



The Blurb



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Prez Sez



Glen Donaldson

Summertime and the living was easy... happy to report that the Morgans ran very well this summer the 4/4 with its tune up and new 4 pot brake calipers and the Plus 8 with the Webers set and the alloy radiator keeping it all calm cool and collected. Managed to get the Mogs out and about town and even to a few events – the Hockley Valley Hill Climb in the 4/4, the Cambridge Coffee run in the +8 and the Great War Flying museum in the +8 and both Mogs to Bronte. True we did lose a few good driving days when the Mogs were stuck in the garage...contractors trailer and wood pile on the drive, but as I compose this we end week

7 of the 4 to 6 week renovation and the end is in sight.....well Thanksgiving maybe. Hope you stop by 145 on December 2nd for the annual AGM and Christmas party. If you have never been before give the party a try – and relax, the whole Executive is willing to stand in place for the coming year so there shall be no big hush hush as we ask for volunteers. Just send us a note to let us know how many are coming and bring an appy or dessert and your favorite adult beverage. Club has tea, coffee, and soft drinks available – who knows what Gabby will try in the new slow cooker. Usually we have about 36 attendees and of course the two Whiskey hounds will be there looking for pats and cuddles.

Membership renewal also begins at the AGM so Brian will be happy to take your \$35 and we will also be asking a few questions as you renew this year – we have had requests for a member’s only membership list. But before we can publish your names and city and phone or e-mail on a club members list we need you to say ‘Yes’ or ‘No’ for privacy reasons. Forms will be at the AGM and in the December Blurb Lyte. Don’t forget we need your input for the Audrey Beer Award and the Doug Price Award as we hope to present these at the AGM – look at the message in the September Blurb Lyte asking for nominations for both of these awards.

A fair bit of news from Morgan recently – first and foremost rumors of the end of the traditional Morgans seems to have been misunderstood. It is the Morgan 4/4 1600cc Sigma engine that will be going out of production as it cannot be fully emissions compliant. This is the oldest engine in the Morgan fleet and Ford stopped using it a few years ago. Current thought is that Morgan will use the 2.0 Ford engine from the +4 and offer it in the narrow body 4/4. This was done for the 80th anniversary 4/4 edition and was very popular. I too am a fan of the narrow body as they just have the right look of an older traditional Morgan. On the two wheeled front Morgan have teamed up with Pashley Cycle Company a newer company from the West Midlands that have been making bicycles since 1926. You can have a Pashley-Morgan 3 or a Pashley-Morgan 8 and yes 3 speed sturmev archer or a shimano 8 speed drive system. Both come with walnut laminated veneer mudguards

and a classic domed styled headlamp. I shall stay with my trusty Morgan Two – who needs more than two gears on a bike and after dark I stay in with a wee medicinal dram.

Hope you enjoy the event packed edition of The Blurb as Dave has articles on the Hockley Valley Hill climb, the Cambridge to Paris Coffee run, etc. But he ran out of room so, the Great War Flying Museum airshow and Morgan display and British Car Day have to wait for the Fall edition

At British Car Day it wasn’t the heat that did us in but the humidity - warm sunny and felt like 35C. Still the Morgans kept on coming and we ended up with 36 Morgans on display. Maybe 2019 we should make the British Car Day weekend a Morgan club event arrive in town Friday or Saturday - terrorize the Halton Hills with driving on Saturday then eat drink and be merry in the evenings and put on a massive Moggie display at British Car day on the Sunday. It could be our salute to 110 years of the Morgan Motorcar Company.....Could we gather 110 Morgans for the weekend??(Have you had a dram already?)

Yes 2019 is just lurking around the bend (a place Gabby says I often drive her to) and with the dawn of the New Year we need to start planning and thinking about 2019 Morgan club event. So how about putting up your hand and saying ‘by Jove I think I’ve got it’ – “It” being an excuse to get together with your Moggie friends – with or without the Moggie. Any places to visit or see in the long cold winter months, or an excuse to gather one cold winter day or night? A nice drive for the season on your favorite “GMR” as Terry B likes to say. East, West, North or South we should be able to gather a few Morgan people and spend a half day enjoying Life and Morgan friends. Bryan Tripp is looking into the Tall Ships that might be coming to Midland next summer in August – but we still need ideas and suggestions. Even just a morning gathering to kick tyres in Toronto or Hamilton, Niagara or Pickering etc.

One more plea for Morgan volunteers – as mentioned in the September Blurb Lyte – we have had a request for members to be available to other members to ask a question to or seek guidance on a Morgan issue – almost like a model specialist for the 4/4, +4 or +8. The Triumph and Healey Clubs offer such assistance then if a member had a question they could contact the other member and say how did you cure the Malvern dance on your +4? To date the response has been - well nothing, bupkiss , zilch zero.... Anyone want to be step forward and say sign me up? Send me a note at spitfiremorgan44@gmail.com

Enjoy the last few drives of the season – top down – side curtains stored and away we go wrapped up and ready to enjoy the last few drives of the Fall.

Glen

Central Canada Morgan Events

October 26-28
December 2

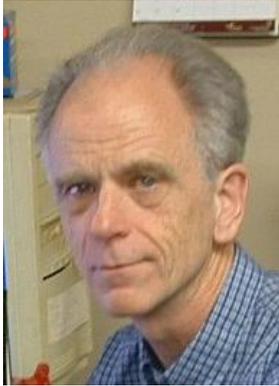
Thornbury week end
AGM/Christmas Party

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

At last that scorching hot summer is over, soon we can again complain about how cold it is. ;-)

In spite of the heat and the reputation that Morgans over heat, we had excellent turn out and no over heating, at so many event this past summer that I could not fit more that July's into this issue of the Blurb.. So the Brits on the Lake, the Great War Flying Museum, and British Car Day will help me fill the Fall issue.

Also in this issue we see:

Arthur Beatty's car in a much more appropriate use than as a log transporter .

A Morgan get tracked down and its new owner learn its history.

Norm Hendrycks, who's Plus 8 is featured on the BCD plaque on the cover, tells the story of its acquisition.

Now I often get requests for more stories about what led people to buy their Morgan. So over to you, send me a note about how you ended up with a Morgan so I can satisfy my customers.

D.F.

Letters to the Editor

Just found this on the internet. It looks like a good way to quickly make solder connections.

<https://themcdepot.com/products/solder-seal-wire-connectors>

Rob Fournie



Solder Seal Wire Connectors

★★★★★ (19)

\$52.10-CAD \$22.00 CAD Sale

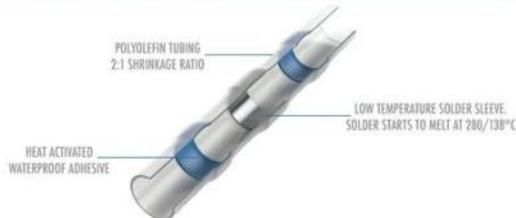
Quantity

50 Pcs

ADD TO CART

- **FAST AND EASY PROCESS** - 1 Step solder and seal process for all your connections
- **WATERPROOF** - Insulation tubing has unique dual-walled design: polyolefin tubing on the outside and hot melt adhesive inside. When heat is applied, polyolefin tubing reduces in size and adhesive flows inside the insulation. Dual walled tubing ensures waterproof seal and prevents wire corrosion

SPECIFICATIONS



Wire Gauge	5	10	20
Length	20	40	80
Color	20	40	80
Material	5	10	20



The Blues Morgan

Hi Chaps,

I was alerted to something posted on a friend's Facebook page last night and went to look at the message. It was from Richard Flohill who is well known for organising musical events throughout Canada and booked a lot of gigs for Jeff Healey's Jazz Wizards. He had just been visiting Holger Petersen in Edmonton. Holger is the host of the CBC radio show 'Saturday Night Blues Show' and owns the Stony Plains record label.

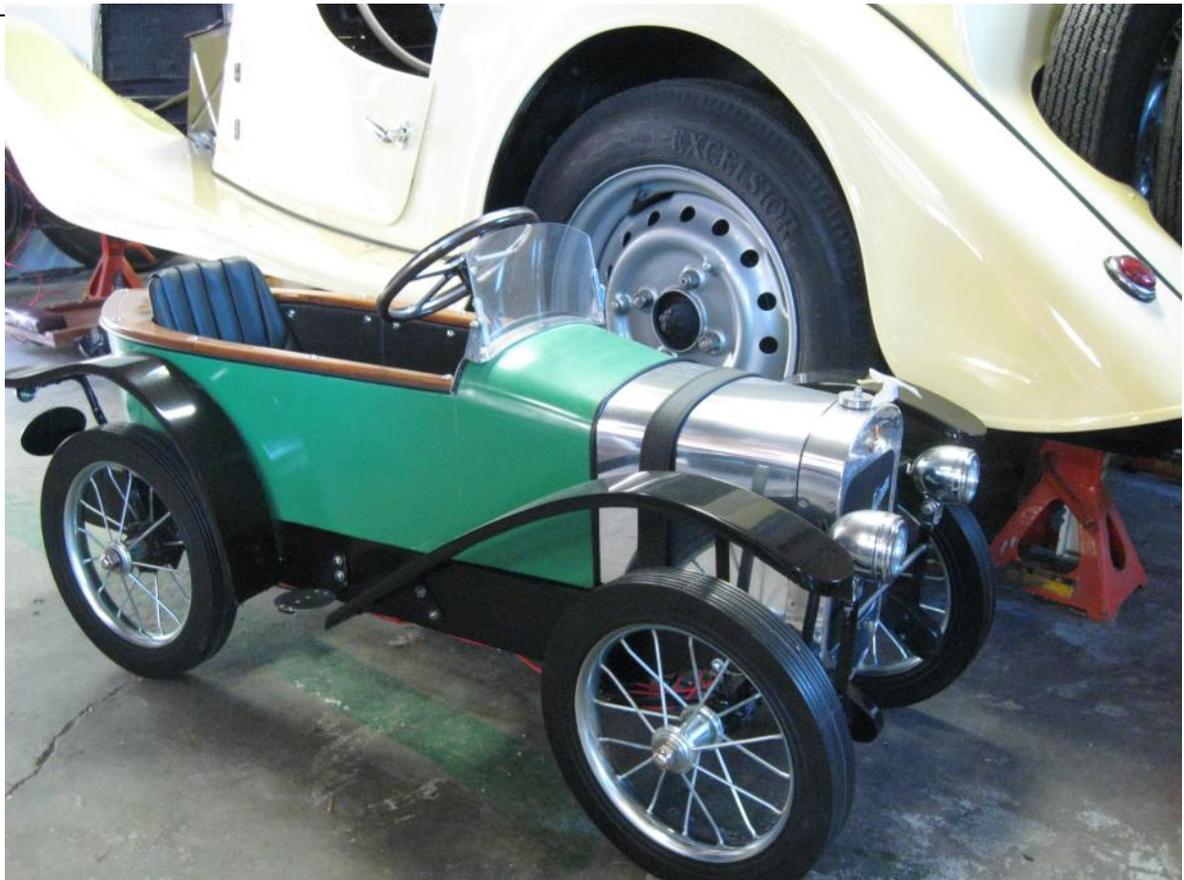
Anyhow - didn't realise that Holger owns a Morgan and there was a photo of him at the wheel with Richard in the passenger seat - see attached. I've emailed Holger for more information and suggest he join our club.



Colin

Gary Bell, AKA Cuthbert J. Twillie, author of 'A Yank at Malvern', sent me this picture of a Hispano Suiza inspired pedal car he has built.

DF





Back on Track



It is a real thrill to get to lap in the Morgan and check that both the car and driver are still up to the task. Mostly, I just wanted to treat it as a stress test to make sure the car is OK after the tree incident and the year and a half rebuild. Last year, I blew the head gasket (installed in 1982). This year was to check out my new 3-point retractable seat belts and dual circuit brake system. Only issue at present is a grabby front left brake when cold.

Last year I set and hit a target time of a 2 minute lap which is an average speed of 75 mph. This year I backed off a bit to 2:05 as there was a ferocious head wind on the back straight. Mosport is a track to treat with respect, so the feeling of hitting all your braking points and apex is fantastic.

Driving fast at Mosport is not something new for me. I have done something over 5000 laps at Mosport, mostly in a Formula Ford that I raced in the 70s. I then did a bit of Vintage in the Morgan in the early 80s. I had a bolt in roll bar and proper belts and could do under 1:48 at Mosport. Since then it has been lapping in modern sports cars with a roof overhead, until I got up the nerve



to go back out in the Morgan.



My race car in the 70s was a Ferret Mk 4, engineered and built by Alec Purdue at Ferret Industries in Hanover, Ontario. It reappeared a couple of years ago and has been completely restored to race ready by Tony Cove in Oshawa. At this years Vintage Grand Prix weekend he won all his 4 races in it.

Last year I had a 40th year reunion with it at Mosport.

Arthur Beatty



A 1954 +4 Lost and Found Again

Wrapped in an old orange tarp, weathered and slightly torn, hid a piece of my father, Rick Skorupski's, past. As a kid, as far as my memory reaches, the little Plus 4 stayed in the same spot, waiting for the perfect moment of restoration. I can remember helping Dad remove the old tarp and replacing it with a fresh one every few years, catching a rare glimpse of the vehicle Dad loved so much. It was fascinating. It was nothing but an emp-

When Dad was 13 yrs old, his parents had given him \$45 to buy a bicycle. He used to talk about how his parents nearly killed him when a tow truck showed up at their home in the Western Hill area of St. Catharines with a Morgan hooked on the back. He wasn't even old enough to drive! It was a funny story when he would tell it. Time has faded the memories of those old conversations we used to have. He had the Morgan restored by



ty shell. A ghost of its former glory. No engine, no interior. The steering wheel was weathered and cracked. The dash board displaying an odometer so faded, and knobs with rusted screws. The fenders were still intact, and the wood body had begun to split and crack. This restoration was always in hibernation waiting for the perfect moment. This never deterred my Dad of the hope that one day he would be in the driver's seat again.

the time he was 15 and won his first car show. Of course someone had to drive it there for him! He used to drive it to school during the mid 1960's. I am not sure about the reason he took it off the road. The story I remember, is that he stored it in a friend's garage for a period of time. It was either vandalized or just got damaged in that garage through carelessness. Either way, it was bad enough to take it off the road.



Dad was a second generation body man, having gained experience in autobody repair from a very young age. He was a perfectionist. He was one of the best at his craft. There wasn't anything he couldn't repair. Throughout his life, he restored many vehicles. He was the "go-to" guy when any of his friends or family were restoring a vehicle. His knowledge on just about any classic car, truck, army vehicle, boat, construction equipment and motorcycles was so vast. I remember wondering how he acquired such knowledge. He was a human encyclopedia.

Every restoration he ever completed was always of show quality. He won many awards and trophies over the years showing off his work. All of his work was completed in his own garage. As a child, I remember spending countless hours in the garage with him watching how meticulously he worked. It was remarkable. He was definitely a man who loved his work, and showed so much pride.

It was the winter of 1994. It was time to stop talking about restoring the Morgan, and actually move forward. Once again we woke up the Morgan from its slumber. We removed the tarp, and put some air in the tires. Remarkably, they still held air. It was enough to push the Morgan into the garage. We lifted it up and put jack stands underneath. The front chrome bumper was hanging on the side. The British Racing green paint had

starting weathering away exposing the layers of primer and wood. The headlamps were still intact and the brakes lines still had brake fluid in them. The spare tire was still fixed on the rear. It was pretty sad looking, begging to be restored. Dad had most of the parts for restoration. I have old photos of when we brought it in the garage. I would look back on them from time to time reminiscing about what could have been.

Back in the mid '70's, Dad took a trip to England and visited the Morgan factory. He purchased the fenders, steering wheel, grille and various other parts. It was a miracle he was even able to get the parts, let alone get them on an airplane to bring them back. Dad would tell the story of how he showed up at Morgan, and the guy told him he couldn't just show up to buy parts that would normally take the average person months to get. Dad must have plead a good case. He flew back home with the parts he needed. I am not sure how much stood the test of time. The transmission was kept in the garage attic along with everything else he needed. I am not sure what happened to the engine, if he ever retained it, or whether or not he would have to source out a new one. The idea of restoring the Morgan at this point in time was a short lived one. To this day, I am not entirely sure why. It could have been more than what he was willing to take on financially, or just realized it was a bit too ambitious at that point in time. I can remember return-





ing the Morgan to its former resting place that year to make room for a 1974 TR6 we had just purchased. That is where it stayed. The Morgan dream became the retirement project. In an interview he had with a newspaper, he said “The Morgan is my retirement project. When I was 13, I used to sit in it and read comic books. When I’m 65, I’m gonna sit in and read the obituaries.” Little did we know tragedy would strike and his dream of putting the Morgan on the road would never be realized.

September 29, 2009 marked the day Dad took his last breath at the age of 57. He lost his battle with cancer. He would never see retirement. He would never have the chance to restore the Morgan to its former glory. After he passed away, all I have left of the Morgan is a few photos, and the grille is mounted on my living room wall, reminding me of what could have been.

I was recently contacted by Bryan Tripp; an old high school chum. He told me the crazy news that my Dad’s Morgan may have been located. The Morgan Club is a small community of enthusiasts. It took a special person

to take interest in my Dad’s Morgan, and go through the tedious task of rebuilding my father’s dream. When Bryan showed me photos, my heart raced. I knew this was THE Morgan. I was able to confirm without a doubt this was my Dad’s car. He had no idea the history that would go along with this car, or how special it actually is. I can’t even begin to describe the emotion and excitement of knowing that someone else is fulfilling my Dad’s dream. I can’t wait to see the final restoration. I may even bring a comic book or 2!

By Liz Fanjoy.

Editor's Note: Through the members of the Morgan Sports Car Club of Canada, we were able to track down Rick's old 1954 Plus 4. Adrian Peters purchased the car in 2011 through an intermediary for parts. Adrian recently indicated he now has a new chassis welded up and he is starting the long road to restore the car and get it back on the road. We can't wait to see the fruits of Adrian's work.



Morgan Plus 8 (Rover) From 1968 to 2004

The history of the Morgan Plus 8 (Rover) using the Rover 3.5L (3532 cu cm) V8 formerly the GM 215 cu in V8 engine used in the Buick Special 1961 to 1963, is well documented in the book titled "Morgan First and Last of the Real Sports Cars" by Gregory Houston Bowden.

The first Morgan Plus-8 had chassis number R7000 and the last was chassis number R13233. Total Plus 8 chassis numbers allocated was 6233 but 31 chassis were never built. There were 5 duplicate chassis numbers leaving the total number of Plus 8(Rover) manufactured from 1968 to 2004 at 6207.

The concept of the Morgan Plus-8 began in May of 1966 and in 1967 Morgan was ready to fit this Rover V8 engine into the chassis of the Plus-4. The first Morgan Plus-8, using the Rover V8 3.5L engine, was produced in October 1968 and the last one was in May 2004.

The body of the first production run had to be widened by 2 inches to accommodate the wider tires used on the Plus 8. This was accomplished by widening the wings by 1 inch on either side. The body was also lengthened by 2 inches. From 1968 to 1972 the Plus 8 had the Rover 3.5L V8 with a 10.5:1 CR, 184 BHP at 5200rpm, and used the Moss gearbox 4 speed manual transmission with synchromesh 2nd, 3rd, and 4th only. The carburettors were twin SU type HS6.

From 1972 to 1977 the Plus 8 Rover V8 engine was reduced to 9.25:1 CR and used the Rover 3500s 4 speed all-synchromesh manual transmission which required a modification of the chassis again to accept the new transmission.

From 1974 to 1992 all imported Morgan Plus 8s to the United States were converted to propane by independent dealers in order to pass the U.S. emissions regulations.

From 1977 to 1995 the Plus-8 Rover V8 increased the compression ratio to 9.35:1 CR and used the Rover LT77 5 speed all-synchromesh manual transmission which required a further widening of the body in order to fit the new 5 speed gear box and changes in tire size.

In 1981 the engine twin carburettors were changed to Stromberg CD175

In 1990 the 3.9L version of the Rover engine was fitted with Lucas fuel injection.

In 1995 the Rover R380 5 speed all-synchromesh manual transmission was introduced which was used until 2004.

In 1996 the Rover 4.6L engine became an option.

In May of 2004 production of the Morgan Plus-8 using the Rover Engine stopped with the last chassis number R13233.

In all the Morgan Plus-8 went from 57.5 in 1968 to 67 in wide body by 2004. Total production for the Morgan Plus-8 (Rover) is said to be 6207 units from 1968 to 2004 with the Rover engine size being increased from 3.5L to 3.9L to 4.6L.

In 2012 a new Morgan Plus 8 was introduced powered by a 4.8L BMW V8.

In 2014 Morgan announced a Limited Edition run of 60 Plus 8s.







My 1969 Morgan Plus-8 Chassis # R7077

My Morgan Plus-8 was purchased from the factory in Malvern, Worcestershire, England on December 23, 1968. It came off of the assembly line and test driven on the 19th of May 1969 by Charlie Curtis. It left the factory on 23rd June 1969. I received my Plus-8 on July 26, 1969 delivered through Metro Motors in Windsor, Ontario, Canada. I ordered my Plus-8 to be black with red interior received it in gray primer with black interior. I was informed that I could have it painted the colour of my choice.

The Standard finishes for Morgans in 1968 was Westminster Green, Crimson, Indigo Blue, Orange Chrome or Broken White WOW! Alternative colours were at an extra charge of 15 British Pounds. Rear Bumper an extra 5 B.P., Seat Belts-lap and diagonal an extra 9.1 B.P.

There was an interesting statement in their original Brochure which read, "Powerful yet docile, you can sing up to seventy mph in 7.5 seconds or start from standstill in top gear, as a test of strength". It has been stated that the suspension was so stiff that if you drive over a Canadian quarter you could tell if it was heads or tails.

After a short pre delivery discussion with Doug Ellis of Metro Motors we were on our way home. Keep in mind that when driving a Morgan there is always an adventure associated with it. I was having an exciting time driving while my friend George was reading the Owner's Manual giving me details as we travelled along. No more than 40 miles or so from Windsor we heard some funny noises, grinding noise from the rear axle every time we turned a corner. George, "what was that" I asked! I don't know was George's reply, there is nothing in the manual about that. We stopped and called Metro Motors. We were reassured that it was only the Salsbury Limited Slip differential breaking in and there would be no problem. We set off again somewhat assured that there would be no more surprises. We were on our way again, top down, wind in our hair, George still reading the Owner's Manual. Just past London we saw potential rain clouds so we stopped under an overpass to put the top up and installed the side curtains. The Manual refers to the convertible top as "The Hood". On our way again, we were greeted with a steady rainfall and we soon realize that there is limited protection in the car with the "Hood" up. Wet outside and wet inside and no defroster. The defrosters were installed in later years. We used whatever we had on hand to keep the windshield inside clear and with not a lot of dry clothes available it was difficult. However after a lot of laughs we made it home.

I decided that the Morgan Plus-8 was to be painted "Smokey Gray" to match the colour of the Owner's Manual. Not a good colour for Dawn and Dusk driving as I soon found out. Some years later the car was repainted Red Body and Black Wings. It was at this time that I detected some wood deterioration caused by retained water in the padding material under the vinyl interior covering. I purchased some Belgium Ash and made new wood chassis parts to replace the deteriorated wood. I decided to leave the new wood exposed so it could dry when it got wet. I like it better, no more moisture problems. The mechanical fuel pump was replaced with the Carter P4070 electric fuel pump.

With 3 children I had to store the car for a few years but now the Morgan is back on the road.

It is an interesting car with an interesting history made by a family owned business in a small English town. It has maintained the "Morgan Shape" with little to no change in the body shape which was introduced in 1935 when the first 4 wheel car was produced.

Norm Hendrycks



July's Events



July 5th, the Headwaters British Car Club invited friends of Alan Sands to join them in a re-enactment of the Halton Hill climb





Alan's Allard is in good hands, getting a good work-out on the gravel road. His Yellow Morgan handled the hill well but was not as co-operative on the drive home for the BBQ.





MORGAN SPORTS CAR CLUB OF CANADA





MG Club Canada Day Rally



Terry Brown arranged with the MG club to invite us of the MSCCC to participate in their Canada Day Rally, held a week later on July 7th. I doubled the number of Morgans in attendance. Where were the rest of our East Enders?

I should have brought a navigator as this was a serious rally, with questions to answer, playing cards to collect, and skills to test, as well as follow the sheets of directions. Without my own navigator I followed Terry and his daughter who promptly blew past the first turn. I hit the horn as I hit the brakes, but they drove off. So I tried following the directions by myself. I was to take this road to Hwy 48. Coming to a 'T' intersection I turned right as the directions said, but I never saw the following left turn road or any sign that I was on Hwy 48. After a few miles, if I kept on, I would have soon reached the 401. Realising I was lost, I hung a left to go away from Toronto and cruise around in the bucolic country side until near lunch time and then use my GPS to direct me to the lunch venue. Then I came upon Hwy 48! Turning north took me to the road I was looking for before and I was back on the route. Then I came up to a stop sign right behind Terry and his daughter!! We managed to stay on track after that.



MORGAN SPORTS CAR CLUB OF CANADA



The MGA with the trailer was also at the Halton Hill Climb. They stopped to help Marlies' daughter when the Yellow Morgan quit on the way home.

After lunch Terry invited me to his place to see his latest acquisition, a Plus 8. And then go for a drive in his Model T.

A fun day, hopefully there will be more Morgans attending next year. Remember to bring a navigator.

D.F.





MORGAN SPORTS CAR CLUB OF CANADA





Cambridge to Paris



July 8th brought another of the sunny hot steamy days that marked our summer this year. My son Aaron and I got to the Monigram Café in Cambridge early so we could eat breakfast while waiting for the rest of the gang.

Monigram Café is a direct trade coffee roaster named for its owners, Monica and Graham, seen sitting in Bryan Tripp's blue DHC. Graham gave a talk about their business and how he gets to know the individual growers.

After the lecture we headed south along the east side of the Grand River to Paris for our lunch stop and then some window shopping. Aaron and I decided we should do something about cooling off and got ice cream before joining some of the rest of the gang at a lookout by the Grand.





Then it was time to return to Cambridge driving up the west side of the Grand. Our final destination was Langdon Hall Where we cooled off in the shade with some lemon aid.

D.F.







Ottawa ABCD



On July 14th there was an excellent turn out of Morgans at the Ottawa All British Car Day. Luc Charette sent the following note about the event.

You might be interested in these pictures taken at All British Car Day on July 14th in Ottawa.

Morgan and TVR being the featured marques, there was a record 10 Morgans present there including 2 3-wheelers. A group of 4 Morgans from the province of Quebec joined us: Gilles Lachance and Claude Jacques from Quebec city, Michel Hamel from Terrebonne and Lorne Goldman (of GOMOG fame) from Labelle. ABCD stalwarts Bob Barclay with his 1929 3-wheeler, Craig Johnson who had a bent front wing the previous day, Malcolm Brown who won best Morgan and myself were also in attendance.

The 4 Quebecers had driven over the previous day in convoy, but 10 minutes from their destination, Claude Jacques 4/4 had an electrical shutdown. So they called me and I came to the rescue with booster cables; they were stopped about 2 km from our farm. He was able to limp home the other 3 following. For half an hour there were 8 Morgans in my backyard ! We put his battery on charge while we all had dinner at a restaurant. The following day he got to the car show and even made it home in Quebec on the Sunday.

Regards
Luc Charette



Lorne Goldman explaining to Malcolm Brown how Phoenix was completely rebuilt.



Gilles Lachance telling Michel Hamel that the 4/4 can only go that fast



MORGAN SPORTS CAR CLUB OF CANADA



Lorne Goldman not convinced by Bob Barclay that a 3-wheeler can be more fun than a Plus 8





Brits in the Park



1957 Morgan Plus 4
The Morgan Plus 4 is a four-wheeled sports car, designed and built in England. It is a classic example of a 'British sports car' and is known for its distinctive grille and round headlights. The car is shown in various colors and configurations in the photos below.



MORGAN SPORTS CAR CLUB OF CANADA

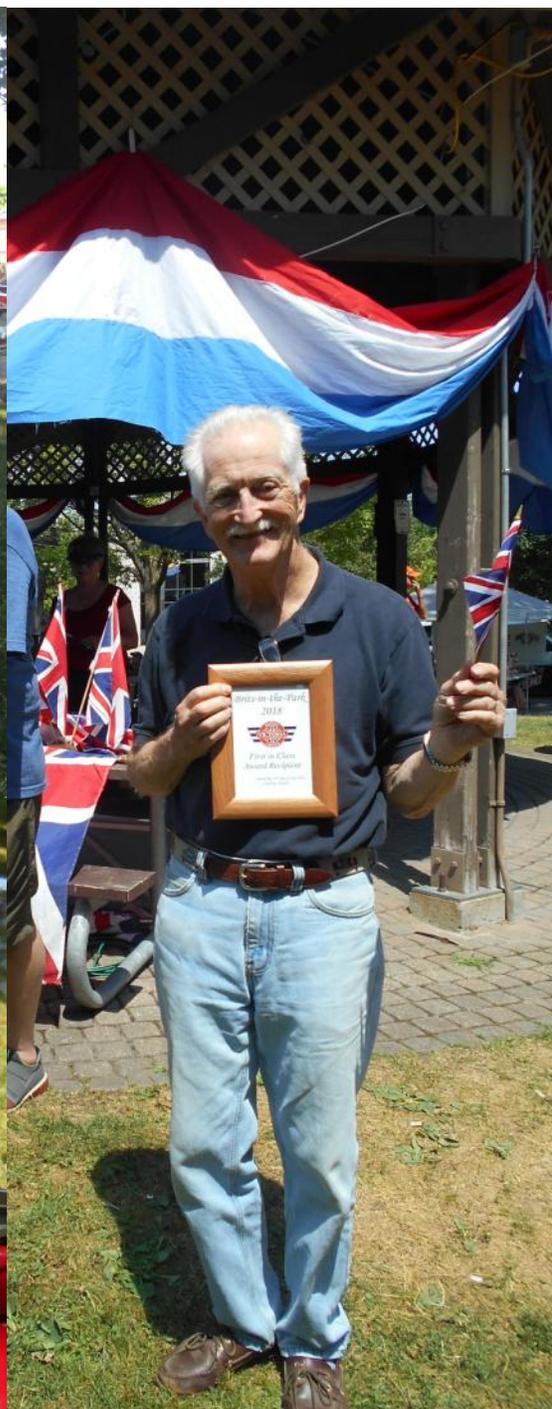


I went to Brits in the Park, Lindsay today, in my regular wheels as the Mog is not charging the battery - I'm looking into it.

I attach a couple of pics of the only Morgan there, and the owner, Arthur Beatty from the Uxbridge area, having just accepted his "Best in Class" award, the class being not just Morgans, of which there was, of course, only 1, but Austin Healeys and, some other marque which escapes my memory.

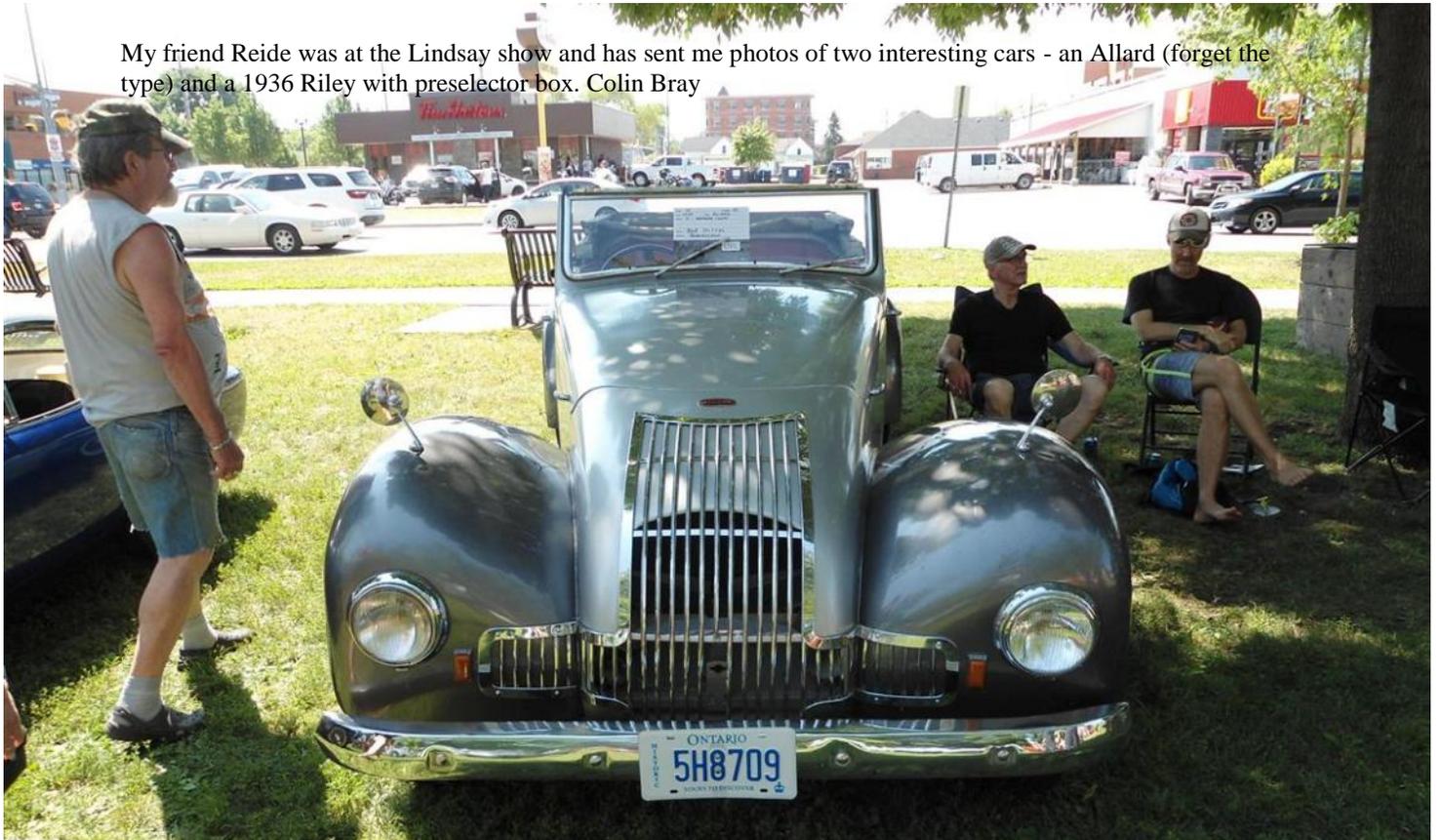
Cheers

John Colins
(The other marques were Stag and Sunbeam. D.F.)





My friend Reide was at the Lindsay show and has sent me photos of two interesting cars - an Allard (forget the type) and a 1936 Riley with preselector box. Colin Bray





Perth Rib Fest





MORGAN SPORTS CAR CLUB OF CANADA





Perth's Rib Fest, held from July 27 to 29, was in a new location this year. Moved from the dusty Perth Fair Grounds to the far more pleasant Last Duel Park beside the Tay River. That move pleased the owner of the Healey 100 who doesn't come to the British Car Day in Bronte Park any more because of the dusty location given to the Healeys. I parked beside the bright yellow Ford Model T.

When I registered I received the most heavily loaded goody bag ever. Full of maps and guides to activities in Lanark County, and someone was using them to clean out their old car magazines as each one had a different magazine in it. And then there was the kit of four picks. Are they trying to say something about our dental hygiene?

Ex club member Leo Lee stopped by to say hello. I though he had move back to Vancouver after he sold his Morgan, but it ended up his Morgan has gone to Vancouver but he is now living in Ottawa and comes back to Perth to help his friends at the RibFest.

D.F.





Wings and Wheels





Royal Harbour Resort - 10 two bedroom suites were on hold at a special rate until the end of July.

Call 1-519-599-5591

Morgan Sport Car Club Special Rate \$177.13 night plus taxes.

PS: could you please email Sharon jsroden@vaxxine.com and let her know that you have booked.

Please call now at 519-599-5591 and reserve your room. As the resort has people on waiting lists.....

Friday October 26th arrival and departing on Sunday October 28th. Friday arrive and reception at resort - then dinner at the Dam Pub Saturday - 10 ish meet for a drive to a lunch stop - then back to Thornbury for free time, Morgan admiring or a trip to the new brewery - then dinner in town. Sunday sleep in then farewell and head home.....and maybe wrap up Moggie for the cool winter breezes...



BUT WAIT, THERE'S MORE

60 YEARS HENCE

We haven't always called it correctly (see page 14 for evidence), but with our crystal ball freshly polished, we've got the next six decades on lock:

July 16, 2038: A worldwide ban on internal combustion sends old-skool speed freaks to ... the moon. Move over, Baja: Low gravity means extra-sweet Trophy Truck jumps.

July 16, 2058: In what is hailed as a revolutionary weight-saving measure, Honda robo-CEO Asimosan announces the elimination of passenger compartments in its lineup of autonomous vehicles.



July 16, 2078: Amid the ashes of the postapocalyptic wasteland, Morgan Plus 8 production continues.

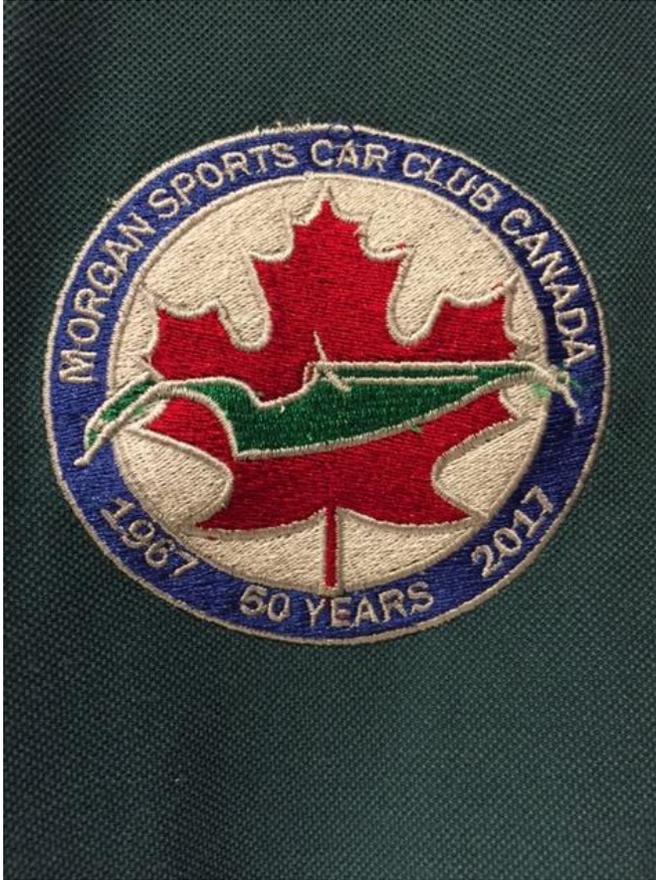


The Evolution of the 4-way Intersection

This is really cool to watch

<https://boingboing.net/2018/04/19/watch-traffic-flow-better-in-3.htm>

Intersection Type	Traffic Flow
4-lane roads without traffic lights (no mods)	191
4-lane roads with traffic lights (no mods)	235
Standard Roundabout with highway road (no mods)	340
Stack interchange 2-lane ramps (NEXt and TMPE)	1099



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

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 Email Address: _____
 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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