



The Blurb



50 Years Ago

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Prez Sez



Glen Donaldson

Hope everyone had a Merry Christmas with family, friends and maybe a pressie or two with a Morgan twist and that 2020 is a great year. As you may have heard the Christmas party / AGM had to be cancelled on the Sunday morning as the freezing rain and icy conditions were not safe for travelling and the forecast for later in the day was worse with snow and winds predicted. Thank you Keith and Cynthia for offering to host and the understanding about cancellation – maybe we can try again in December 2020 nudge nudge wink wink...

We did manage an impromptu Christmas gathering and AGM on December 14th for tea and coffee and goodies. Most notable was Mary and Ray's second trifle of the season – a Morgan Christmas party tradition. And also Kathy and Alan who rose to the task of making Morgan Wing shortbread cookies – a wonderful treat at the gathering and great to see people are reading my comments in our newsletters. I had wondered if anyone had ever made Morgan Wing or Morgan shaped cookies. Imagine if we as the MSCCoC could use our wide ranging knowledge base to import some new Morgan 3 wheelers into Canada – well 3 wheelers are currently legal in Ontario that is why we see Polaris Slingshots on the road licensed as motorcycles. Hmmm

We had an executive working lunch on November 23rd and were able to lay out a pretty good event listing for 2020 – Dave will have the full list elsewhere in the Blurb, but the highlights to note are March 14th a visit to see Tony and Josephine's car collection and see what keeps the Aero SS company in the garage. Then May 24th Martin & Donna

with the help of Steve & Jenny are having us back to Mono for a visit and BBQ – let's hope the weather is the same as our first visit. June 20th we will be back at Alan & Kathy's for the club picnic and BBQ and June should be cooler than last July. June 24th we are trying a weekday drive with Rob & Brenda Varey leading us on a route in Simcoe County and a winery stop. Mog 50 is on the weekend of July 3rd to 5th in Luray Virginia check out www.morgandc.com for details. In the past a trip to Luray was a highlight of the MSCCoC calendar with many a happy Canadian Mog attending. Host hotel is full but Quality Inn has space at time of writing and is across the road. If you are planning on going please let me know as then we can keep a list of Canadian Mogs attending. August 7th to 9th should see us back in Prince Edward County and the Waring House for a club weekend. This is the same weekend as the Boot N Bonnet British Car Day so Sunday will see us heading to Kingston. Saturday we will be hanging out with long time member Peter and Dorothy Pfahl along with returning members Norm & Sandy Mort who now run Peter's +4. Alan and Kathy are working on the details and more info will follow soon. Then in September we hope to repeat the successful pre British car day gathering and run for lunch on the Saturday and a large Morgan showing on Sunday at British Car Day.

Hope to see you at the Pub lunches and that you can get some odd jobs done on the Morgan or other fun cars this winter. I am eagerly awaiting spring and getting the Morgans and Spitfire back out on the roads again. Happy New Year and happy 70th anniversary to the +4 which was introduced in 1950. Please send in your 2020 membership to Brian Hawkins as the membership is now due – e-transfers to hawkinsb@sympatico.ca or cheque in the mail and yes good old cash at the pub lunches. Feel free to check with Brian if you are wondering if you have already paid up for 2020.

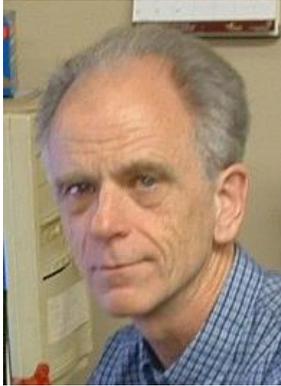
Central Canada Morgan Events

March 14	Visit Tony & Josephine's car collection
April 19	Ancaster British Car Flea Market
May 24	BBQ at Martin & Donna's
June 20	Picnic at the Lytle's
June 24	Simcoe County trip
July ?	Steam train trip with the Tripps
August 7—9	Prince Edward County weekend & Boot 'N' Bonnet show
September 13	Great War Flying Museum Open House
September 19	Mogs Tea & coffee and run for lunch
September 20	British Car Day, Bronte Park
October	?
December 6	AGM/Christmas Party

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



Editor's Message



Dave Farmer

This issue has the report from our weather delayed Annual General Meeting and for historical interest, the lists of all the recipients of the Doug Price and the Audrey Beer awards. There are two fifty year ago reminiscences, one thanks to the Ohio Morgan Owners Group. They also have some Morgans for sale over there just across Lake Erie. Speaking of Ohio, the Put in Bay race organizers had a problem last summer when no Morgan cars were

entered in the races. I have a report on the British Car show at the Marshville Heritage Festival from last Labour Day and I share an excerpt from a book I read recently that had belonged to one of my father's cousins, about the author's drive around England in 1926.

Breaking news, our president and Ken McLean are now certified Morgan three wheeler drivers!

CERTIFICATE OF COMPETENCE



This is to certify that, following a rigorous training schedule, full competence has been displayed as a motoriste and tricycliste, fully capable of piloting a twin cylinder, tricycle, cyclecar by

Glen Donaldson

Certified this *fifth of October, 2019*

At *St. Catharines, Ontario*



Letters to the Editor

.Dave... thanks again for an entertaining issue of the Blurb. Congratulations to Dave Smith on the "best of show" win at BCD. I must say the 3W looks fabulous!

Great to see Norm Mort now is a Morgan owner. Peter Phahl's +4 is recognizable anywhere... and it looks like Norm has maintained the uniqueness of the car. Norm did my appraisals of the +4 and +8 back in the day and I very much enjoyed our discussions.

Vern

good friday am Dave

thank you for the latest edition. you've had a very busy season. as written, hard to believe autumn/fall is already with us.

as I write I should be at German club meeting in Dresden. broken windscreen wiper cable meant no wipers. fortunately it broke in Dover docks and not Calais. new cable collected from Malvern by Melvyn and I fitted it yesterday. I did not feel up to setting off for 650 miles each way from Calais for meeting which finishes sunday am. perhaps 30 years ago I might have done!

best wishes to all
John
Good morning..

Yes we have actually arrived and as of last night we are ensconced in an RV park outside Sidney, Vancouver Island. We made the trip through the mountains between 2 snowstorms. As they say, timing is everything! We will stay here until we find a new house/condo.

The Morgan has not been sold. We were attempting what we thought was going to be a medium chassis repair, but once up in the air we realized that a new chassis will be required. Accordingly we are shipping her/him (I never know which) out here for what will be a lengthy bottom-up restoration.

It is being shipped to Jim Walters at Bristol Motors here in Cobble Hill, who will do an evaluation and sort out who will do what. He seems to have a good reputation with Morgans and if anyone has experience with him, I would be pleased to find out.

Thank you for your help - as a result, we got an excellent response. But as we were up against our timelines for the move, we made the decision to take on the challenge - but at the BC end. We shall publish pictures and keep everyone apprised.

Thanks again Alan and our best to everyone back east.

Harry and Mandy
Broersma



JULY

This 1959 100-Six, series BN6, is owned by Colin and Barbara Watson of Toronto, Ontario. The car was sold new by Ladd Motors, Kelowna, British Columbia, to the family of a friend of Colin's also in University of BC Engineering, and was owned by his friend until his passing. Colin was chosen by the estate as the car's new owner, so he has known the car from new. The car had a complete restoration by Reg Beer Coachbuilders of Ontario, including the original colors of Pacific Green/Florida Green. The Watsons are members of the Austin-Healey Club of Southern Ontario.

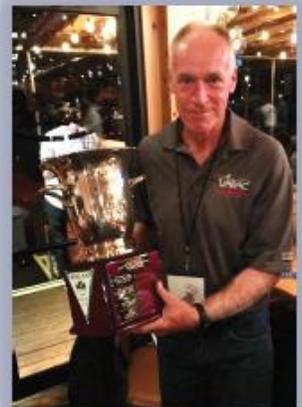
Healey calendar for 2020

Gave the Beers a good tout on AH calendar this year since they did Mog and Healey
Mog is jealous

Colin Watson

Leaky Cup PIB 2019

The Leaky cup continues in its own peculiar way... The Leaky Cup was awarded on September 26th to Dave Morgan from Georgetown, Ontario, Canada adding international prestige to the Put In Bay Vintage Sports Car Races held August 25 & 26, 2019. Dave drove his green and white 1964 1275 Austin Mini Cooper S to become the fastest Morgan at this year's race.





Amalfi Coast and Morgan

We met a couple in Sant'Agnello Italy when we were on our trip. Somehow we started talking cars and Morgans naturally came up. Ken said he had a picture of his two sisters and brother-in law taken in 1961 in Lytham St. Anne's, Lancashire, UK which is a seaside resort south of Blackpool. I thought it was a neat picture that would interest you.

Paul Phillips



The lonely Morgan at last November's club meeting.





2019 The Year in Review

Pub lunches have been well attended again in 2019 with the average number of members being 23 and we had 10 pub lunches at the Queens head in Burlington with the March lunch moving to Wundeba to keep us away from the chilly half marathon start and finish line. And of course the December Christmas party at a member's home.

There were 8 club events in 2019:

- 1) March 24th visit to Larry Titchner's collection and a lunch stop attended by 24 people complete with the Farmer Morgan and Ken McLean's TR6.
- 2) The club table at the Ancaster British flea market was a busy spot – might have been our chocolate Easter eggs – at least we had 25 members pop by.
- 3) May 26th we had 44 members and 15 Morgans up in Mono at Martin & Donna's for a BBQ and visit on what was the best weather day of the spring.
- 4) Morgans 110th anniversary was a feature at the Yorkville Exotic car show and we had 8 Morgans on display deep in downtown Toronto – ahh to hear the Morgans exhaust echo on the big city streets.
- 5) Alan and Kathy hosted the annual picnic on July 20th – one of the warmest days of the year, but we still had 28 members and 7 Morgans out in the heat.
- 6) Midland Tall Ship weekend was well attended with 26 people and 12 Morgans plus 2 tin tops braving the winds to see the tall ships. Weather was good for topless driving and food and dinning were fab – well done Bryan and Julie.
- 7) Colin had us invited back to the Great War Flying museum for their open house and car show and 8 Morgans were on show with the highlight being Dave and Pauline debuting the 3 Wheeler.
- 8) 110 weekend and British Car Day saw 15 Morgans and 28 people out for tea and coffee and a Saturday drive for lunch as a warm up for British Car Day. Sadly rain dampened attendance on Sunday but we still had 33 Morgans take to the field and the 3 Wheeler won best of show while Gilles & Martine won the long distance award in their 4/4.

Sadly we bid farewell to members Desi Benet who passed on December 27th 2018 – husband Bill is still cherishing the 4/4 and we hope to see Bill out in 2020. Marlies passed away in April and 31 members and numerous Morgans attended her Celebration of life at Piper Hill farm in June. Past president Glenn Nigh's wife Renee also passed away in May of 2019.

2019 Club Awards

The Audrey Beer award is named in honor of the late Audrey Beer – who became active in the club in the early 1970's when her husband Reg restored a 1956 +4 Morgan for her every day transport. Audrey served as club president throughout the 1980's and played a major part in keeping the club active and engaging. This award is given to a club member who has gone above and beyond to help the club in the past few years with events, activities, and have been regular attendees at our events. This year we are pleased to give the Audrey Beer award to Dave and Pauline Smith of Morgan 3 wheeler fame. Dave & Pauline have been regular attendees at our club meetings and BBQ's and Midland despite the troubles and difficulties associated with trying to restore the '33 and making all the Doctors' appointments in between. Dave and Pauline also have a great dedication to the Morgan club and to taking the 3 wheeler to the Great War flying show, British Car Day and then the invite to the Hamilton Cars and Airplane show plus their enthusiasm for Morgans and getting out and meeting other Morgan owners.

The Doug Price award is a once in a lifetime award that has been award most years since it was established in 1991 when it was awarded to Audrey Beer. This is named in honor of the late Doug Price who was one of the club's founding members along with Alan Sands, Ian Campbell and Ken Miles. Doug was the longtime editor of the club newsletter and an owner of a rare 4 seater Drophead Coupe – he also coined the phrase SnobMog. A semi-fictional international society for Morgan 4 seater Drophead Coupe owners – just try and find one of the coffee

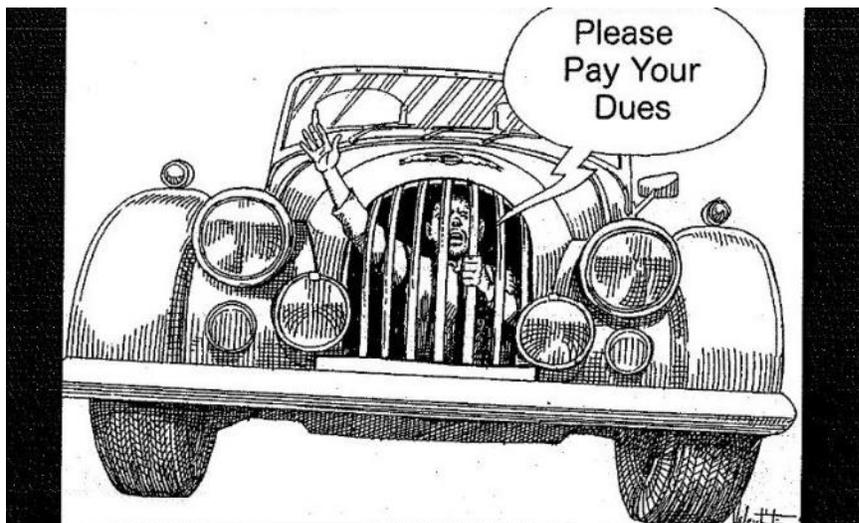


Snob Mugs

cups these days. This award is presented to a club member who has gone above and beyond to help with and promote Morgan club activities for several years. It is with great pleasure to award the 2019 Doug Price Award to John Fitchie. John is the man who had his passion for his +4 alive for about 40 years while the Mog patiently waited for him to get around to restoring her after a minor bump. Red Black debuted 7 years ago at the summer BBQ and has been a regular sight at club events since. John has also helped many members with their quests to get their Morgans going – Gil & Anne’s +4, Colins 4/4, Roman’s +4, Craigs DHC..... well a WIP and Mike McGraws +4. He has also helped with drives and is a regular at Pubs and BBQs and weekends.

Upwards and onwards for 2020 and we hope everyone enjoys a year of good health and many happy miles of Morgan travelling.

Glen





Morgan Sports Car Club of Canada Awards

Doug Price Award		Presidents Award/Audrey Beer Award	
Year	Recipient	Recipient	
1991	Audrey Beer		
1992	Chris Charles		
1993	Alan Sands		
1994	Fred & Lynn Kuzyk		
1995	Dave Smith		
1996	Linda & Brian Rumohr		
1997	Vern Dale-Johnson		
1998	Heather & Peter McCowan		
1999	Ray & Mary Shier		
2000	Ron & Yvonne Theroux		
2001	Martin Beer		
2002	John & Sharon Roden		
2003	Ken & Pat Miles		
2004	n/a		
2005	Tom & Linda Van-Zuiden		
2006	Mike Powley		
2007	Rod Wilkinson		
2008	Alan & Kathy Lytle		
2009	Don & Cathy Allen	Tom & Linda Van-Zuiden	Presidents Award)
2010	Ken & Judy Wightman		
2011	n/a	Don & Cathy Allen	
2012	n/a	Alan & Kathy Lytle	
2013	Dave Farmer	John Fitchie	
2014	n/a	Glen Donaldson	
2015	n/a	Ray & Liz Stevens	
2016	n/a	Colin & Barbara Bray	
2017	Glen Dondaldson & Gabby Eustace	Dave Farmer	
2018	Marlies Sands	Bryan Tripp	
2019	John Fitchie	Dave & Pauline Smith	





AGM

The AGM had to be rescheduled due to a winter storm and unsafe road conditions, all members that had RSVP'ed were contacted and on December 14th at 10:30 am there was a meeting at Gabby & Glen's home in Burlington. 20 members attended the meeting so we had a quorum with Alan & Kathy Lytle, Brent & Willy Walker, David Farmer, John Roden, Keith Powell & Cynthia Struthers, Colin & Barbara Bray, Ray & Liz Stevens, Brian & Brenda Morgan, Ray & Mary Shier, Paul & Donna Philips and Glen & Gabby with the whiskey hounds observing.

Minutes from the 2018 AGM were presented, approved and seconded.

The President then gave a recap of all the 2019 Events and thanked those who had organized and assisted with events throughout the year.

The Treasurer was not available but had submitted a financial statement and the President read and explained the statement. The Club still has a good reserve and the bank balance was \$108.31 less than the close of the year in 2018. The financials were approved and seconded at the meeting. Members may request details from the President or Treasurer, as we do not publish these in the club magazine.

Insurance and membership for the coming year were discussed and the club will stay with the newer club insurance also carried by the MG Car Club, Toronto Triumph Club, Ontario Jaguar Owners Association, British Saloon Car club and the British Sports Car Club of Hamilton. Club membership will remain at the current \$35 per year.

Awards were presented for the 2019 club year:

The Audrey Beer award for 2019 was awarded to Dave & Pauline Smith for their contributions made to the club in the past year and their dedication to having fun with their Morgan and the club members.

The Doug Price award for 2019 was awarded to John Fitchie for his years of enthusiasm and dedication to the club and helping members with all things Morgan.

The British Car Council Enthusiast of the Year award for a Morgan club member will be awarded to Gilles LaChance – for his enthusiasm in attending club events such as the 50th and the 110 weekend.

Election of Officers – it was resolved that the following would maintain their position as directors:

Glen Donaldson President
Ray Stevens Secretary
Brian Hawkins Treasurer & Membership
Colin Bray Director at Large

The President informed the members that Terry Brown had offered his resignation as Director at Large and that the President had accepted Terry's resignation and hoped that he would still be open to club events in the Eastern part of the province.

Confirmation of Acts

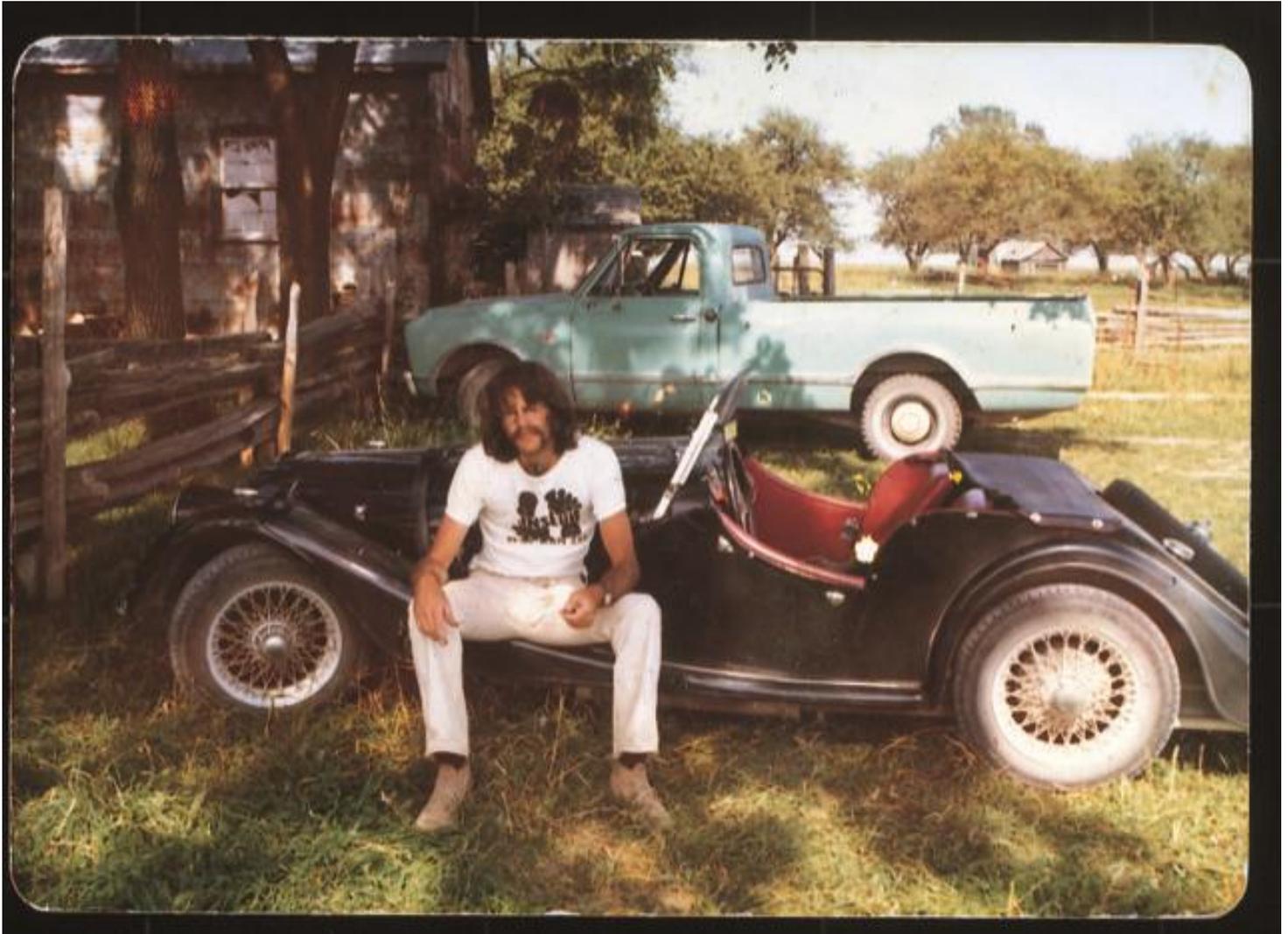
Upon Motion duly made, seconded and unanimously carried, the following resolution was passed: Resolved That all acts, contracts, by-laws, proceedings, appointments and elections made, done and taken by the directors and officers of the Club since date of the last annual meeting of the members are hereby approved and confirmed.

Termination

There being no further business, on motion the meeting was terminated.



50 Years of Fun!



In September 1969 Hendrik travelled to Malvern to buy his Morgan. (That is his Ducati at the Morgan Factory on the cover. ed.) As a 23 year old, he spent many months saving up for this car. In January 1970, the Morgan finally arrived in Canada and dad made the trip to Windsor to pick up his beloved Morgan and return to Toronto. He then joined up with the newly formed Morgan Club of Toronto and began making many memories, friends, and having many adventures! There were trips to Pocanos, the various BBQ's at Al & Marlies farm, road trips to Quebec City where he park the Morgan on the Main Street and stopped into a cafe, where he observed an impromptu photo shoot by a young bride and groom with his car!

The Morgan really was his first "child" and we always liked to joke that he has more pictures of the Morgan than his kids. Growing up we always enjoyed the Morgan; going for Sunday drives, Morgan Club events, and learning how to properly hold a flashlight or press the brake peddle to bleed the brakes.

50 years of owning anything is quite an accomplishment, but I think it was easy because of how much Hendrik loves this car. He knows it inside and out, and has taken it apart bold by bolt then put it all back together again.

They say with a Morgan, there's a smile for every mile - so here's to many more miles and years with the 4/4!

Anya Rens



MORGAN SPORTS CAR CLUB OF CANADA



Dry Rot

Fifty/Fifty.....

S. Stierman

One evening during the summer, Katie and I had retired to our respective sofas just around dusk and were deciding whether to call it a day or not. It was probably around 9 p.m. or so, but don't laugh. We are typically out the door early putting our



daylight to good use and besides, *gentlemen don't motor about after dark*. Just by chance I thought I would tune into PBS to see if anything interesting was on at this time, and low and behold there was. The famous Woodstock Documentary that was filmed not too long after the original event was just starting, it seems it has been fifty years ago and this was being shown in honor of that anniversary. We had seen this previously, but it was well done and we thought we would watch for a while to bring back old memories and lament not being there ourselves, as it had seemed like great fun at the time. Where does time go, I remember it just like yesterday when all this occurred and not to change the subject, but my Morgan turned fifty this year also, a little more about that later.

To be brief if you haven't seen it, the movie is a documentary and initially discusses in some detail the financing or lack thereof and finding a location where the locals would not show up with pitch forks to take umbrage at all the hippie kids wanting to invade their town. Anyway they did find Max Yasgur to be sympathetic and he as I recall did get cash in advance, which was a very good move, to let them use his property at White Lake, near the town of Bethel, NY.



View from the stage of around 400,000 spectators!

The concert as legend has it, turned out

to be a financial disaster for the promoters who were supposedly sued by everyone involved. Apparently they did finally make a few bucks from movies and videos from the original but ultimately it was determined that this was going to be a handbook on how not to run a rock concert. There were some rock groups that did very well from the publicity though; some of my still favorites such as Crosby, Stills, and Nash, Jefferson Airplane, and Janice Joplin to name a few.

I was in college at the time and twenty years old when this all happened and I actually did have a pretty good offer to go. A friend of mine, who sadly is no longer with us, had a younger brother who was planning on going and needed some mechanical assistance. Seems his old VW Beetle had a well rusted muffler and he badly needed a cheap replacement and someone to install it. As luck would have it I had one on the shelf taken from my fairly new Beetle. You see I had installed one of



Extractor exhaust systems like this offered "huge" horsepower increases to different VW models!

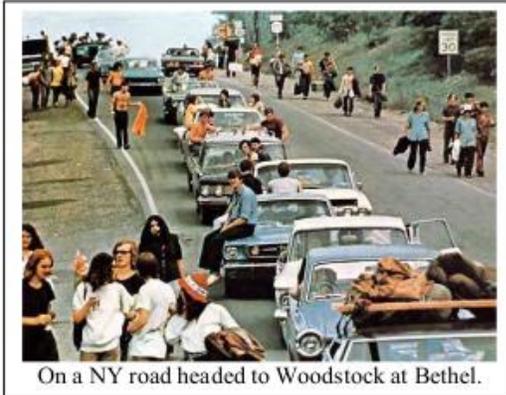
those extractor exhaust systems that was very popular at the time and was guaranteed to really sound good and add about 1/3 of a horsepower to provide blistering performance. If my recollections were correct we worked out a deal whereas for about ten bucks he would get the muffler and I would help him install it. There was a slight problem though, seems my newer car with a longer stroke motor had a slightly wider muffler and it wouldn't quite fit the older car. Not to worry a slight bit of adjustment with a hammer and some extra gaskets had things installed and running pretty quietly. Isn't it interesting the things you remember?

Well, my friend's brother was a smart guy and surmised that it might be a good idea to invite me along on the trip. That way he would have someone to split the petrol at thirty-two cents a gallon and more importantly have a good riding mechanic given the state and age of his old Beetle. I thought about it too, but even at that age I had a sense of responsibility, you see I had a good job making two bucks an hour, in cash by the way, working in my uncles 100 degree warehouse unloading trucks all day and I also had sort of a steady girl friend who would one day become my ex wife. In retrospect thinking back, I would have



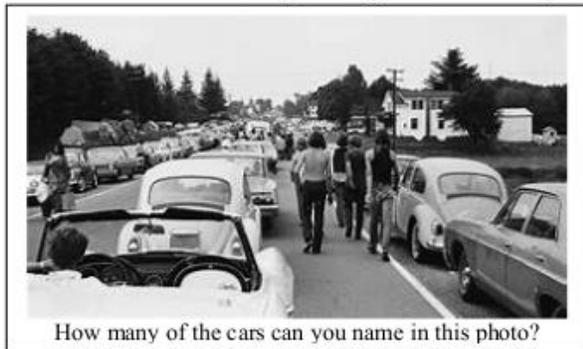
Typical VW Beetle of the era.

been better off taking him up on the offer; at least I would have had some interesting stories to tell for fifty years. But I didn't and the rest is history as they say. We watched the documentary for a while longer and from the warm, dry comfort of our sofas decided that we had made a good choice in not attending. Seems the images of rain, mud, lack of sanitary facilities and food, and other such things left a lot to be desired. Particularly at our current age and comfortable senior life style.



On a NY road headed to Woodstock at Bethel.

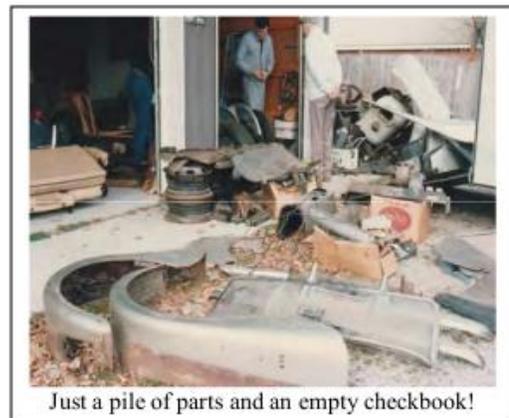
There are some images that for me as a car guy do come to mind and those are the lines of cars of that time inching along the country



How many of the cars can you name in this photo?

roads around Bethel, NY trying to make their way to the concert. You don't have to look very hard to see cars that we well remember from our youth. Lots of older and newer American cars and quite of few of the old English cars that we loved. TR's of various vintage, MG's, big Healeys and even a 356 Porsche and of course many old Beetles are seen in the film. Funny none of them looked to have chrome wire wheels or shiny base coat clear coat paint jobs or reproduction Moss driving lights either. Just cars filled with kids and many with camping gear being used just as they were meant to be.

My Plus 8 also turned fifty; I doubt it was at Woodstock but a birthday milestone in its life anyway. I am the second owner, bought it in pieces from the estate of the first owner. Found it in Hemmings up in Saginaw, made a trip up with a friend to look at the bits, eventually made an offer and ended up buying it. Another case of couldn't help myself. Recruited Dr. Noel Hamilton, and we made another trip up to Michigan with his tow vehicle and trailer and a couple other guys and loaded it all up and



Just a pile of parts and an empty checkbook!



Arriving home. Like opening a big gift!

eventually it was deposited in my garage. Katie and I were dating at that time and she asked me what I paid for all those pieces; after I told her she was thoughtful for a while and didn't say much. Funny when we married she always preferred her own checking account.

Two owners in 50 years,

can you imagine? My latest Miata is thirteen years old and according to the Carfax has had 6 or 7 owners. A rough riding, leaky, cold, hot, drafty fifty-year-old car has had two owners and a nice warm or cool, reliable, good handling modern car has had 7 owners during its short life. A change every couple of years, what's that all about?! My neighbor still owns the '68 Camaro he bought new while in med school and an 83-year-old buddy still owns the '64 Corvette he bought new. I guess some cars just have a certain something about them; maybe memories



Do you think it's all here?

of events that make their owners want to hang onto them forever and that certainly would be my intent. But I think there is something more, perhaps the memories of the people that you knew when you were involved in owning or perhaps restoring that old car have a part in that ownership and as the years go by, those are things that we don't want to lose or forget.

Just a thought...



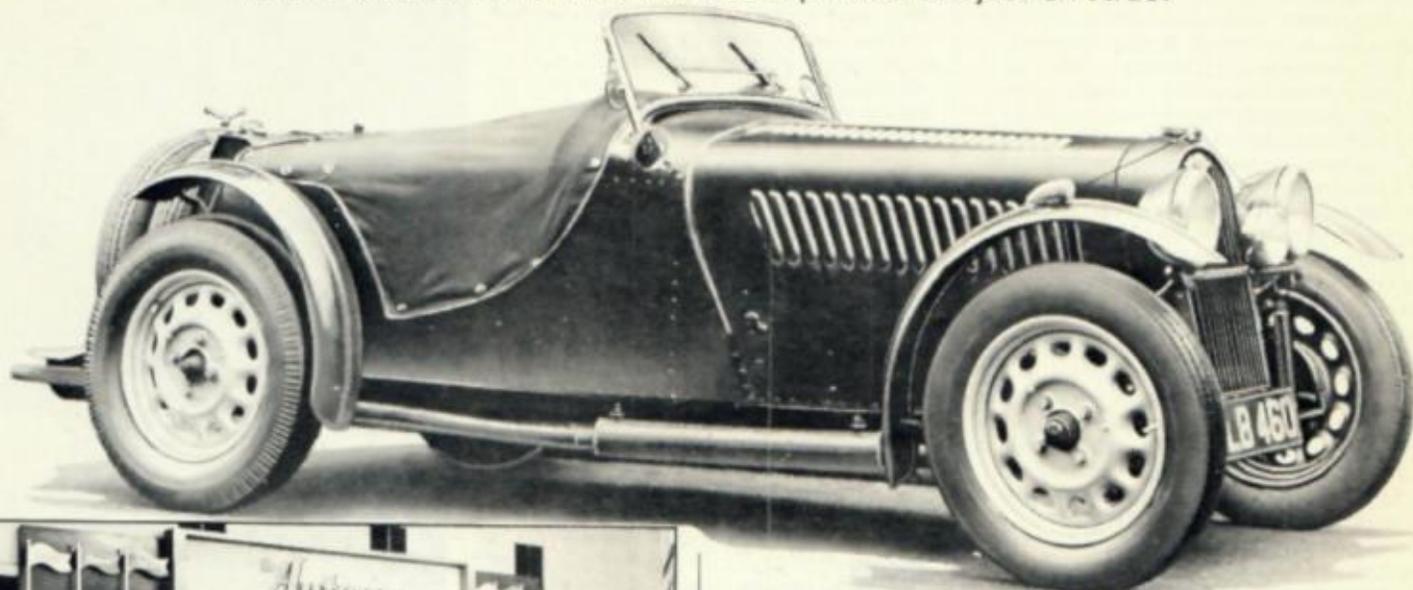
Noel Hamilton and a much younger Steve try the Plus-8 on for size.



A parting view of Woodstock in 1969. Were you there? How many of us wished we had experienced it?

Thank you to OHMOG for permission to use this article from their news letter, OHMOGGIE .

Just in case you think that all Morgans really do look the same, here is a selection from the archives to prove that it just isn't true!



Above, this home-made special-bodied 4-4 was featured in *The Autocar* in 1948. It was constructed by Mr R Yarburgh-Bate who built it himself because he was "tired of waiting for a factory built car"



Above, Morgan's stand at the 1948 Motor Show displayed three body styles on the Standard-engined 4-4 chassis



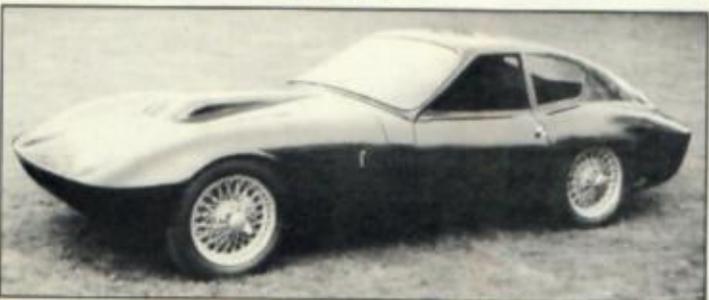
Above, Peamore Garages of Alphington, Exeter, designed this utility body for the 4-4 in 1949 and offered it at £250 in primer paint



Above, another special body on a 4-4 chassis was this one by Coach Bodies Ltd of Nightingale Lane, London SW12. The aluminium-panelled four-seater body had extra luggage space behind the spare wheel



Above, post-war Morgan production resumed in 1946 with the 1267cc Standard-powered 4-4, shown here in two-seater form



Above, the aerodynamic SLR (Sprinzel-Lawrence Racing) Morgan was built in 1964 and saw some success in Group 4 racing. Three of these attractive aluminium-bodied TR4-powered cars were built. Right, Morgan's attempt at modernisation was the Plus 4-Plus of 1963 but the glassfibre-bodied car was not too well received and only 26 were built up to August 1964





Marshville Heritage Festival

On Labour Day the Marshville Festival holds a British car show. A friend from my McMaster days told me about it and invited me to stay over night at his place in Grimsby, which saved a long early morning commute.



They had a well filled field of cars and motorcycles.





There was a lot to see at the festival. This machine looked like it was set to break the Bonnaville Salt Flats land



speed record for a tractor., but it was a factory option for use in orchards. Designed to protect the branches and fruit. Nearby was a 1907 Auto Buggy by International Harvester wearing current plates. It still runs.



There is a steam powered saw mill that ripped through the hardwood logs they were feeding it.



The saw dust goes to feed the boiler. See the flame through the fire box door to the left?





It had rained heavily the previous night. This fellow, standing in a puddle, was probably wishing the water was deep enough so he could paddle around the grounds in the lottery prize canoe.



A magnificent model steam boat.

Colin's Clutch

Drove down to Canfield on Sat to John Fitchie's place to look at the clutch on the 1961 Morgan which has been making strange noises last year and especially the last few months.

We adjusted the clutch, difficult to explain how and it 'seemed' to be working slightly better. When I came in from a test drive into John's garage I felt the clutch was very hard to engage. I really had to press hard to get it to work, then suddenly..... nothing! Pedal goes straight to the floor very easily and I have no clutch at all. Looked underneath and the linkage is just hanging there!

The way the clutch works is that there is a sliding aluminium tube that is inside the torque tube and has a carbon thrust ring on the end which goes on to the clutch pressure plate and disengages the clutch. The sliding aluminium tube is moved mechanically from a lever to the pedal. The part that goes into this sliding tube, 1/2 inch in diameter and very strong, had sheared. Big question is why.



We worked hard the rest of the day and got the engine and gearbox out and found the problem. I've attached some photos. Bottom line is that at some stage the carbon thrust ring, which is about 1/2 inch thick and sticks on the end of this sliding tube, had broken into pieces. Consequently the clutch was being activated by the tube push-



ing directly up against the clutch pressure plate (i.e. with no carbon thrust ring) and had worn down by about 1/8 inch before somehow getting jammed and the activating pin getting broken.

I was bloody lucky this didn't happen on the way down and also while I was out test driving it as I didn't have my phone with me and may have had to have walked back a few miles!

Look at the last photo and comparing my tube on the right against a correct but second hand one on the left - 1/8 inch difference. There should be a carbon ring in both which engages against a hard polished surface on the pressure plate.

Colin





For those of you who enjoyed the TV show Vintage Roads, now renamed, Great British Car Journeys, this book is the real thing. Mr. Morton drove around England in 1926 writing notes about what he saw and what he learned from speaking to random strangers. When space allows, I'll share some of his stories of what now is motoring nostalgia.



This excerpt is his first detour from the main road, into a village called Bucklebury near Reading. The Google street view picture shows the town church as it is today.



§ 3
As I was trying to decide which lane had the best turning,
there came towards me over the wet, sandy road a scholarly-
looking, middle-aged man. I hailed him (as I intend to hail
[7])



IN SEARCH OF ENGLAND

everybody), and we fell into conversation. He was, I observed, carrying a wooden bowl.

'Perhaps you know these lanes,' I said. 'I seem to be lost, but before I find my way out is there anything worth seeing here?'

'Well,' he replied, holding up his wooden bowl, 'what do you think of that?'

I looked at it curiously, unwilling to admit that I saw nothing remarkable about it. His bowl had a marvellous grain, a fine smooth finish, and two neat lines round the outer rim.

'That,' he said, 'is the work of the last bowl-turner in England. He lives over the hill at Bucklebury. A most interesting survival. Quite remarkable. You ought to look at his workshop, for you will never see another one like it!'

I had a suspicion when first I saw him fondling the bowl that this stranger was an antiquary, and when he proceeded to deliver a lecture on 'treen', standing there with his feet in a puddle, I knew it for certain.

'Before people used pewter for plates and tankards,' he explained, 'wooden trenchers, drinking cups, and bowls—called 'treen'—were used by every one. I hope I am not boring you? Well, in Elizabethan times pewter came in fashion and wooden things were used only by poorer people. Then came china and glass. They knocked out pewter, and the demand for "treen" dwindled to almost nothing, but the art of making it never quite died out. Now there is only one maker of "treen" left, and he turns bowls exactly as they did in the days of Alfred the Great. . . .'

A sharp shower of rain interrupted him, and he went on his way, and I in search of the last 'treen' man.

The gorse flung itself in a sheet of flame across Bucklebury Common, and the birds were singing like mad in the rain.

How often in London rain weighs on the spirit and soaks

IN SEARCH OF ENGLAND

itself into the very soul; but in the country it seldom saddens you—in fact, there is a kind of country rain that exhilarates and causes you to sing aloud.

I would not care to be the postman at Bucklebury. The cottages hide one from the other; the hamlet is spread generously over little hillocks, so that a man in a motor-car has a fair chance of finding himself in Stanford Dingley or Yattendon or Frilsham, or even Beenham, before he discover his object in this gorsy labyrinth. And why not? These names have quality. These lanes are so friendly. I was thinking more or less in this way, half deciding to take the road to Yattendon and give up the quest for the 'treen'-maker, when I came to a tumble-down hut on a green knoll. Enormous elm logs stood piled outside the door; inside, a man was sharpening a long knife on a whetstone. He glanced up and admitted that his name was William Lailey. He looked to me like a shy, middle-aged faun. His cheeks were red, and his healthy country face was shaded by a floppy green hat. He asked me in, and went on sharpening his knife, his back towards me, an attitude which delighted me because it was, from him, so sincere; his knife meant more to him than I did, and he was—I looked at his hands—a craftsman.

No; there wasn't much to see next door, where he worked, but he'd show me! Yes, he loved making bowls better than anything! He never felt happier than when he was holding a good bit of elm to the lathe! His father taught him to make 'treen', and his grandfather taught his father; and so it went back to goodness knows where. . . .

Talking like this, he opened the door to his workshop.

To say that eight hundred years seemed to have stopped at the door conveys nothing. The room was an Anglo-Saxon workshop! Probably the same sort of shed existed also in Ancient Egypt. It seemed, at first sight, that Heath Robinson had fitted it up with all manner of pulleys and strings. The floor was deep in soft elm shavings, and across



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the hut was bent a young alder sapling connected to a primitive lathe by a leather thong.

‘No other kind of lathe will do,’ explained William Lailey, stepping down into a wicker-work pen. ‘The sapling takes off the strain. You watch! I’m going to turn an elm bowl.’

He picked up a chunk of wood and, putting it to the lathe, worked a foot pedal and held a sharp bent knife to the rapidly revolving wood. With surprising speed he cut the outer shape of the bowl; then, taking a different knife, he cut out the inside as you might cut out the inside of a turnip. The bowl was roughly finished.

‘It wants titivating up, of course,’ he explained, ‘and the inside will make another smaller bowl.’

The alder sapling sprang back, vibrating: a clumsy, primitive, marvellously efficient invention, and in it—and many more now lost to us—the secret of those beautiful handicrafts of antiquity which remain to astonish us and to confound our modern machinists.

‘Boys won’t learn work like this now,’ he said. ‘It’s not as easy as it looks, and unless you learn when you’re a lad you can never catch the knack of it.’

He uncovered a pile of beautifully turned bowls of all sizes in a corner of the hut. I saw what the man in the lane was so proud of: each bowl had the individuality which only a man’s hands can give to an object.

‘You could make a lot of money if you wanted to,’ I told him.

‘Money?’ he said with a slow faun-like smile. ‘Money’s only storing up trouble, I think. I like making bowls better than I like making money.’

‘Will you say that again?’

He leaned against the door of the hut, his homely brown face shaded by his green floppy hat, and said it again, slightly puzzled, and feeling, I think, that I was in some way ‘getting at him’. But you will have guessed that I wished to hear

IN SEARCH OF ENGLAND

for the second time the voice of the craftsman, the lover of his job, the proud creator of beautiful, common things ; a voice that is now smothered by the scream of machines.

I went on down the green hill feeling that my search of England had started well.



This art is not lost. You can watch Robin Wood turn a set of three bowls at:
<https://robenn.net/ash-project/robin-wood/>



For Sale

1988 4/4 24,000 miles. Stored in climate controlled hangar. Never wet. Mint condition. Top has never been on. It is faded and would be really tight to get on.

Interested buyers contact Lee Kuhn at

Call for asking price

lee@malivoire.com
905-921-2559







For Sale - Morgan Plus 4 (1960), Cincinnati, Ohio - \$28,000

After 21 years of driving fun it is time to find a new home for my 1960 Morgan Plus 4 (Serial Number 4281, manufactured in 1959) as we are combining two houses and there is not enough room in the new garage.

Mechanically great, runs beautifully, older restoration but still in good condition with cream body, burgundy wings and brown interior. Since I have owned the car, it has always been garaged and never been driven in the winter or in the rain.

Mechanically, the car has been kept as original as possible

- Left Hand Drive
- TR3 engine (1991 cc)
- Moss gear box
- Front disc brakes re-built in 2017 – (This is one of the earliest Plus 4s to be manufactured with front disc brakes)
- Stainless Steel Exhaust
- Cream gauges and knobs
- Blumels Steering wheel
- Original style bench seats
- Wire Wheels
- Three tops

- Tonneau covering covering luggage area behind seats
- Tonneau covering full passenger compartment
- Vinyl roof – Good tight fit

Side curtains – Fit but in need some attention

Copy of original Morgan Motors factory chassis record and receipts for everything that has been purchase for the car in the last 21 years.

If desired, I will include tools and equipment that I will no longer need (timing light, Gunson's Gastester CO2 analyzer, Whitworth wrenches, etc.) and copies of the Owners Workshop Manual and Fred Sisson's "Morgan Driver's Bedside Reader".

For more information call me at 513-891-4636 or email rdc mole at aol dot com.





For Sale:

Don't usually have a new member come along and right away offer two (YES, two) Morgan's for sale. But here they are! Contact David McNeill for details on either one of these Plus-4 Triumph engines, Moss gearboxed Morgan cars. They both probably need full restoration work to put on the road or to bring to 100%. But from photos and comments there is all the important stuff there to start on either one.

1964 Morgan Plus-4, DROPHEAD COUPE, white with burgundy interior. Reasonably complete car that needs restoration. Not many of these are around. See photos below. Priced at \$13,500.

1959 Morgan Plus-4, ROADSTER. Complete car that needs restoration. Priced at \$7,000.

For full detailed information contact: David McNeill,
Barberton, Ohio
(330) 745-0759 (home) or (330) 212-3614





For Sale: 1972 Morgan Plus-8 roadster

Dear OHMOGGER'S

Long time OHMOG member, Myron Koenig, is helping a friend of over sixty years sell an early 1972, Plus-8 roadster, S/N "R7471". Bill LaWarre (owner) has Parkinson's and can no longer enjoy using the car. Bill has owned the car since 1989, acquiring it in Connecticut. It's never been in the rain since then. The engine was re-built shortly after purchase and he has only added at most 6000 miles since. The odometer reads 25,500 mile or so. The Rover V-8 engine has a Holley 4-barrel on top of an Offenhauser intake manifold along with exhaust headers. (Editor's note: I've driven this Plus-8 and it is very strong and lively! It also is ready to drive home for immediate enjoyment!) He has the original S.U. carburetors and intake manifold for those who may wish to restore it to original. After market seats are in the car. However, the originals are included but would need recovering. The paint job is old but in excellent condition with silver body and BRG wings. There is a brand new top purchased from Morgan Spares and the side curtains have had the Plexiglas replaced. The tonneau had been ripped but a serviceable repair has been made, but also good as a pattern for a new one. Car is solid and shows no signs of visible rust or rot. Only noted damage is a bend in the rear bumper. He just had brand new tires installed and spent \$450.00 on detailing

A similar car (R7446) was sold on "Bring A Trailer" last fall for \$65,000. That car had been redone in 1996 by Bob Couch, founder of Morgan Spares, and it was immaculate. The pictures on BAT showed it to be nearly perfect and the Couch name, no doubt, carried a lot of "clout". Bill's car is not as perfect but TLC will bring it back to a great looking and a very strong ride. With the right effort it could be very close to the Couch \$65,000 Plus-8.

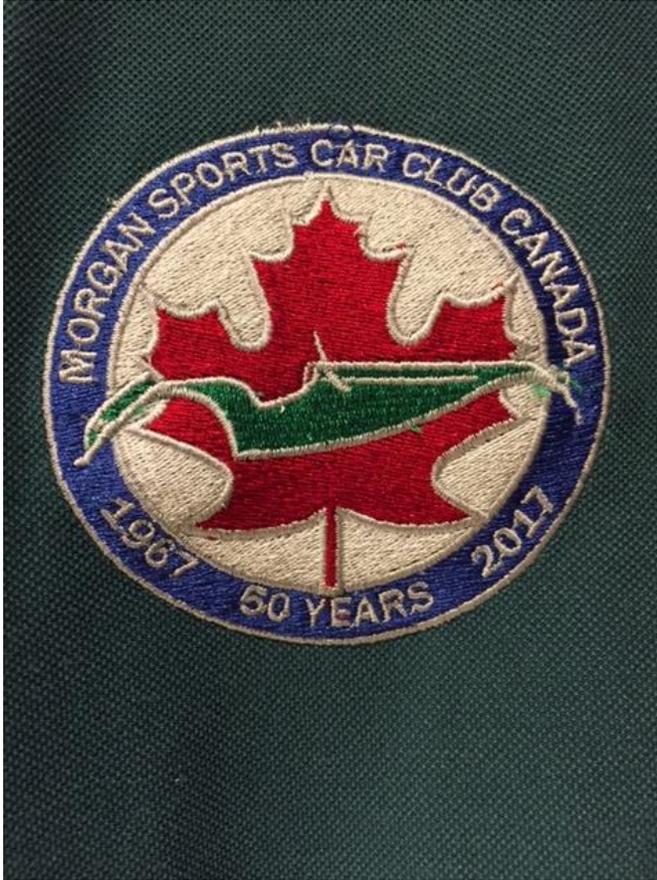
He is looking for a sale at \$45,000. This is an opportunity to own a rare, early, narrow bodied, left hand drive, collector Plus-8 and one of only 484 (not all left hand drive) manufactured with the Moss gear box. It is a beautiful example of what Steve Stierman says is the ideal Morgan to own. Please call me, Myron Koenig, at 513-321-0165, or email at: myhekoenig@aol.com for additional details.





Note: All photos of this Plus-8 were taken before the new tires and detailing was done in 2019.

Thank you to OHMOG for permission to use these ads from their news letter, OHMOGGIE .



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



Mmmmm.....cookies!



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