



The Blurb



With the Christmas rush over Santa's elves started a complete tear-down and rebuild of his 4/4.

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Prez Sez



Glen Donaldson

2021 We Live in Hope and Eager Anticipation

Welcome to the first Blurb of 2021 - I hope that everyone is staying safe and healthy and also staying home as I understand we are all being asked to do currently. The weather has been pretty good so far this winter with mild temperatures and only one snow blower worthy snow fall, at least in Burlington - and I think that was Christmas Day so after presents it was time to play with the snow in the driveway. Most

weekends I seem to be able to rinse off the daily drivers as the weather has been fab.

Your 2021 Club calendar should have popped thru the mail slot by now - a Thank You from your Morgan club for sticking with us and staying engaged. Although the second stage of covid is looking rather grim now - we know the vaccine is on the horizon and we hope to be able to get the Morgans out in the spring and summer weather and have some event plans up our sleeves... As Sir Winston Churchill said "we shall never surrender" and we will be ready with plans as soon as we get the OK from the government bodies. Membership renewals have been coming in well - so THANK YOU to those who have renewed and please send in your \$35 to Brian Hawkins at hawkinsb@sympatico.ca or mail a cheque to Brian Hawkins 940 Hedge Drive Mississauga Ontario L4Y 1G1.

Morgan news - sadly the Factory announced that 2021 will be the final year for the current 3 wheeler - as after 10 years of production the engine ratings have expired - shame as I had always hoped that somehow we would be able to slide one into Canada as a 3 wheeled motorcycle - similar to the Polaris Slingshot. Hopefully we will see a few more of the older 3 wheelers back out in the daylight as we know Dave Smith's 33 is now owned by Ali Jalali in Toronto and that Ivan Samila bought the 37 barrel back that was the late Rodney Hodgsons. And with George Orsmy passing away last March he had I believe two Morgan 3 wheelers that may be looking for new custodians.

More local Morgan news is that John and Colin are now working on installing a new Laycock overdrive unit in their +4's - John (aka Mr. January) has a unit bolted into Red/Black as his was first under the wrenches. If all goes according to plan John & Colin will do a short presentation at the club's February Zoom meeting. Martin is working on his 4/4 engine this winter and that should be built up soon. Steve is hard at work on Jenny's +4 4 seater chassis - hmm wonder which Morgan will be running first? From our January zoom meeting we know that Harry and Mandy are

hoping to have their +4 running this spring - although that is on Vancouver Island. Ken Miles is also busy in BC working on a Triumph Roadster as this will be keeping their +8, 4/4 4 seater and DHC company in the Miles garage. I think Rob Fournie is planning on doing the interior of his 53 Flat Rad this spring - can't wait to see that back on the road with its red paint job. Wil Carter - who should be joining soon as the Guelph Morgan Boys are after him and the long lost Ron Lohr - Wil is waiting for a new chassis for his 70 +8 formerly Jim Haw's. So while Canada maybe forgotten by MMC the flame is still alive with proper enthusiasts.

Speaking of Morgans in Canada I am currently working on a list of Canadian Morgans and hope to have this ready in the next week or so - gathering information about recent Morgan sightings, listings on Morganville registry and cars I have read about. Trick is having a listing that won't get anyone's knickers in a twist about privacy - just trying to list year model and if known chassis number. It can be amusing looking at the registry and seeing where the Morgan before or after your chassis number is - our own Scott Barrie's +4 is listed and before Scott's Morgan the number 5202 was a DHC and the 5204 chassis is a +4 Super Sport.

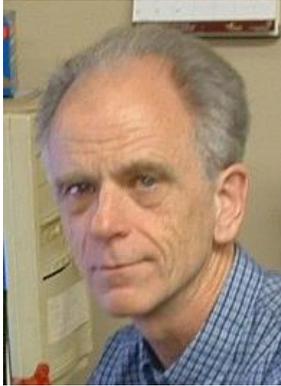
Not sure how many members belong to the Morgan Club in the UK, but the last Miscellany talks about a +4 Competition Model - this was made for just two years 1965 and 1966 and only 42 were made. These Morgans featured the TR4 2138 CC engine and twin Strombergs, derrington 4 branch exhaust manifold, 72 spoke wires with wider tyres and heavier duty stub axles and selectaride rear shocks. The body was based on a 4/4 series V which made it lower and lighter than the regular +4 - even though it was all steel. Strange how it was only offered for a short period of time and it is not really known how many are left. The Morgan Historic Register has 6 listed. The first chassis was 6079 in October 1965 and the last being 6387 in November 1966. I wonder if we have any in the club or in Canada.

One last thought to leave you with as a winter project - think of it as a New Year's resolution for your Morgan - have you reviewed the insured value of your Morgan with your insurance company lately? Hagerty have an online value tool and you can also review the recent sales on auction sites or on the website Bring a Trailer. You could also get a qualified appraiser to re-evaluate your car - we have a few in our club two that I am aware of are Martin & Steve Beer and also Norm Mort out in the County. Insurance is one thing we hope we never have to call on but should still be up to date. The tough part when looking at things on line of course is what is the real condition. I will be having a chat with Hagerty this winter to review the values of our 3 fun cars.

Hope this finds you well and safe and please RENEW we need you and it is your Club. Ideas for monthly guests' speakers at zoom meetings welcome - just a 10 or 15 minute talk about your special Mog - Plus 8 - DHC or a neat fix?



Editor's Message



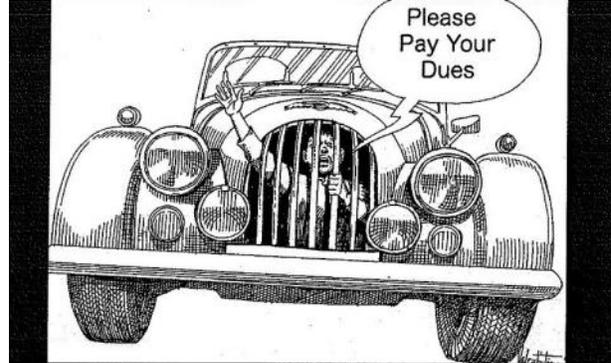
Dave Farmer

In spite of the Covid crisis I got plenty of material from you for this issue.

But first off, our web site hosts have sorted things out so we won't see the error message several of you saw when accessing the last issue.

We have a new member in Nova Scotia who has a big project. The Shiers enjoyed the last run in their Mog so much they had to take another, and another... Which encouraged several more "Last Runs" by other members.

Oliver Dawson found some pictures from an event at the old location of Upper Canada Brewing which by coincidence got me reconnected with the club in the late '90s. I found a Morgan in a documentary on the CBC. And I found another artist who likes Morgans.



Letters to the Editor

Hey David,

Thanks for selecting my photo for the cover of the Blurb. It made my day.

A great job with the newsletter as usual!
Have a wonderful Thanksgiving weekend.

Cheers,
Ken McLean

Toy Run

The cash collected in the Kettle was over \$1800, will have the actual cash & Toy value in next few days.

Thanks
Ray Stevens

Dave,

This edition was just chocked full of great pics of vehicles - I love looking at pictures more than reading written words, but I love listening to the spoken word best of all - especially as folks gather 'round a vehicle and tell tall tales or truths about cars and adventures. This COVID situation has made that more difficult, but we must strive to carry on "at a safe distance and with protective gear".

Len Fortin

ps: so glad to hear the Toy Drive event was another success, even with the crappy weather!!

good saturday pm Dave

thank you for the latest edition.
all the comments about restrictions and limited mileage reminds me of my own Morgan statistics this year. c900 miles

between MOT tests, fewer than my all-time best one trip of exactly 1000 miles Barcelona to home (via 20 mile deliberate detour) in 1995. I am hoping to organise a trip to Malvern in February 2021, but who knows what the world will be doing at that stage? currently only 30 at a funeral and 15 at a wedding. presumably the powers that be think there is a greater risk of inter-mingling at the latter. six only otherwise, indoors or out. I believe slightly higher figures in Wales and Scotland.

I could go on with thoughts about the rules/regulations/laws, but I will not.

I am about to take advantage of less Morgan motoring to remove gearbox for re-conditioning, and replace clutch. all good fun!

best wishes to all
John Donovan (MSCC)

For those interested, a response from the Chief Sales officer at MMC about new Morgans in Canada. Basically no change.

Bryan Tripp

?Hi Bryan,
Thanks for the note, and for your dedication to the Morgan SCC in Canada!

There really can't be plans for direct sales into Canada at the moment... The Canada regulations are so prohibitive, we have no firm product plans that meet the conditions. We are looking for ways in, and would love to find a way to satisfy the enquiries properly, but nothing at the moment.

Marcus Blake
Chief Sales Officer



Secure Connection Failed

An error occurred during a connection to www.morgansportscarclubofcanada.com. Peer using unsupported version of security protocol.

Error code: SSL_ERROR_UNSUPPORTED_VERSION

- The page you are trying to view cannot be shown because the authenticity of the received data could not be verified.
- Please contact the website owners to inform them of this problem.

[Learn more...](#)

This website might not support the TLS 1.2 protocol, which is the minimum version supported by Firefox. Enabling TLS 1.0 and TLS 1.1 might allow this connection to succeed.

TLS 1.0 and TLS 1.1 will be permanently disabled in a future release.

[Enable TLS 1.0 and 1.1](#)

A number of you saw this error message when you clicked on the link to last season's Blurb and due to the vagueness of the English language it looked like our web site had been hacked! But it only referred to the way the messages sent to your computer were encrypted. The particular machine that hosted our website was not able to run the more up to date encryption. Therefore, it was possible that someone could discover that you were reading the Blurb!! It would only have been a serious situation if we sold anything through the website.

Our host has migrated our website to another machine that does run the later encryption so we are good until at least the next encryption protocol update. ;-)

Dave Farmer





Morgan Garage Diorama

Hello David, the diorama or rather "Radiorama" was built and given to me by our long-time painter. After his son takes over the business, he has the time and patience for something like this.

Grüß André Koopmann

André Koopmann

Der Morganexperte.

<https://www.andrekoopmann.de/index.php/die-werkstatt>





New Member, Big Project

The Morgan was purchased in 2019 through Steve and Martin Beer, It is a jumble of parts, disassembled, but with a new chassis, body tub (aluminum), cowl, and front suspension base. The original chassis, driveline, fenders, hood etc. are with it also. It will be a project to put on the road.

Sold originally through Fergus Motors but sent directly to Sports Cars Inc. in New Orleans. Not a standard colour, Express Blue & red leather, other options but "white wall tires." I envision someone who played jazz on Bourbon Street as the original owner. It has passed through several owners. We are attempting to follow up on the New Orleans ownership, and will paint it the express blue but the white walls??

I was about to order a new +4 Super Sports in 1966 from Metro Motors, But used the money to return to school, still have the brochure & pricing from them, Mistake. I would have earned more buying the car, and now selling it than I did with any increase in salary based on the schooling and would have had the +4 to drive.

Will keep you posted on progress but the J2 must be finished first.

Regards
Brian Hingston

P.S. Some things take time, 54 years later, a Morgan!





Fall Outing to Toronto Motorsport Park



This is the former Koehler Dragway, an old WWII airstrip. They have laid out a 1.8 mile road course on part of the pavement and it is a riot to go around. It is nowhere near Toronto but, 20 minutes from John Fitchie's and just east of Fisherville.

Three of us met for lunch at the 'Ye Old Fisherville Tavern', then headed out to the track. The "Team" assembled, Gil, Anne, John and Brenda. Then the pilot (Rob) and copilot (John) dusted off a vin-

tage Mustang.

This would be a great spot for a club drive in the Spring. Picnics, or the Tavern and lots to watch between the track and the drag strip.

Have a good winter, unfortunately don't know if we will make it to our Florida house.

Rob Varey



MORGAN SPORTS CAR CLUB OF CANADA





Last Run of the Season

Last Run of the Season

Last Run of the Season

...



Last run of season.....maybe

We chose last Wednesday as the day of the week for another run...lucky choice it would appear.

We left early again and headed north to Hickory Falls then to Erin for our brekkie at the Tin Roof Cafè. We then headed north and east tacking our way on secondary roads to Hwy 9 and north to Shelburne. Continuing north we then headed east on the road to Honeywood with some lovely vistas of Simcoe County. We then headed south to one of our favourite roads.....River Road... and headed west back to Horning's Mills then south and east again on County Rd. 17 and back to Airport Rd. This pattern of zig zagging was an interesting run as we discovered new roads and places. Travelling down Airport which is a fun road when the traffic is reasonable...we turned left at Hockley Rd. and landed at the Rosebud Motel ...the home of the Rose Family of the multi award winning show...Schitt's Creek. It has become a place with four other cars arriving when we arrived!

We then headed west over Airport and east on Hockley Valley to Third Line then south past the HV Inn and the Adamo winery. We continued to tack our way south and ended up in Caledon. We then decided we would drive through Forks of the Credit for the third time this season to check it out again. All signs and barriers are still in place as we followed eight vehicles through to Belfountain and this was mid week after Thanksgiving. We are sure that if the residents couldthey would have this area converted to a gated community.

Odometer read 140 Miles and about 5 hours on the road.

This could be our last run but we will check out the weather apps.

Mary and Ray Shier



Another run.....

Whoah - what a week of wicked weather for November! Almost put the car to bed then checked the weather. Did a downright balmy run down to Dundas this morning to do some Christmas shopping. What a pleasant enclave to come down the escarpment on Brock Rd. and see splashes of orange, yellow, and bronze/copper still on the trees. We were almost in a sweat while there!

Thinking of taking a run north to Collingwood as the temps there are near 20° for the next few days. Our odometer is indicating over 2000 miles so far this season.....not once have we had the roof on as we usually end up drowning at least once a season.
Us in Limehouse





MORGAN SPORTS CAR CLUB OF CANADA



Down By the Bay
It is glorious in Thornbury.... waiting for our lunch takeout





MORGAN SPORTS CAR CLUB OF CANADA



Last Run.....maybe.....

Hello - just back from a short run today but travelled on new roads and others that we have not been on for quite a while. We headed north up the escarpment then crossed over Hwy10 where the escarpment connects with the Oakridges Moraine area.....very beautiful and quiet ...ended up east of Caledon then headed west and south via the Caledon Ski Club then back to Limehouse....stopping at the Tin Roof Cafè for a lattè.

Might be the last run. Whatever it has been a blast this season in spite of COVID! We have driven well over 2000 miles this season.





MORGAN SPORTS CAR CLUB OF CANADA



We just got back from a run over to Guelph and north to Guelph Lake then East over to Tin Roof Cafè, then back down the escarpment to Glen Williams (Pete's Meats for steak on the Barbie tonight only) then over to Miller's Scottish Bakery. Did not see Phil and Wendy as they were at the Wholesaler's today. The Cadbury Chocolate calendars were all SOLD OUT??
Cannot believe how pleasant it was out there today.
MNR

11/24/2020
Can you believe that we had a glorious LAST RUN on Friday then it all changed in the blink of an eye on Sunday Morning!
Cheers to all.
Mary & Ray Shier





MORGAN SPORTS CAR CLUB OF CANADA



Please pass this along to the group. Couldn't resist the lovely weather and headed out for lunch to the Magnetewan Grill & Grocery. Beer and chili...yummy.
Noticed a few other classics in the parking lot.
Joanne & David Birtwistle





MORGAN SPORTS CAR CLUB OF CANADA





We made it to Featherstone Winery yesterday. You may remember it from a Tom van Zuiden MSCCC trip about 11 or 12 years ago.
Alan & Kathy Lytle



Re: Another run.....

Fantastic! This week end is definitely a top down forecast, we are on the road again on Sunday. Details after the run. A run was attempted last Sunday but C5 was a little too cool, made it to Peters Corners (Hwy 5 & 8) then returned home. Megan going well but never reached normal running temp.
the Stevens



Blast from the Past

Just wanted to thank you for the lovely calendar and accompanying note. I came across some photos of an MSCCC event I organized back in '96 or '97 at the old Upper Canada Brewing Company in Toronto. I was in charge of market development. Not sure if this would be of interest to the Blurb editors but in case it is, feel free to use them.

All the best!

Oliver Dawson





Nice photos. That's my Uncle Brian in the black shirt behind the DHC.

Bryan Tripp





Thanks Oliver

I recognize a few faces and Morgan's from the pics
Stu's Flat Rad
Vern's former 4 seater
The DHC that is now Bryan's
And Steve in the Bolton shop.
Not sure who owned the green Plus 8?
thanks and hope you find a 4 seater
Glen Donaldson



Oliver, of course the Blurb editor finds these pictures interesting. It was this event that led me to reconnect with the club.

Another of Oliver's marketing initiatives was to offer a free beer glass to anyone who stopped in for a beer tasting on a given date. On my lunch time runs I sometimes went through the CNE grounds and Upper Canada was located just across the tracks at the CNE GO station. So on the day I detoured across the pedestrian bridge, got my beer glass and signed up for their news letter.

When this event got published in the news letter I wrote to them and Oliver passed my info to Vern and here I am.
D.F.





Overdrive for the Morgan Plus 4

by Colin Bray

Introductory note: Although this is something I have been researching for a few years, this has become a joint project between John Fitchie and myself. It is John's skills that will make this project happen.

PART ONE – What's been done before and recent research?

Why?

I live on the border between Toronto and Scarborough close to Lake Ontario in an area I like to refer to as the Independent Principality of Birch Cliff. If I want to get anywhere, it means driving on a major highway. I like to keep up with traffic on these highways which means you have to be prepared to drive at 120 kph or even more. I've checked my tachometer against speed from a GPS unit and with 165 x 15 Vredestein Sprint tyres, that means 1000 rpm translates to exactly 30 kph. So that means 120 kph translates to 4000 rpm. The bottom line is I find the car LOUD at those rpms from the engine. There's not much I can do about the wind rushing past! On a longish run it is very tiring, so if those revs could be lowered somewhat, it would be much appreciated. What the car needs is a higher gear ratio.

Options

Five speed gearbox or the old fashioned way – an overdrive unit.

The Morgan Plus 4 is unusual in that the Moss gearbox is mounted on the end of a torque tube between it and the engine so the gearshift goes directly down from your hand straight into the gearbox. It means you have a very good feel for the gears and makes changing gears a pleasure. Well, it would if it wasn't for the crappy synchromesh the gears have. As owners know, you can't rush gear changes on a Moss box! The aforementioned torque tube contains a long shaft where also hides the beautifully named 'muff coupler' in addition to a sliding aluminium collar with a carbon thrust ring on the end, which is mechanically activated by your left foot to operate the clutch. Mechanically operated clutches, I think I am correct in saying, died out before the Second World War, but not for Morgan who used them up until April 1972 when the Plus 8 switched from a Moss box to a new unit made by Rover which bolted directly to the engine with a remote gear change mechanism. In typical Morgan fashion, why change something that works? It will only cost money! The Morgan 4/4 in the 50s and 60s also had mechanically operated clutches but using a Bowden cable setup.

Morgan Spares in the US have produced a very nice conversion kit utilising a modern British Ford 5-speed gearbox which is mated to a specially made bellhousing. The gearbox has a remote gear change mechanism that moves the gearshift back from where the rod goes into the gearbox like almost all postwar cars. That is why the original torque tube cannot be used and why you have to have a different bellhousing. The more modern gearbox also utilises a hydraulically operated clutch rather than the antiquated mechanically operated version. To do this conversion, you are first going to have to remove the engine and gearbox and bolt on the new gearbox and bellhousing. Two new metal rails have to be mounted to install a mounting plate for the rear of the gearbox. Then holes have to be made to install the new clutch master cylinder. A new pedal shaft has to be installed along with new mounting pieces. A new speedo drive is required, plus your speedo will have to be recalibrated. Finally, a new hole has to be cut in the transmission cover so you can refill the gearbox with oil and a new cover plate made.

The instructions state, "after you have removed the engine and gearbox, all this will take 3-4 hours....". Removing the engine and gearbox alone takes, in my experience along with John Fitchie, most of a day. Perhaps someone who has installed one of these kits before could do it in 3-4 hours, but not even an experienced person could do this in the allotted time the first time around. This kit will cost you US\$4,495 plus tax and duty. I am sure this is a good unit but it is both expensive and not for the faint-hearted.



The alternative – an overdrive!

There is some confusion about who invented the overdrive. William B. Barnes in the US invented an overdrive for production by Warner Gear Division and connected it to a specially made BorgWarner gearbox. It was first used on the 1934 Chrysler Airflow. When enabled, it was automatically operated when the driver lifted their foot slightly on the accelerator. It was deactivated by pressing the foot hard down on the accelerator much like a kick-down on an automatic transmission. These units were found on many American cars until the 1970s. All overdrive units use epicyclic gear trains – you can look up on the internet what they are because I don't understand them. One of the important things I know though is that they can't be used in reverse gear.

The vast majority of overdrives on European cars were manufactured by the English Laycock Engineering Company in Sheffield. This unit was invented and developed by Captain Edgar J. de Normanville, who, despite his rather French-sounding name, was from a well-established English family going back to the Norman Conquest. The family wasn't French but of Norse Viking background. I digress. The overdrive unit was developed from an epicyclic gearbox he produced for Humber cars in the early 1930s. The first production vehicle to feature the Laycock overdrive was the 1948 Standard Vanguard Saloon, but it was offered on Triumph, Jaguar, Aston Martin, Ferrari, Austin-Healey, Jensen, Bristol, AC, Armstrong Siddeley, Volvo and many other makes. While attending University in the late 1970s I owned a Triumph TR3A with overdrive and loved it. Most cars only had overdrive on top gear but the Triumph 3, 4, and 4A were unusual in that they all operated on 2nd, 3rd and 4th gear - a 7 speed gearbox in 1955! The Morgan company never offered the Laycock overdrive on their cars, almost certainly because they prided themselves on producing the cheapest priced sports car on the market, plus the cars were made to be as light as possible for competition use. The tragedy is this would have been a relatively simple option to offer because Jaguar and Humber were using the same Moss box as in the Morgan, albeit with slightly different ratios. All that would have been needed is a shorter torque tube and the use of the remote gear change mechanism from either car. This brings me to the next option.

There are two (well sort of three) alternatives to fitting a Laycock overdrive in a Morgan Plus 4.

Over the last 30+ years, several owners have fitted Laycock overdrive units to Plus 4s. Until very recently, all used an overdrive unit derived from a Jaguar. This type of installation can be achieved in two ways.

First Option - Taking the overdrive unit off the Jaguar box and fitting it on the back of the Morgan Moss box. This will mean removing the backplate of the Moss box on the Morgan which also means you lose the two mounting feet, so you will have to find another way of securing the end of the gearbox with the overdrive unit. It also means that the centre of the middle crossmember has to be cut away for the overdrive unit to fit in the car, plus you need to be able to get to the drain plug on the overdrive, which is situated over the original crossmember. Therefore some sort of frame has to be made where the rear of the overdrive unit can be secured. The main shaft in the gearbox also has to be longer to fit into the overdrive unit. A Jaguar shaft can be used and they are still available new. Unfortunately, a few things have to be altered within the gearbox to make the Morgan gears fit the Jaguar shaft which will mean needing access to a machinist. The adapter plate that goes between the gearbox and the overdrive unit from the Jaguar box will also be required. And finally, the propshaft has to be shortened to about 13.75 inches and rebalanced. You will also have to modify the propshaft cover because it is wider at the front with the overdrive on the end of the gearbox, plus the transmission cover will also have to be modified. This has all been done by Pat Leask on his 4 seater in Victoria, B.C. and you can read all about it in his excellent article in the August 2020 edition of the PacMog newsletter. I spoke to Pat about his project and he agreed it is a lot of work and not for the faint-hearted.

He had someone make



the mounting bracket for him and also modify the insides of the gearbox to accept the longer Jaguar shaft. He did, however, think having an overdrive was well worth it.



2

Second Option – Just use the Jaguar Moss gearbox with the overdrive already mounted on it. The big advantage is you don't need to get a new longer main shaft. You still have to do all the other modifications on making a mounting frame, transmission and propshaft cover modifications and a shortened propshaft, but you have to do two other things. Firstly, you have to take the casing and bearing off the front of the Morgan Moss box and mount it on the Jaguar Moss box. This casing has an extra bearing inside which is needed on the Morgan because it has that long transfer shaft fitted on the end of the muff coupler that goes through the long torque tube and into the bronze idler bushing on the flywheel. Fred Sisson in his book 'The Morgan Driver's Bedside Reader' states the spline is different on the Jaguar box so a new muff coupler will have to be made, although Pat Leask informed me this isn't always the case. But be prepared for this eventuality. Secondly, the Jaguar box has a remote gearchange mechanism on the top which brings the position of the gearstick back. This is needed on the Jaguar because the gearbox is closer to the engine, but in the case of the Morgan, the gearbox is further back. So you have to take this remote gearshift mechanism off and replace it with the one from the Morgan box. Last issue – the gear ratios of the Jaguar box are slightly different from the Morgan Moss box, so the car is going to perform differently. All this is described in a posting on MOG Group in Google Groups on the internet by Scott Lankton. In summary, both options mean a lot of work and will result in irreversibly cutting the crossmember where the present gearbox is located. The first option will give you the same characteristics of a regular plus 4, plus the overdrive. The second option will give you different gear ratios that may or may not be to your liking.



3



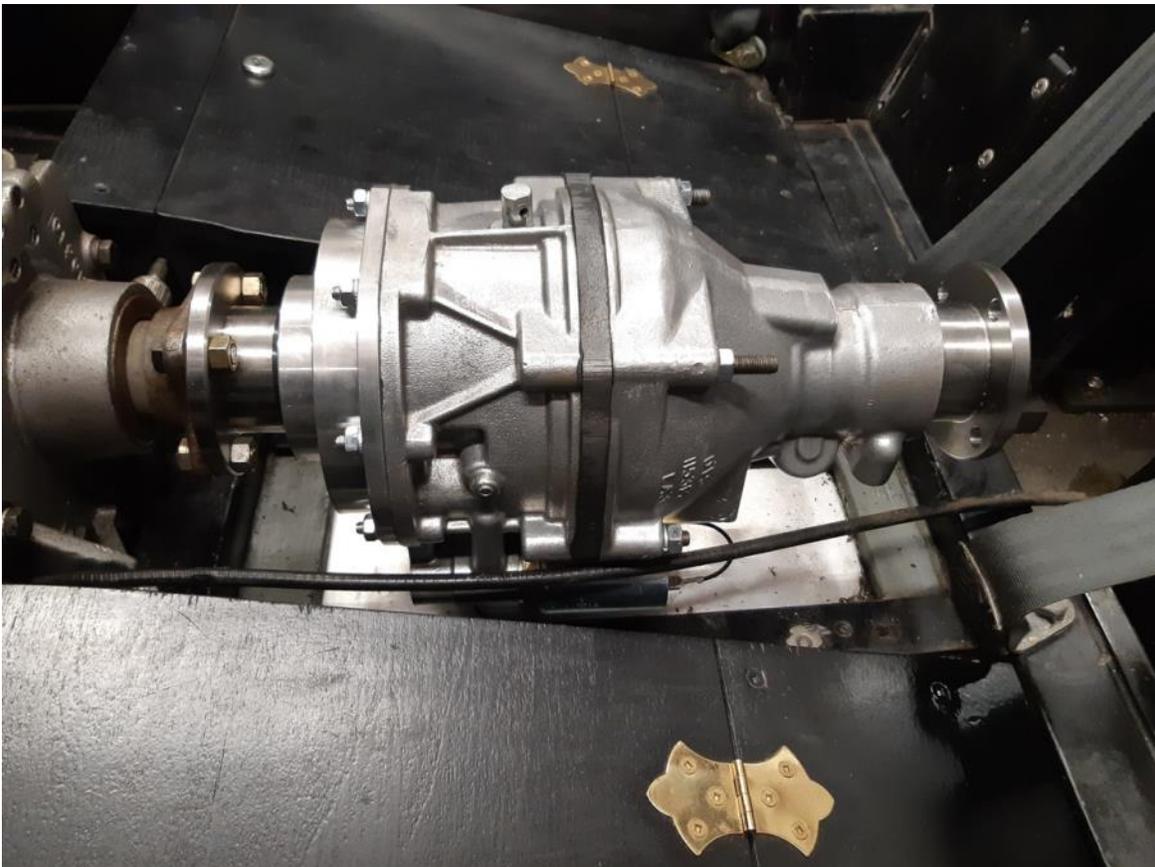
4



Third Option - Although some cars in the 1920s and 30s in Britain were capable of driving at high speeds of 70-90 mph or more, the big limitation was the roads, in particular the road surface. From the 1960s onwards, high-speed motorways of 3 lanes each way were introduced which enabled drivers of vintage cars to drive their cars at higher speed, if they were brave enough. Most of these cars are now very expensive and the higher revs of the engines at these higher speeds are putting a lot of strain on the engine with possibly expensive results. So, in recent years, some owners have purchased stand-alone overdrive units made by a company in the UK.

The original Laycock Engineering Company was acquired by GKN in 1966 but went into liquidation in 1986 when all the stock was bought by Ernie Garbutt, Ex-Laycock Senior International Service Engineer and his wife Stella. The new company is known as ODSpares and is now run by son-in-law Dave Twigger. They have a huge inventory of original overdrives and parts.

A few years ago, ODSpares started to produce a stand-alone overdrive which is placed between the regular gearbox and the back axle on vintage cars to lower the revs on the engine at higher speeds and protect the engine. It is known as a 'conversion unit' and I first came across it on the MOG Group page where an owner called Eric Scott had purchased an early version of the unit and installed it on his Plus 4. Since then, the front casting has been shortened thus reducing the length of the unit. It is this unit that John Fitchie and I are fitting into our 1960 and 1961 Plus 4s respectively. The great advantage is that unlike using the Jaguar overdrive approach, the front cross-member can stay intact. The engine and gearbox don't have to come out of the car either. The propshaft will need to be shortened by about 14 3/4 inches, the final length being about 11 inches, and balanced. Two rails can be placed between the back and middle crossmembers and a small frame built to secure the overdrive unit at the back. The original Moss gearbox will still be secured in its original position on the crossmember. The transmission tunnel and propshaft cover will have to be modified. Whether a Jaguar overdrive or the ODSpares unit is used, it will mean the width of the seats will be slightly narrower. In the case of the ODSpares unit, we calculate it to be about 3/4 inch on each side. The wooden seat bottoms do not have to be cut or modified. I think I am correct in saying the overdrive used on the Jaguar was an 'A' type, whereas the unit on the 'conversion unit' is a modified and improved version of the 'J' type as used on the Triumph TR6 and some other cars. It is physically smaller and narrower than the 'A' type and will fit in the confined space of the Morgan much better.



Information and dimensions of the unit can be found at -
http://www.odspares.com/phdi/p1_nsf/supppages/odspares?opendocument&part=4

When engaged, the overdrive will reduce the rpms on the engine. The final ratio is 0.788:1. That means at 120 kph, it reduces the revs from 4000 to approx. 3150 rpm. At 100 kph, you would normally be using 3330 rpm and with overdrive, it will now reduce the revs to 2625 rpm. Photo 5 shows a test fit of the conversion unit in John Fitchie's car. The next step is making a frame to secure the overdrive unit, then shortening the propshaft to attach the overdrive to the rear axle.

There is another important matter that has to be solved. As mentioned earlier, you must not put the car in reverse gear when the overdrive is activated. Normally there are ball switches mounted on top of the gearbox cover, which are activated by grooves in the three rods which move the gears within the gearbox. Unfortunately, the cover on the Morgan Moss box is not flat in the right areas to mount these switches and we are going to have to come up with another way of doing this. We have a cunning plan which will be revealed – if it works – in the next installment.

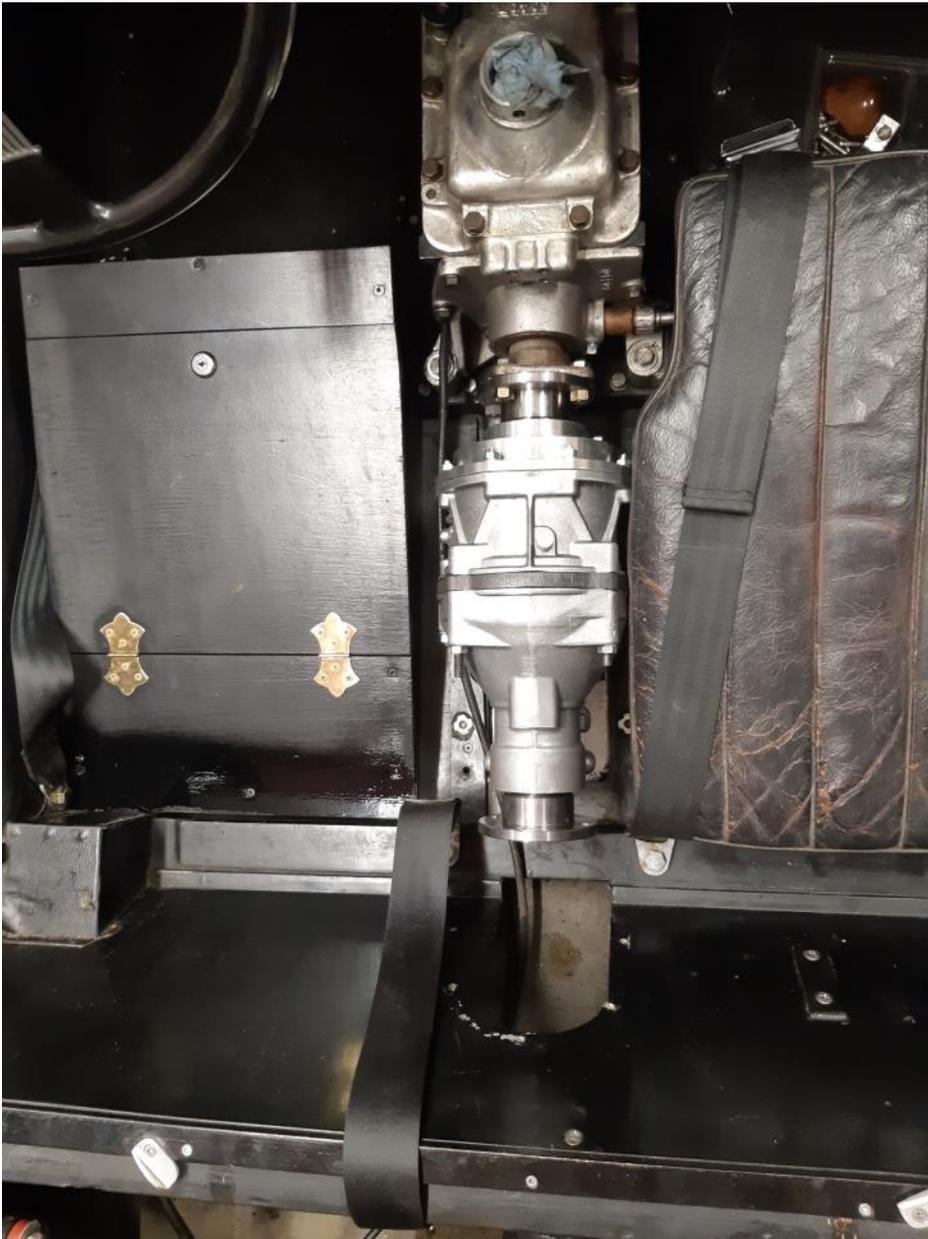


Photo Captions

Photo 1. Pat Leask's 4 seater Plus 4 fitted with an 'A' type Laycock Overdrive unit from a Jaguar gearbox. Note the front of the overdrive is attached to the much modified, but strengthened, centre crossmember which has been cut away to clear the unit.

Photo 2. Overdrive in place and upholstered on Pat Leask's car. Note the seat cushions are slightly narrower than normal.

Photo 3. Scott Lankton's 2 seater Plus 4 with the Jaguar Moss box and original 'A' type Laycock overdrive unit. If you look carefully you can see the centre crossmember has been cut to accommodate the overdrive unit and a frame welded in place to secure the unit at the back. Also, note at the very front top of the gearbox the round switch is used to stop the driver from engaging reverse when the overdrive is actuated.

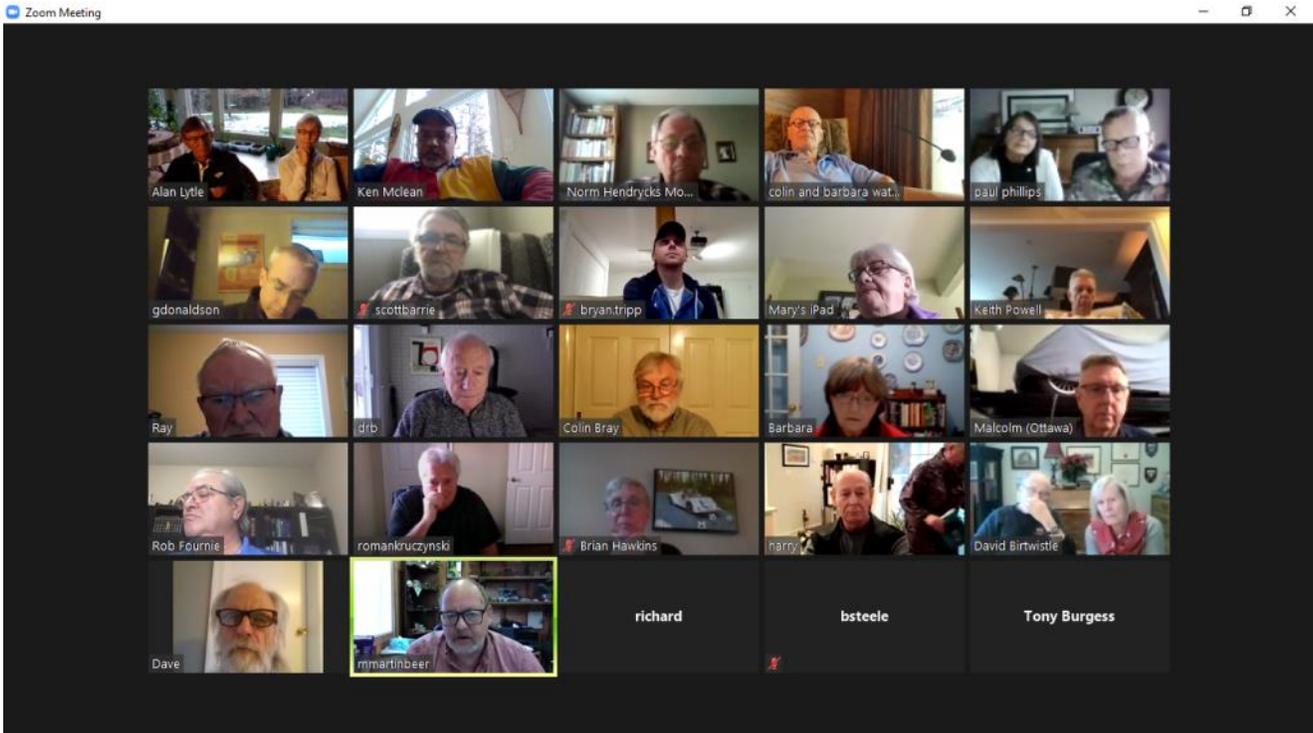
Photo 4. The new propshaft cover in place on Scott Lankton's car, which will also require slightly narrower seat cushions.

Photo 5. The ODSpares overdrive conversion unit in place on John Fitchie's 2 seater Plus 4. Note this is just a test fit and the supporting frame to hold the rear of the unit is not present. The unit is the slightly smaller 'J' type overdrive but with modified internal components to that used on the Triumph TR6 etc.

Photo 6. The unit in its test position in John Fitchie's car viewed from above. Once the new slightly wider propshaft cover is in place the seat cushion will only be slightly narrower.



AGM



M.S.C.C.C. AGM Sunday 6th December 2020.....Via ZOOM

30 members present, President Glen Donaldson opened meeting 3.05pm.

Directors Report:

President Glen gave a brief summary of events prior to the March COVID virus break thru.

3 pub lunch meetings at Queens Head, Jan 24, Feb 16, & March 15.

Dave Smith organized visit to Peter Rams hangar to see his Lagonda, Waco Biplane and his Lockheed DC 37. March was a visit to Tony & Josephine's car collection. Lock down closed any further events until September, a run organized around the Burlington Halton area finishing at Wundeba.

Financial Report:

Brian Hawkins reported "We have satisfactory balances in our account as in previous years" .

Expenses \$1800 Insurance + \$400 Miscellaneous expenses; Blurb, Website, etc.

Motion to accept by Colin Bray seconded by David Birtwistle Carried

Brian reported that 18 members did not renew for 2020 possibly due to lack of events.

Presentation of Awards:

As there was a lack of events there were no awards for Audrey Beer or Doug Price Awards.

BCCI award of Morgan Club Enthusiasts of year went to Ray & Mary Shier for numerous rides and reports for the Blurb & Blurb Lyte. Coupled with these the BCCI Long Distance Award went to Ray & Mary Shier for over 2200 miles – Well done !

The awards will be mailed to them in January.

Current officers all agreed to stay on in 2021.

Glen proposed a motion that all acts ,contracts, by-laws, proceedings, appointments and elections made, done and taken by directors and officers of the club since our last general meeting of the members be approved and confirmed.

Motion was approved by Alan Lytle seconded by Keith Powell

Future items, events etc. to be discussed if and when the time is once more free from virus.

R. Stevens Secretary



Morgan in the Movies



I stumbled upon a documentary on the CBC web site titled “Drive” which is described as “Exploring the joys of the road on the eve of a driverless revolution.” The Morgan 5 speeder pictured above is never talked about but one of the subjects of the doc is driving it in New York City at the start of the show.



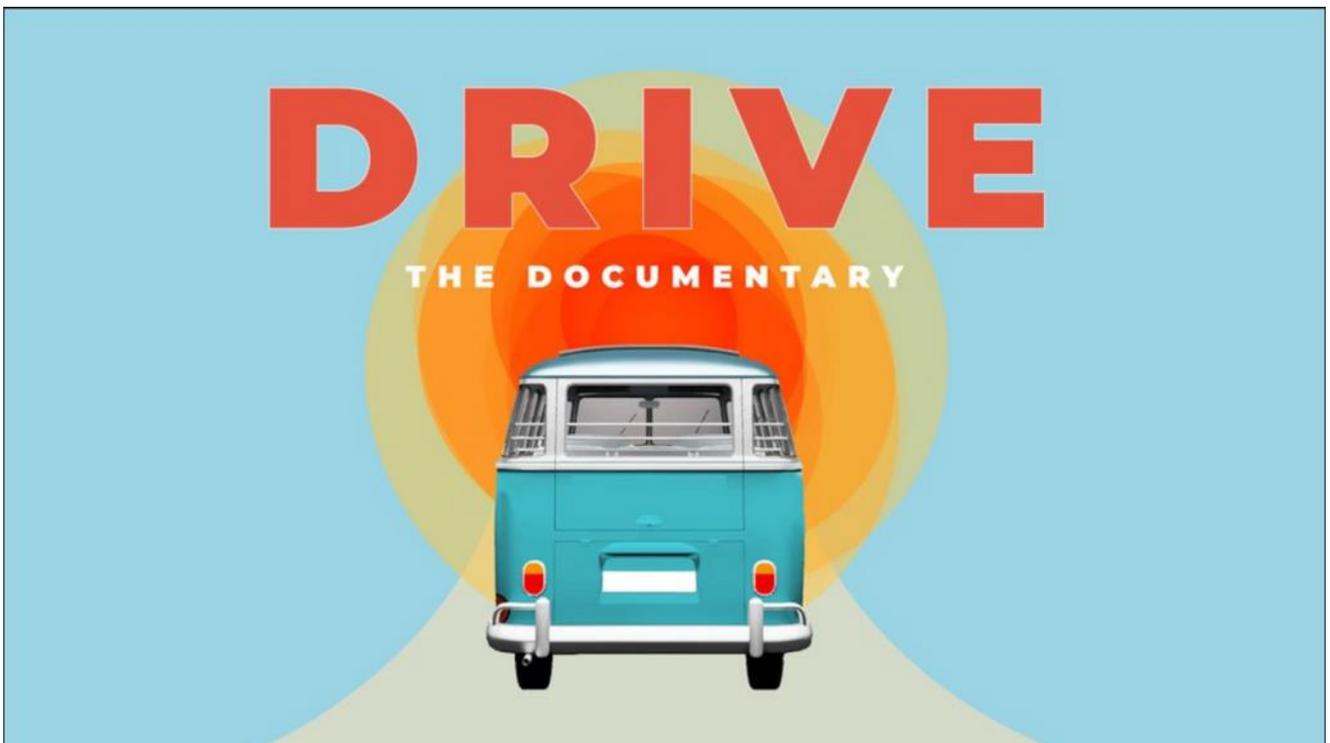


The show features several Canadians, a singer, a chef, twins learning to drive, and a neighbour of the Fitchies in Canfield pictured above.

A direct link to it is:

<https://gem.cbc.ca/media/documentary-specials/season-1/episode-134/38e815a-0136b1ee8ab>

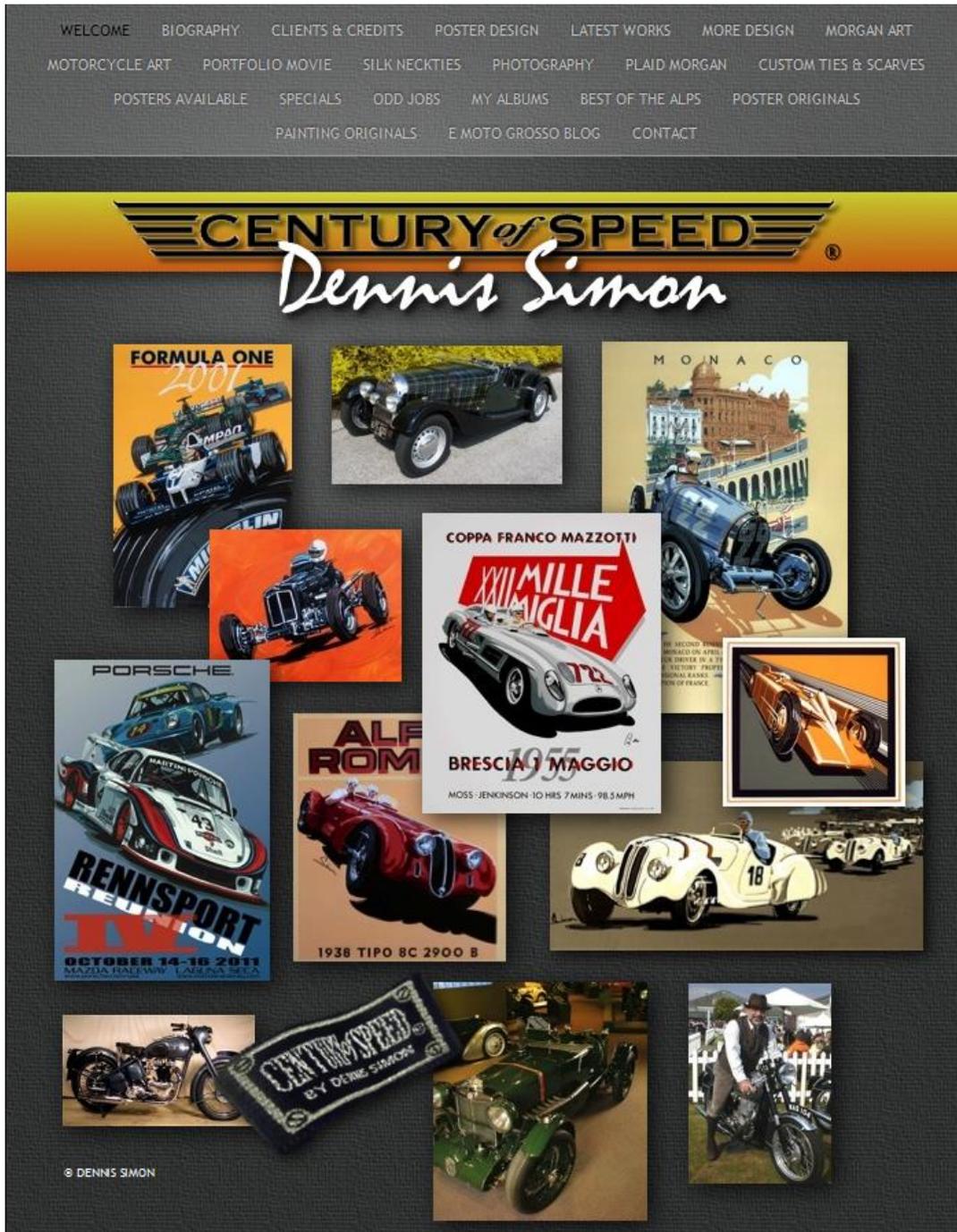
D.F.





Morgan Artist

Dennis Simon is one of many artists who are drawn to drawing Morgans. In his case two dimensional presentation is not always enough. The top photo on his home page is of his own flat rad with a tartan bonnet.



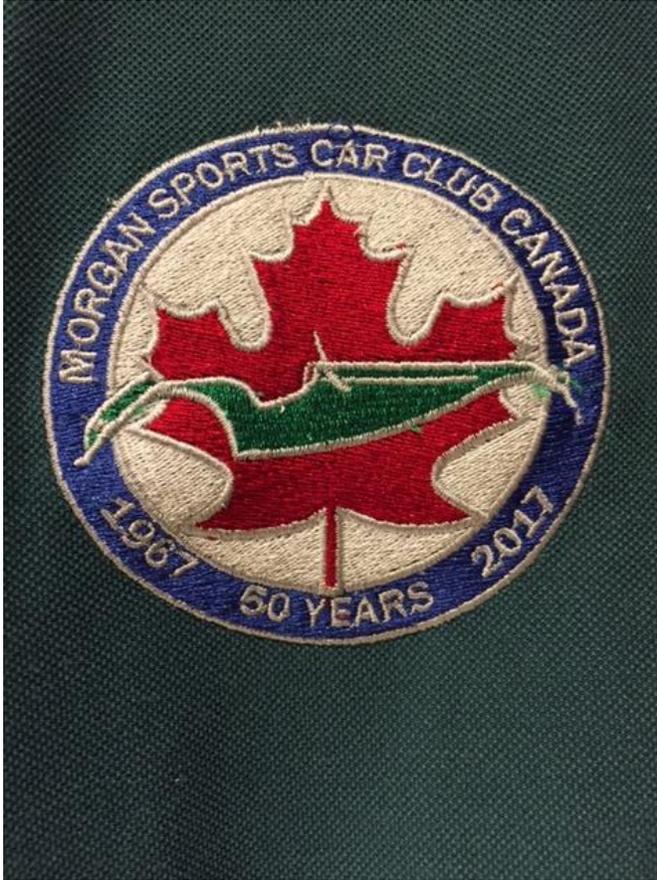
You can look at more of his art work at, www.centuryofspeed.com
And he kindly gave me permission to use his 2021 poster featuring a flat rad which is printed on the next page.
D.F.



HAPPY NEW YEAR 2021



"Don't look back"



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

This one looks like it went for a bargain

This car I mentioned in the last Blurb that was for sale on Hemmings Auctions may have paid a price for being in the Atlantic bubble. It was located in Baddeck, Nova Scotia so getting the car could have been difficult.

Coachbuilt British Classic: 1966 Morgan 4/4 Series

V



[Photo Gallery](#)

[★ Add to Watch list](#)

SOLD

\$22,575

Inclusive of buyer's fees

SOLD DATE

Friday, Oct 16th, 10:30pm

NUMBER OF BIDS

10 [VIEW HISTORY](#)

WATCHING

113

[Frequently Asked Questions](#)



Membership Application / Renewal

Name: _____
 Spouse: _____
 Address: _____
 City/Province: _____
 Postal Code: _____
 Email Address: _____
 Tel. Home: _____ Business: _____
 Morgan(s) owned:
 Model: _____ Year: _____ SN: _____
 Colour(s): _____
 Model: _____ Year: _____ SN: _____
 Colour(s): _____



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

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