



The Blurb



Colin Watson
1941 - 2021

This Issue

Prez Sez	2	Hey, isn't that a Morgan?.....	13
Central Canada Morgan Events	2	Aerodynamic study of a Morgan traditional body	15
Editor's Message	3	A Tale of Two Chassis.....	21
Letters to the Editor	3	British Car Council Annual General Meeting	28
The Story of How I Came to Own a Morgan	4	In Search of England.....	30
Morgan & 1962	6	Toy Drive Thankyou	35
What's in a Name?.....	11	Brits in the Park 2021	37
Colin Watson.....	12	Morgan Auto Book.....	38



Prez Sez



Glen Donaldson

Welcome to another stellar Blurb.... thanks for your contributions and please keep them coming as it is your club and come on be honest writing for the Blurb beats the heck out of watching the six o'clock news. We officially have no idea when this madness will end – as more empty promises from our “elected” officials. While I signed up April 3rd for an A-Z jab – I just got a text 4-15 saying sorry more demand than supply. That coupled with the up to 4-month time between Jabberos

means September and I may be protected. OK so for my birthday in October all I wish for is a little taste of normal.

Sad news to report as I read in the Globe & Mail last Friday that long-time club member and Morgan 4/4 4-seater owner (they really are a great Morgan model) Colin Watson passed away April 5th at Colin & Barbara's winter home in Florida. Colin was the lucky man who took on Martin's marvellous yellow F Type a few years ago and used to be seen bombing around Rosedale in his Morgans. The F-Type was sold about 6 years ago to make way for Colin's University friends Austin Healey 100-6 as it had been a one-owner car and Colin's friend had passed away. While I had not had the pleasure of meeting Colin in person, we had enjoyed many emails over the years chatting about Morgan, Healeys, Porsches and flying. We did get to see Colin over the last few years as he was a regular face at the Zoom meetings. Colin had been a club member for many years and a loyal Beer customer – as well as a dedicated Family man and had a very interesting career with Rogers and later Spar aerospace. Our condolences to Barbara and their family and rest well Colin.

I am happy to report that we now have two sources for club/ Morgan regalia – you can have items embroidered with the help of Sharon & John Roden as we have done for many years. Or you can now sit down at your computer and go to www.kimprint.ca and choose from a variety of items that Kim Chevallier has set up on her website. Kim will be able to do the club logo, old Morgan wings with 4/4, +4 or +8 as well as Morgan script – you name it, and Kim can print or embroider it. And it comes from Dundas Ontario – so no brokerage fees and Yeahhhh still shopping in Canada Eh. I will see if we can get Kim to join us for a Zoom meeting and she can explain what is on offer and what is available.

Speaking of Zoom meetings, we have had a great response to the last few meetings – as John & Colin lead us through the overdrive project on the TR engines +4's that John's red/black is undergoing in the shop now. Then in March Steve & Martin entertained us with news from the shop in

Mono – complete with the 4/4 engine being rolled into the office for a reveal. Did you know that Jenny's +4 has been under restoration for 28 years? Now that is attention to detail. Martin's 4/4 should also be a quick wee car and wait until you see the detailing in the engine bays. April, we had Lorne Goldman join us from Ecuador and tell us about the now-famous GoMog website and he and Audrey's adventures in their +8's. I think the overall mileage is 300,000 and counting. See an article from Ottawa member Malcolm Brown on the origins of the old Ottawa Morgan group – great Canadian Morgan History.

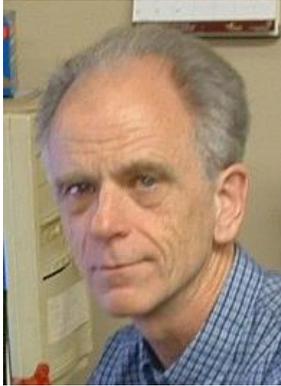
I am still collecting data and names on Morgans in Canada – as one day I would like to publish a list in the MCSSoC of known Morgans in Canada. I just must figure out a way to see all the Morgans in Canada without upsetting owners - Maybe just a name, model and province would be acceptable? If you know of Morgans that are not in the club – please see if you can twist an arm and have them join the merry bunch – 12 months' worth of Blurb Lytes and 4 Blurbs for only \$35 Canadian...more fun than a barrel of monkeys. We would love to publish a members list but when we asked members yes or no about printing a list a few years ago – well the response was pathetic. But please feel free to email Brian Hawkins at hawkinsb@sympatico.ca if you wish to see your name on a membership roster. And hehehe check with Brian if you are paid up – come on you knew I was going to slip in a membership-is-due bit – ach aye Laddie great Scottish heritage. There might be a 1966 Morgan 4/4 available in Quebec – Gilles LaChance has been speaking with the original owner – and new member Louis Vallencourt is interested – if you are also seeking a red 4/4 2-seater drop me a line and I will put you in touch with Gilles in case Louis does not grab the 4/4.

March 20th was I think my earliest start to the Morgan/ Triumph season and both Mogs got fresh oil and filters and have been out and about town – essential law-abiding trips to shopping are grand and as expected I may take the long way home. Well, one must fully warm up the wee car and spread smiles throughout the city – I think they are friendly waves people make..... Must say the two cars really are different experiences – the 4/4 being light and sweet while the +8 is a bit more dark and sinister. Likey does not help that I keep enjoying the torque and awesome V-8 sounds from the sports exhaust and 4 barrel carb. I was sitting at the traffic lights next to a young lad in an econobox while he was sharing his rap music with the world – green lights pull away smartly and only the symphony on a V-8 could be heard.

Cheer up – we have Morgans and we shall get through this despite our idiotic governments attempt to get themselves reelected when we are next forced to go to the polls and choose between Curly, Larry or Moe.....as Winston said “we shall never surrender”



Editor's Message



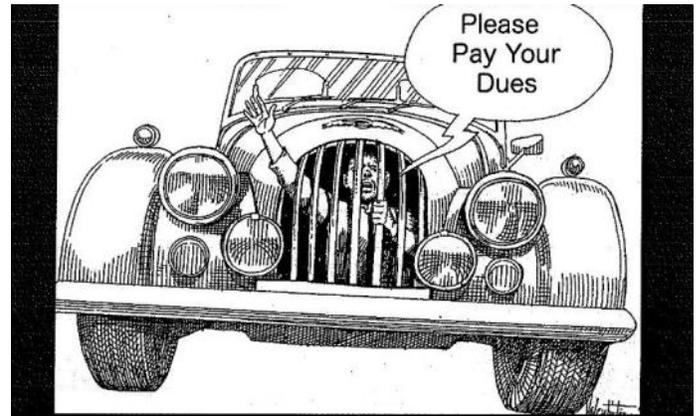
Dave Farmer

Two weeks ago I didn't think I had enough material for a Blurb. Just two articles. Joanne Avery's story about her first Morgan and an article about Morgan in 1962 from Norm Mort. I found two unused articles on my computer, an aerodynamic study by Duncan Charlton from 2015 and one on Morgan crash tests. I could pad it up with another excerpt from Mr. Morton's "In Search of England" but it would still be a thin issue.

Then we got the sad news that

long time member Colin Watson had died. Malcolm Brown sent in a story about how GoMoG got its name. We got a thankyou letter for the Toy Drive donations. A Mr. Holland is looking for a new home for his "Morgan Auto Book". The Victoria British Car Club is going to hold a Brits in the Virtual Park this year. And Ray submitted the minutes of the BCCI AGM. Now it is over 40 pages.

Enjoy



Letters to the Editor

Ooh, as an amateur diorama enthusiast myself, I was in awe of the one featured in your newsletter!

Thanks for sharing.

Kimberly

Dave...

Wow! What an issue! Love the diorama, wish I had space for something similar. My thoughts are with Brian Hingston as he rebuilds that +4. Reminds me of MOA 2000 "New Orleans to Nova Scotia" when one of the group, Henry Tutton, had an issue with his 4/4 and a Nova Scotian (sorry his name escapes me) offered his garage, home, and parts to get his Mog back on the road after it stripped a distributor gear. Have fun Brian... you'll end up with a real gem.

Amanda and I loved Schitt's Creek and seeing it in a photo from Ray & Mary's drive was a good flashback.

I've memories of Featherstone Winery and their decision to be pesticide free relying on insects (like the Lady Bug) for control.. also Oliver's photos of our UCB visit. A fav brew until it disappeared in an acquisition.

Last, congrats to John Fitchie on the overdrive installation. Would have loved to have it in our Plus 4 (hopefully current BC owner has been identified) but I was hesitant as our Moss box was such a sweet transmission.

This Covid shit will end.... stay safe,

Vern

good friday am Dave

thank you for the latest.

I was interested to read the article on fitting an overdrive. I remember a scottish Morganeer in the 80/90s who had fitted one to his 4 str. +4. I think his name is/was Alan, but I can't remember his surname. I recall one of his scottish pals falling onto a Cranmogger's BBQ at MOG 80 in Beaulieu. Alcohol had been taken! If further thoughts/advice needed he might respond to an advert in Miscellany.

Stop press! at this point I telephoned the scottish Morgan dealers and left a message enquiring as to any knowledge of the vehicle/owner. I then tel'd the scottish centre secretary with same enquiry. he is recent convert to Morgan and has no personal knowledge. whilst talking to him I remembered Alan's name as Mowatt. he is not a current member of Jockmog. the secretary is due to speak with a long term Morganeer later today and will ask him to ring me. having recalled Alan's name I have left a message with Gill Bevan asking her to ring me.

I will be in touch again if my enquiries give any assistance.

here's hoping for a return to some sort of normality asap! that is pre 2020 normality and not "the new normality".

best wishes

john donovan (MSCC)



The story of how I came to own a Morgan

It is a long and convoluted tale. It happened the summer following my first marriage, when I was a tender 23 yrs of age. Jim and I were taking a walk along Yonge St north, on a lovely day when we had nothing better to do. . We were walking by Yonge/ Steeles Motors when we spotted it...a real beauty. Long, sleek, golden in colour, appearing to glide swiftly even at a standstill. It was breathtaking. It was unforgettable. It cost as much as I made in a whole entire year! Nevertheless, we were both in love with it.

We weren't new to sports cars. Jim had driven an MG-B since graduation, with good reliability and enjoyment. He had gotten a hardtop to cope with the winters better, and we had enjoyed it until we were married in 1966. It was at this point I tried to provide reason and sound argument for our limited budget, and reluctantly, with great hesitation, we traded the MG-B in to Port Credit motors for a little green VW beetle. The beetle was fun, cheap, and reliable too, good in winter, but definitely NOT sporty.

Of course, as we stood contemplating the beast in front of us, neither of us were sane enough to resist the overwhelming urge to own it. We borrowed, begged and held our breath, and by some stroke of luck, were able to pull it off. The day we drove it off the lot was one of the most exciting moments of our short married life together. We were the new owners of a 1963 Jaguar XKE!

You might be wondering what does this have to do with my first Morgan? Hold on, I'll get there.

Life with a Jaguar, when you are earning \$50 per week, is both electrifying and terrifying. As you lower yourself into the contoured drivers seat, hear the solid clunk of the door as it closes, experience the caress of luxurious leather, and inhale its rich aroma, you are struck by an irrepressible urge to run your fingers over the sculptured rosewood steering wheel. You glance at the highly polished walnut dashboard where all the instruments are arranged in front of you, watching you nervously, eagerly awaiting your command. The key fits, the engine turns over with a deep, throaty rumble as all 6 cylinders work in wonderful harmony to produce the fastest speed of any non race car presently on the road. First gear barely gets you moving, but second gear goes on and on until you are passing everyone before you or they know it. Third gear is for highway speeds and fourth simply smoothes the way until you reach your destination.

The love affair with the gorgeous Jaguar blossoms as the months fly by. Many Mosport events are attended and country drives enjoyed. As spring unfolds and summer comes again, my brain begins to function and I realize suddenly, that we can never afford to get anything fixed on this car, ever.... It becomes my obsession. I worry and seem immune to the usual thrill of the wonderful beast. What would happen if the muffler went? Much to the disgust of my husband, I had already wrenched his beloved MG-B out of his hands, replaced it with a VW beetle, and now we were contemplating another loss.

We decided to take the beast around to the different dealers to see whether we could trade it in to recoup at least some of the money we had borrowed. Some just looked at us like we were crazy, but one dealer, Coventry motors, took an interest and talked as if they might have an idea that would work. The young salesman knew we were eager to sell the XKE, but he also understood we still wanted, needed, to have a sportscar to keep our dignity. He asked if we would be interested in a classic English sportscar. We knew about Jim's MG-B, of course, and as well, I had learned a bit about the MG-TD when my girlfriend's father restored one during our teenage years.

The salesman showed us what he had in mind... he told us it had come to them in pieces, and that they had put it back together like a puzzle, not really having a guide to go by. He was talking about a Morgan plus 4. It was fire engine red. It had no top, no side curtains, no tonneau, but he claimed it ran. The engine growled reassuringly as we pushed the little button in the middle of the dash to start it and headed off down the Bayview extension for a trial run. It had energy galore. We were ready for the non synchromesh first gear since it was the same Jaguar gear box we had been driving. However, we noted the drum brakes needed a lot of persuasion to stop the car once it was on the move. No matter it had no seats except two wooden boxes. We were smitten. Again. By a totally different car. Completely opposite to the refinement of the Jag. It worked! We could have our sportscar without declaring bankruptcy at the first repair. We were in love again ...this time with The Morgan.

We quickly learned about the Morgan club and found another young couple who lived nearby with their Morgan, Alistair and Wendy, who tipped us off about places to get things for the car, like Metro Motors in Windsor. We learned that the seats actually should have had air bladders inside the leather covers, and managed to procure those plus side curtains, a tonneau and top from Curly, the Windsor dealer. It was at some of the early Morgan outings eg. The tour to a Detroit conservation area mentioned by Dave Smith at the 50th anniversary dinner, and wonderful picnic and showing of antique cars at Alan Sands' place, that we came to know others who were just as crazy as we were about their Morgan. In fact, during that first trip to Detroit, as well as being thrilled by the huge flames issuing forth from Al Sands' exhaust as he drove the Allard alongside of us, we were also impressed by the friendliness of the club members when two of our tires went flat! Not only did someone loan us one of their spares, but another offered to carry one of the dead tires home on their rack!

Our first trip in the Morgan was very memorable. We decided it would be a great idea to visit Expo 67 in Montreal in the Morgan. Rather than travel on main highways, we decided to take back roads. Everything went well until



we reached Peterborough. It was summer and of course, Highway 7 was under construction. Every time we hit a rough patch, the bonnet would fly open causing us to stop and refasten it many, many times. We realised then that the leather strap that looked so cute on the bonnets of other Morgans was not just there for looks, but actually served an important purpose! To top off our experience, it had to be over 90 F degrees and we were both roasting alive with no top for shade.

Another memory that is seared into my brain was a trip from cottage country. We had enjoyed a full weekend camping and were heading back to Toronto when we were caught in a rainstorm. By this time we had procured a top and sidecurtains, however, the tiny wipers were definitely not up to the task. They ceased working altogether in the deluge, and in trying to locate a replacement motor (lol) in one of the gas stations along the way, we were offered a long piece of string instead which the guy advised we tie to the wipers. By using a see-saw action my job was to clear the drenching rain from the windscreen all the rest of the way home. You can imagine how ridiculous that must have looked, nevertheless, we made it home without further tragedies.

As silly people do, we found we could not juggle more than 1 or 2 hobbies, and so, a few years later, we reluctantly sold that Morgan to support our new hobby of sailing.

Many years later, following my second marriage, once all 3 children had left home, and personal post graduate degrees were earned, I embarked on a mission to obtain another Morgan. My new husband, David, enjoyed sports cars, was currently driving an MG-B, and had shown his previous interest in Morgans by renting several on his multiple return trips to England.. A bit of money came our way, after all University tuitions were paid for, and we started to look about for a similar aged Morgan, 1960's. We found our wreck in New England, in the midst of renovations and repairs, after having been located in California all of its life. We visited in person, had a look at the work in progress and decided to take the plunge. The colour was not of our choosing, but very close, a two tone green that included David's favorite, Brunswick green and British racing green. We intended to drive it back to Canada, but decided in the end to trailer it after being offered a small trailer by the owner, Marc, one that he had used to trailer his formula 1 car up to Montreal to race. He also acted as our local tourist guide, steering us along beautiful lesser travelled roads where we didn't have to worry about being trampled by huge tractor trailers, and helped us discover local drives along the beach which were breathtaking.

And here we are, more than 10 yrs later, after more than 50 yrs of driving sportscars, still in love with the Morgan.

Joanne Avery



The Jaguar that was traded in for the Morgan



Morgan & 1962

Foreign Affairs

By Norm Mort

Did H. F. S. Morgan back in 1910 realize that the fundamental DNA of the first trike he created would be the basis of generations of three-wheel and four-wheel Morgan cars? That the sporting and styling attributes that appealed to those pre-WWI owners would continue to lure far more modern and worldly men -and women, over a century later?

Either H. F. S. was the early Einstein of automobiles, or the first of a long line of what some would say are automotive sporting masochists! (Usually Mercedes-Benz, Ferrari and Alfa owners!) To many, the whole Morgan concept is a joyous mystery!

Porsche owners; who are very, very similar in many regards -although their kidneys can't take the ride qualities of a Morgan, understand all this. Likewise: MG, Triumph and many other single marque devotees do too.

In 1936 Morgan moved into the four-wheel sports car market, which had been dominated up until then by MG and Singer. Three-wheel rival BSA had made the move a few years earlier, but failed to capture much attention and little in the way of sporting successes at the time. Yet, it was Morgan's successful competition record, traditional British sports car styling, robust nature, and competitive price that led to the company's on-going success to this day. (Some might argue the price advantage is no longer there, but even at the current price of around \$112,000 CDN if it were sold in Canada, it is a bargain for what is still a hand-built automobile.)

Following WWII, the Coventry Climax 4-cylinder Morgan 4/4 resumed production in two-seater, four-seater and DropHead Coupe (DHC) guise. Little did the original owners of these cars realize that the same basic mechanical and styling features would outlive them and perhaps even their children's children.

Morgan's factory in Malvern had been building wooden framed cars from the beginning and fitting various engines from other manufacturers. There was never any real production line, as the cars were hand-built. Once the wooden body frame was constructed the metal or aluminum panels were nailed into place.

The sliding pillar suspension from the first Morgan was kept as were most of the other pre-war methods -many from pre-Great War. Morgan's hand-built cars were, and to this very day are traditional in design while continuing to evolve to provide a reliable, fast, safe and well handling sports car.

Purchasing enthusiasts could always choose whatever body colour or colour combination they wanted and likewise the interior could be fashioned in either leather or vinyl.

At the Earl's Court show in 1950, the Morgan 4/4 (four-cylinders, four-wheels) was displaced by the first Plus 4 with its larger engine and a longer wheelbase of 96-inches. (The Plus was translated into additional horsepower.)

The first Plus 4 models were sold in 1951 and fitted with a four-cylinder, 68hp, 2088cc Vanguard engine which provided 70-percent more power than the old 4/4. The Vanguard engine was eventually phased-out in 1958, but remained for a time as the standard engine in the DropHead Coupe.

The flat, traditional 1930s Morgan rads came to an end in 1952 due to the fact the large separate headlamps were no longer available. In 1953 an interim small flat grille-like rad on a rounded cowl was created and two can-like headlamps were mounted on the front fenders.

Not particularly attractive, the headlamps were reworked and raised to meet new headlamp regulations and a more simplified, but stylish curved grille was placed inside the cowl for 1954. This styling cue has remained virtually the same since 1954. Optional on all other Plus 4s from 1953-1955 was the more robust, tuned-down Standard Vanguard engine from the Triumph TR2. Yet, it provided an additional 22hp over the old motor, before it was eventually replaced by the 100hp, Standard-Triumph TR3 engine.

By 1962 a larger 105hp, 2138cc, (130.5ci) Triumph TR4 four-cylinder engine was offered in the production Plus 4. The top speed was over the century mark and a 0-60 mph time of about 10-seconds in stock form was highly respectable. Over the eighteen years from 1950 into 1968 only 4582 Plus 4 Morgans of all models were delivered.

The smaller Ford-powered 4/4 had returned in 1955, and by '62 in Series IV form, was fitted with a 56.5hp, 1430cc, (81.78ci) four-cylinder engine. With a top speed of 80mph and a 0-60 mph time of 18.6-seconds it was not fast, but its superb handling made it competitive on and off the track. A mere 114 were constructed from 1961 to 1963.

Also offered in 1962 was the Morgan Plus 4 Super Sports that was offered with a Special 2.2-litre or fitted with a 2-litre special order engine. The Super Sports model was rated at a powerful 120hp with a top speed of 115mph and a 0-60mph time of just 7.8-seconds. A mere 102 Super Sports were built from 1961 into 1968 making it a highly desirable model today.

Thus, in 1962 Morgan enthusiasts had the choice of buying a 4/4 Two-Seater Tourer Series IV, a Plus 4 Two-Seater Tourer, a Plus 4 Two-Seater Coupe (DHC), a Plus 4 Four-Seater Tourer and a Plus 4 Two-Seater Super Sports.

Optional equipment on all Morgan models in 1962 included wire wheels with winged knock-offs, a special induction & exhaust manifold on the Triumph TR, an oil cooler, a Smith's heater, sliding sidescreens on the Plus 4, two-seater only, special





colour paint & upholstery, a rear bumper, a tonneau cover, a fog light or pass light with a mounting bracket and badge bar, a badge bar, a Brooklands steering wheel or wood rimmed steering wheel, a windscreen washer, seatbelts, Dunlop tires and a luggage rack.

Performance was always one of the keys to Morgan's popularity and a filled order book which often stretched into years. Morgans were raced from its earliest days as a three-wheeler and was a familiar sight on the track, in trials, hill-climbs and rallies. An early impressive win occurred in 1912 when a three-wheel Morgan claimed the One Hour Record at Britain's famed Brooklands race track realising an average of 59.8mph.

Constantly a serious competitor in sports car racing; 1962 was a highpoint when Morgan officially competed at the 24-hours of Le Mans. Here the marque claimed a first in 2-Litre Grand Touring Class with an average of 94mph achieved.

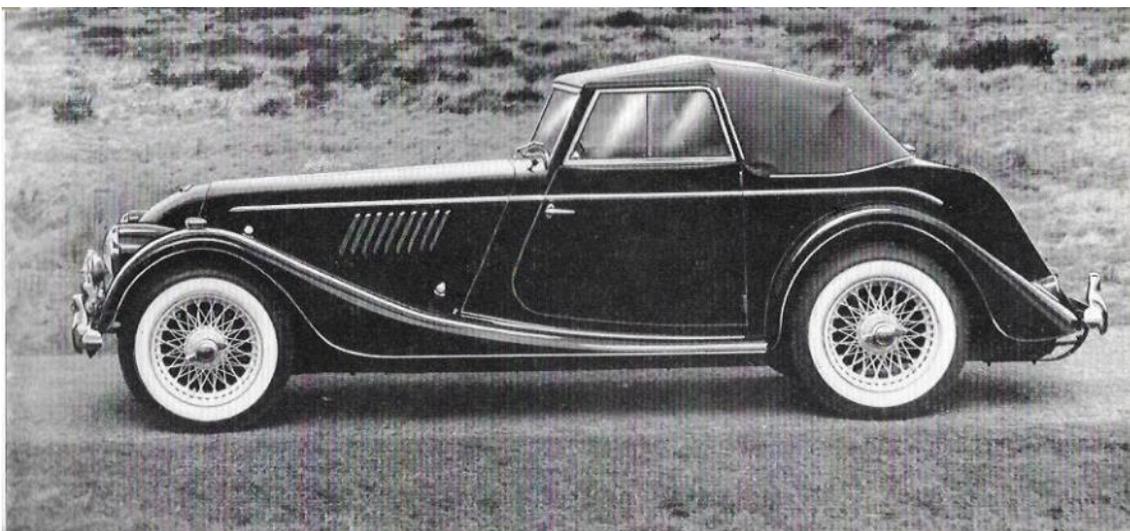
Today, I find it surprising in this electronic info age just how few people have never even heard of a Morgan, and most are stunned to hear Morgan cars are still manufactured today and look almost the same.

Grant it, since its launch seven decades ago, the iconic Morgan silhouette has become a defining feature of the car, and that's not about to change. Yet, as Morgan emphasizes in its current literature, "While the aesthetics have remained true to form, just 3% of the components in the all-new Plus Four are shared with the previously evolved and updated, outgoing version. It features a host of technology and convenience features never seen on the model before, as well as the extended use of high-quality natural materials."

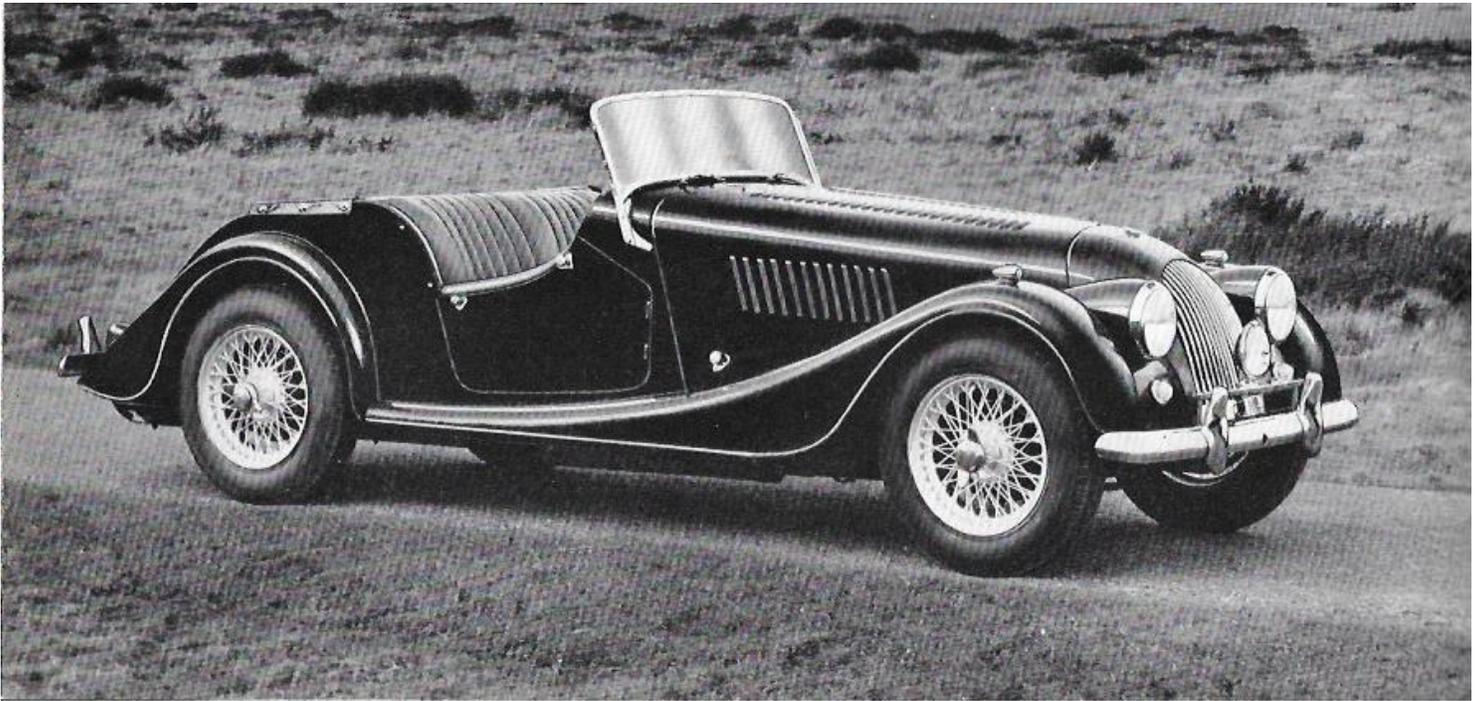
A Morgan is still a Morgan!



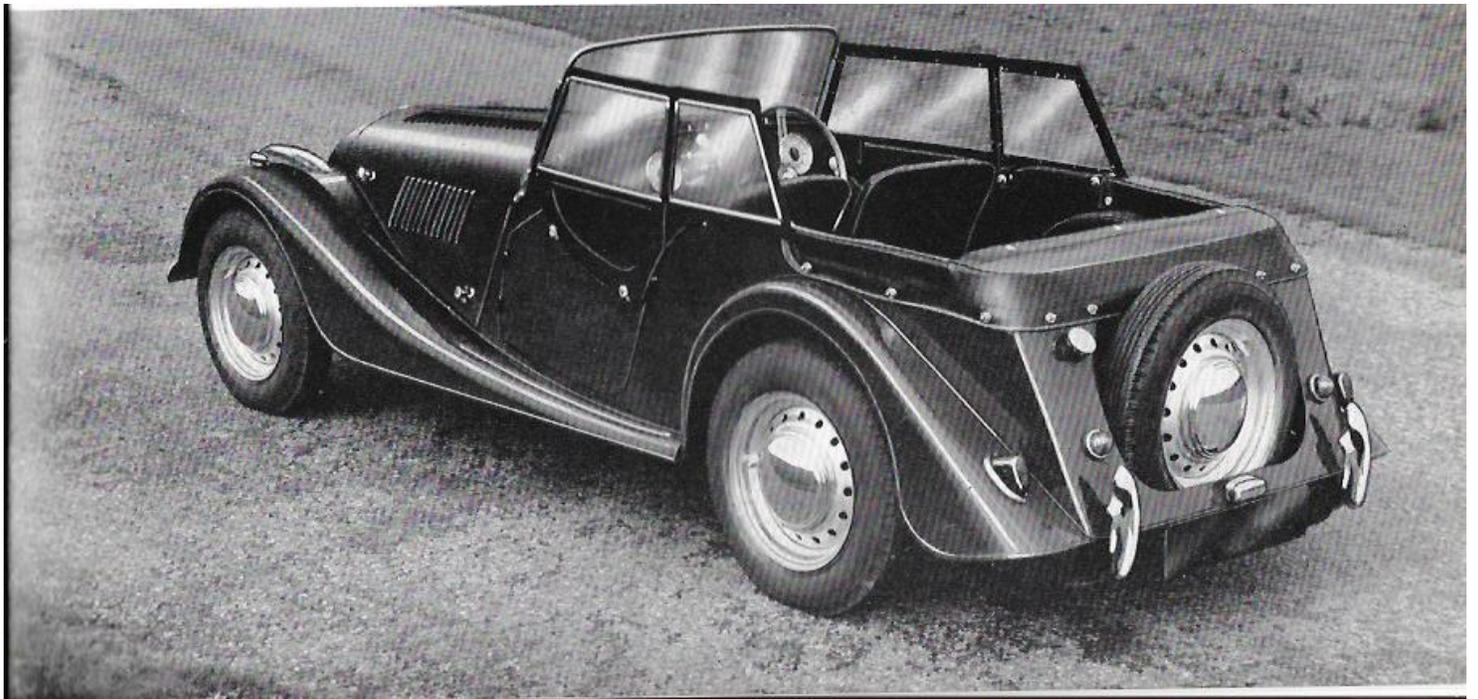
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In 1962 Morgan enthusiasts had the choice of buying a full range of Morgan models including a Plus 4 Two-Seater Coupe (DHC).



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The Super Sports model was rated at a powerful 120hp with a top speed of 115mph and a 0-60mph time of just 7.8-seconds.

I wonder how many 4 seater Super Sports were built? (ed.)



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It was Morgan's successful competition record, traditional British sports car styling, robust nature, and competitive price that led to the company's on-going success to this day. (Note the driver's Viyella shirt -now popular again today!)



Optional equipment on all Morgan models in 1962 included wire wheels with winged knock-offs, a special induction & exhaust manifold on the Triumph TR, an oil cooler, a Smith's heater, sliding sidescreens on the Plus 4, two-seater only, special colour paint & upholstery, a rear bumper, a tonneau cover, a fog light or pass light with a mounting bracket and badge bar, a badge bar, a Brooklands steering wheel or wood rimmed steering wheel, a windscreen washer, seatbelts, Dunlop tires and a luggage rack. Hmm... How fortunate am I these are all found on my 1962 Morgan Plus 4 thanks to former longtime owner and friend Peter Pfahl.



What's in a name?

After Lorne's presentation recently, it got me thinking back to the origins of Gomog. I never realized Ottawa members Greg Kaufman and Edward Burman had talked to Lorne about putting Gomog on the web. What a brilliant idea.

The origin of the Gomog name came about in the evening of the 17th of September, 1994. Greg, Andrew Grant, myself and Claude Jacques along with our significant others were sharing a chalet that we had rented while attending the 1994 British Invasion Car show in Stowe Vermont. Our Morgan club of 18 members from in and around Ottawa was originally called The Morgan Owners Registry of Eastern Ontario. A name I believe Ed came up with. But after a great day at the show and a wonderful dinner (yes, lots of wine and suds) we felt our club name was too obscure. So we started coming up with new names for the club. Gomog became our favorite. Gomog or at least our interpretation of the name stood for the Greater Ottawa Morgan Owners Group and so incorporated those Morgan owners not just in Ottawa but those in the surroundings and over the bridge in Quebec. Over the 1994/95 winter we put the name change to a membership vote and by spring Andrew was using Gomog on the cover of our monthly newsletter the Morganizer.

Gomog was never a very formal club but we did share through our newsletters and face to face our knowledge about enjoying Morgan's™ and keeping them running.

By the way, the trailer Lorne mentioned that belonged to Greg was not just a Coke sign painted on a box but it was a real Coca-Cola cooler that Greg restored and converted.

Malcolm Brown



Waiting for my double cheese burger at Stonehooker Brewery in Port Credit last Saturday.(ed.)



Colin Watson

It was a shock to hear of Colin's passing. Although he had been a member of the club from at least 1972 I think we saw him most in the past year in our Zoom meetings.

He did contribute to the club. In the July 1972 newsletter:

"Colin Watson has suggested that we have an informal meeting some Saturday or Sunday here in Toronto between the hours of 2 and 4 where people just arrive meet each other, see each others' car, then go home. This way people meet, talk problems and it doesn't cost any real time. On your way shopping you drop in for five say hi then leave."

Monthly meetings are the norm now.

The only picture of him I could find in the Blurb archives was from a Harley Davidson add reprinted below. Considering all his business responsibilities listed in the ad no wonder he couldn't make it to many meetings.

D.F.



COLIN WATSON DOES THE HOG® REPORT.

MEET COLIN WATSON, BIG BOSS IN THE BROADCAST BUSINESS. PRESIDENT OF ROGERS CABLESYSTEMS. DIRECTOR OF CONWEST EXPLORATION, THE CANADIAN HOME SHOPPING NETWORK, THE WORLD FILM FESTIVAL OF TORONTO, AND THE ONTARIO HERITAGE FOUNDATION. HARLEY® RIDER.

"TO ME, HARLEY IS A KIND OF AMERICAN ICON. A SURVIVOR AGAINST THE JAPANESE BIKE INVASION. IT'S A BIKE WITH A HISTORY AND TRADITION THAT STILL LOOKS THE WAY IT SHOULD AND SOUNDS THE WAY IT SHOULD. AND OF COURSE, I REALLY LIKE TO RIDE IT!"

YOU DON'T GET TO BE A LEADER OF THE PACK IN BROADCASTING OR BUSINESS WITHOUT KNOWING A GOOD THING WHEN YOU SEE ONE. TAKE A TIP FROM COLIN WATSON, WHO KNOWS HARLEY-DAVIDSON® IS A SOLID INVESTMENT IN PERSONAL STYLE.

GO HOG® WILD OVER HARLEY-DAVIDSON TODAY. YOU'LL BE LEADING THE PACK TOMORROW.



Things Are Different On A Harley®

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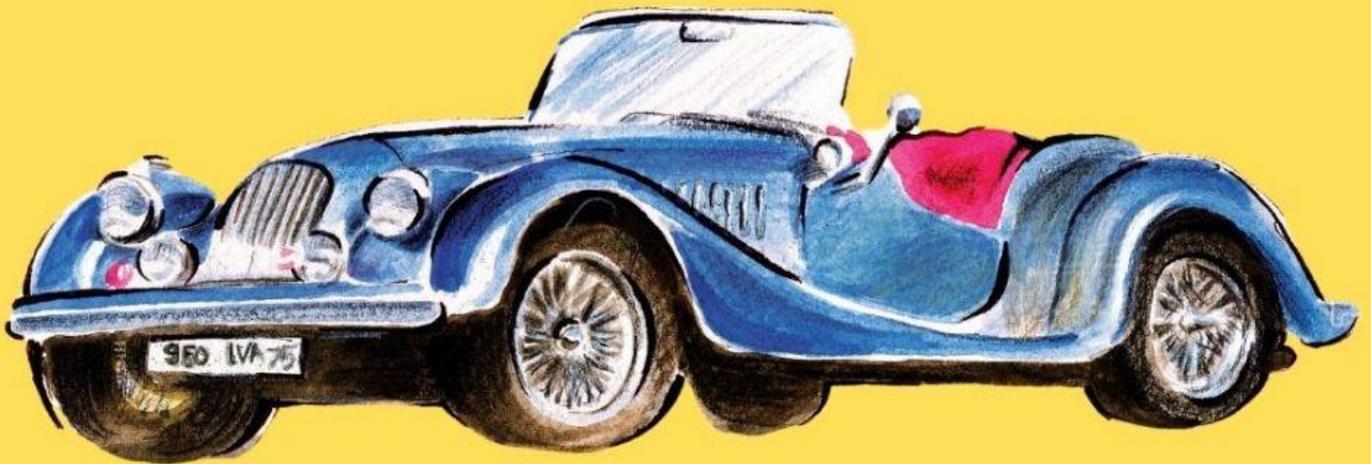


Hey, Isn't that a Morgan?



Happy Easter!

FROM THE MG CAR CLUB





Artists desperately needed! Apply below



MG Car Club
Like This Page · 3 April · 🌐

Sadly today, we had to send our resident artist back to art school. They just weren't ready and many of our eagle-eyed newsletter fans thought our 1953 MG TF Midget looked more like a Morgan! We need someone else to draw our piccies - so show us your best MG drawings below!!

We have a prize for the winners and all the artwork that is submitted will be displayed in a special gallery at the Triumph and MG Weekend at Malvern during the weekend of 13-15th August 2021. Click here to submit your artwork (MGs only please): <https://www.emailmeform.com/builder/form/94yRrQUa058i578bJ70L>

PS: We love Morgans, and are going to Malvern for a weekend that will include a trip around their factory (book now via www.triumphandmgweekend.com)

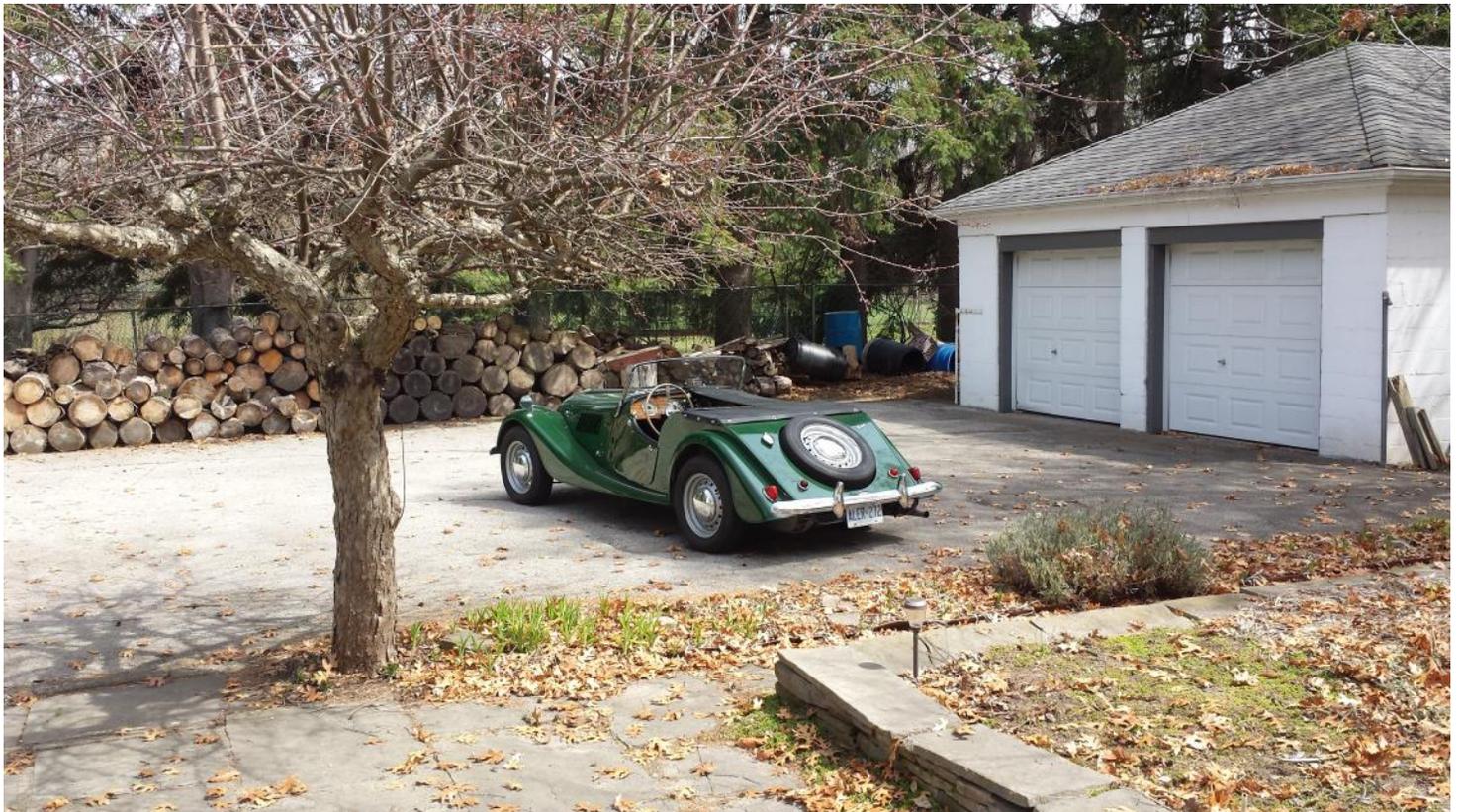
Ashrf Nassar, Noud Albers and 2 others · Most relevant · like this.

11 shares · 5 comments

KM Fox I had a new 4/4 in 2009. Unfortunately i was very disappointed with it. They try living on core values of hand built and are but those front wing aren't made to fit a particular car, they are just fitted to the next car in the line no matter if they fit or not. Wouldn't have another
4d

Mike Yeadon Now i thought it was a late

Yes, it is. But it shouldn't have been!



About to burn some vintage 2019 gasoline.
Never bought any last year. (ed.)



Aerodynamic study of a Morgan traditional body

Duncan Charlton May 2015
duncan.charlton54@gmail.com

Introduction

Morgan enthusiasts have sometimes wondered how airflow is routed around the elaborate Morgan bodywork as it is being driven. Overall aerodynamic drag of a Morgan is determined both by the amount of frontal area and the shape of the body itself. The body is somewhat wing-shaped, and wings create lift, and lift creates drag.

If one decided to reduce aerodynamic drag in a Morgan the most significant change is also one of the easiest: remove the windshield! Notice that I didn't say it would be a practical change. Reducing a traditional-bodied Morgan's drag would require that the shape of a Morgan move in the direction of a resembling a used bar of soap, so most enthusiasts would quickly agree that reducing aero drag significantly would risk losing the point of having a Morgan.

Observations and conclusions from 2002 to 2004

To briefly address what I know about airflow around the rear of the car I will point out what I was told by Anatoly Arutunoff, who successfully raced a 1967 Morgan 4/4 in the SCCA from the mid 1960s to the late 1980s. After replacing the sloped rear deck panel with a new piece of aluminum sheet without a hole for the spare tire, he reasoned that the filled-in area was probably contributing to a noted loss of top speed on the track. The hole was cut out to the typical size found on a road-legal Morgan and engine speed in top gear increased by 300 rpm. Air clearly wants to exit from this hole, and some creative race car designers have placed an engine radiator in this hole with good results. Unwanted lift and drag were both being created and allowing air under the body to exhaust through this hole in a turbulent state (usually not a good thing) created a net improvement.

My initial testing in 2002 using short tufts of yarn on the bonnet of a 1963 4/4 (with bonnet-top louvers) revealed that air was being pushed out of the four or five louvers at the front of the bonnet and being forced into the rearmost four or five louvers, with "indifferent" flow around the remaining middle area. As air encountered the grille some of it was displaced upward and as it passed the highest point of the cowl it was still traveling upward due to its inertia and it created a low pressure area, drawing air out of the front louvers. The windshield diverted air upward and to the sides. As air slowed down to change direction it created increased air pressure upstream of the windshield over the rear portion of the bonnet, causing air to be forced downward through the louvers since the air pressure inside the engine compartment was lower. Side louvers showed air exiting only throughout, and since some Morgan owners prop open the rearmost edge of the bonnet by one inch to improve cooling flow, I tried this too. I made no attempt to measure the amount or degree of air flow but I could see that air continued to exit the side louvers and pass outward through the gap at the rear edge of the bonnet.





I experimented with controlling entry of high-velocity air into the cockpit from the side. I knew that air was hitting me in the back of the head after having passed over the windshield (nowadays we are all familiar with air blockers seen on many sports cars, mounted behind the front seat passengers) but wanted to understand why side curtains were so effective at improving comfort in the cockpit. I knew what it was like to drive with the window slid open on a side curtain, so I decided to simulate the lower half of a side curtain with a plywood panel. I reduced its size in three increments until I got the best improvement in comfort relative to the least amount of area being blocked. The photo shows the second iteration.



Rather than passing horizontally around the side of the windshield as expected, the most objectionable section of the air stream was passing upward and rearward over the forward edge of the door and arriving at my outboard ear at high velocity, producing an annoying level of buffeting and noise. I realized that could block the most annoying portion of the blast by placing my hand into the wind stream just above where the top of the door meets the scuttle, so I tried to come up with a solution that would block this area but not look too dorky. Thanks to a suggestion from Bob Nogueira, the solution was to fabricate a simple mount from aluminum angle, attach it to the side curtain mount knob, and mount a wing mirror on it. This is more effective than the typical wind wing solution, particularly since the ones most often seen were designed for a vehicle without cut-down doors, leaving the bottom edge of the wind wing with an upward sweep, so the problem area is not blocked at all. It is easily dismantled when the side curtains are necessary, and since the car has wing mirrors, I am not without rearward visibility when they have been removed. (Drivers of following vehicles may wonder why I have five mirrors.)



This shows a good wind wing design for a Morgan, which I spotted at Bodega Bay, California in September 2003. To produce the strongest effect it needs to be kept swung in close to the top edge of the door. My palm-of-the-hand air flow test suggests that the biggest benefit to passenger comfort comes from air blockage done by the bottom four or five inches. One disadvantage of this solution is that it has some effect on the passengers' view of the scenery and unless it is removed before using side curtains it interferes with them when the door is opened.



Recent testing:

My latest test (May 2015) was to intended to record observations of several things: 1) which portion of the oncoming airstream goes where, 2) the direction of flow over various portions of the body and 3) the degree to which air bypasses the grille (and therefore the radiator). A 2+ minute long video, from which the following still shots were captured, can be seen on YouTube at the following link: <https://youtu.be/uomfVKFBJ44>

I found that almost all of the oncoming air 5" above the ground (indicated by pink smoke) continued under the car, and air 26" above the ground (the purple



smoke) passed entirely over the bonnet (and plenty of it went into the cockpit).



Air arriving at the front of the car 16" above the ground (indicated by the gray smoke) struck the bumper and grille. Some passed through the radiator, but a significant volume passed above and around the cowl.





I used short lengths of yarn to observe airflow direction. It is smooth and continuous in some areas but inconsistent in others, effects much more clearly seen in the video.

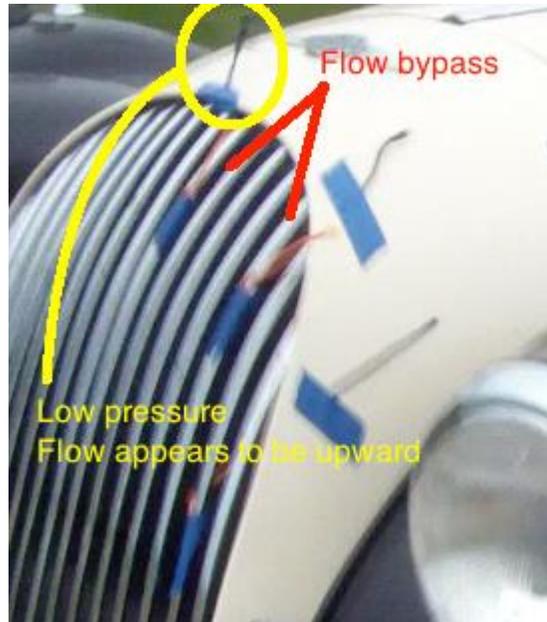


Where airflow was displaced upward or sideways around a part of the body, a low pressure area was created which caused yarn tufts to swirl around and sometimes point toward or perpendicular to the direction of vehicle travel. In other places airflow seemed to be barely affected by the oncoming 70 mph stream of air.

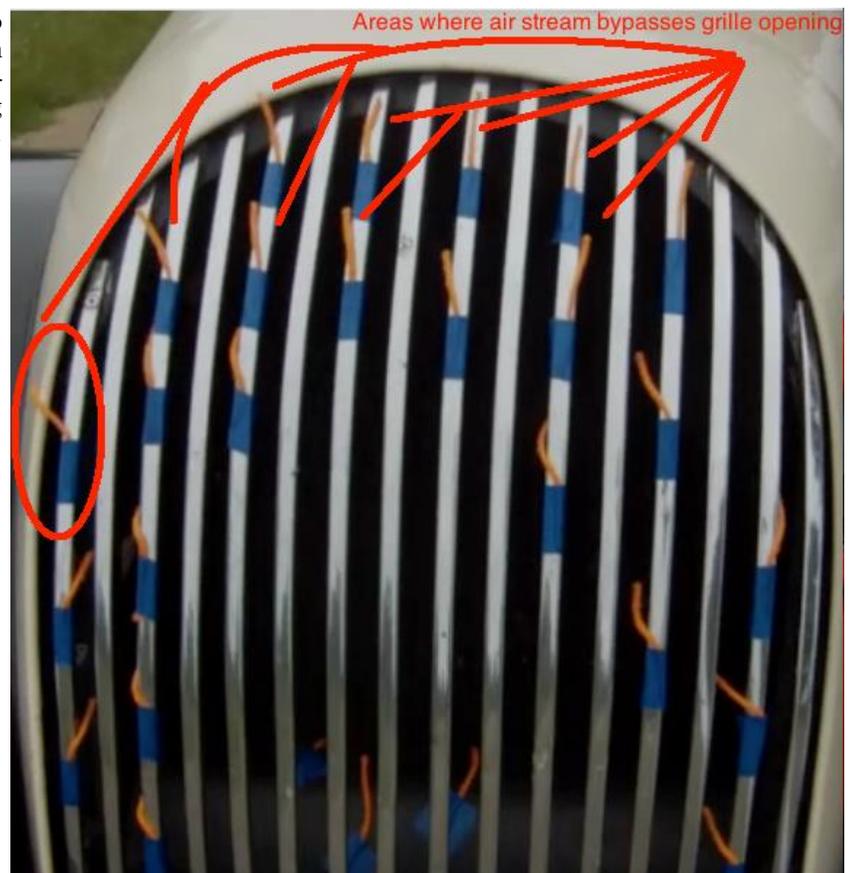


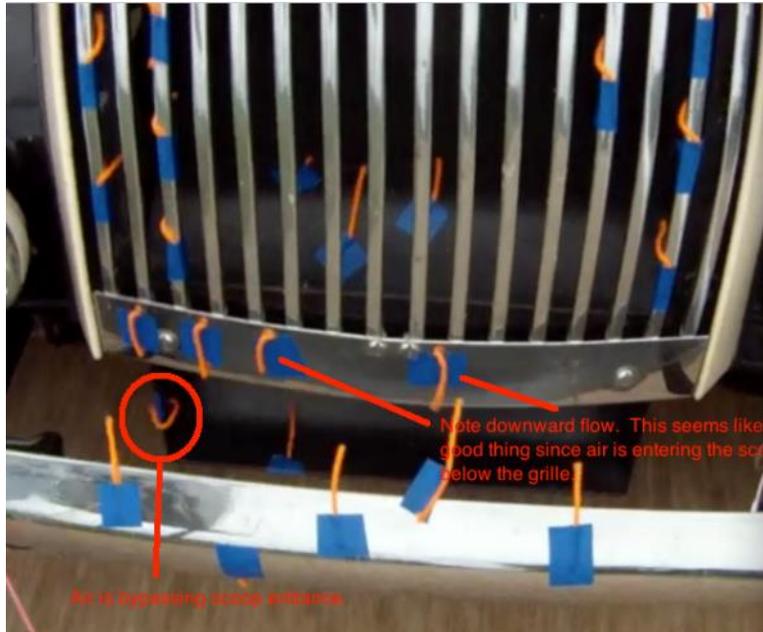


I was surprised at the degree to which airflow bypassed the grille opening. Air strikes the radiator core and meets some resistance, increasing the pressure in front of the radiator, causing air to “back up” in front of it. Air striking the center area of the grille 4” below the top was clearly not entering the grille, and was diverting around the side of the cowl opening just above headlight level.



Since I wanted to know how to most efficiently gather cooling air for racing our 4/4 I decided to pursue this further with shorter pieces of yarn placed at various points over the grille to determine where the flow transitions from passing through the grille to passing around the cowl. Photos and video show the extent of air bypass.





I have seen photos of racing Morgans that had the top 3 or four inches of grille opening blocked off without any apparent negative effect. I can see how it could create a positive effect, preventing air from escaping from the edge of the grille opening, passing up and over the top of the cowl. Based on my observation, I could fashion a crescent-shaped blocking plate (behind the grille, not in front, as imagined in the retouched photo below) for my 4/4 race car to allow the oncoming air stream to encounter an opening only where air was observed entering through the grille. This may not be necessary unless the engine is overheating at high speed since the pieces of yarn are laying flat instead of standing proud of the grille slats, suggesting that there is little outward flow occurring.





A Tale of Two Chassis

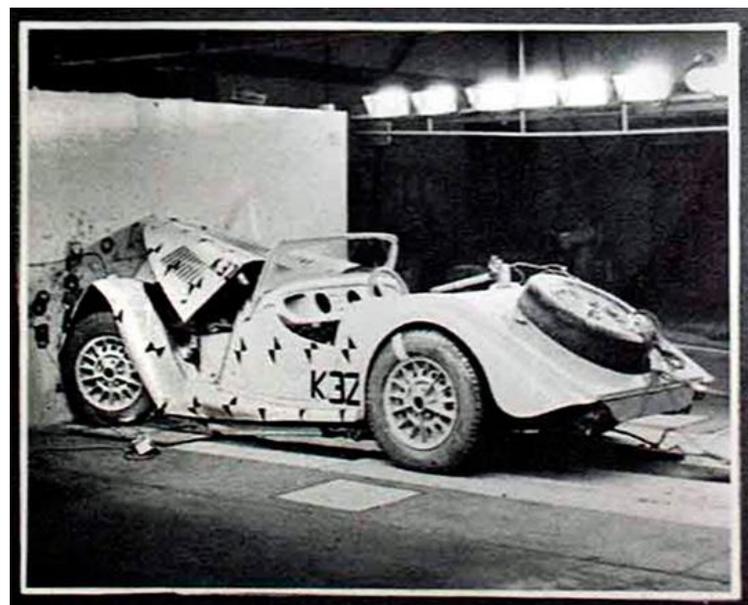
There is what I would call a Morgan legend since I have no way to confirm this story that an insurance actuary in the U.K. found a statistical anomaly in the claims from Morgan owners. The percentage of those policy holders making claims was in line with those from owners of other car makes but the percentage of the claims citing personal injury was far lower. Not believing that Morgan owners were inherently tougher than other car owners he went out to inspect some of the Morgan insurance claims. What he found was that in a head-on or a rear-end accident the thin steel side members of the Morgan's chassis would crumple, dissipating a lot of the kinetic energy of the accident. This meant less energy affecting the passengers and less personal injury.

Lorne Goldman's Plus 8 was rear-ended and burned many years ago. The arrows in the picture show how much the rear section of the chassis bent. And notice the bumpers are now above the top of the rear wings.



In this crash test of a Plus 8 the front wheels are pushed close to the firewall but the wood framed passenger compartment looks undistorted.

The test was confirmed again in a MIRA test in 1996. The report is on the following pages.





Test Type - FMVSS 208 Frontal

MIRA-96-436116

Test Vehicle - Morgan Plus 8

Test Date - 26 July 1996

Test Speed - 30.79 mile/h

Section 1: Summary

MIRA Test No P6116

Test Type FMVSS 208 Frontal

Objectives The objective of the test was to assess occupant injury levels in order to assist in optimisation of the vehicle airbag restraint systems. A summary of compliance table has been provided to permit comparison of injury criteria with the requirements of FMVSS 208.

Test Vehicle The vehicle was a Morgan Plus 8. It was a left hand drive 2 seat roadster, equipped with manual transmission, a forward mounted 4.0 litre petrol engine and Breed airbags for driver and passenger side.

Test Results

	Front LH (driver) Dummy	Front RH (co-driver) Dummy
Head Injury Criteria	Compliance	Compliance
ATD Containment	Compliance	Compliance
Chest Acceleration	Compliance	Compliance
Chest Deflection	Compliance	Compliance
Axial Femur Load	Non-Compliance	Compliance

Date of test 26 July 1996

Place of Test Crashworthiness Laboratory, Motor Industry Research Association, Watling St. Nuneaton, Warwickshire, England.

Authority Purchase Order No 108012

MIRA Engineer Thomas Schaal

Customer Engineer Bill Beck



Test Type - FMVSS 208 Frontal
Test Vehicle - Morgan Plus 8
Test Speed - 30.79 mile/h

MIRA-96-436116
Test Date - 26 July 1996

Section 2: Analysis

Observations

A Morgan Plus 8 hit a frontal barrier in a FMVSS 208 test with an impact speed of 30.79 mile/h.

During the impact, the windscreen cracked on the passenger side due to the intrusion of the deformed edge of the bonnet.

The knees of the driver dummy hit first against the steering column and then against the knee bolsters, resulting in high femur loads.

Conclusions

Because of the high femur loads, the legislative requirements of the dummy injury criteria was exceeded for the driver dummy and therefore non-compliant to the legislation.

However, the bolsters on the driver side have now been moved rearward and slightly downward by Morgan in order to capture the knees before hitting the column. Breed has accepted this solution, so a repeat of this test is not seen as necessary by Morgan and Breed.



Photo 10 Post-test P6116 - RH side view of vehicle

MIRA-96-436116



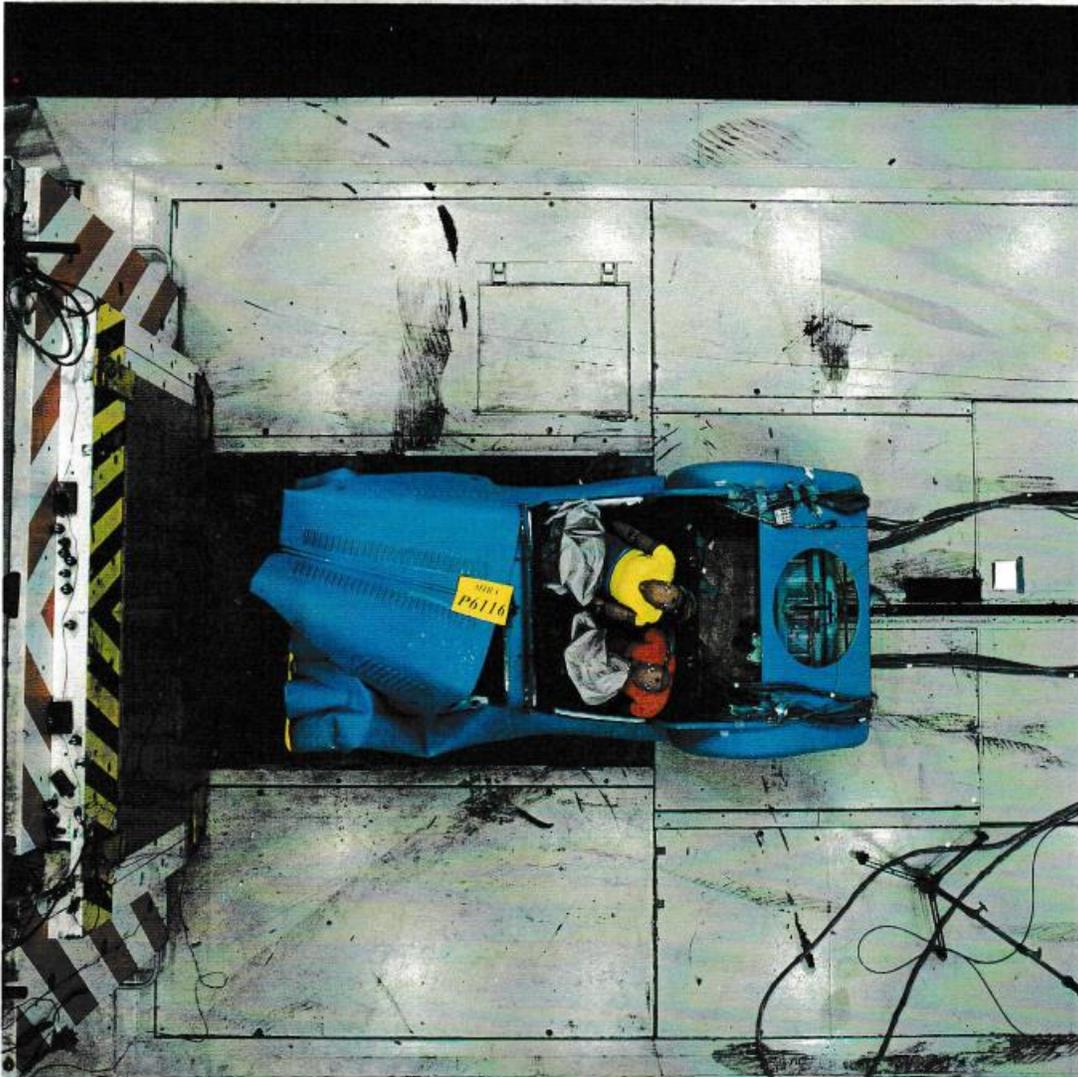


Photo 12 Post-test P6116 - Overhead view of vehicle

MIRA-96-436116



Photo 17 Post-test P6116 - Front RH ATD

MIRA-96-436116



MORGAN SPORTS CAR CLUB OF CANADA



In contrast the Plus Six keeps its shape in a head-on crash. Notice in the top picture the car bounced back about a metre which would subject the passenger to the initial stopping force and another from the other direction after the bounce .
D.F.





British Car Council Annual General Meeting

April 11 2021

via Zoom by the M.G. Car Club of Toronto

Meeting Chairperson was Len Fortin President

Meeting Secretary was John Burrows

Currently there are 26 member clubs of the BCCI.:

- | | |
|--------------------------------------|---|
| Bluewater British Car Club. | Boot'n Bonnet British Car Club |
| British Saloon Car Club of Canada | British Sportscar Club London |
| Eastern Canada Lotus Club | Georgian Bay British Car Club |
| Headwaters British Car Club | Hudson Antique Car Klub |
| Victoria British Car Club | Lotus Car Club of B.C.* |
| Mainly Minis of Montreal | M.G. Car Club of Toronto |
| Morgan Sports Car Club of Canada | Niagara British Car Club |
| Old English Car Club B.C. | Ontario MGT Register Inc.* |
| Ottawa M.G. Club | Pacific Morgan Owners Group |
| Burlwood Motorsports Club | Ottawa Valley Triumph Club |
| Saskatchewan British Car Club | Thunder Bay Vintage Sportscar Club |
| Toronto Triumph Club | Toy Drive Group |
| Upper Canada Region Rolls Royce Club | Langley Area Mostly British Motoring Club.* |
- 3 new member clubs of BCCI indicated by *

4 member clubs did not renew the membership in the BCCI

- | | |
|----------------------------------|-----------------------------------|
| British Sports Car Club Hamilton | Ontario Jaguar Owners Association |
| Ottawa Valley Rover Club | Lotus Club Canada. |

I missed the initial roll call but the following members and observers were to attend:

- | | |
|---|--------------------------------------|
| Bluewater British Car Club | Mark Jones |
| British Saloon Car Club of Canada | Chris Young |
| Headwaters British Car Club | Ed Taconne |
| Langley Area Mostly British Motoring Club | John Walkden |
| Lotus Club of B.C. | Ron Kuabar & Kevin Moroney |
| Mainly Minis Montreal | Deb Degauque |
| M.G. Car Club of Toronto | John Burrows Bert Berry Alan Vinegar |
| Morgan Sports Car Club Canada | Ray Stevens |
| Niagara British Car Club | Sean Nakoneczny |
| Old English Car Club B.C. | Brian Chandler |
| Ontario MGT Register | James Edney & Dave Elms |
| Ottawa M.G. Club | Len Fortin |
| Toronto Triumph Club | Clive Huizinga |
| Toy Drive Group | Phil Miller |
| Victoria British Car Club | Frank DeCarlo. |

Currently the BCCI Board of Directors are as follows:

- | | |
|----------------|-------------|
| President | Len Fortin |
| Vice-President | Vacant Seat |
| Treasurer | Don Horne |
| Director | Phil Miller |
| Director | Ray Stevens |
| Director | Vacancy |

Directors re-confirmed at AGM in 2018 / 2019, no AGM 2020.

Directors will need to be reconfirmed at AGM in 2022

Financially BCCI is in good shape, there was a slight down turn in the bank balance but nothing to be concerned about. The financial statement was unaudited but will be reviewed in the next few weeks. Len Fortin has informed the board that he intends to have a Board "zoom" meeting within the next few weeks.



Order of British Car Enthusiast Award:

Morgan winners were Ray & Mary Shier.

This was well supported during the past year and will continue on the same basis as last year.

Long Distance Awards:

This will continue as last year with the reduced kilometers/miles due to the COVID situation: 1,000 miles / 1600 km driven through January 1st to December 31st 2021. Morgan winners were Ray & Mary Shier, Glen Donaldson (3 cars) & Ken McLean. The intention of this is to encourage British Automobile drivers to participate without breaking any protocols and/or Federal and Provincial restrictions during the COVID crises.

Third Party Insurance Coverage and COVID discussion requested by OECCBC Brian Chandler

At present there appears to be no definite news with respect to this but general feelings were that we can expect to receive some kind of exclusion in the Insurance Coverage. The BCCI General Liability and Directors & Officers Liability Insurance policy with AVIVA, contains EXCLUSION clauses where claims and costs of whatsoever nature in connection with a contagious disease are concerned.

With regards to the Consortium group and INTACT insurance we will have to wait and see what the answer will be regards any COVID protection if any .

Len Fortin encouraged members to drive their British Cars whenever possible or allowed but to be extremely careful to avoid any possibility of infection from anyone or any where. Wear a mask whenever required , stay safe and enjoy the summer months.

Ray Stevens





In Search of England

I received some requests for excerpts about Cornwall and since it is Spring and time to work in the garden here is Mr. Morton's tour of a Cornish church garden.

§ 4

I have blundered into a Garden of Eden that cannot be described in pen or paint. There is a degree of beauty that flies so high that no net of words or no snare of colour can hope to capture it, and of this order is the beauty of St. Just in Roseland, the companion village to St. Anthony.

There are a few cottages lost in trees, a vicarage with two old cannon balls propping open the garden gate, and a church. The church is grey and small and, as a church, not worth notice; but it stands in a churchyard which is one of the little-known glories of Cornwall. I would like to know if there is in the whole of England a churchyard more beautiful than this. There is hardly a level yard in it. You stand at the lych-gate, and look down into a green cup filled with flowers and arched by great trees. In the dip is the little church, its tower level with you as you stand above. The white gravestones rise up from ferns and flowers.

Beyond the church a screen of trees forms a tracery of leaves through which, shining white in the sun, you see the ground sloping steeply towards the creek beyond which is that strong arm of the sea, Carrick Roads. Over the roof of the church blue water gleams; above it rise the distant fields of the opposite bank. This churchyard is drowsy with the bee and rich with a leafy pungency. There is also a tropic smell in it, a smell of palms and foreign trees.

An elderly clergyman was training a plant over a wall. He looked up and smiled.

'Yes, I am the vicar. Which do you prefer—those wine-dark rhododendrons or the pink? And do you notice that rather subtle shade in between? I like that, don't you?'

'Who was St. Just, sir?' I asked.



IN SEARCH OF ENGLAND

'St. Just was,' he replied, taking off his broad black hat and smoothing his silver hair, 'St. Just was—I want you to admire those pansies! Now look at this. Isn't it beautiful?'

He bent down and, taking a deep velvet flower between two fingers, turned its head gently towards me.

'You were saying that St. Just was——'

'Ah, yes, forgive me! St. Just—oh, the trouble I've had with those japonicas.'

He shook his head.

'St. Just?' I murmured hopefully.

'That tall tree over there came from Australia,' he remarked proudly. 'By the way, I have a tropical garden behind the church which you must see.'

I abandoned the saint.

'You have made this garden?'

'With my own hands I have made it,' he replied lovingly. 'It took a long time.' Here he straightened his spare figure and cast a look round over the indescribable tangle of loveliness. 'But it was worth it.'

He smiled at me, and quoted Isaiah:

“Instead of the thorn shall come up the fig tree, and instead of the briar shall come up the myrtle tree; and it shall be to the Lord for a name, for an everlasting sign that shall not be cut off.”

I could say nothing. I watched the sunlight soaking through the leaves from above, moving in shadows over the tombstones; I listened to the song of the birds in the trees and the drone of the bees' wings. I looked into my companion's calm eyes and at his brown gardener's hands, and my first sense of irritation vanished; I understood that there was religion in this gardening; that to him every new touch of beauty which he brought to birth out of this rich earth was like a psalm of praise; that year after year he had added beauty to beauty round the House of God.

How many times we made a start for the church, and were side-tracked by a clump of valerian I cannot say. We



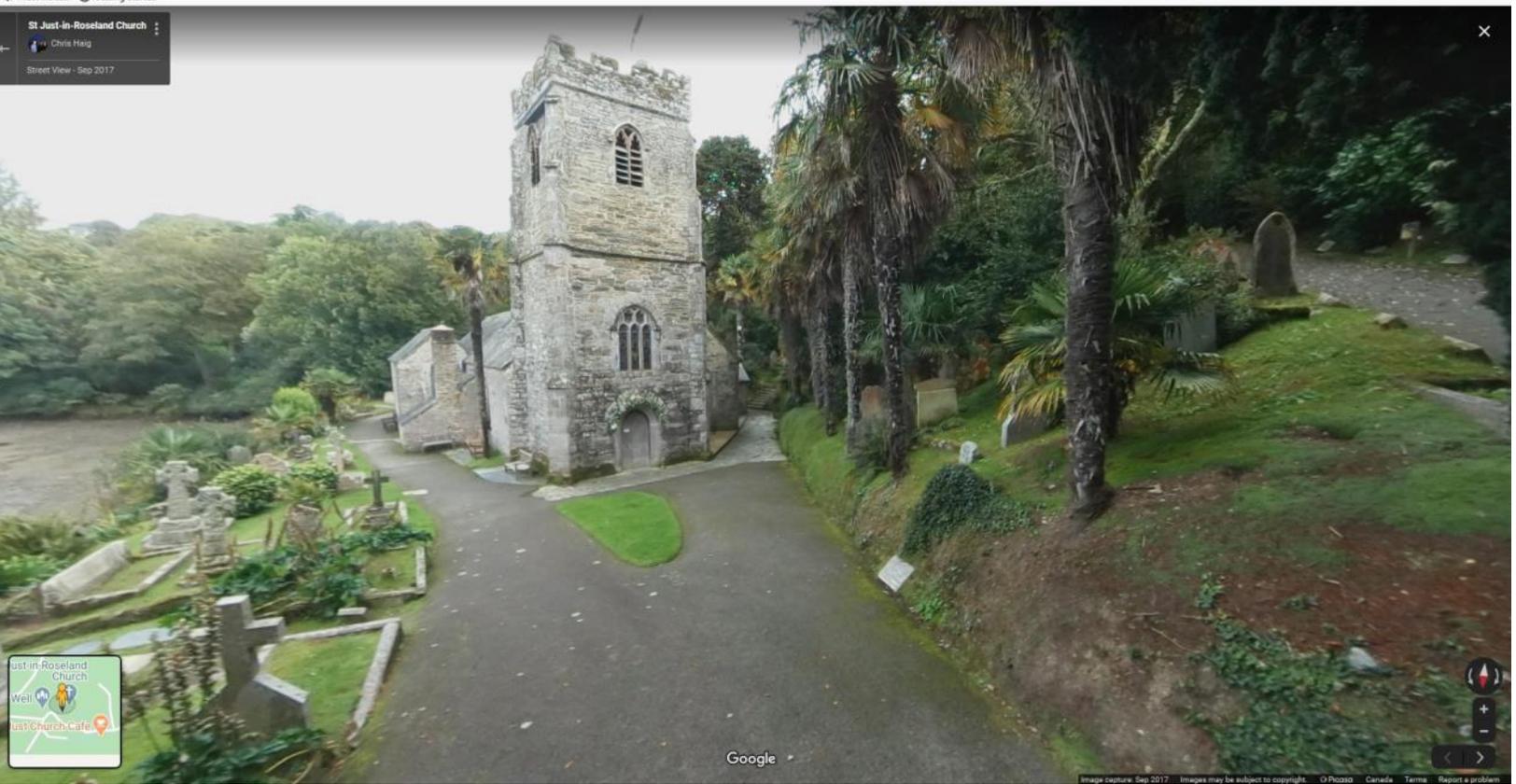
Browser tabs: CBC News - Latest Canada, W... One World: Together At H... Bell mog-group (50) Morgan Sports Car Club of... England - Google Maps

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Browser tabs: CBC News - Latest Canada, W... One World: Together At H... Bell mog-group (50) Morgan Sports Car Club of... St Just-in-Roseland Church - G...

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IN SEARCH OF ENGLAND

walked round and round and up and down, climbing shady paths, coming out upon terraces, talking (with frequent horticultural interpolations) about local matters :

‘The origin of Roseland—look at those brier roses—is a moot point. The legend is that it got its name when King Henry VIII spent his honeymoon here with Anne Boleyn. They are supposed to have stayed in the Castle at St. Mawes. The story is—smell this leaf ; it comes from New Zealand. I wonder if I did right to put that clump of rock plants so high. What do you think ? Oh, the story ? They say that when Anne Boleyn got here she asked the name of the place, and, receiving no answer, turned to the roses and said, “’Tis Roseland, forsooth !” Now foxgloves in a shady spot . . .’

I tried desperately to hold him a moment, but he was off after some snapdragons. I managed to drag him back.

‘Yes, it’s a pretty story, but it probably isn’t true ! The antiquaries derive the word from Rosinis, meaning “the Moorland Isle”. Do you hear that cuckoo ? He’s in a wood at the back of my house.’

We parted the trees and looked out on the peaceful beauty of the creek ; the tide coming up ; the high, still woods ; and, beyond, the deep waters of Carrick Roads.

‘Incredible, unspoilt beauty !’

‘There is a scheme, you know,’ he informed me, ‘I believe the Bill has passed through Parliament, to turn this place into a great harbour for Atlantic liners, to build ocean wharves and graving docks and a railway, for St. Just Pool is a natural deep-water anchorage !’

A graving dock and a railway in Paradise !

‘Nothing,’ he went on, ‘has been heard of this scheme for some time. It may have been dropped.’

We both cast a glance round the quiet churchyard. I imagined how it would look in the middle of Portsmouth ! We walked on until we came to a grave in a lovely corner of the garden.

[87]



IN SEARCH OF ENGLAND

‘My eldest boy,’ he whispered, and we went on among the flowers.

‘Forgive me,’ I said, ‘but you must be one of the most fortunate vicars on earth. Instead of sin you have flowers.’

He looked surprised.

‘My dear sir, you have no idea. There is sin, too.’

‘But here?’ I said. ‘Among this? A mere handful of people living quiet lives. What sin can there be here?’

‘My parish is a big one. My curate takes a boat on Sunday and visits my other churches. I have a large parish. I have care of nearly a thousand scattered souls; and—oh, yes, my dear sir—there is sin.’

I wanted to find out more about the sins of Eden, but he shook his head and smiled:

‘Wasn’t I telling you about St. Just? Well, he, you know, was Jestyn, son of Geraint.’

I drew a deep breath.

‘Geraint of the Round Table, who married Enid and “crowned a happy life with a fair death”?’ I asked.

He nodded his head and smiled:

‘And the legend is that when he died he was borne across the bay at Gerrans, just at the back there, in a golden boat with silver oars, and buried beneath Carne Beacon. Just before you go, do come and look at the fuchsias, won’t you?’

‘Now and then,’ I whispered as I went on out of Roseland, ‘just now and then one seems to touch again the fringe of romance: it’s just a flying second that stays for a flash—and never long enough to be grasped—before it flies on to Eternity to join all the lovely dreams and all the foolishness which one has, from time to time, lost.’



Giving Hope Today

The Salvation Army
Canada and Bermuda
Ontario Great Lakes

Georgetown

271 Mountainview Road south Georgetown On L7G 4K5
Tel: (905) 877-1374

www.SalvationArmy.ca

Date: Feb. 18, 2021

To the Toy Drive Group:

M. G. Car Club of Toronto
The Ontario Jaguar Owners Association
The Signature Series Family
Jamie Reaume and Staff at the Country Heritage Park

Greetings to you from The Salvation Army – Georgetown Community Church!

It is with heartfelt gratitude that I take this opportunity to thank you for your generosity to The Salvation Army – Georgetown Community and Family Services' Christmas Toy Distribution 2020.

As you will know, this was a very different kind of Christmas for everyone. It was certainly a very unusual one for us at The Salvation Army, as our ministry to families had to be done in a very different way this year because of the restrictions brought upon us by Covid-19. However, because of your giving hearts (and those of others in the community and beyond), we were able to serve our families-in-need with a plentiful Christmas. With a drive-through method, we were able to give each family toys from their children's "wish list" (shared with us at the time of registration), a gift card to the value of \$100 for each child and a grocery gift card to purchase food for a nice Christmas dinner. In total we helped 91 families, which represented 188 children in our community.

You will remember that the weather was not very favourable on the day of the Car Show, but the turn out was amazing and the donations even more-so. The toys that we received from you filled the greater part of our foyer. We thank you for the generous donation of toys and also for monetary gifts totaling \$2,767.00.

Financial donations at Christmas time also help us to serve families in need throughout the year, through our food bank. This includes gift cards for a local grocery store, actual food items and also the provision of emergency shelter for the homeless in our area, as well as support for other needs as they arise.

Your time, energy and big hearts mean a great deal to us, and we thank you very much for your gift of the above. You can be assured that your donation was and

William and Catherine Booth
Founders

Brian Peddle
General

Floyd Tidd
Territorial Commander



Page 2

will be used to help those in need right here in Georgetown and in the smaller communities that we support within our catchment area.

Thank you for your partnership in reaching families in need.

*"I thank my God every time I remember you ...
because of your partnership in the Good News" (Philippians 1:3)*

Sincerely,

Miriam Stevens
Major/Pastor
The Salvation Army – Georgetown Community Church



Brits-in-the-Park 2021

Hosted by the Victoria British Car Club

For over 25 years, Brits-in-the-Park has been one of the best shows of the season. Although health and safety considerations preclude a 'normal' Brits this year, we hope you will join us for this year's Brits (not quite) -in-the-Park virtual car show. While acknowledging that the 'normal' Brits is what we all would most want, we believe that this year's show will be memorable in its own right and invite you to be part of it.



There will be 17 classes of British cars



There is no entry fee



Entry will be done by e-mail sending a photo and a few notes about your car



All cars will receive a certificate of participation



Awards will be presented to the 1st and 2nd place vehicles in each class



As this Brits is being sponsored by the Victoria British Car Club for our participating guests, no club vehicles will be judged for awards

More information will be forthcoming about this unique Brits. Given the importance of coming together at this time, we sincerely hope that the British motoring fraternity will support and participate in this event. For more information contact Britsinthepark@gmail.com



MORGAN SPORTS CAR CLUB OF CANADA



Morgan Auto Book

P.O. Box 312, Cobourg, Ontario, K9A 4K8

Home phone: 905-349-3710

Email: richardholland1948@gmail.com

March 29, 2021

MSCCC Treasurer
940 Hedge Drive
Mississauga, ON L4Y 1G1

Cleaning out my workshop recently I came across Morgan Autobook One (a workshop manual for all Morgan four wheeled motor cars) by R. Clarke, and I wonder whether any of your members would be interested in having this. I would be happy to donate & mail it to them.

I bought my first Morgan (I think it was a 1936 four-wheeler) in 1968, and then either later that year or in early 1969 I bought a 1963 Plus 4 which I then had supercharged by Lawrence (*) Motors in Cranfield (?). I had a colleague who lived near there and we visited the Lawrence works and had a thrilling ride on one-track roads in a Plus 4 SuperSports.

I think my Morgan was the only "modern" car my father would have tolerated (!) since he owned a 1928 4½ litre Bentley, on which I had learnt to drive. I migrated to Canada in 1972 and have lived here since (apart from a couple of years in the West Indies) but seeing any Morgan on the road brings back my great memories of my Plus 4 (I sold it in 1971 to an American living in California).

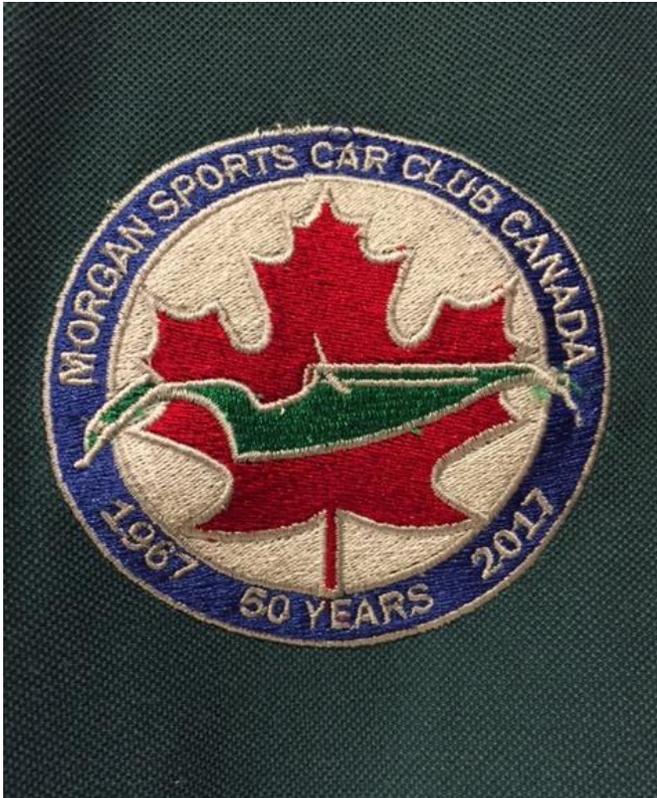
* I think that was the name,

I look forward to hearing from you (see my email above).

Happy driving,

Richard Holland

P.S. I live in the Northumberland hills outside Cobourg (hence the PO Box); we have some quiet (and fun) back roads and if you are ever out here let me know.



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



Early last year we visited Peter Ramm's hanger in St. Catherines. Here it is in its starring role in the movie Amelia.



Membership Application / Renewal

Name: _____
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 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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MSCCC Treasurer,
940 Hedge Dr.
Mississauga, Ontario
L4Y 1G1,
(905)-273-5542

MSCCC Executive

PRESIDENT:
Glen Donaldson
905- 635-2532
spitfiremorgan44@gmail.com

EVENTS COORDINATOR:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca

CLUB LIAISON:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca

TREASURER:
Brian Hawkins
905-273-5542
hawkinsb@sympatico.ca

REGALIA:
Sharon Roden
905-892-6907
jsroden@vaxxine.com

FACEBOOK EDITOR:
Bryan Tripp
519-826-9655
Bryan_trip@hotmai.com

SECRETARY:
Ray Stevens
905-659-6366
rstevens11@cogeco.ca

WESTERN SCRIBE:
Ken & Pat Miles
604-576-8036
kengmiles@telus.net

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BLURB EDITOR:
David Farmer
905-278-3219
d.farmer@sympatico.ca

DOWNUNDER SCRIBE:
Vern Dale-Johnson
vern.dalej@bigpond.com

WEBMASTER:
David Farmer
905-278-3219
d.farmer@sympatico.ca

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