsored by the Island Pod of NOGNW was well attended with 28 Morgans appearing on the field in Victoria's Beacon Hill Park on Sunday. The MOGNW events started on Saturday afternoon with a poker rally which allowed us to drive some tremendous roads through the Saanich peninsula, taste and buy some good wines and in this case not have divorces between driver and co-driver. The rally ended at Kit Raetson and Joanne Cockshutt's house where a succulent roast pig was being finally prepared on a spit. Appies were served followed by a wonderful dinner. Members of the MSCCC in attendance were Ron and Yvonne Theroux, Win and Christine Muehling, Mike and Rosemarie Powley, Steve and Celia Hutchens and the undersigned.

Saturday July 26<sup>th</sup> saw 18 morgans of MOGNW at the annual ABFM in Bellvue, Washington. Attending members of MSCCC were Win and Christine Muehling, Ken and Pat Miles and Mike and Rosemarie Powley in their Jag. After the event, MOGNW held its annual after party at Dick Dow's house where additional Morgans and people showed up. Win Muehling took 3rd place in the Plus 8 class and Ken and Pat took 1st place in the DHC class.

On Monday July 14th, Pat and I left Surrey for the annual MOGWEST event in Cambria, California. The car ran well for the first seven hours and then started to sputter and miss. Both the car and myself couldn't make up our minds whether it had a fuel or an electrical problem. We were lucky in that we were able to sputter into our hotel for the night where I could work along with my first of the day to solve the problem. Turned out to be both. Two lessons to be learned here and they are: never use a cork gasket for the bowl in your mechanical fuel pump (they can shrink) and always carry a test light with you to solve your electrical problems (loose wire on the ignition side). Two days later we were in Pleasanton, California with the

photos by Ken Miles

Tollworthys to do final preparations for Cambria and to enjoy many firsts of the day.

Friday, both the Tollworthys and our selves headed for Carmel to meet up with the rest of the members of the MSCCNC to drive down the coast road to Cambria. Although the drive is beautiful with many curves, etc. in the road and great views of the ocean, this year was slightly depressing in that the road had just reopened after the bush fires of the past few weeks. As we drove south, the views of the ocean and terrain were normal but to the left nothing but ashes and burnt bushes up to the roadside.

Arriving in Cambria, we did one final clean up of the car and then attended the Friday night party to register, meet old friends, enter the dart contest and enjoy a drink with some very good appies.

Saturday morning was the concours show and we were in tough competition being in Premier Class (All previous best of shows and the winners of all previous classes for the previous three years).

Saturday afternoon saw us taking part in the car rally and for the first time we thought we were doing well until the end when we couldn't find the rally master. Turned out that 28 of the 37 cars missed the trick position of the rally master and were eliminated. Oh well there is always another MOGWEST. During the evening there was a barbecue attended by over 70 people, which allowed us to continue to resume old friendships and make new ones.

Sunday morning arrived and the poker and trivia rally were on. The rally took us to several wineries where we were able to taste the local wines and have a tremendous lunch in an old restored home. That evening was the final windup with everybody attending the awards dinner with a dance afterwards. What a night, Pat and I went home considerably heavier with awards for Furthest in a Morgan, Second place in the women's side of the dart contest, First place in the Trivial Rally and in Premier class.

The drive home was uneventful but cold. In Oregon, temperatures normally in the eighties and nineties were in the high fifties.



Gerry Wilburn organizing the rally



replacing a generator in the parking lot



Morgans during lunch





Our home address is:  
427 Mackay Court  
Burlington, Ont.  
Tel: 905 639 8340

**General directions are:**

From the West, take QEW to Walkers Line. Go south on Walkers and turn left on New Street. Turn right at the lights at Shoreacres (opposite Nelson Park); then first left on to Shoreacres Place and first left again into Mackay Court.

We are at the back of the Court.

From the East, take the QEW to Appleby Line. Go south on Appleby and turn right on New Street. Turn left at the lights at Shoreacres, etc.

Here's a link to the Google Map:

<http://maps.google.ca/maps?f=q&hl=en&geocode=&q=427+mackay+court+burlington+ontario&sll=49.891235,-97.15369&sspn=40.907291,60.820312&ie=UTF8&t=h&z=16>

Our driveway should accommodate around 6 Morgans - maybe up to 9 if we park nice and close. We'll have a chat with the neighbours to see about some extra space. We're looking forward to seeing everyone and hopefully, Brian Lee, Vice-Chair of MSCC in the U.K. and his wife Jean, will be able to join us.

Meanwhile, let's hope the rain stays in the U.K., where it rightfully belongs!

## WILKINSON PICNIC AUGUST 30TH AT 2:00



This year, we're dedicated to helping a very worthwhile charity, National Service Dogs, a Canadian charity dedicated to assisting autistic children by training and supplying companion dogs. Our goal is to raise funds for the benefit of children. This year's run features the scenic roads of Central Ontario and Prince Edward County.



NATIONAL SERVICE DOGS

Each crew making the run will pay a non-refundable fee of \$75 to participate. You may take a \$25 discount if registration is postmarked by June 30, 2008.

It is suggested that each car have a crew of two drivers due to the amount of driving required. If you have a British sedan, you could have up to four in your crew. In either case the entry fee would be \$75 or \$50, the fee is charged per vehicle, not per person. Final cut off date is August 31st, 2008.

**Anticipated Expense**

In addition to the entry fee of \$75, you will incur additional expenses while on the run. If you join the teams in Georgetown for the Friday night bon voyage sendoff, you can expect to pay \$110.00 plus tax for your hotel room. The hotel at which we'll stay Saturday evening, costs about \$90 plus tax. I'd suggest sharing the room with your co-pilot. Since we'll be driving almost two full days, you'll probably be stopping for three to five meals. The route allows for stops for lunch. Dinner on Saturday can be at the hotel in Belleville. Lunch on Sunday will be en route. Depending on your appetite, you'll probably spend between \$40-50 in food. According to the computer, based on \$1.25 per litre of gasoline, your fuel cost will be approximately \$85 (this will probably increase).

for a registration form please go to <http://www.cbccr.org/entryform2008.pdf>



# Morgan Centenary Celebrations 2009

## July Update

First, it was fantastic to see so many of you in Cornwall for the annual MSCC event in June. Thank you to those who attended our Centenary presentation on Sunday morning, we hope that it gave you a clearer idea of exactly how much is happening next year and what you can do to get involved. A few of our photos are available on the website [www.morgan-centenary.co.uk](http://www.morgan-centenary.co.uk)

The Morgan team spoke to many over you personally over the course of the weekend and the following questions were raised:-

**Q: Has the hotel-booking site opened?**

**A:** No. We are currently testing the booking system to make sure its perfect before we go live. Every effort is being made to make the site operational as soon as possible. The "live date" will be sent in advance by email to everyone who has registered on the Centenary website and will also be published in the club magazines so everyone will be ready when the time comes!

**Q: The events are starting to become fully booked.**

**A:** Event bookings will open after the accommodation side of the website goes live and again, advance notice will be given of when tickets for each event will be available.

**Q: How can I purchase Centenary regalia?**

**A:** The Centenary Collection was unveiled at the MSCC event in Cornwall. Please visit the Morgan web site at [www.morgan-motor.co.uk](http://www.morgan-motor.co.uk) and click on 'Centenary' and then 'Collection' where the full range can be viewed and purchased. The collection includes a limited edition range of commemorative china from Royal Worcester as well as clothing, accessories and gift ideas.

**Q: Will transport be available to the Gala Dinner from local hotels?**

**A:** It is hoped to arrange for coaches to operate from some of the hotels. The extent of this will depend upon demand. Further details will be made available nearer to the event.

**Q: I don't have a computer so how can I book the hotel and also the events?**

**A:** We will be supplying paper booking forms to those who don't have computer access. We do realize that those of you who have received this e-mail will not have this problem but we would ask that you let others know of the options available.

**Q: Will dogs be allowed at Cheltenham?**

**A:** Dogs will not be permitted at Prescott or Castle Combe, and it is the policy of the Racecourse in Cheltenham to exclude dogs too.

### **Don't forget these key dates...**

**Friday 24<sup>th</sup> July 2009 - Welcome drinks at the Abbey Hotel, Malvern.**

**Saturday 25<sup>th</sup> & Sunday 26<sup>th</sup> July 2009 – Prescott Garden Party at Prescott Hill Climb.**

**Monday 27<sup>th</sup> to Friday 31<sup>st</sup> July 2009 - Pre-booked factory tours.**

**Monday 27<sup>th</sup> to Friday 31<sup>st</sup> July 2009 - Scenic runs.**

**Monday 27<sup>th</sup> to Friday 31<sup>st</sup> July 2009 - Stoke Lacy church will be open to receive visitors.**

**Monday 27<sup>th</sup> July 2009 –‘Morgan’s go Medieval’. A private visit & guided tour of Berkeley Castle, Gloucestershire.**

**Tuesday 28<sup>th</sup> July 2009 - Beaulieu Motor Museum, Hampshire. Group visit to this extensive motor museum. Lunch included.**

**Wednesday 29<sup>th</sup> July 2009 – ‘Morgan Does Steam’ aboard the Centenary Express**

**Morgan at Madresfield - Auto tests**

**Thursday 30<sup>th</sup> July 2009 - Track Day at Castle Combe Race Circuit, Wiltshire.**

**Morgan Plays Golf at the Worcestershire Golf Club. Malvern**

**River boat cruise from Upton upon Severn**

**Stoke Lacy church service**

**Friday 31<sup>st</sup> July 2009 - Welcome Reception at the Pittville Pump Rooms, Cheltenham.**

**Saturday 1<sup>st</sup> & Sunday 2<sup>nd</sup> August 2009 - Morgan Centenary Festival at Cheltenham Racecourse.**

**More information on these events will follow in later bulletins.**



# REPTON SCHOOL TO MALVERN COLLEGE COMMEMORATIVE RUN 18<sup>TH</sup>/19<sup>TH</sup> APRIL – 2009

The significance of Malvern will be apparent to any devotee of the Morgan car, be it 3 or 4 wheeled. Repton, near Derby, may seem a bit remote in the Morgan scheme of things so it begs some explanation.

Probably whilst HFS (Morgan) was at the Great Western railway works at Swindon he became friends with the great grandsons of George Stephenson (he of “Rocket” and Locomotive fame). Their father, in addition to acquiring the addition of a hyphenated surname, importantly was the Engineering Master at Malvern College and was formerly at Repton School in the same capacity. This man was William Stephenson-Peach and he agreed to help with design work and also offered the facilities of both his employer and former employer to produce the first Morgan car. What it is to have friends with influence! The bevel box, which Morgan's called the gearbox and the sliding axles were cast and machined by Smiths of Derby and a local man, assembled the chassis and running gear. HFS had acquired a Peugeot Vee twin engine and the final plot was completed at Malvern College.

So much for the reasons for starting at Repton and finishing at Malvern, but the run itself was suggested by Alistair Hibbert and through the good offices of Carl Bilson, Bursar and Morgan owner at Repton and Ian Barron, Bursar and Morgan lover at Malvern, they have made it possible. It's very good to have friends! You can complete the event by entering your Morgan. Watch out for entry details.

There will be some people gathering in Repton on the Saturday with a chance to see where Stephenson-Peach lived, and possibly a social gathering at a local hostelry. Refreshments will be available on the Sunday prior to the start from Repton and tea and sticky buns at the finish at Malvern. Malvern College provides a great backdrop for a picture of your car. The replica prototype, complete with its genuine Peugeot engine should be making an appearance over the week-end and Brian Lee and Dennis Rushton have devised routes which will take in various places of interest and are also co-ordinating the Start and Finish.

“Brassy” Smith of Derby is still in business and even managed a few years ago to produce some sliders for the Three-Wheeler Club. Martyn Webb, whilst researching his book (to be published in August 2008), met descendants of the Stephenson-Peach family, who kindly gave him drawings of the prototype passed down from William!

This will be a good opportunity to blow away the cobwebs, get reacquainted with Malvern and to indulge your driving passion.

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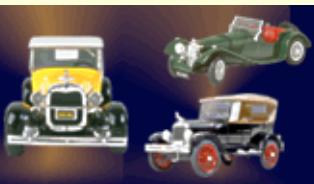


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Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_

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:

**Mr. Martin Beer, 33 St. Michaels Court, Bolton, Ontario, L7E 5Z3.**



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