



# The Blurb

**Plus 8, 50th anniversary**



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## Prez Sez



**Glen Donaldson**

Presidents burble.....  
 Happy 2018 to all and let's hope that this year is another wonderful year for the Morgan Sports Car Club of Canada – that 50<sup>th</sup> year and celebration were brilliant. Some clever weather person predicted a good old cold and snow filled Canadian winter and as of January 17<sup>th</sup> they seem to be spot on with that prediction. One can only hope that April 22<sup>nd</sup> and the Ancaster British flea market is a warm sunny day with the snow and cold a fleeting memory. This is the traditional

first drive of the season and hopefully without the parka and gear worn.

Speaking of 50<sup>th</sup> anniversaries the mighty Morgan Plus 8 turns 50 this year and you no doubt have heard that Morgan are unveiling a 50<sup>th</sup> anniversary edition Plus 8 at the Geneva motor show in March. 50 cars so basically one for each dealer and apparently already all spoken for. Geneva will also be the reveal of, and the swansong of the Aero 8 GT – (limited to 8 cars and yes also sold out). Seems our friends overseas cannot get enough of the BMW 4.8 litre V-8 and Morgan can no longer get the engine as BMW have stopped production. The factory has also announced that “Run for the Hills” is on again this year and will celebrate the Plus 8 – anyone heading to Malvern August 11<sup>th</sup> and 12<sup>th</sup>?

I would like to start off my term as president, by thanking Alan and Kathy Lytle for their hard work and dedication to the club and all things Morgan. Also thank you to the executive and the members for your support and belonging to the club. That said we are eagerly working on the 2018 events schedule and welcome any suggestions, inputs or

offers to help out with a drive or an event. Don't forget our hard working Blurb editor and webmaster David Farmer and please feel free to send in an article, picture or?

Terry Brown is working on having an East end meeting – likely three or four times this driving season so if you know of a local restaurant or pub that may be suitable please let us know. Also being talked about is a version of the popular ‘Cars & Coffee’ – where you gather, mingle admire the cars and have a coffee. Might we try a Morgans and Tea? Maybe one in the east, in the central and one out Hamilton way - all we need is a meeting point and a source for tea.

Not sure how many members of our club also belong to the Morgan Sports Car Club in the UK, I joined a few years ago as I enjoy the monthly Miscellany magazine and hearing about Morgan and old car events in different corners of the globe. One aspect of the UK club that might be of interest to our members is the Morgan Historic Register – a no cost group you can join and receive e-mail newsletters from “if” your Morgan left the factory with carburetors. They are trying to bring together members with older Morgans – yes funny for us as 15 years old would be our newest Morgan. E-mail Mike Pullen at [morganregister@gmail.com](mailto:morganregister@gmail.com) if you are interested – the last newsletter showed 21 Canadian members.

Really enjoyed reading the article in the last Blurb sent in by Bill Sullivan – who has been taking care of his Morgan for 59 years and still counting. I completely understood Bill's comment about his Irish whiskey collection and how as he matures he finds himself enjoying the older or more expensive whiskeys and not saving them for the future as much. Gabby and I are known to enjoy single malts and since my little “event” last September I find more drams coming from the top shelf – enjoy life while you can. Same goes for getting out and enjoying our Morgan and or other fun cars, use them while we are able and before the internal combustion engine and manual gearbox are in museums.

Thanks Glen

## Central Canada Morgan Events

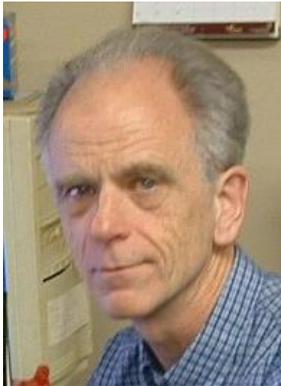
<b>Feb. 4</b>	<b>See Trumpeter Swans after Pub Lunch, Burlington</b>
<b>March</b>	<b>?</b>
<b>April 22</b>	<b>Ancaster British Car Flea Market</b>
<b>May</b>	<b>?</b>
<b>June</b>	<b>?</b>
<b>July</b>	<b>?</b>
<b>August</b>	<b>?</b>
<b>September</b>	<b>British Car Day, Bronte Park</b>
<b>October</b>	<b>?</b>

**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

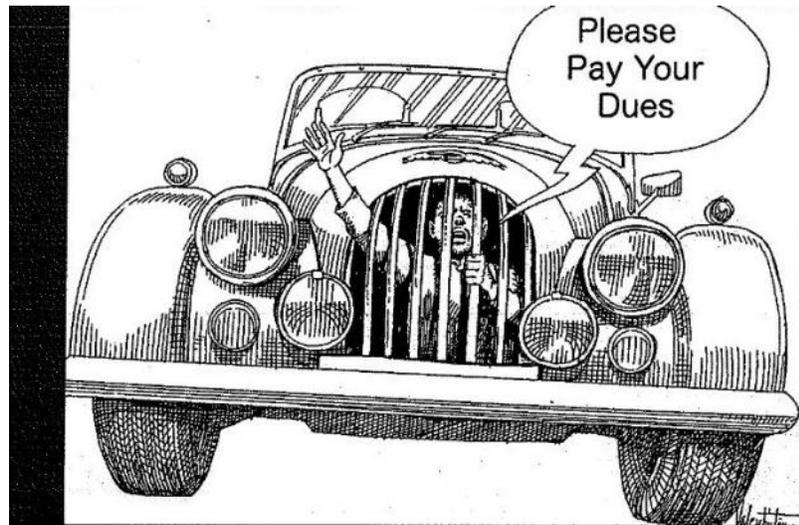


Dave Farmer

Don't delay your winter projects on your Morgan. Spring is here. At least two robins think it is spring here already. I saw them hopping through the snow and pecking at the patches of exposed frozen ground on the lawn between the local library and high school today, January 20th. I think they will be flying south again soon.

This issue wraps up the driving events of 2017 and starts a 2018 celebration of the 50th anniversary of the Morgan Plus 8. Send in your stories and pictures of Plus 8s. There are also a couple of non-Mog articles from our membership showing their interest in other classic cars.

The Events box on the facing page has a lot of question marks. Please help us replace them with events; an artists' studio tour, a history themed tour in some town or county, anything you find interesting will interest the rest of us too. Dave



See the back page for the membership form and the treasurer's address.

## Letters to the Editor

good tuesday am Dave

thank you for the latest. you appear to have been blessed with good weather at all events featured in the photographs.

my first wife has a 1965 +4. I remember that had no air filters when bought. I fitted a fairly narrow/thin twin filter without difficulty.

we recently had a do at Melvyn's emporium which was attended by a canadian Morganeer whose now rebuilt +4 had had the misfortune to be parked beneath a large tree when it fell. In the long term it did him a good turn, providing a rebuild at insurer's expense!

presumably the weather will now be turning quite chilly in your part of the world.

best wishes  
john donovan

John

We did get lucky with the weather for our events, but

now we have been having temperatures down near minus 30 C.

I bet that Canadian Morganeer was Arthur Beatty. His car's rebuild was featured in the Winter 2017 issue of the Blurb, page 25.

(ed)

Hi Dave

Just enjoyed your latest Blurb and particularly the 50th reporting

Glad someone else is complaining about the drive from Toronto to the western 'burbs. One needs a sleeping bag for the trip these days

While I am a lousy participant , the Blurb is most appreciated

Attached a pic of some of our grandkids and our Vancouver son visiting us in TO and enjoying the cars



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Very best

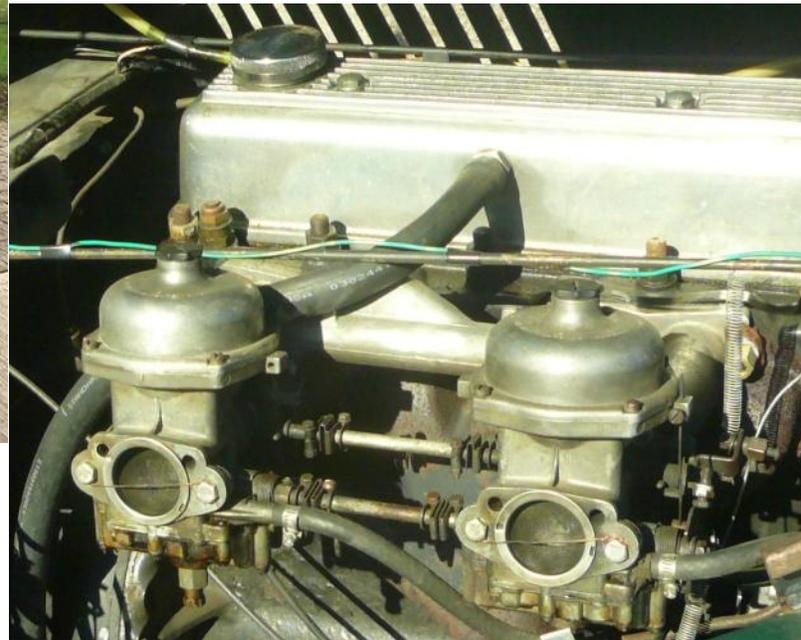
Colin Watson

PS both are Beer rebuilds so I am in frequent touch with Martin and remember Reg and Audrey well.

Hi Dave.

Another great Blurb! Well done.

On the note of carb air filters, I ran my Plus 4 for a few years with no filters-no problems. But as we took our '60 + 4 to the New England coast several times, and earlier this year to Florida, I installed the two halves of a loose tea holder into the carbs and held them in place with wire. Works really well.



Hi Dave:

Just a short note to compliment you on an amazing issue of the Blurb. So full of information and great photos. We were certainly busy this year, weren't we? More so than I remember. It is obvious to me how much work you put into this project each time it is prepared and issued to the Club membership. I want to commend you and thank you!!

Cheers!  
Barbara Bray

Blush! (ed)

Dave . thanx 4 an excellent "Blurb" edition ..... Just one thing tho'..... I am not a one hundred year old car owner , I am an owner of a hundred year old car - !!! Terry Brown.

Treat it as a goal Terry, ;- ) (ed)

Cheers,  
David Birtwhistle  
Gents,

Good news, I sold my 1937 4/4 Morgan to a Canadian.

Luc Charette in Gatineau has purchased it and will pick it up in April.

Luc is a very nice man whom I believe you already know.

The sale of the 37 will fund the building restoration costs of my 1953 +4.

Regards

Rob Fournie



## January 7<sup>th</sup> 2018 Morgan Pub Lunch Queen's Head

We had a full house at the first Pub lunch of the 51<sup>st</sup> year with Dave & Pauline Smith, Stu & Ria Harvey, Brent & Willy Walker, John & Sharon Roden, Alan & Kathy Lytle, Colin & Barbara Bray, Ray & Liz Stevens, Ray Shier, John Fitchie, Dave Farmer, Brian Hawkins & his friend Peter and Gabby and yours truly. So 21 Morganeers had a great visit over some warm tasty food – the soup of the day was so popular that it changed variety half way through the orders.

Ray Stevens was looking fit and ready for the New Year currently being chauffeured around Town by Liz – Welcome back Ray & Liz. Colin updated us on the 1937 4-4 and went on 'record' to say that the 1937 would be finished and on the road in 2018. Might it be revealed on May 19<sup>th</sup> as a Royal Wedding salute and celebration?? Brian Hawkins was given all the club financials and is very happy to collect your 2018 membership fee of \$35....yes Glen no longer wants your money and cannot be referred to as the collection agent. Past President

Alan Lytle presented me with the freshly laundered and updated Morgan Club Presidents shirt – so watch for that fashion statement coming soon at a Moggie event. We closed the meeting with a new twist and in place of the wonderful automotive related jokes of the Lytle Years we tested the grey matter with two Morgan related quiz questions.

#1 what was the first public appearance of the Morgan 4 wheeler? Thanks to Miscellany January 2018 as the answer is “the Exeter Trial on Boxing day 1935” when HFS Morgan drove a prototype 4-4 and took home a Premier Award for reaching the top of all the hills on the trial. The Exeter trial was first held in 1910 and was a route from London to Exeter and back to London. HFS was also awarded a prize at the 1935 trial for attending all 25 trials since 1910 – one hopes in a car of his making.

#2 what Morgan model is celebrating its 50<sup>th</sup> anniversary in 2018? None other than the lovely burblely Morgan +8 – hmm might just be a good excuse for a spirited Plus 8 run in the driving season – stay tuned.

Glen





## Fall Events

### Toy Run



Two changes to the Toy Run this year. Sunny weather and the event was opened up to all collector cars. John Roden and I were parked beside a row of Corvettes.





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I returned a favour to Keith this year driving him on the run as his +8 was having clutch problems. Last year he drove me in his Mini during the rain storm. There were a couple of interesting roads on the run that I do not remember driving before.

Hmmm a BSA, my first ride was a '66 500cc Beezer.

After lunch there as a band and then a magician to entertain us. No door prize for me this year but there were many given away.

Dave





## AGM - Christmas Party



some 'other' clubs elect those absent members to key positions if you miss the AGM.

Great food, wonderful company and Sharon Roden had the 50<sup>th</sup> Anniversary photo book that she had undertaken ready for those who had pre-ordered. People were seen tossing \$ at me as they paid up their 2018 membership of \$35 – knowing full well that post-election I would no longer be looking for renewals as Brian Hawkins is now the man with the bank book. President Alan called the meeting to order and we did the minutes and official talky bits seconded and approved. Soon I had been elected as the president, Brian to membership and treasury, Ray Stevens to secretary, Terry Brown as a director at large, Alan to past president and Colin, David and John & Sharon keeping their roles.

Sunday December 3<sup>rd</sup> saw 36 Morganeers gather at the Lytle homestead to kick off the Festive season with the Christmas Party and get down to brass tacks with the AGM and elections. Alan & Marlies, Stu & Ria, Dave & Pauline, Mary & Ray, Paul & Donna, Keith & Cynthia, David F, Terry & Jane, Bob D, Alan & Kathy, David & Joanne, Brian & Anne, Arno & Moira, John & Craig, John & Sharon, Colin & Barbara, Brent & Willy, Harry & Mandy and G&G were the merry bunch that had gathered. We were missing several regular attendees – Sharon Fitchie was under the weather, and Ray was still under Liz's watchful eyes, plus the Beers of Bolton were missed and several more. Brave to miss the AGM –





Awards were handed out – David Farmer won the Audrey Beer award for his hard work and dedication to the club, Alan was presented with an appreciation plaque for his 5 years as president and Gabby and I were given the Doug Price award for our enthusiasm and participation in the club



events. All too soon darkness descended and the food and goodies were all gone and we helped to tidy up (well we offered) and we headed home to snooze before the fire and ponder what 2018 would bring to our Morgan world.





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And to all a good night!



Glen

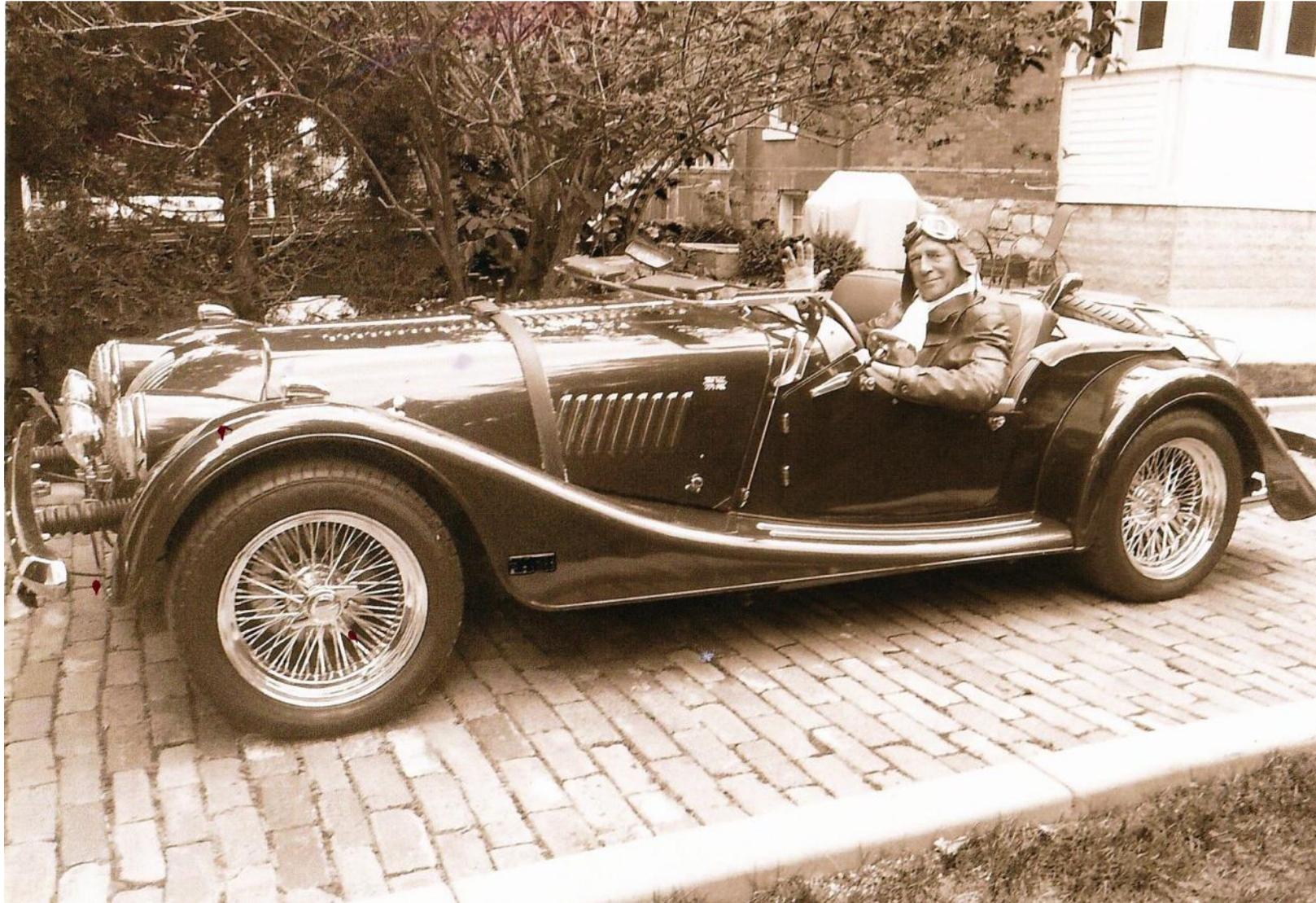
## Craig's DHC.

We're attempting to set the scuttle wood and the hinge post in the proper place using the front wings and firewall as a starting point. John





## 2018, the 50th Year of the Plus 8



Our brand new President sent out a request for our members who own +8s to share their machines' stories with the rest of us owners of lesser powered Morgans during this the 50th year of the Plus 8. As he stated, there are 18 Plus 8 s registered with the club; 2 from 1969, 4 from the 1970's, 7 from the 1980's, 4 from the 1990's and 1 from 2003. Let's get a crowd of +8s out to British Car Day in September, where the +8 will be a featured car.

The response has been good, in this issue we have pictures from five members.

Robert Asselstine has sent a sepia picture to make his Plus 8 look older than it is.

This issue's cover is a water coloured version of an autumn colours photo from Andrew Flint.





## MORGAN SPORTS CAR CLUB OF CANADA



My name is Norm Hendrycks. Dave Smith and I started a revival of the Morgan Club back in 1969 along with Mike Galuch. I purchased my 1969 Morgan +8 in 1968 directly from the factory and received delivery in April 1969. The car came into Canada through Metro Motors in Windsor along with 2 other +8's. The serial number is R7077. When I graduated from University of Waterloo in Mechanical Engineering discipline I was already familiar with Morgans and the +8 came available for order in 1968. I placed an order with the factory as a graduation gift to myself. The car came in with gray primer only and Morgan said I get it painted any colour I wanted.



I chose a Smokey Gray colour but that turned out to be a mistake especially at dusk and dawn. When I found rot in the Belgium Ash parts under the doors and at the fire-wall I decided to do wood replacement. This was in 1974. I made the wood parts with Belgium Ash from a

lumber yard on Keele Street.

When doing the repairs I found cracks in the Z section where the engine is mounted. I corrected this issue with a new Z section placed over the original in a fashion that reduced the stress in this area, (my Engineering came



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into play). The car was then repainted red with black fenders.

While driving my +8 in the warm summer months I was experiencing overheating which I found out was a problem with the path of the fuel line from the mechanical fuel pump to the SU's. I removed the mechanical fuel pump and installed an electrical Carter fuel pump and located a new path for the fuel line. Never had a problem with engine temperature again. Even when we went to Pocono in 1975 where other +8's were having overheating problems.



My +8 was stored from 1982 to 1996 when it came out of storage to be enjoyed again. I have been going to Tuesday and Thursday night cruises in Brampton and Norval.

I did replace the dash with walnut and left the wood attached to the Z sections exposed.

I would like to firecoat the manifolds but have not attempted to remove them for fear of breaking the bolts.



I am the original owner.

I have also replaced the smiths heater matrix with a heavier duty unit that is used in Land Rovers. The unit is a bolt in replacement. (See Spring 2017 Blurb. Ed.)

I think this is enough info for now. I have a lot more but it takes a bit of time to type it all out.

Norm.



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Andrew Flint also sent these four pictures from a party;





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All I can say is, "Who is number one?" (ed.)



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From Luc Charette in Gatineau.





And last +8 for this issue, Glen Donaldson.

## Morgan EV Junior





## VELIE TALES or Murphy's law for the old car enthusiast

Last year I did about 750 miles in my 1922 Velie model 58 tourer, but had a few "moments".

The car has an electric fuel pump, and it kept clogging up with rust. For a temporary fix I rigged up a 1 gallon tank on the passenger's seat with a length of fuel hose to the carb. Now this worked very well, but my wife didn't like holding the tank! (Incidentally it provided an good opportunity to measure the fuel consumption as the tank emptied every 15 miles) Seeking a cure, I decided to drop the tank.

That's when I found out that the fuel line enters the tank at the top, meaning that the body was built on top of the completed chassis with the tank installed – and there was no access to the top of the tank!

So I had to cut the copper line to lower the tank to the ground.

Well, the tank contained at least two full dinner plates of loose rust!

It was gently sand blasted inside and then coated with thick plastic goop sealer (TD Tanks in Scarborough) – which is routinely done in aircraft tanks.

To put it back I cut a 5x3" hole in the floor under the back seat – so that the fuel line connection could be made. This was covered up with a metal plate.

So off we went again, and all seemed well, until a week later while my wife and I were out on a "Nice little evening run", on country roads, there was a loud bang in the muffler and the engine died.

Needless to say, it was getting dark, and we were 30 miles from home.

There was low-tension power at the distributor – but no spark.

As I couldn't fix it there and then I called a friend and he rescued me with his trailer, getting us home after midnight. (Thank you Paul Baster). To pay him back I helped him trailer his 1930 Chevy roadster pickup to Hershey – where it won an award.

The next day, I checked out the distributor, leads and plugs and replaced the coil.

The old girl started up, and ran beautifully, so off I went on a test run. 500 yards from my house and at the bottom of a steep hill – BANG –and she died!



## MORGAN SPORTS CAR CLUB OF CANADA



I walked home and returned with my tractor and my wife. (The tractor to pull, the wife to steer) This time I noticed the points were burned so I replaced the condenser (an external one – outside the distributor), and cleaned up the points.

Again, she started up, lovely fat blue spark etc., and off I went on another test run. 500 yards from my house, at the bottom of the same steep hill – BANG. And she died.

Get tractor and wife, tow home, not as smart as I thought!

So now I hit the books,- handbook, Dykes automotive (good section on Atwater Kent ignition) and drew circuit diagrams like I did in school, until I thought I understood it.

But, every time I ran the car the points burned out and I just damn well couldn't figure it out.

Eventually I called a friend, a retired engineer and very experienced old car restorer.

He came over, looked at the ignition and after a few seconds said, "Your condenser is in backwards". (Thank you Charles Neville)

Now I didn't know that a condenser had polarity, (because AC ones don't), but I do now.

The metal casing of the condenser must be connected to the body of the distributor. (regardless of whether it's a positive or negative ground car)

Anyway, having put it into the circuit the right way round and cleaned up the points, all was well, and my Velie has run perfectly since.

But I keep listening for a bang every time I reach the bottom of that hill.

Well, that's the fun of working on old cars... It's "Touchy Velie" thing!  
Cheers.

Terry Brown.



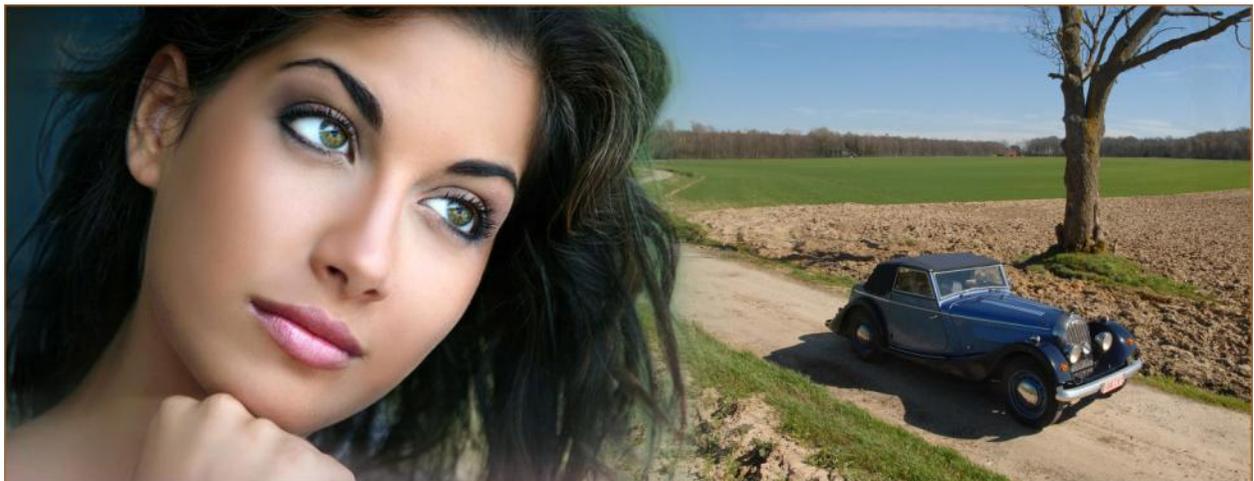
MORGAN SPORTS CAR CLUB OF CANADA



## Terry's Velie



Some Photo Shopping from the Belgian Club





## MORGAN SPORTS CAR CLUB OF CANADA



I was up at the Beers place on Thursday getting my 37 I think it is a 3 1/2 litre version. Fabulous car, probably Rad measured up to be replicated, as one does.... The the best car I have seen since living in Canada. Auburn had gone but was replaced with the same own- Colin ers 'other' car - a 1934 Lagonda no less.





**MORGAN SPORTS CAR CLUB OF CANADA**









37th Annual

# ANCASTER

**BRITISH CAR  
FLEA MARKET  
and Car Show**

Sunday April 22, 2018  
9:00 AM – 2:30 PM

**ANCASTER FAIRGROUNDS**  
630 Trinity Road  
Ancaster, Ontario L0R1R0

**HOSTED BY:**  
Austin Healey Club of Southern Ontario  
British Sports Car Club of Hamilton

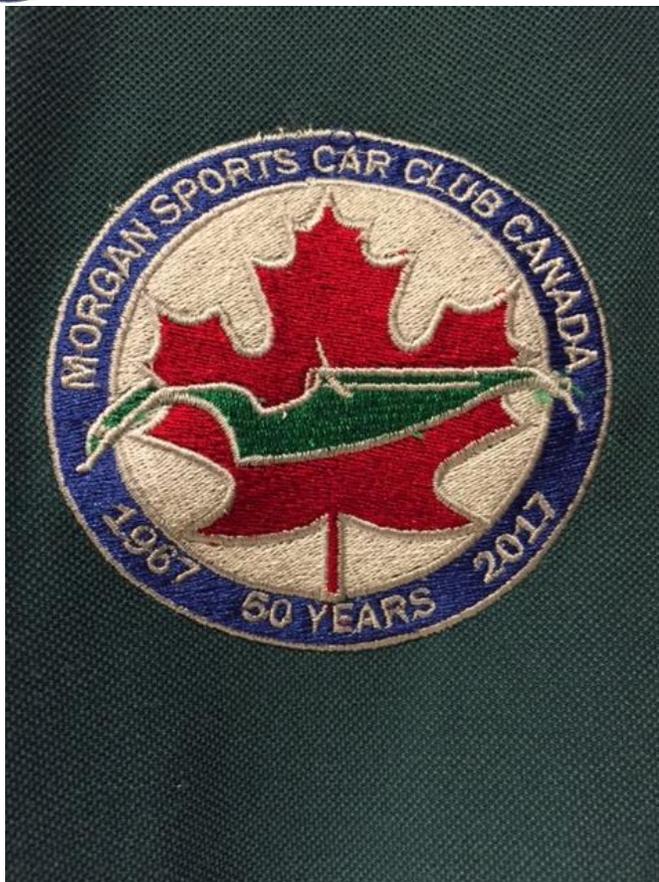
**ADMISSION: \$ 7.00**  
UNDER 18 FREE

60<sup>th</sup> Anniversary of the  
Austin Healey Bugeye Sprite

50<sup>th</sup> Anniversary of the  
Jaguar XJ6

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Vendors: [fleamarketlady57@gmail.com](mailto:fleamarketlady57@gmail.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](mailto:jsroden@vaxxine.com)

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## MORGAN SPORTS CAR CLUB OF CANADA



### Membership Application / Renewal

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Tel. Home: \_\_\_\_\_ Business: \_\_\_\_\_  
Morgan(s) owned:  
Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
Colour(s): \_\_\_\_\_  
Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
Colour(s): \_\_\_\_\_



Membership fee \$35.00\* for the year. Payable January 1st of each year.  
\*Canadian \$ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:  
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