



The Blurb



Picnic at Martin and Donna's

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Prez Sez



Glen Donaldson

Welcome to the Spring edition of The Blurb and yeaaaa haaa Ontario is in level 3 of re-opening as we are all doing a fab job of getting our vaccinations so that we can get our lives back on track. Thrilled to report that July 3rd was our first live and in person event in 10 months – with the picnic at Martin & Donna’s – see the article in this Blurb. Next up is our Speyside drive and picnic July 24th (rain date July 25th) see info in this Blurb. Then it might be a Pub meeting.... last done March 2020. And of course, August 6th

to 9th the Picton/Prince Edward County weekend postponed from 2020. Alan and Kathy will have more on this and are being helped locally by Norm & Sandy Mort and Peter Pfahl.

Happy to report that our Malvern beauties are out and about this year despite the restrictions we have had and both cars on their 3rd tanks of fuel. The Plus 8 had an early morning blast up to Mono for a clutch slave refresh as pressure was up and down and next might have been fluid loss onto the clutch plate. The 4/4 has stuck to more local travels – but does enjoy post dinner drives or early Saturday drives with the whiskey hounds in back as we head to La Salle Park for a lap of the trail. Funny to see the dogs get excited when the harness’ come out and Whinnie sticks her back end up in the air as she is picked up – so excited to be going for a Morgan ride that she is trying to hop in.

The new Blockley tires that I imported for the Spitfire this year are now installed and after about 300 klm I am very happy with the ride handling and look of the tires. I did go up one size from the original 155 80 R13 to 165 80 R13 as I have wider than stock mag wheels and with all the power, she now makes a little more tread on the road is a good thing. The old Vredestein s were 11 years old and no longer available, so I went with the Blockley for about sixty-nine pounds each. Freight was higher than I had hoped but

they still worked out to be about \$100 a corner less than the Michelin XAS or Dunlop Sport Aqua Jets that I had been looking at. Believe me when I say it is far easier to find 165 R15 for most of the 4-cylinder Morgans that it is a decent 165 13”. The Blockley s are also an H rated tire versus the last ones were T rated and at a treadwear of 240 they should not be too hard. You will likely recognize Blockley from the UK magazines and vintage cars. The Porsche club recently did a tire comparison of period correct looking tires for early air cooled 911’s and they loved the look of the Michelin XAS, but for driving the favorite was the Pirelli CN36 – the 1980’s style now part of their classic program with modern compounds and technology. And our Vredestein Classic was well reviewed. I just wish it were easier to source a good summer tire for the later Plus 8’s and the 205 60R15.

My daily driver the 2014 Acura TL with a proper 6 speed gearbox was also treated to new tires his spring, as the old Michelin Pilot MXM4 were at about 100K and, oops, new ones have an 80-k warranty. Tread was still there but cracks were showing, and they were getting hard. Upgraded from the luxury touring spec to a high-performance all-season Michelin Pilot Sport A/S 3+ - and so far grip and wet and dry traction are a huge improvement and no change in road noise. Although I am now totally confused about treadwear numbers – as the new tires are TW 500 and good for 50 k the old ones were TW300 and good for 80K. I always thought a lower number meant stickier and less mileage / distance. Hmm new tech? The new ones are also a higher speed rating.

Time for me to wrap up and go for a Morgan ride before the rain or the chores catch up with me. Hope we can all get our two shots in our arms and then we can hit the one shot on the Morgan and drive away. Looking forward to seeing Morgans out at Speyside, then Picton and we are always open to ideas for a drive or coffee etc. The Morgan only British Car Day September 18th or 19th still needs a location.

And please remember this is your Morgan club so please take part – join a drive, send in ideas and send in articles and pictures. Plus, soon it will be time to start talking about the AGM and who does what for 2022?

Glen

Central Canada Morgan Events

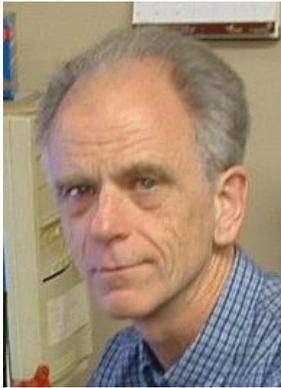
June 24
Aug 6,7,8

Speyside Picnic
Prince Edward County

Check for updates and other events of interest and maps to the events on our web site at:
<http://morgansportscarclubofcanada.com/events.php>



Editor's Message



Dave Farmer

As the prez sez, we have a live in person event to report on in this issue and the expectation of more to come. Gilles Lachance and Dan Bereskin have been busy fettling with their Morgans and report on their work. Colin Bray has written up a history of the +4 Competition model Norm Mort sent in two articles, one about his latest addition to his Morgan and additions to his memorabilia collection. And in response to

last issue's introduction to kimprint he has added his recommendation of her work.

And sticking with the memorabilia theme, Bryan Tripp will be selling items from his uncle's collection.

Finally a copy of a rejection letter sent to a fellow who had applied to race in his Morgan.

Lorne Goldman had mentioned in the last issue about Greg Kaufman's Coca Cola trailer. I got a picture of it from him. (shown below)

Last issue had a copy of a +8 crash test. Since then I came across an episode of Top Gear from 1996 that shows the video from that test. It is on Youtube

youtu.be/RyI5OH6luLg?t=198

PS - If you haven't paid your dues this is your last issue of the Blurb.

Letters to the Editor

good Wednesday pm David

thanks for the latest.

+4Supersports 4Str. ? I think seven were built, but I give no warranty!

Overdrive? I have heard nothing more from any source. I think the owner's name is/was Alan Mowat. I shall shortly be sending an e-mail to The Morgan Owners' Club of Australia and will enquire if they have any details.

Drive it Day last Sunday was a muted affair. We met up with three Morgan pals at a bikers' cafe, which I have been promising myself I would visit one day. Plenty of

bikes and four Morgans, with occasional tin box. A round trip of c 50 miles!!

Reference 2019 petrol. We took my wife's 1988 911 for a run recently, also with 2019 vintage fuel. It ran very well, although I have been worrying about the subject. Fortunately now less than 1/4 tank left, so we should soon put in some fresh fuel. NOT E10 nonsense which we are being promised. We are assured there will be an adequate supply of 97 octane E5 available. We will see.

best wishes to all. Keep up the jabbing. I have to say UK does seem to have made a very good effort on that front.

john Donovan MSCC





Picnic at Martin & Donna's

Happy to report that the Morgan Sports Car Club of Canada was finally able to hold a live in-person event in Ontario on July 3rd at Martin & Donna's country home. It had been 10 very long months of lockdowns, restrictions, isolation, solitary drives and zoom meetings since we had been able to have a proper meeting. We played by all the rules and regulations and ended up with 22 members and 11 Morgan s on display plus two more Morgan s under rebirth in the garage. We look forward to seeing Martins rather quick 4/4 out next spring and Jenny's +4 4 seater on the road again after some 25 years of waiting for a restoration. Well, there have been a few other cars sorted out in the interim.



We even managed to have a small gathering of Morgans and chase cars on the way up to Mono. Brent and Willy joined me at 145 and Brent caught a ride up in the green monster – although I kept it quiet and respectful as Willy was following us in the Honda Fit. We met Norm H in his +8 below Steeles Ave then found the Tripp family and the DHC – plus Wil in his +8 at Hwy 25 & 24. Soon three Plus 8's burred away with a stately DHC and followed by the Fit and Julie & Ella in the Mazda. We all managed to stick together and arrive in style at Martin & Donna's. The 11 Morgan s were a rather interesting and varied bunch as we had two early Plus 8's of the narrow body moss-box variety. One of these was ordered new from the factory and shipped to Canada for Norm Hendrycks – who still loves getting out in his loyal friend. Wil Carter had the other early +8 and has got her up and running after a few years of slumber. Wil is a new member and one of the Guelph Gang and this was the former +8 of Jim and Linda Haw of Oakville and then Hamilton. Wil just got his new chassis so will soon be back in the workshop for some further work. Our 1985 +8 another original Canadian car – that was refinished by the Beer Clan in 1994 – as it was ivory with brown wings and the first owner's second wife did not approve. So the +8 became Jaguar racing green – which she still wears remarkable well some 27 years later. Then Martin & Donna's 1986 +8 with paint-



work so deep and polished that one almost wants to stick their finger in the depth. I think a certain Mr. Cronenberg owned this +8 years ago. And then Keith & Cynthia's 1994 +8 that came in from California and looks splendid in red. Steve and Jenny fired up their 1967 Super Sport +4 and brought that to the picnic. And yes, the SS was vintage raced in her younger days and has a unique set of aluminum inner wing liners to protect her outer wings from debris. Then we had John's +4 that was a labour of love and a rebuild that took some 30 years before red/black emerged under her own power. Bryan, Julie and Ella brought along the family's 1961 Drop Head Coupe – one of the very few in Canada and this is a long-time club car as Bryan's uncle was active with the club and the DHC in the 1970s and 1980s. Then a newer 1986 +4 owned by Dan – as seen a few months ago in Miscellany with its Fiat twin cam engine. Alan & Kathy had their 1990 4/4 out – one of the last years of official Canadian imports by Morgan and CMC. Then Paul was there with his 1970 4/4 rebuilt by a former club president Glenn Nigh and now powered by a Toyota 4 cylinder and auto box for shiftless relaxed cruising.

The 22 members had a grand time seeing old friends again and enjoying a wonderful picnic in the country. It was wonderful to see how relaxed everyone was and as we had all had our two shots, I think optimism was high that the 'covid interruption' might just be in our rearview mirror. Some slipped away from the picnic to watch England win the match with Croatia – while others spent more time in the sunshine. The drives back home on the country roads were enjoyed and I think we were all grinning from not only our Morgan drives but also from the social fun outing.

Thanks to Martin & Donna for hosting the picnic and thank you also to the members who made it out to the event and had a great time seeing real live people and of course Morgan s. Our next event is planned for Saturday, July 24th in Speyside Ontario as we do a drive through the Halton hills and then gather for a picnic at Mary & Ray Shier's daughter and son in law's place – see note in this issue and email mnrshier@gmail.com to join the fun – rain date is July 25th.

Glen



MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA



Fuel injection and programmable ignition installation project

Part one

Last Winter, I proceeded to the installation, on my 1978 Morgan 4/4, of a fuel injection and programmable ignition kit bought from Classic Fuel Injection in the U.K.. Indeed, I was frustrated by the adjustment procedure of my carburetor to obtain the ideal air/fuel ratio for different temperature conditions. Moreover, I had come to the conclusion that, if I wanted to take advantage of the performance modifications that I had made to my engine, and of further modifications I could make in the future, it was better to entrust the management of the air/fuel ratio and the ignition advance to an engine control unit (ECU).

My Morgan is powered by a Ford Kent Crossflow engine borrowed from the Cortina GT. It has been bored out to 1639cc (0,040 inch oversize), has a high torque camshaft, a lightweight flywheel, a vernier adjustable camshaft sprocket and a larger capacity exhaust system. The fuel supply was provided by a Weber DGV 32/36 carburetor with 2 downdraft venturis. (According to the Performance Trends Engine Analyser software, my engine currently develops 112 bhp at 6000 rpm and 111 lb-ft of torque at 4500 rpm).

The beauty of the kit that I bought is the use of a Webcon throttle body that takes exactly the place of the Weber carburetor and which allows the re-use of the intake manifold and the current air filter. Classic Fuel Injection offers other kits that adapt to the peculiarities of different English cars (no publicity intended here; that's just for your information).





The kit's content

The kit I received includes :

- A Webcon Retroject throttle body with two 38mm venturis that open simultaneously and are each equipped with a Pico injector, which is enough to feed an engine developing up to 180 bhp;
- An Engine Control Unit (ECU) made by MAXX Ecu (in Sweden) that controls both the fuel injection and the ignition; it comes already programmed to ensure the proper functioning of the engine; the calibration of the air/fuel mixture aims at the ideal 14.7 ratio and the software includes an auto-tune mode. I can modify the air/fuel ratio and the advance curve to suit my preferences;
- A USB cable to connect the ECU to a laptop;
- A high-pressure (45 psi) fuel pump to be installed near the fuel tank (the Webcon throttle body has a built-in fuel pressure regulator);
- 10 meters of fuel hose that meet the SAE J 30R6 standard, that is, it can withstand a 200 psi pressure and is suitable for gasoline incorporating up to 10% of ethanol (although I only use Shell Super gasoline which is not supposed to contain ethanol); 10 meters is more than enough to ensure the round trip between the fuel tank and the engine;
- A fuel filter and all the necessary hardware to attach everything to the car;
- A Hall Effect module to be installed in the distributor in replacement of the points, capacitors and the advance mechanisms (centrifugal and vacuum);
- An ignition amplifier already mounted on a heat-dissipating aluminium plate, to be installed near the ignition coil;
- A wide-band oxygen sensor, and its adapter, to be installed in the exhaust manifold;



- A coolant temperature sensor to be installed either in the engine block, in the head or in the intake manifold if the engine coolant passes thru it (like in the case of the Kent Crossflow engine);
- A complete electric harness with all required connectors;
- A USB drive containing the software to be installed in my laptop and the required instructions;
- An instruction manual printed on paper;
- An idle speed air control valve (IAC) that lets air pass into the base of the throttle body to control the idle speed.

In addition, I replaced the original 9-volt ignition coil with a 12-volt one, producing 30,000-volt sparks and whose primary circuit has a 3.0 ohms resistor to protect the ECU. I was able, therefore, to remove the ballast resistor which reduced to 9 volts the voltage sent to the coil, after starting the engine, to protect the coil and the points.

The required sensors

To function properly, the ECU must receive information from 6 sources:

- The degree of opening of the venturis (from a Throttle Position Sensor (TPS) fixed to the throttle body);
- The rotational speed of the engine and the top dead center, in compression cycle, of the piston # 1 (from a Hall Effect sensor installed in the distributor);
- Engine temperature (through a sensor installed in the engine coolant system);
- The temperature of the air entering the throttle body (from a built-in sensor);
- The manifold absolute pressure (MAP, measured in Kilo Pascal) which indicates either the vacuum at low engine speed or the pressure created dur-



ing acceleration or high-speed driving (through a hose connected to the ECU);

- The proportion of oxygen in the exhaust gas (through a lambda sensor installed in the exhaust manifold).

Programming details

The ECU is programmed to provide an air/fuel ratio of 14.7, which is considered ideal when no special effort is required from the engine, i.e. at constant speed on a horizontal road. The program comes in three dimensions: the air/fuel ratio varies with the RPM and the manifold absolute pressure. It provides a richer air/fuel mixture when accelerating or climbing a hill. The ECU has an autotune function that I can activate whenever I feel it is needed to achieve the targeted air/fuel ratio.

The ignition advance timing also comes in three dimensions: the advance depends on the RPM and the MAP which reveals the effort required of the engine. The ECU is already programmed, but this programming can be modified at any time on the laptop. Subsequently, the modified programming can be transmitted to the ECU via the USB cable.

Since my kit does not include a pinking sensor, unlike modern vehicles, the programming of my ECU provides for a low-aggressive ignition advance to avoid pinking. As I plan to increase the ignition advance, I will have to do this gradually and make sure, through road tests, that it does not cause pinking.

The first steps

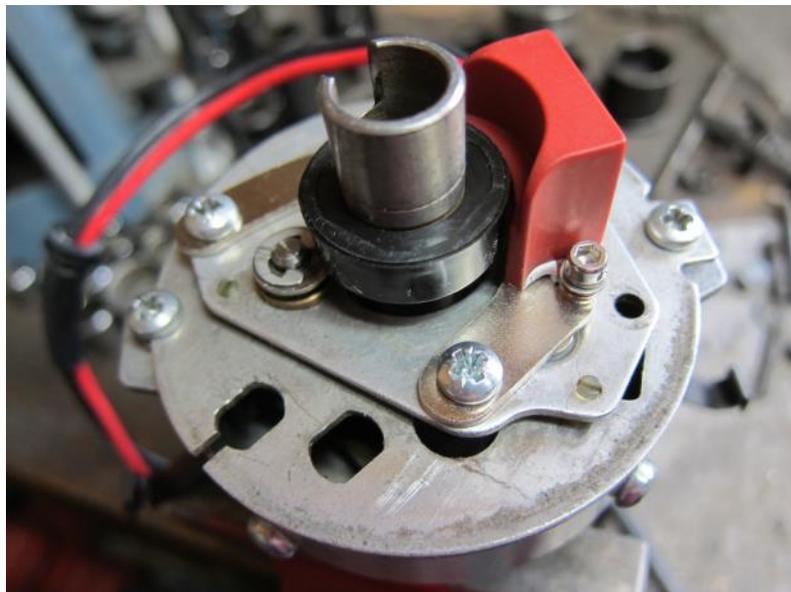
First of all, I had to set the ignition timing at Top Dead Center of the compression stroke of piston number 1. This first step is important because the Hall effect module to be installed in the distributor sends a signal to the ECU every time piston # 1 reaches TDC. The programming ensures that the spark will be produced with a 10-degree advance for the first start. This advance locked at 10 degrees will make it possible to check, with a strobe lamp, that the distributor will have been re-installed in perfect Top Dead Center position, and will have to be unlocked before proceeding with the next steps.

Then, I made a mark on the base plate of the distributor in order to later find the exact position of the rotor to the HT cable that transmits the spark to the 1st cylinder. Then, I took off the distributor.

I removed from the distributor the vacuum advance and centrifugal advance mechanisms (the points and capacitors had already been removed previously to make way for the components of an electronic ignition). I screwed the vacuum



feed plate onto the base plate to prevent any rotating movement and had the upper and lower part of the distributor shaft welded to also prevent any rotation of one relative to the other (previously generated by the centrifugal feed). Finally, I made a small rectangular aluminum plate to clog the hole of the vacuum feed mechanism.





I disassembled the exhaust manifold and had welded the adapter that will receive the wide-band oxygen sensor. Finally, I installed the MTune software on my laptop and started learning the working of this software.

The next issue of The Blurb will provide you with part two of my installation project.

Gilles Lachance



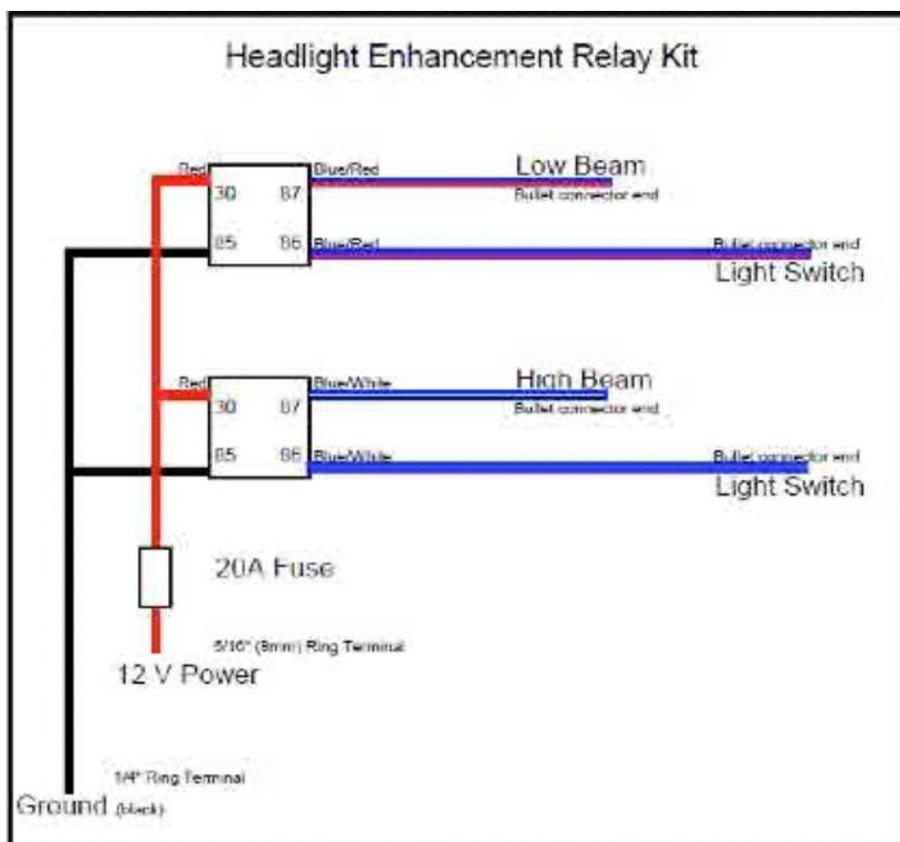
INSTALLING HEADLAMP RELAYS

by Dan Bereskin

Headlamps on vintage Morgan cars typically are controlled by a switch on the dash, and a column stalk switch for dipping the headlamps. The current is considerable. The brightness of the headlamps is reduced somewhat because of the voltage drop caused by the length of the cables feeding the headlamps. Also, it is not unusual for the headlamp dash switch to burn out due to such current.

A common solution is to install relays for controlling the high and low beams of each of the headlamps. Although 12 volt relays and wiring can be procured separately, Moss Motors Ltd. sells a kit that is both inexpensive and easy to install. The kit consists of two relays, and necessary wires including a fuse holder. Although the Moss Motors site contains detailed instructions on installation, the following remarks show a simple way to install the relays on a typical Morgan. The writer's car is a 1986 Plus 4. Your experience may differ, but hopefully the following remarks will be useful.

The wiring diagram supplied with the Moss Motors kit is shown below.



The suggested procedure is as follows. You should have on hand a supply of male and female crimp-type connectors, a crimping tool, four small self-tapping screws, a drill, and a multimeter.

1. Disconnect the negative terminal of the battery.
2. Locate the place where the relays are to be installed. In the writer's car, the relays were positioned near the fuse blocks, using sheet metal screws. The Moss Motors relays are provided with colour coded wires attached to each of the relays, as indicated in the above diagram.
3. The red wire from the relays, to which is attached a 20A fuse, is connected to a constant source of 12 volt power. It is recommended that the red lead should be attached to the 12 v. terminal of the starter solenoid, using a ring terminal.

4. Attach the black ground wire to the chassis, at any convenient location.
5. With a multimeter, measure the voltage at each fuse location when the low beams and the high beams of the headlamps respectively are turned on by the dash switch. For example, in the writer's car, there are two fuse blocks, each containing four fuses. When the dash switch is in the low beam position, only the fuse position marked "1" in the photo below shows 12 volts. The high beam fuse is the one shown at the bottom of the upper fuse block shown in the photo. This location shows 12 v. when the dash switch is positioned to engage the high beams. It's important to note that vintage Morgan cars did not fuse the headlamps. In the writer's car, it therefore appears that several terminals of the fuse blocks were used for the purpose of connecting wires from the dash loom to the headlamp loom, not for connecting the headlamps to a 12. v. voltage source through fuses. Accordingly, if the multimeter test does not indicate any difference in voltage on any fuse block terminal when the dash headlamp switch is set to either the dim or bright position, that will indicate that it will be necessary either to open the loom from the dash or the loom from the headlamps, in order to find the leads feeding the headlamps.



6. The wires connected to the headlamps emerge from a loom that leads to the front of the vehicle and are connected to the fuse locations referred to above. The wires connected to the dash switch are on the opposite side of the respective fuse locations referred to above.
7. As indicated above, at each of these two fuse locations, there are wires emerging from a loom that respectively feed the low and high beam headlamps. At the same fuse locations, on the opposite sides of the fuses, wires go from the fuse block terminals to the dash and column stalk switches. It should be readily apparent which wires go the headlamps and which go to the switches. The low and high beam wires attached to the fuse block terminals that are connected to the dash and column stalk switches are removed from the fuse blocks and attached to the appropriate wires from the relays, as indicated in the above Moss Motors diagram.
8. This completes the wiring. After the battery is reconnected, the headlamps now will receive the required voltage from the relays. The dash and column stalk switches now carry only the low current required to operate the relays. The relays are quite silent in operation, and if there is any doubt about them carrying current to the headlamps, the red wire can be disconnected from the solenoid terminal and the current flowing from the relay red wire to the solenoid can be measured with a multimeter. If the current is five amperes or more, that indicates that the relays are switching the power to the headlamps, not the dash or column stalk switches.

REPLACING LUCAS FUSE BLOCKS WITH ATC/ATO FUSE BLOCKS

by Dan Bereskin

A relatively easy modification for older cars is to replace the original Lucas fuse blocks that use cartridge fuses, with a modern fuse block using ATC or ATO fuses. Some ATC/ATO fuses are made with tiny LEDs that glow when the fuse is blown. It's relatively easy and inexpensive to replace the older fuse blocks with modern fuse blocks, and this can avoid corrosion issues that on occasion arise with older fuse blocks.

The writer's car is a 1986 Plus 4. It is fitted with two fuse blocks, each containing four fuses, as shown in the following photo:



Each of the two fuse blocks has a pair of terminals at each side of each fuse location. Although it is not possible to determine this from the top of the fuse blocks, on one fuse block, three terminals are connected underneath by a metal strap, and on the other fuse block, two terminals are connected with a similar strap. So, although eight fuses are shown in the photo, in fact only five are used.

Modern ATO/ATM fuse blocks often have a common positive bus, or a common negative bus. In the case of the writer's Lucas blocks, several of the fuse circuits are independent and therefore it is necessary to procure ATO/ATM fuse blocks in which each fuse position is independent of the others. In North America, several companies provide independent fuse blocks, including Blue Sea Systems and [Ron Francis Wiring](#).

Although there are eight fuses shown in the above photo, given that a total of five circuits are connected together, effectively that means that a single fuse block containing five or six fuses can replace the two old fuse blocks with eight fuses. The writer chose a Blue Sea six terminal fuse block. The procedure is as follows.

1. Disconnect the negative lead to the battery.
2. Code the wires leading to each fuse position to make sure that the wires are attached properly to the new fuse block.
3. Remove the screws holding the old fuse blocks in place. In the author's case, the screw heads had to be cut off with a Dremel grinding wheel, following which the screws were pushed out with a punch.
4. Inspect the bottom of each fuse block, to see if or where straps are located interconnecting any fuse positions.
5. In the writer's car, at the fuse locations of the old fuse block where three circuits are connected, there is a total of six wires connected to six terminals of the old fuse block. Using appropriate connectors, the six wires are connected at one fuse location of the new block, as shown in the photo below. The six wires are on the right side of the fuse block, at the second fuse location from the top.



6. As indicated above, in the writer's car, two circuits are connected by a strap underneath the old fuse block. In the above photo, on the left side of the fuse block, fifth and sixth terminals from the top, there is a metal jumper provided by Blue Sea for this purpose.
7. After reconnecting the battery, all systems should be operative.



The Plus 4 ‘Competition’ Model

Colin Bray, July, 16, 2021

A member recently sent a link to a youtube video to some of us in the club concerning a Morgan known as the Plus 4 Competition and asked if any of us knew anything about the model. Hence this article summarising what I can find out about it.

In 1955 Morgan reintroduced the 4/4, the original model, later referred to as the Series One, had been dropped in 1950 when the Plus 4 was introduced with the 2088 cc Standard Vanguard engine – now referred to as the Plus 4 Flat Rad, it having the same type of radiator as the Series One 4/4s. In 1954 Morgan were forced to redesign the front of their cars because the separate free standing headlights were being discontinued. This resulted in the curved cowl which is still being used on Morgans to this day. But, when the 4/4 was reintroduced in 1955 it utilised a slightly ‘less high’ body – the so called ‘low line’ body. I’m not entirely sure why Peter Morgan did this but I assume it was something to do with saving money, perhaps in the manufacture of the body. It may have given the car a slightly higher top speed than if they used the normal higher body of the Plus 4 too.

Chris Lawrence prepared a Plus 4 to race at the 1961 Le Mans 24 Hour race but was refused entry on the basis the organisers thought the car looked far outdated to be competitive. Undeterred, he managed to get approval for the 1962 race and promptly won the 2 litre class outright. Unbeknown to the organisers he had in fact obtained a ‘low-line’ body as used on the 4/4 – the ‘low-line’ body was not used on the Plus 4 until several years later so in fact Lawrence had hoodwinked the organisers in to believing the car was the same as a production model. All cars racing at Le Mans had to pass homologation requirements of at least 100 cars being produced within the last year and this clearly was not the case although to the untrained eye this would have been difficult to recognise. Apparently, Chris Lawrence and Peter Morgan, in later years, only recognised the ‘low-line’ cars built with the LawrenceTune engine as being true Plus 4 Super Sports. ⁽¹⁾

Peter Morgan had realised the potential of the car in late 1960/early 1961 and had Lawrence prepare cars for racing enthusiasts and called them the Plus 4 Super Sports, the first being introduced in February 1961. The main modifications were a gas flowed and polished head, skimmed for higher compression ratio, special pistons, fully balanced engine, special camshaft, two twin choke Weber carburettors, oil cooler, four-branch extractor exhaust manifold and a separate distinctive large water coolant reservoir at the rear of the engine. The body and wings were made in aluminium. Separate bucket seats were available but not fitted on all cars

The cost of a normal Plus 4 two-seater was £655 – after purchase tax the total was £965 3s. 7d. – yes that’s about 46% tax, so think yourselves lucky we are ‘only’ paying 13% in Ontario! The Plus 4 Super Sports cost £900 – after purchase tax this came up to £1,313 14s. 9d. Not a cheap sports car anymore but something that was very competitive against anything in the 2 litre class on the race track.



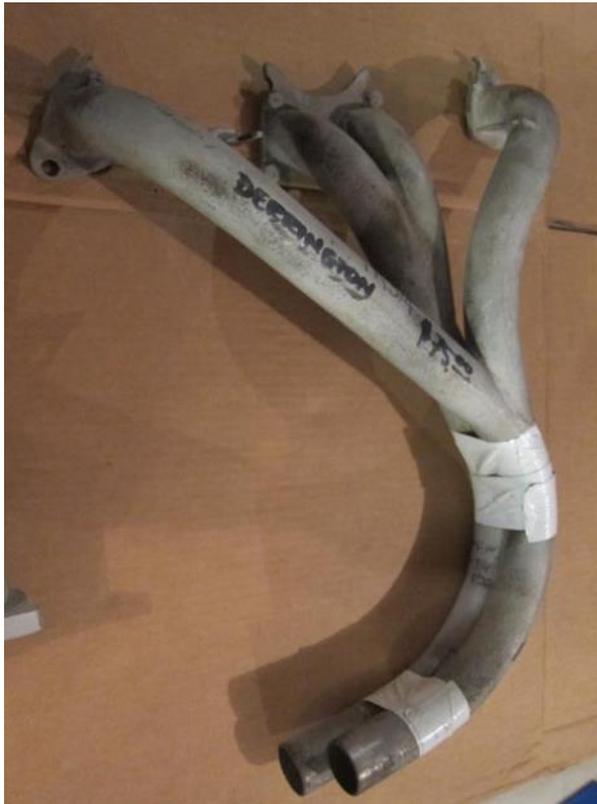
1 – Description of the ‘Plus 4 Competition’ from Morgan sales brochure 1965/66



It should be pointed out from that very first year of the 'new' 4/4 in 1955, Morgan also produced a 'Competition' model with various engine/carburettor improvements. This continued right up to the Series 5 model which was discontinued in 1968. Club members may remember Desi Benet had a 4/4 Competition car. The next 4/4 was called the 4/4 1600 and that had a competition version referred to as the 1600 GT.

So, it is no surprise that in 1966 Morgan decided to introduce a slightly faster version of the Plus 4, called the Plus 4 Competition. It appears in only one example of a sales leaflet from the 1965/66 year (photo 1). Generally, new models were introduced in August in the UK hence reference to the 1965/66 leaflet although it actually refers to the 1966 year. The leaflet describes it being introduced for the sporting enthusiast, presumably a driver who would use it as their normal transport during the week but dash off to the track to compete in the many race meetings at that time. It describes it as having the same specification as the Plus 4 two-seater but with the addition of a four-branch exhaust manifold, 72 spoke wheels rather than the standard 60 spoke although even those were an option on the standard cars. Wider tyres were fitted along with adjustable rear shock absorbers and the 'low-line' body from the 4/4. The adjustable rear shock absorbers were made by Armstrong, the same company that made the lever action shock absorbers and were referred to as 'Selectaride' shock absorbers. The idea being that the rear suspension could be altered by turning a knob on the dashboard and made much stiffer (as if a Morgan doesn't have a stiff enough suspension!) for driving on smoother racetracks. The Armstrong system seems to have been electrically activated and from what I have read, quite unreliable. They also used the system for the early Jensen CV-8 although they used tubular shocks on the rear. This sort of adjustable shock absorber system, where you could adjust the stiffness from a control on the dashboard, was available on many luxury British cars in the 1930s although this was a mechanical system where turning a knob changed the pressure in the shock absorbers. Andre Hartford Friction disc shock absorbers were used at that time which consisted of a series of wooden discs that were clamped together between brass discs. A hydraulic control, made under the Telecontrol brand name, had an inflatable rubber bag in the disc pack which could be used to increase the clamping force and thus their damping stiffness. Several sporty cars used them, I have seen them on several Singer 9 Sports and Le Mans models for example.

Apparently the four-branch exhaust system was supplied by Derrington (photo 2), who were well known manufacturers of after market 'go faster' equipment for Triumph TR series and other cars and is shown in photo 3. It has been suggested that the Plus 4 Competition also included a special wood rimmed alloy steering wheel from



2 – Derrington four-branch exhaust system for TR engines. Note the two tubes would have extender tubes going through the hole in the chassis and into an assembly joining these to a single pipe. Courtesy of Eric Elman (CT, USA) from his posting on the 'Morgan Experience' online forum,

If you want Performance, fit a Light Alloy Cylinder Head which gives the greatest increase of power with increased economy and smoothness, from any single component.

The HRC-DERRINGTON for "B" series B.M.C.

4 separate inlet ports, cross flow, develops 23% more power on same c/r. than standard, 10% economy and greater smoothness.

Kit, less valves, £58. 10. 0. With valves and springs assembled, £68. 10. 0 (from stock)

For "A" ser. B.M.C. BARWELL, assembled with valves ...	£37
For "A" ser. B.M.C. AQUAPLANE, assembled with valves ...	£35
For FORD 105E AQUAPLANE, assembled with valves ...	£42. 10. 0
For FORD 100E POWER MASTER OHV conversion kit ...	£37. 10. 0
For FORD CONSUL Mk. II RAYMOND MAYS kit, 90 B.H.P. ...	£75
For FORD ZEPHYR Mk. II RAYMOND MAYS kit, 127 B.H.P. ...	£120
For FORD 93A, MORRIS 8 & MINOR, MINX side valve, from ...	£9. 10. 0

EXTRACTOR EXHAUST MANIFOLD

Of scientific design, proved to be of maximum efficiency, developing 3 to 10 B.H.P. more than standard. For all "A" ser. B.M.C. cars, £10; "B" ser., £15. TR2 & 3; Morgan, Peerless, £20. Healey 100/4 with twin silencer, £27. 10. 0. Lotus Elite, £17. 10. 0. Ford Consul, £12. 10. 0. Zephyr, £17. 10. 0; and for most other popular makes.

With twin S.U. carbs. for Ford 100E, £22. 10. 0; 105E, £30. Mini-Minor, A.7, £25. Triumph Herald inlet and exhaust (less carbs.), £17. 10. 0.

For "A" series. Extractor exhaust manifolds with induction pipe for std. single carb. or twin S.U., £12. 10. 0.

CYCLE TYPE WINGS

With centre rib for extra strength, in light alloy, 6 in. and 7 in., fronts 30/-, rears 35/- each. In light steel, fronts, 6 in. 18/-, 7 in. 20/-; rears, 20/- and 22/-; 8 in. 24/- and 27.6.

V.W. DERRINGTON KINGSTON LTD
5621/2

For every possible requirement for Tuning, Racing or Special equipment, consult the specialists. Mention make when writing.

159 & 161 LONDON ROAD, KINGSTON-UPON-THAMES

3 – Derrington advert Motor Sport, March 1961. Mentions the extractor exhaust manifold for the Morgan.



Derrington, very similar to the well known 'Mota Lita' wheel that was a popular after market option on 1950s/60s British cars – I have a period one on my car. But a different type of steering wheel is not mentioned in the sales literature. Incidentally the Derrington four-branch exhaust was initially used on the Plus 4 Super Sports but found to have a flat spot in a certain rpm range and so a tuned version of a unit from Westerham was used instead.

In 1966 the price of a two-seater Morgan Plus 4 was £695 (after tax £841 7s. 1d.). The Plus 4 Competition was



Prices for the full range of cars 1965/6

	Basic	Purchase Tax	Recommended Total Price
	£	£ s. d.	£ s. d.
4/4 Series V 1498cc Ford Engine	590	124 - 9 - 7	714 - 9 - 7
4/4 Series V Competition Model	650	136 - 19 - 7	786 - 19 - 7
Plus 4 2-Seater	695	146 - 7 - 1	841 - 7 - 1
Plus 4 4-Seater	725	152 - 12 - 1	877 - 12 - 1
Plus 4 Drophead Coupe	780	164 - 1 - 3	944 - 1 - 3
Plus 4 Competition 2-Seater	775	163 - 0 - 5	938 - 0 - 5
Plus 4 Super Sports	950	199 - 9 - 7	1149 - 9 - 7
Plus 4 Plus	1055	221 - 7 - 1	1276 - 7 - 1

THE MORGAN MOTOR CO., MALVERN LINK, WORCESTERSHIRE
TELEPHONE : MALVERN 3104
PRINTED IN ENGLAND

4 – Price list for the 1965/66 range including the ‘Plus 4 Competition’, separate sheet included with the 1965/66 sales brochure.

£775 (after tax £938 0s. 5d.), about £80 more (photo 4). The Super Sports was £950 before tax – a whopping £175 pounds more (before tax....). Note how much cheaper all of the models were by 1966 in comparison to 1961, the vast majority being due to reduction in purchase tax.

From the price list of options (photo 5) you can see the special four-branch exhaust was £30, the Armstrong ‘Selectaride’ shock absorbers £25. So this accounts for £55 of the extra £80. Wire wheels cost an extra £32 10s. – don’t forget, these were an option even on the standard Plus 4, so we are already just over the extra £80 for the Competition.

All the Plus 4 Competition cars are listed in Ken Hill’s book ‘Completely Morgan Four-wheelers 1936-68’ (2). There were supposedly 42 cars shown in the factory records – UK – 17, USA – 10, Canada – 4, France – 3, Sweden – 2, Germany – 2, Belgium – 1, Panama – 1, Switzerland – 1, Australia -1

However, recently at least one more has turned up in the USA which is unlisted but has been confirmed in the factory records as genuine, so it seems to have been missed by Ken Hill. Interestingly it was ordered from the factory in RHD form by an American buyer and is described in a youtube video – <https://youtu.be/bzsWpi3c4FI> This was found by a well known Morgan enthusiast in the USA and he has restored it and is currently offering it for sale and it can be viewed here <https://www.hemmings.com/classifieds/cars-for-sale/morgan/plus-4/2488345.html>

It appears the Armstrong ‘Selectaride’ shock absorber system couldn’t be saved which is a shame.



Extras when ordered with new car

	£	s.	d.		£	s.	d.
Wire Wheels and Hubs (Knock-on Type)	32	10	0	P.T.	6	15	5
Special 4-Branch Exhaust System for TR Engine	30	0	0	"	6	5	0
Oil Cooler	25	0	0	"	5	4	2
Air Cleaner	7	10	0	"	1	11	3
Heater (Smith's) fitted	12	12	0	"	2	12	6
Leather Upholstery	10	0	0	"	2	1	8
Sliding Sidescreens, Plus Four two-seater and 4/4 only	7	0	0	"	1	9	2
Special Colour Paint, or Upholstery	10	0	0	"	2	1	8
Rear Bumper	5	0	0	"	1	0	10
Tonneau Cover, Four-seater	10	0	0	"	2	1	8
" " Two-seater	9	0	0	"	1	17	6
Fog Light or Pass Light, including Mounting Bracket and Badge Bar	7	2	6	"	1	9	8
Badge Bar only	2	10	0	"	10	5	
Brooklands Steering Wheel	3	10	0	"	14	7	
Wood Rimmed Steering Wheel	8	0	0	"	1	13	4
Windscreen Washer	4	7	6	"	18	3	
Seat Belts, Lap Type... ..	6	0	0	"	1	5	0
" " Lap and Diagonal	9	10	0	"	1	19	7
Luggage Carriers, Chrome tubular, four-seater D/H Coupe and Plus Four Plus	13	10	0	"	2	16	3
" " two-seaters, wire wheels	12	10	0	"	2	12	1
" " Painted flat steel, two-seaters disc wheels	3	10	0	"	14	7	
Armstrong Selectaride Shock Absorbers on rear	25	0	0	"	5	4	2
16 inch Disc Wheels and Tyres							
Dunlop S.P. 41 Tyres							
Avon Turbospeed Tyres							

Available for all models, prices on application

5 – Price list of optional extras when ordered with a new Morgan, 1965/66 sales brochure.

The details of the cars sold in Canada, listed in Ken Hill's book are shown below –

Chassis No.	Engine number	original colour	Despatch date
6149	CT60334	White	11 th February 1966
6269	CT67552	Green	14 th July 1966
6313	CT68882	Broken White	26 th August 1966
6428	CT74227	Black	14 th February 1967

Chassis 6149 is listed in the Morganville registry (3) as being owned by someone in North Vancouver although an active PacMog member out there has never come across the car. Chassis 6428 exists in Vancouver in a rather dilapidated state and is not currently driveable. Photo 6 clearly shows the 'Selectaride' knob on the dashboard and the Derrington exhaust can be seen, with some difficulty, in photo 7. The owner also informed me the Canadian West Coast Morgan agent G.B. Sterne is known to have sold three Plus 4 Competition cars and the fourth they presumed was sold by Metro Motors in Windsor, Ontario. So, it may still be out there somewhere in Ontario – keep an eye out for it!

It is also believed the Plus 4 Competition cars were fitted with slightly larger front stub axles than the standard cars but this still needs corroborating.

Chassis numbers for the Plus 4 Competition start at 6079 and the despatch date was 17th February 1966. The last car was chassis number 6484 and despatched on 28th April 1967. It is understood all the engines used SU carburetors although according to the engine numbers, ten of the cars would have been produced when normal Plus 4s were fitted with Strombergs – up until May 1966. So, this information may or may not be correct

As mentioned earlier, the Plus 4 Super Sports used the 'low-line' body in aluminium. The Plus 4 Competition models were the next to use the 'low-line' body, but in steel, same as the 4/4. The first 'low-line' body was used

on a Plus 4 from chassis number 6331 (Sept 66) although some cars were still fitted with the earlier ‘high-line’ body but by chassis number 6393 (December 66) all plus 4s used the ‘low-line’ body. So, as you can see, the Plus 4 Competition was using the ‘low-line’ body at least seven months before the regular Plus 4 model.

Some thoughts and opinions

Is this an important model? Probably not. The ‘Selectaride’ shock absorber system isn’t really of any use for normal driving and how much did it improve things on the track? Derrington and other companies offered a four-branch exhaust system years before it was used on this car. The weakness of 60 spoke wire wheels was well known in Triumph TR circles in the 1950s and in fact that is why they always used steel wheels. Unfortunately, the steel wheels used on the Morgans were not strong enough for racing and again this was very well known and owners would have switched to wire wheels and probably opted for the 72 spoke variety. The Plus 4 Competition doesn’t look any different from many other Plus 4s except they use a ‘low-line’ body several months earlier. But how many people can recognise a ‘low-line’ from a ‘high-line’ body? There is no badge on the car stating it is a ‘Competition’ model.

Some owners of these cars may think they have something a little different, and this is true, but I’m not sure it adds much, if any, extra value to the car. It would be interesting to see and drive one of the cars with the ‘Selectaride’ shock absorber system – if it still works!

Note: The article I’ve based on information I have found from several sources. There is every possibility I am incorrect on some matters and would appreciate any corrections and extra information.

References:

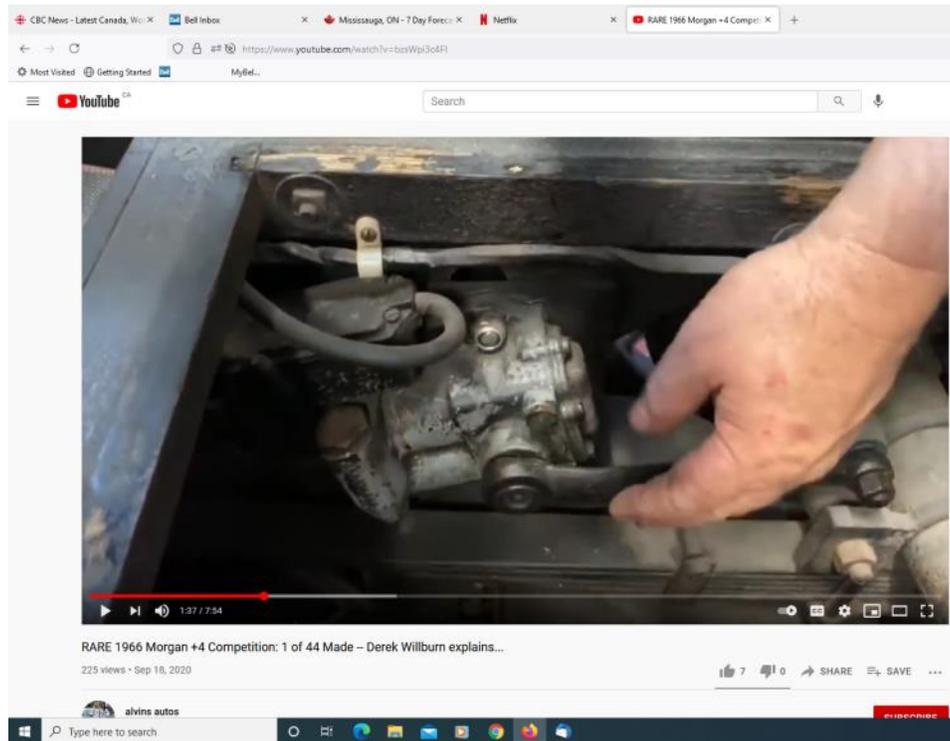
- (1) Machiel Kalf, Team Leader of the Morgan Historic Register (part of the MSCC) referred me to this statement from the book ‘Morgan Sports Cars – The LawrenceTune Years 1961-64’ by J.D. Alderson and Chris Chapman, publ. 2014, page 154.
- (2) ‘Completely Morgan Four-wheelers 1936-68’ by Ken Hill, publ. 1994, page 198.
- (3) <https://morganville.org/> Click on ‘Open Morgan Registry Fullpage’



6 – Dashboard from chassis number 6428 showing the knob to alter the Armstrong ‘Selectaride’ rear shock absorbers. Courtesy of Bill Hayter, Vancouver, BC.



7 – Engine bay of chassis number 6428 showing the Derrington four-branch extractor exhaust system. Courtesy of Bill Hayter, Vancouver, BC.



Selectaride Shock Absorber



Everything is coming-up Morgan! Stars, Cars and Collectors

By Norm Mort



Being a Morgan enthusiast over the years I have collected brochures, artwork, over two dozen books and numerous other collectible items, but since I took possession of the wonderfully preserved and upgraded 1962 Plus 4 from fellow enthusiast and good friend Peter Pfahl I have gone whole hog over everything Morgan.

If I were to blame anyone for my continually evolving obsession then I would have to start with Peter.

He acquired, saved and collected, so many great Morgan items over his 51-years of ownership and has kindly passed them on to me. Decades of Morgan club monthly newsletters and magazines, event plates, plaques, prizes, posters galore, books, and more.

As a result his enthusiasm for Morgan has further sparked -no caused a wildfire, of even more enthusiasm in me for this unique, historic British marque.

In my garage one very long wall has become a Morgan tribute in the form of just some of the posters, event plates, signs, etc.

Peter had won all of the pewter and silver plate awards from all over North America and collected well over a dozen posters from these meets and races. I have added my own signs, framed brochures, and pictures, and have more to come as I shift things around.

Since in the garage, my Plus 4 roadster has a few new items added, but I do not want to alter character and look of the Morgan with its wonderful patina and rich history. I feel what I have added or changed provide a few more fond personal memories, as well as supplementing its history and tradition.

The first item fitted was an old British RAC badge that my late-friend Michael Pistol had given to me for my Al-lard. It was of late fifties, early sixties vintage. It also counterbalanced the period German badge fitted long ago by Peter Pfahl.

The biggest change was further encouraged indirectly by Peter in so much he had purchased a pair of beautifully crafted "Brooklands" screens decades ago, but never had them installed for various reasons.

Having always loved all cars with folding-down windscreens and having owned in the past a 1935 Morgan F2 with a folding windscreen, from taking possession of the MOG I wanted to finally complete the installation.

Switching from a fixed screen to a folding screen on a Morgan was not terribly difficult. A kit was available through a Morgan dealer in England that simply replaced the fixed side, chrome pillars with adapted chrome levered pieces. Round knobs on each side lock the screen in place both, when up or down.

Peter had purchased the Brooklands screens with all the necessary mounting posts and adjustable parts. Installation was a little more difficult in that the entire wooden dash needed to be lowered for it to be bolted to the cowl.



Peter had purchased the Brooklands screens with all the necessary mounting posts and adjustable parts. Installation was a little more difficult in that the entire wooden dash needed to be lowered to be bolted to the cowl. (Restorer Andy Taylor pictured.)



MORGAN SPORTS CAR CLUB OF CANADA



Switching from a fixed screen to a folding screen on a Morgan was not terribly difficult. A kit was available through a Morgan dealer in England that simply replaced the fixed side, chrome pillars with adapted chrome levered pieces. Round knobs on each side lock the screen in place both, when up or down.





MORGAN SPORTS CAR CLUB OF CANADA



A visit to the Morgan Car Company's official site on the web, led to a decision to order everything I liked in this Covid-19 time. As well as limited access to stores in the fall, my wife Sandy had been sidelined with a broken leg and infection since June. (A situation that was not even close to being partially resolved until a few days before Christmas, but is now improving steadily thank goodness.)

Thus, with a carte blanche situation my cart was slowly loaded with Morgan merchandise. More was added as it seemed the shipping cost jumped substantially with only a few items added, but twice as much more saw no increase in shipping.

Considering the situation, and the fact I would rarely find these items in North America -particularly in Canada; I bit the bullet.

As well as ordering the usual T-shirt, there was a vintage-looking metal sign, a bookmark, two china coffee cups, a clay Deco mug, a pin, two different key chains, and a stuffed Morgan Teddy Bear -large and Key chain size (Sandy's a collector).

Although the site had some books, I had pretty well all of them with my Morgan book collection approaching three dozen. Despite shipping and an added import tax, everything arrived safe and sound and was of excellent quality.

I also bought a Morgan hoodie and another T-shirt from Canada's own Kimprint, run by Kim Chevalier who supplies many of the Canadian marque clubs and US enthusiast outlets with her unique and personalized hat and clothing designs. Often seen at flea markets, Kim offers many other enthusiast items.

Apart from having a few more posters and pictures to frame, I think I have both run out of wall space and items to acquire.

Unless that is, I find more!

And please note, regardless if you are a Mustang, Chevy C10 pickup truck, Citroen, or Nash, etc., enthusiast; there's lots out there to collect if you are infatuated with your marque or model.



As well as ordering the usual T-shirt, there was a vintage-looking metal sign, a bookmark, two china coffee cups, a clay Deco mug, a pin, two different key chains, and a stuffed Morgan Teddy Bear -large and Key chain size (Sandy's a collector).



kimprint & Kim Chevalier

by Norm Mort

As fellow members read in the last Blurb, the club will be dealing with Kim Chevalier or kimprint for various regalia items.

Kim has been a familiar attractive fixture at British car club and show events for many years selling T-shirts, sweatshirts, caps, key fobs, etc., denoting all the English marques. Many of you may have purchased items from her booth that was at the last BCD event at Bronte.

An English car enthusiast herself, Kim has been a longtime MGB owner and member of the MGCCT.

Throughout the years I have bought a variety of items from Kim and always been pleased by the quality and prices. Kim is also the supplier of T-shirts, etc., to Moss Motors in the U.S.

Like most of us due to Covid, we were forced into becoming on-line shoppers whether we wanted to or not.

Having bought numerous Morgan T-shirts of various designs for myself, our son and various friends in 2019, I decided to get into contact with her during “no show” 2020.

Just before the pandemic a 1963 Mini Cooper had come into my possession through the kindness of Ron Gaudet.

I thought I required at least a few “Mini” clothing items and these I spotted on her website, while also making inquiries regarding Mini key fobs. We had just purchased a clean 2012 Mini Cooper so I wanted fobs for both. Kim had over half-a-dozen different key fobs and she emailed images to choose which ones I desired.

At the same time I selected a hoodie for driving the Morgan sans top, windscreen folded, into the cooler weather.

Kim advised on sizing and colours -I wanted green, yet some greens can be pretty yucky, but Kim assured me I would be pleased. A big thumbs-up here!

I decided to purchase a T-shirt and hoodie for a friend who is an early Mustang enthusiast. I sent Kim images of his 1966 Coupe. Kim had never been asked for a Mustang, but did a brilliant job. The first thing my buddy said was, “It looks just like my car!” Kim personalized the shirts further by putting a “ ’66” on the shoulders.

Checkout her website and end-up looking as nicely turn-out as your Morgan.





Morgan Memorabilia Sale

In memory of long time club members Brian and Linda Rumohr, I am raising funds for Princess Margaret Hospital through the charity auction and sale of rare and unique Morgan collectors items.

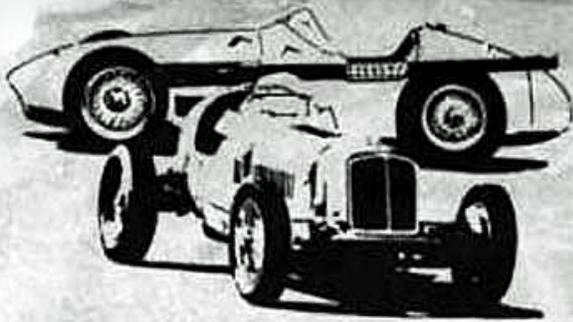
Over his decades of Morgan ownership, my uncle Brian Rumohr had amassed an impressive collection of Morgan memorabilia, models, pictures and books. When Brian saw Morgan items for sale he didn't just buy one, he bought them all.

I plan to display the items at our first regular pub meeting and will also make items available online at some point. Please stay tuned for timing information in the Blurb Lyte.

Bryan_tripp@hotmail.com

Bryan





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An International Association for
Owners and Drivers of Historic
Grand Prix Cars.

HISTORIC GRAND PRIX CARS ASSOCIATION

A section of the V.S.C.C.

Mike Ridley Esq

29th June 1989

Dear Mr Ridley,

Christie's 50's Sports-car Race - Oulton 8th July

I regret to say that we are not able to accept your entry for the sports-car race. The main reason for this is that the race is for 50's cars and your Morgan is 1960. The other reason is that the Association feels that it would be wrong for your car to be on the grid with C/D Types, Ferraris, Maseratis etc which, as your car is well prepared, it would probably defeat.

I have asked Ted Smith to refund your £15 entry fee and enclose two personnel passes for the meeting should you wish to use them.

Yours sincerely,

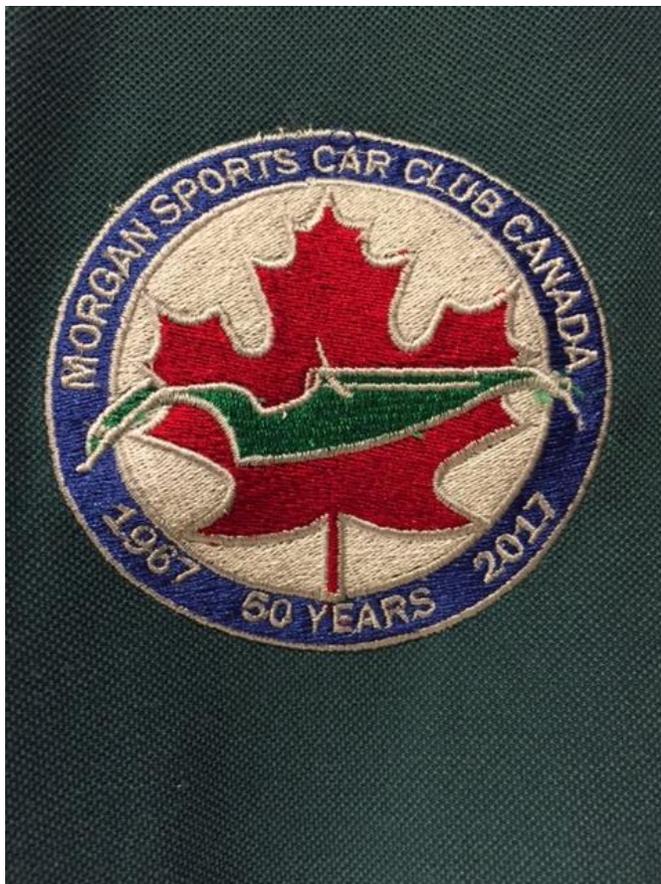
Martin Grant Peterkin

0969 277516
274343
PAV

+4 S/S TOO FAST TO RACE

111
000





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

Speyside drive and picnic July 24th

OK Morgan Fans here are the details for Mary & Ray's Speyside drive and picnic Saturday July 24th (Rain date Sunday July 25th)

Arrive 9:30 to 10:15 am at Speyside

11239 Regional Road 25 Acton/Halton Hills

Watch out for Mary & Ray's Morgan and a Club banner

Northbound on 25 stay in the right lane as 11239 is the first driveway/mailbox past the traffic signals at Speyside on the right hand side of the road.

Southbound - use lots of signals as traffic can be speedy on 25.

10:30am we depart on a scenic 1 hour tour and chase Mary & Ray in Mog 404.

11:30 am we arrive back at Speyside and have a picnic social - bring all your picnic stuff and chairs or blankies....washrooms will be available.

For those coming from a land far far away - you could just meet for the social - and for the late sleepers in the group that might work too.

Please email Mary & Ray at mnrshier@gmail.com to be on the attendee list - and to know if we get rained out Saturday and reset for Sunday.

So far Ray & Liz, Alan & Kathy, Martin & Donna, Mary & Ray and yours truly are planning on being there - come on and have some safe fun in level 3.



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.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
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Mississauga, Ontario
L4Y 1G1,
(905)-273-5542

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