



The Blurb



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Prez Sez



President's Burble

Greetings and welcome to the Winter Blurb, as I write this, I am hanging out in my basement office as the rain/snow mix is falling so a good day to stay inside. Guess I might be to blame with the washing of 3 cars yesterday and the annual firing up of the snowblower – but it was a lovely sunny day with a mild temperature. Also, good to hide out in the basement and avoid the news and doom and gloom about the latest variant.

Glen Donaldson

We did manage to squeeze in a traditional MSCCoC Christmas party and AGM on December 5th this year at Gabby and my home. All attendees were double vaccinated (and some were on their 3rd shot) and we were less than the provincial limit of 25 people for an indoor gathering with 19 members. See a separate report on that gathering later in the Blurb. The Whiskey hounds greeted everyone as they arrived and Macallan then spent the afternoon snoozing on his window bench while Whinnie made sure no crumbs were on the kitchen floor. Sadly, this year no one drove their Morgan to the meeting as the forecast for late in the day was rather wintery.

Not sure if you have seen or heard of the release of 9 Morgan Plus 8 GTRs which Morgan say pay homage to the Big Blue race car of the 1990s that was the first Morgan to be built on an aluminum chassis. I believe these chassis were built by Morgan in 2018 and were then sent to Bristol cars for a hopeful new Bristol which sadly never came to fruition.

Morgan got the chassis s back after Bristol folded last year and has now produced these BMW V-8 cars with 375 bhp. Let's hope the people that buy them use them and don't just hide them away in a collection. You only have one shot at life so get out and enjoy it while you can.

A winter project you may wish to consider is talking to your insurance company and reviewing the agreed value that you have your Morgan insured for. Not sure if you have looked at the prices that Morgans are going for these days – take a peek at Bring a Trailer completed auctions or Hemmings or Morgan West. A quick look at TR powered +4's and recent sales on BAT and the average price was \$36,000 US. Then add a 5% buyers' premium, 28% currency, 6% import duty and you are at \$51,287 – before you pay up the HST. I am aware of a few +4's sold recently in Canada, and they were at \$40,000 C\$. The Americans seem to be mad for the V-6 Roadsters with \$70 G being a price – and yes you could now import a 2005 or 2006 Roadster into Canada as they are 15 + years old. I have not driven a V-6 but somehow, I know I would miss the burble of my V-8. And yes, I have increased the value of our cars with Haggerty.

Hope everyone has a safe and Happy Holiday and that maybe we can move on to bigger and better events and activities in 2022. We are reluctant to plan any indoor winter events right now as Ontario struggles and changes the limits on gatherings, but Colin Bray is working on some guest speakers for zoom meetings this winter – and we are open to ideas and suggestions for driving events in 2022. Also, we need to start thinking about the future of the club and helping with articles, events and leadership – as it is your Club so we need to hear from you. Stay safe and get your 3rd shot – which should be easy for Morgan drivers being so accustomed to the 1 shot lubrication system to keep the sliding pillars happy.

Glen



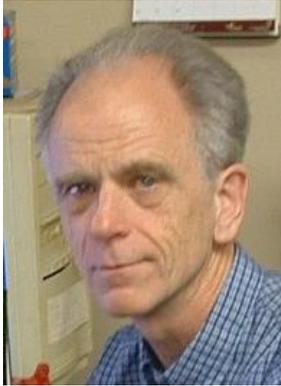
Central Canada Morgan Events

All on hold with this Covid-19 pandemic

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

This issue has David McCrossan sharing his excitement about finally getting his Morgan. Lorne Goldman explaining his and Audrey's approach to long distance Mogging. And write ups on the AGM and the Toy Drive. Plus, scattered about are some Morgan themed Christmas cards.

HOLD THE PRESS! Brian and Brad Morgan just drove home from Colorado in an addition to their Morgan stable.

I have a footnote to add to last issue's article on LED lights. The LED flasher unit I ordered arrived and did not work. The turn signals lit up but did not flash. (The seller reversed the credit card charge.) In switching back I first replaced the old flasher unit and tried the signals and they lit but did not flash. Then I put an incandescent bulb in the front socket and that allowed enough current flow to activate the flasher. If you have the old electro-mechanical flasher unit like mine you can just replace the rear bulbs with LEDs and finally have rear turn signals that are visible in sun light.

If anyone wants them I have an extra pair of LED 1156 bulbs for the turn signals and one BA9 sized blub that fits the licence plate light.

Letters to the Editor

Cover Picture

Hi everyone - long time Morgan owners, Brad and Sharon Patterson, sent this very recent photo from their home in NC. They had just done a visit to Sharon's school. The redness of their car is striking...especially for the season. We had many good fun times with them way back in the 70's and have the T shirts to prove it. Some of you might remember them. Our runs included BeetMog for a run in the Chatham area including Walpole Island and Detroit...then BedMog in New York State staying in Bedford. Their car use to be maroon in colour. Brad's career has been with oil and gas and has taken them all over the world. They grew up in TO and have a cottage in Bala as they use as their escape/retreat

and Canadian home. They gave us permission to send the photo so all is good.

Season's Greetings to all of you from Limehouse.

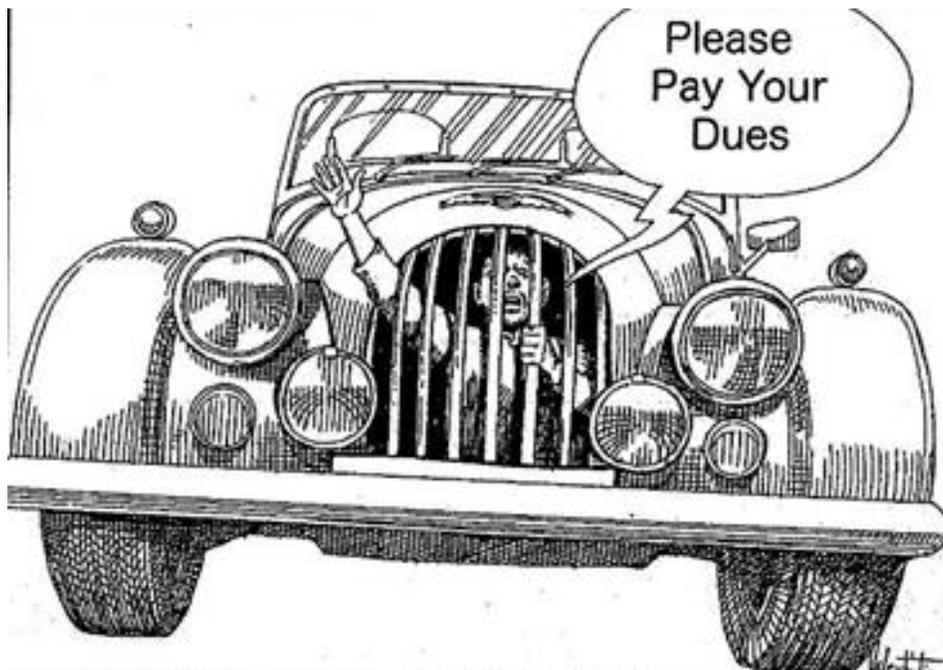
Hi David,

I hope all is well in your world. Thanks for the Fall Blurb. I enjoyed it!

Best regards,

Gary

Sent from my 1957 iPad CJ3B





Colorado 3.0

By Brian and Brad Morgan

If you ever have read some of the tales of “the Hack Mechanic”, Rob Siegel, you will recall him speaking about a “shakedown” test after getting a car resurrected and before taking it on a big road trip. Short runs around the homestead that gradually get longer and longer, building one's confidence in the car. Well... that didn't so much happen.

But, I'm getting ahead of myself. Let me give you some background to this story. A call came to my father and me at the end of July 2021. The call was from a gentleman and his wife that I, Brad, had purchased a car from 7 years prior. Unfortunately, we had since lost touch with each other. The intent of the call was to let us know that they were selling their other Morgan.

At the time of the call the Canada - US land border was closed to non-essential traffic. Announcements were going to be made to open up the border so we patiently waited as the original plan was to load up a truck and trailer and go pick the car up making a long weekend out of it. As time went on, the end of summer came and went. We knew the cold weather was coming, especially in the mountains of Colorado. We would need to go through said mountains to get to the car's location with the rental car and go through them on the journey home as well.

The original plan was still an adventure.... but not the type that gets your adrenaline flowing. I mean, what could go wrong with a 42 year old car that really hasn't seen that many miles in the last 7 years.

After a few more delays to the border re-opening, we were running out of days on the calendar that were conducive to going through the Rockies of Colorado in a convertible. With that in mind, we went ahead and booked both the flight and a car rental. To add to all the scheduling, a Covid test was also booked.

The goal was to fly out on a Thursday morning mid-October and be home by the following Monday to get the kids off the bus from school. With all things considered this didn't allow for much wiggle room but that was part of the adventure. Another goal in all of this was to keep the top down for the duration of the road trip.

We boarded the plane from Toronto to Denver on Thursday morning. Ironically, as we sat down to shut our phones off, a news notification came on our phones that said the border was going to be open to land border traffic in 3 weeks. After a 3 and a half hour plane ride, we arrived in Denver. A rental car pick-up and a 6 hour drive south to the Morgan's location made up for the majority of Thursday afternoon.

We arrived at the couple's house and we were met with smiling faces. We were just in time for dinner and had time to catch up since our last visit.

After a brief night's sleep and breakfast, we got out to the garage to finally see the car. We had





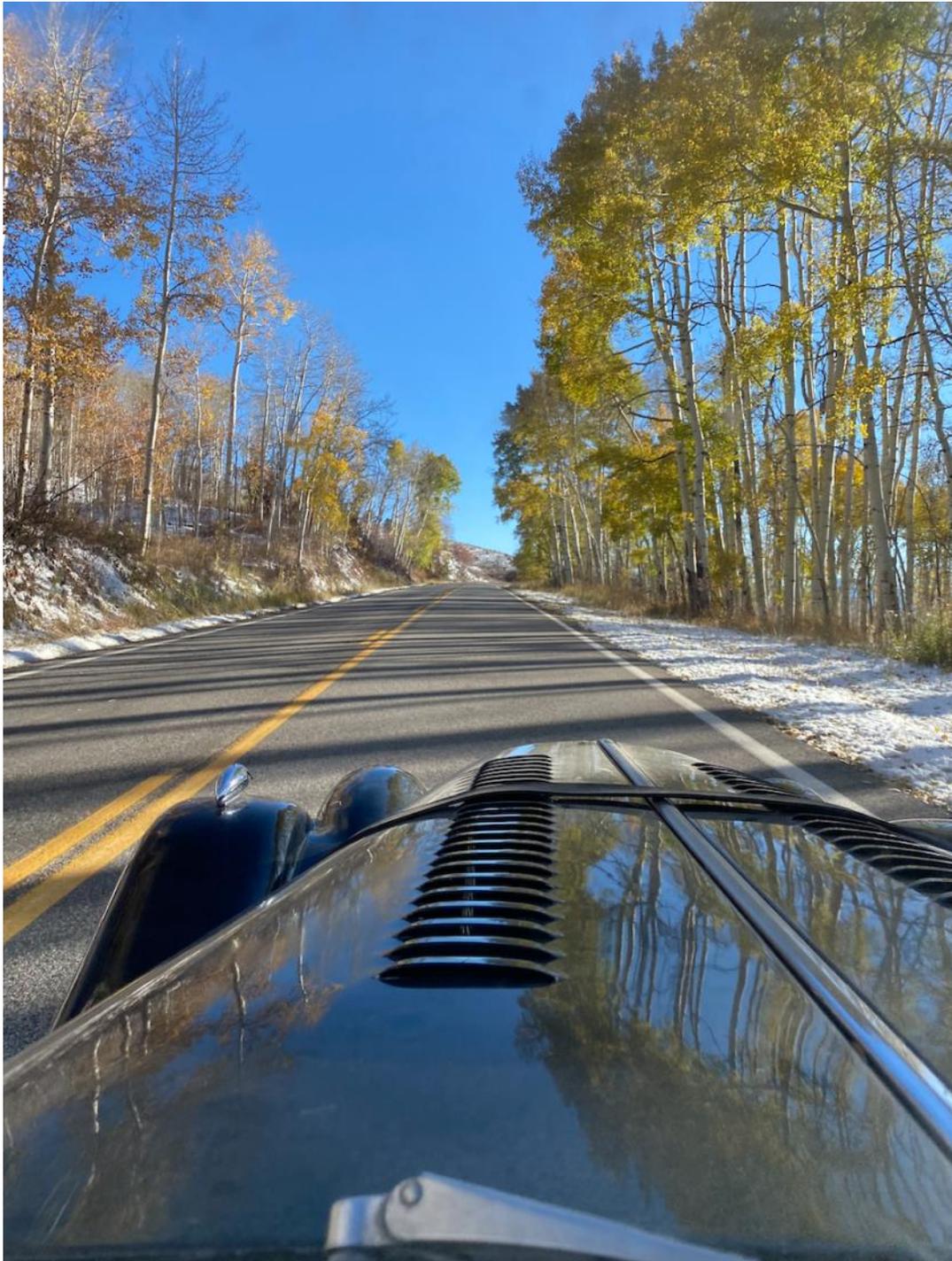
MORGAN SPORTS CAR CLUB OF CANADA



time for a brief introduction to the car and then we needed to head out to the license office and drop the rental car off as well.

Once we got back to the car and before heading east we checked over the car a bit on our own. Thankfully the car had been looked over by a local mechanic and the alternator along with a leaking carb seal was replaced.

As time slipped away with the great conversation we didn't get away till about 3:30 in the afternoon. Eastbound and headed for the Colorado border. That was a more challenging drive than anticipated as we drove into the night with quite chilly temperatures. We made it to Canon city to stay for the night around 11 pm. Thankfully the snow stopped from the day before and the roadways were clear.







The car ran a little bit laboured at 8500 feet elevation but as we headed east and got into lower elevations it began to run better. A quick pick up of a tire pressure gauge helped us dial the tire pressure in better as we had them overinflated for a few miles which made the steering a little interesting as it bounced around.

We flew with carry-on luggage only so we didn't bring any tools with us. Our thought was to buy them as needed, but when a simple mirror needed to be adjusted you wish you had something. Turns out a dime can sort of work too. Silly us, we had plenty of opportunities to stop to pick a basic tool set up. We continued on our way, with a tire pressure gauge in hand.

Saturday was a long day. We hit the road by about 8 am. We were certainly not making any land speed records but a good time we were having. We got into Kansas around 2 in the afternoon. The car was running great so we continued on. Our challenge on Saturday night was finding a place to stay. We didn't plan that far ahead as there were so many variables. We started looking at around 10 pm as fatigue set in. Weddings, football games and conferences had places booked up for miles, and I mean miles! After checking in with 14 hotels that had no vacancies we found something at 2 am approximately 2 hours from St. Louis. It was a roof over our heads which we were grateful for, but it was the type of place that one feels more comfortable sleeping on top of the sheets fully clothed.

Sunday morning, it was time to gas up and go. Blue skies and chilly temperatures. We got a few miles past St. Louis and started inquiring about Covid testing for the border crossing. In hindsight, we should have started this process on Saturday morning. After a few pharmacy stops it was decided to go for a rapid PCR test in Buffalo and make an appointment for Monday morning. This way we wouldn't be potentially stuck at the border waiting for our test results.



By supper time we were just past Fort Wayne Indiana, heading for Toledo as the sun set. Small landmark goals, one after the other, became our little victories. Cleveland was next. Tracking the weather on the south side of Lake Erie when you are driving at night in a convertible is a good idea. It would have been a good idea to stop before entering the area that had a "slight chance of rain". At this point, we had approximately 28 hours of driving behind us in the Morgan and we had only clear skies. So when it started to rain we thought we would be through it shortly. The next 3 hours were interesting because it rained the entire time. And yes, the top remained down. Thankfully, we made it to Hamburg, New York early Monday morning around 2 am. Exhausted and soaked, we rested.



The Monday morning sunrise came quickly. We made our way to our appointment just minutes away from the Peace Bridge. From there we travelled to the Queenston Lewiston Border to export the car from the USA and import the car into Canada. We were soon on the familiar QEW and headed for home. Wouldn't you know it... just in time to get the kids off the bus ☺

Thank you, Dad, for another great adventure. What a blast!



Christmas is over. Recycle the tree.

Peter Moloney
Dublin

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November 1, 2021

This day will never be forgotten... the day my 1969 Morgan +8 arrived after some 26 years of wanting! It's surreal to satisfy this goal and now it's time to enjoy and learn. Here it is coming off the trailer in Toronto safe and sound after its 6 day trip from Calgary – probably one of the first few times my wife has seen a Morgan in person. I think she likes it but time will tell (I'm encouraged she asked me to take her for a ride in it the next day 😊)



My connection to Morgan really started in third grade when I met Evan Carew-Gibson and we became best friends. I recall at some point in elementary school he brought a photo of his dad's 1969 +8 in for show-and-tell one day and I thought "hmm that's interesting... I think they also made odd-looking three-wheelers." I only knew this from photos in my "101 Great Marques" book by Andrew Whyte - growing up in the 1980s my focus would have largely been on the Lamborghini and Ferrari pages. Evan and I played a ton of basketball and video games until we learned how to drive, and that's when our interest in the Morgan really took off! I learned to drive on a very pedestrian 1986 Toyota Camry, however, Evan's dad Ted was gracious enough to allow Evan to teach me how to drive a manual on his Morgan! That set a pretty high bar for my driving experiences thereafter, and I've never looked back.

In 2000 during university, Evan and I did an exchange program together to the UK... largely so we could visit the Morgan factory and Goodwood Revival. Evan, his dad, and I would go out to MogNW events together in the later 90s and early 2000s. We always looked forward to the ABFM & Vancouver to Whistler run. The obvious challenge facing this party of three was often solved by Dave Collis picking me up in his spare seat. (Riding along



with Dave in his 4/4 only elevated my interest in Morgans!) I've also been a lucky driver for three multiple Morgan owners who needed a hand taking one of their Morgans to a show – always my pleasure to oblige.

In 2002 I moved to Toronto and looking to meet up with the Morgan club here, I found Vern Dale-Johnson who not only lived downtown nearby, he had two Morgans! I attended MSCCC events here periodically but between career, wife & kids, and Vern moving away I just lost touch (but not interest.) Interestingly, the Morgan I took delivery of Nov 1 was last for sale in the GTA around 2003/04 and I have a picture of me in it back then contemplating a purchase. It was not the right time though, and the car instead went to Calgary to be well cared for until last week (thanks Don & Dave!)



Throughout my connection to Morgan there's a theme that, aside from being quite enamoured with the cars, the people were also *really* special and integral to the experience. Now that I've got one, I'm hopeful to see enduring interest from our three kids (Aoife, Oliver & Elise aged 12, 10, and 7 respectively.) They see how much it excites me and it rubs off on them.

I look forward to reconnecting with MSCCC out here and maybe even getting to some PacMOG events when I have reason to be out west. I can't help but think the easy part (buying a Morgan) is done and the hard part

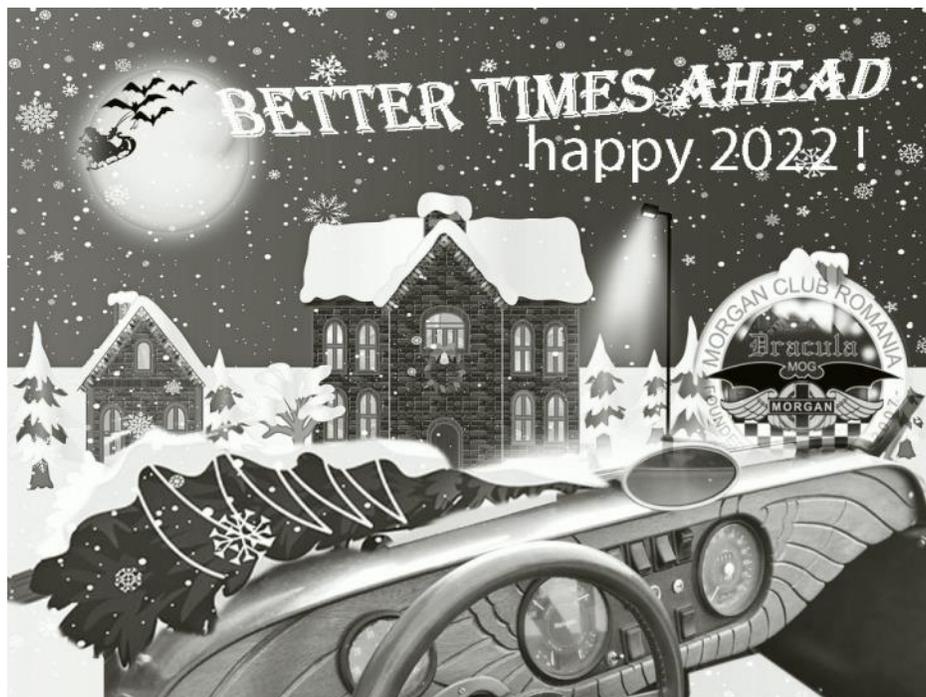


(keeping it in good working order) lies ahead, so I'm eagerly looking to learn and draw on the wealth of knowledge and resources that the club members have accumulated over the years. Feel free to be in touch at mccrossanvid@hotmail.com.



Here's to years of safe and carefree Morgan driving for all!

David McCrossan





MOGGING: Long Distance for Long Periods Alone

by Lorne Goldman (aka GoMoG)

My wife and I retired in our early (40s). We lived in an area of the world the size of Western Europe (la Belle Province due Quebec) pretty much bereft of Morgans. We had always adored destination snowmobiling and Morgans became our summer snowmobiles. We began mogging by extending our Morgan season in Spring and Fall car-carrying just beyond the snow to the United States and the charms of the old South.



After a few years, we bought and restored a second Morgan that we left with friends (Mike Duncan and John Worrall) in the UK's West Midlands. It is impossible to adequately describe the joys and adventures we have had. Before we realized it, we had mogged more than 400,000 km on the back roads of three continents, five provinces, twenty-seven States and fifteen nations. We hope to do more.





PENNSYLVANIA 1999

We fly solo though other moggers (1-2) join us from time to time for a few days...great fun. We also shun restricted access highways unless we must make up time for some reason. For us, the goal is mogging, not destinations. Autoroutes and Interstates are simply NOT conducive for Morgans! Waste of time...despite having had three big bad Morgans (aka Plus 8s) with tuned and oversized engines, more than capable of tearing up distances...which we succumb to on occasion when near an Autobahn. On the other hand, any trad Morgan is perfectly made for relaxing country lanes and the buffet of adventures they offer. We dislike following or being followed. It distracts from the delicious feeling of freedom. Therefore, we have always shunned caravan mogging unless required to for short periods (a chance noggin). The added safety of numbers is too great a compromise to the delicious freedom mogging provides us.



ALABAMA

We also avoid set itineraries and pre-booking if possible. If you are mogging for weeks on end (our trips vary from 3 to 11 weeks and average 6), then planning to be somewhere weeks before the reality can have you driving 500 miles in the rain to sit in a hotel until it passes. Makes no sense. Our route is determined by daily weather forecasts. If necessary zig-zagging with the sun. We made a game seeing how long we can travel in only sunny weather. Our record is 35 days in the European Spring! Our record in the US/Canada is 28 days in the Fall. We stop on many whims, mogging as little as 10 miles if something catches our interest instantly or as long (once) as 1000 miles from dusk to dawn if the route is lovely enough to warrant it. Over the years we built up a GPS war-chest of bookmarks of incredible places to overnight. So now we can go pretty much anywhere and find a big welcome.

Reservations are only necessary on Friday and Saturday nights. We have never been stranded in all this time. Somehow, some circumstance of the generous help of locals got us back on the road. We named the second car Humpty Dumpty!



How can this be done?

SWITZERLAND



1. You must have a working synergy between your Morgan, you and your companion. The three of you must make it reliable and/or reparable at the side of the road. In essence, you must be able to repair anything yourself or know where this can be done en route. The extent of your knowledge of your car depends on how far and long you will be going. We have never gone on a mogging where the car, at least mechanically, did not come back better than when we left!



We did not begin with an intimate knowledge of our Morgan or anything automotive. Start with shorter trips and learn as you go. That's how it happens. And now it is MUCH easier than when we started...with GPS, mobile phones and the GoMoG Manual, you can find what is needed or use it to coach any local mechanic to fix anything.

2. Pack in a manner reflecting the mogging venue. I bring tools and parts accordingly. I have constructed storage bins through and under the axle compartment's lid. I place other items under and beside the seats. Every cubic cm is used.

North America This is the continent of easy access to scores of convenient stop-



overs, each equipped with a high-speed washer and drier down the hall. In this venue, we spend our money on finding great dining (very rare) and the convenience of stamped-out motels. Check for deals online or pick up the discount books at the tourist offices entering each state. Of course, there ARE some extraordinary places to stay, but the distances between everything often mean less time to stay over. We average 400+kms a day in North America.

The issue here is the scarcity of **Morgan** parts. So we carry more parts in NA than in Europe. On the other hand, the constant presence of the washer/driers means that we need fewer clothes. 3-4 days' worth is sufficient. Learn how to mix and match!

Europe and the UK are Very different from North America. In a world of lovely places to stay, with mediocre and inconsistent motels but with fabulous inns and chateaux. We cherry-pick them with great relish. More on this in the second installment. Back roads are generally better and divided highways are always great but very costly in some countries. Fuel costs are the same as North America because the multiplicity of fascinating reasons to stop is much greater and we average one-half the distance daily than we do in NA...200kms a day. Parts can easily be had (by courier from the UK) in a day or less. But mechanical skills are less frequently found roadside. You need to find an old garage with an old fart. They are marvellous. Morgan



dealers, if you can find one outside of the UK, are too often booked ahead for a week.

In a nutshell, in Europe we carry far more clothes (a week's work) stored in the same format and fewer parts but the Same amount of tools.

In North America, we travel with fewer clothes (as you can laundry them every night if you want to) and more parts.

The GoMoG Law of Parts: Any part you carry with you on your mogging trip will not break.

Actually, I mention this one with humour. The fact is that spare parts have often come in handy on a Mogging trip and they turn a major PITA into a cute anecdote. Of course, if there is a need, for a mogging parts list, this must reflect the model.

3. **How to pack** A recent article on long-distance mogging **by pre-planned caravan** will not have your Morgan to be at its best at the most vital time you wish it to be. The article suggests packing so sadly packed at the back that the handling of the Morgan will be prejudiced to a degree that it will be less safe and no fun. The logical goal is to pack in a manner that does NOT prejudice your enjoyment of your Morgan during your precious holiday time. Seems simplistic but most people never achieve that.

- i. They overpack (the surest sign of traveller inexperience).
- ii. They pack in a way that upsets the balance of the car and therefore its comportment, its fun and its safety.
- iii. They use storage devices (suitcases) that block their rearview.



Gladstone Bag

- iv. They pack in a manner that makes access to items regularly needed very difficult.
- v. They pack in a fashion that detracts from the look of their sublime Morgan. (This is the reason that when offered the option in the Company's rebuild of our Morgan, we refused later Easy-Up hoods as when unused, they must be bunched up behind and therefore obscure the incredible famous line of the car. (A line so distinct that the Company was able to obtain an industrial patent on this silhouette some few years ago!)
- vi. They place cases that can leak on the rear rack, or use ugly coverings. There is nothing worse than arriving at night to find that your clothes are wet and tie-dyed.



compartment. The later seats, still used today I believe, have only a release lever, requiring the occupant to re-adjust the tilt every time they accessed the rear.

C. **Balance the car 2.**

a. Place a suitcase on the luggage rack. Pack it with your lightest items only...clothing. That position on the car is cantilevered far beyond the axle, multiplying the effect of its weight. Too much of it there forces you to compromise your driving and fun. Remember why you are moggging...for fun, not A to B transportation of complete cocktail party wardrobes.

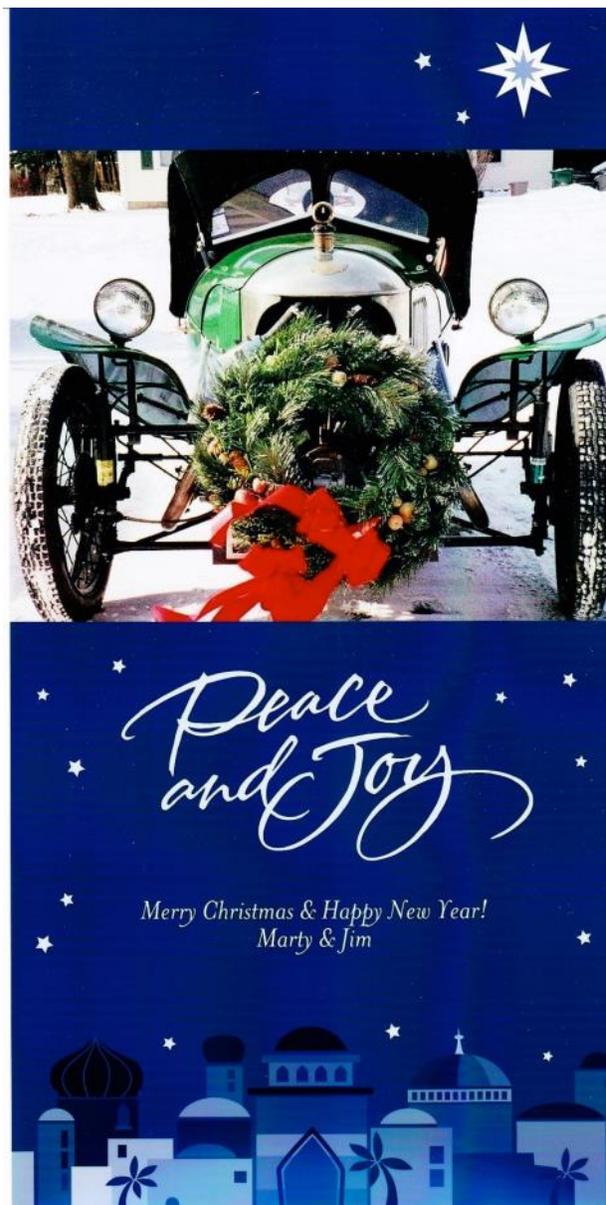
b. For the luggage rack storage device (aka suitcase) that is as light as you can find and WATERPROOF up to your maximum speed in a downpour. it should NOT require additional rain protection of any sort. Moggging is supposed to be as easy as you can make it, not a chore. Avoid leather for luggage. When wet it weighs a ton, it stretches and water soaks through it., 25 years ago, I found a period-looking line in a space-age leather-looking polymer by a company called Globetrotter. It cost me £135! I have purchased three since, for different cars and continents. However, the bad news is that they were bought over by a Japanese investor and now they cost closer to £1000+ each. Harrod's in London is their distributor and I believe they have several boutiques worldwide now. However, they come in any colour one could desire and they do not leak a drop, without a cover of additional protection. Another alternative is the hyper-light metal-clad cases that have become so popular and are very reasonably priced. If the spirit so moves you, have them sprayed the colour of the car. In either case (pun!) you do not need them to have straps as the luggage rack straps are already there. Get them with a lock and, if you are wise, strap them to the rack with a bicycle anti-theft device...that can be something as simple as one that goes through the handle and around a rack bar with a combination lock.

We used to collect travel stickers of places we passed through. Yes, they still make them! OR you can buy vintage stickers reproductions for the case. Very cute. Over the years they may fade or tatter (at least with the amount of moggging we do), but that only gives you more room for new ones. Many times, it was the stickers that drew attention more than our car! It also gives you the opportunity to SHOP, something rare in a Morgan. Some years we preferred the sleeker look of an unadorned case. But we missed the curio store shopping before or after our daily pint or coffee.

D. **The suitcase cannot be too big.** And its depth is key. More than 48cm x 21cm (H x D) including handles is ideal for my Morgans their luggage racks (use a cardboard box to test how much this is for your Morgan and buy accordingly). The width will not affect the rear vision but we prefer 81cm. We stopped buying the versions with leather straps because once strapped on the Morgan, that gives you 4 straps and looks a bit silly as well as costing a ridiculous extra 1000£! We also get the versions with wheels now. It is a small compromise to the look to make it more convenient. Beware, when the top is up, the side mirrors will be your only rear visibility. *But you shouldn't be driving a Morgan in the rain, not much fun to do that unless you are*

mogging the UK, where there is no choice! Find a place to overnight with a lovely fire and curl up with a book. I found the low-liner luggage rack, which pushes the case farther back and lower, looks a bit odd. and cantilevers the weight even further, increasing the prejudice to the car's handling.

E. Use the nooks and crannies of the passenger compartment for items that you may need to access quickly. The sides of the seats are ideal for telescopic umbrellas, or an encased micro-fibre cloth for drying the car, side pockets for personal items, cameras and the like. We place a fan belt and a rad hose (they can split on Plus 8s) under the seat. Depending on your size, the back of the seats can be used for hats and jackets, or for Audrey, a blanket to curl up in. She even told me that she felt more comfortable with a case of French wine under her legs! (A **must** when returning to the "friend circuit" in England after weeks in France!)





MOGGING: Solo II *by Lorne Goldman (aka GoMoG)*

Snip From Part I "In the next part of this series, I will elaborate on how to create a route and find accommodations on two continents."



As noted in the first part of this effort, the special joys of solitary or tiny group mogging are infinite. It is more exciting. It provides you with the byways YOU want. It is more flexible and sensitive to weather. It is less expensive. It increases the delicious sense of freedom. True freedom, after all, is the feeling you can handle anything that appears in your life, and not the sense that you can control everything. *The latter only leads to inevitable frustration.* We have found that proper mogging changed our attitudes to life!

However, there are greater planning elements needed for this type of mogging as you are not passing this off to others that caravan mogging does. But solo planning our way is good for more than one trip without forcing repetition! And it gets better each time. Additionally, solo mogging has become MUCH easier since we began 20-30 years ago. 25 years ago, paper maps *that soon become tattered in the wind* were required along with a small annoying library of travel guides. Petrol stations and mechanics were only randomly found and needed toilets a matter of luck. Booking restaurants or places to stay the night was tedious. It was an effort to find what was worth seeing in any area. You couldn't even predict when a one-way or new construction would force unknown detours and delays! These days, the correct GPS device is all you need.

There is also less need for mechanical knowledge. However, when needed there is the GoMoG Manual for you or any mechanic you find to follow. AND, through your web access, there are hundreds of moggers out there around the world to help you, including ME!



MOGGING LAW I Abandon your life-long habits. Great mogging is not about destinations and A to B routing. That type of thinking is what we have all been trained to do. But sport travel is primarily about the driving, the mogging, the surroundings, the weather and sharing all this with your partner, hip to hip, *assuming*



if you have your partner with you. I have a dear friend, another long-distance mogger, who has crisscrossed North America in his Morgan all by himself and I envy him! Destination mogging is unavoidable for groups. Routing becomes travelling at the pace of the slowest from nightly noggin to nightly noggin, with spontaneity abandoned because of the pre-booking. But it makes no sense for those alone or in tiny (2-3) groups. Why spend days driving mindlessly into inclement weather when you have all the weather options mobility affords you?

The closest sport that emulates great mogging is that of dedicated motorcyclists. They ALSO correctly care more about the driving than the destination! And unlike cross-country skiing, sailing or snowmobiling, motorcyclists are confined to the same roads we are. **Their** GPS devices can and often do prioritize the beauty of the route rather than where it leads. I prefer them.

MOGGING LAW II- THE GPS Though Audrey and I began mogging before GPS appeared, I now consider them indispensable. **THE RIGHT STAND ALONE GPS UNIT CANNOT BE REPLACED BY ANY HANDHELD DEVICE...**any more than you would use a smartphone for plotting a course for a sailboat or hiking or scuba diving. There was a time the GPS industry did not know which direction to take, either towards units with infinite features or simplistic units to plot A-B travel at a MUCH lower price. The latter direction won out for automobile travel.



Luckily, we were originally steered to our first GPS type by a Plus 8 owning motorcyclist. We began with Garmin Quests (I&II) and then moved on to the most expensive Garmins of the day....the top NUVI units. \$1500. But as the industry changed, these expensive multi-task units went out of style and can now be had very cheaply off eBay and the like. GPS has not become better, merely cheaper and simpler. We use NUVI 775Ts which come with the ability to speak through your FM and even translate from many languages. They are Blue Tooth ready, play an infinite selection of YOUR music wirelessly through your radio (without any add-ons) They have calculators, currency changers, automatic day and night vision and many other features including all motels, hotels, B&Bs, garages, businesses, restaurants and ALL the nearby features you might want to see, with phone numbers and routing to each with a press of a button. They now can be had for \$75-150, used on eBay or whatever. *If you wish, I can advise you before you commit to buy.* The only thing I miss from the motorcycle units is the ability to pre-plan routes by scenic quality...but such units are available in other makes as well and Garmin now has new laptop/desktop programs to assist...and they simply extend your holiday before it starts.

The items I add (one can do that!) are places of specific interest to us along with special notes on places we want to stay, eat or visit if in the area. Over time, as we find our favourites, we add more of these waypoints to each target moggging area, such as the best dish we had, the owner of the establishment's name, the room we stayed in. This complements one of the charms of the Morgan, a car that always has people remember you....especially when you are alone. You rarely have to ask to be upgraded to the best room they have! However, this last is more a feature of European travel rather than North America moggging..*(where we favour motels rather than Chateaux).*



The



newer Garmin units for motorcyclists are their Zumo series. I have heard good things about them. There are many sites where motorcyclists upload their favourite, most scenic and fun routes, which can be downloaded freely to your GPS...often with reviews of why they were found so pleasant. We have done so from time to time, *often during the evening before from the place we are staying the night. We always enjoy these little routes immensely the next day.* That is another welcome change from 2 decades ago. WIFI is free and everywhere! There is always a route for every area and taste every day. Morgans and motorcyclists love the same roads and the motorcyclists, especially in the USA, are in awe of the amount of chrome our moggies sport! In that arena, we beat them at their own sport! :D

Mogging: The Route.

In this two series articles, you have now :

1. Packed and prepared well (first part of this series).
2. You have properly equipped yourself.
3. You and your GPS have scoped the chosen venue with all its existing roads from lanes to superhighways, items of interest, places to pitstop, eat or stay along with hospitals, clinics and emergency garages for you and the Morgan.
4. You have added to the GPS your own multiple waypoints of your own personal interest or needs, be they people to meet or tips from friends or club events happening. You have no maps to rip apart in the wind, your sunglasses, your hairbrush and your dental floss are all at hand and you are ready to go! Please don't forget your life partner!!! *Audrey always gets angry when she finds I have driven off and left her in some filling station washroom. She has been known to return that gesture at the next stop.*



We start off with an area in mind but it is not carved in stone. It could be a classic car event in New Orleans or a fashion show in Milan. We find that our routing is ultimately best decided by the short-term weather forecast. (long-term weather predictions have under a 50% accuracy or worse). We head in the direction that promises the best moggging. We have made a game of it. Our record for constantly lovely top-down weather is over 30 days in Europe, 25 days in North America and 11 days in Great Britain! (A miracle!!!). The only place where the game failed utterly was in incredibly beautiful Ireland...2 days was our maximum there without rain. :)

Sometimes I will plot a daily route. Other times we shun a GPS route, turn off the tracker and simply use the device to head generally "south" or "east". But the GPS will always have our back whenever we need it. Merely turn it back on and choose a destina-



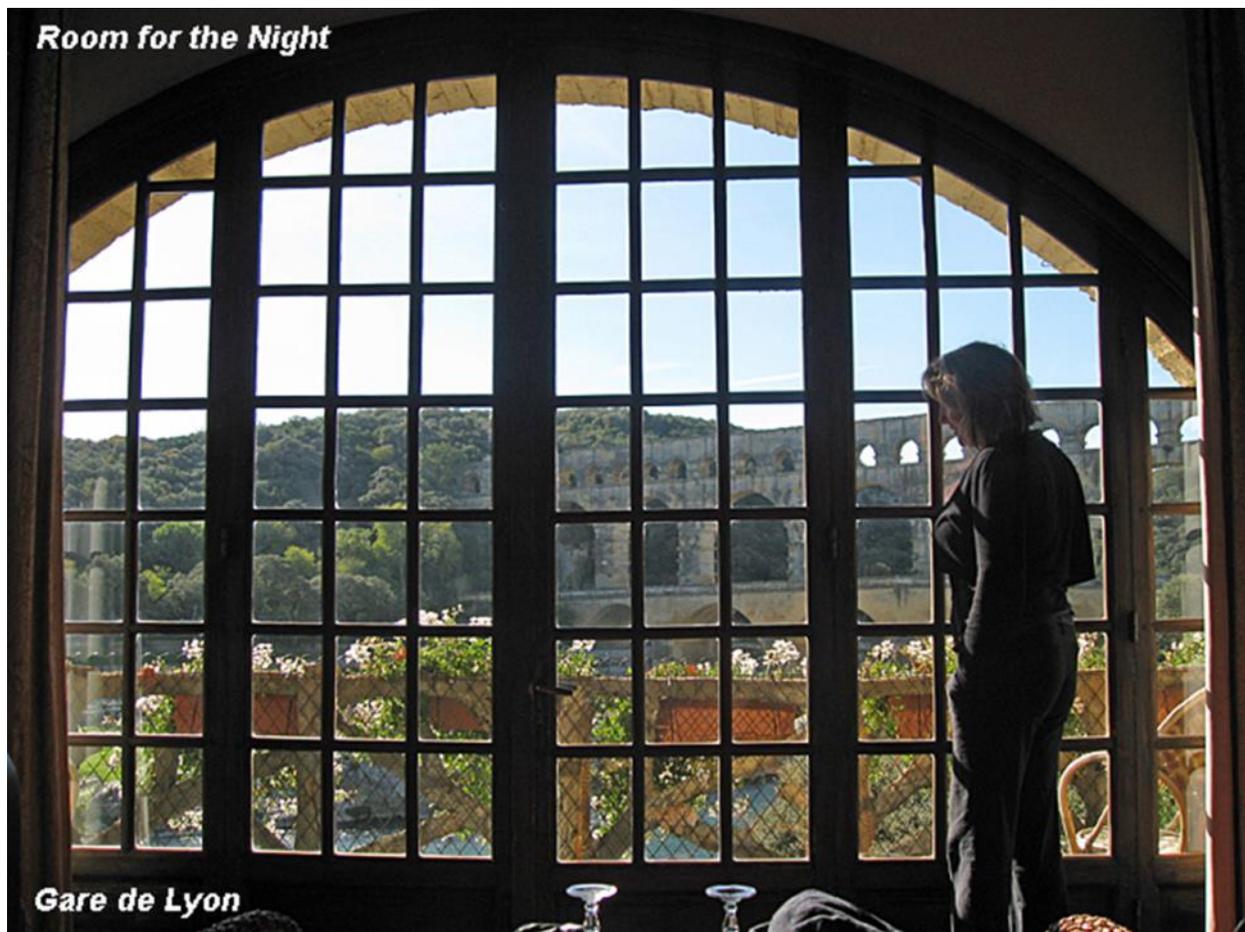
tion from what is around and sounds attractive. On one trip, we followed the route of an old travel book written before WW1 and given to us by a GoMoG fan. It had many stops and lovely pictures. We would go from one picture to another merely to see how the places had changed in 100 years and take another one. On another occasion, we followed the backroad food stops listed in a book on America east given to us by a Morgan friend which developed into a 12 US state tour seeking the best BBQ ribs (*we decided we prefer the dry rub smoked ones!*). In France, you can have the GPS take you on an



impromptu winery tour, **but then don't plan to drive past noon!!!** There are no rules. You stop where and when you want. We have had days when our distance covered was 15 miles as something caught our interest. We have other days when we have travelled 700+miles on small roads.

Do any of you recall the days when you were 10 years old and your transportation was a bicycle? You would meander away a weekend travelling with your best friend(s). You can now relive those great times with your wife or husband in your Morgan with Amex in your pocket. The feeling is delicious and the format leaves open the door to even greater spontaneous adventures. There are NO adventures on divided, limited-access highways.

Mogging: When



We prefer mogging just before or just after the high season in the target area. The mobile Morgan and the weather forecasts are a better guarantee of having the best weather than the high season is and mogging is best done when it is not super hot. 5-20C is fine. The hotels, inns, chateaux B&Bs are still empty during the week and the owners are thrilled to see you and give you their best.



Minutes from the 2021 AGM of the Morgan Sports Car Club of Canada

- 1) Call to Order of the Meeting at 4:00 pm by Glen – 19 members present and 3 on Zoom
- 2) Approval of the Minutes from the December 6th, 2020, AGM – Glen asked for a motion to accept the minutes – 1st Donna Phillips 2nd Hendrik Rens
- 3) Report of the Directors for 2021 – Glen summarized the Zoom meetings and Ladies Zoom meetings we had from January through to August. The two most popular Zoom meetings were the virtual shop visit with Marin & Steve and the Lorne Goldman of GoMog Zoom meeting. We had three Pub lunches at the Queens Head Pub in September, October and November with 6, 12 and 23 members present at the Pub. July 3rd we had a picnic at Martin & Donna's, July 25th we had the Speyside picnic and Halton Hills drive organized by Mary & Ray. September 18th we had Morgan Car Day and a scenic drive at Martin & Donna's – all 3 live events were well attended and under the provincial limits for gatherings.
- 4) Brian Hawkins reviewed finances and membership numbers. Two members are already paid up for 2023 and 19 for 2022. A further 48 members paid their membership in 2021. 16 members did not renew in 2021. The 2021 Financials were presented – we have about \$8846 in the bank up \$86 from December 2020– biggest expense is \$1836 for insurance and then about \$500 for calendars the club mailed out in 2021 and \$200 for website and Blurb mailing costs. The Club is sound financially. Motion to accept financials 1st Colin Bray, 2nd Mary Shier.
- 5) Presentation of awards – Glen presented the Audrey Beer award to Martin & Donna Beer for going above and beyond in the last few years and helping to club to host events. The Doug Price award was presented to Steve & Jenny Beer for their many years of support and contribution to the Club. (Steve and Jenny were not present) We awarded the British Car Council award “OBCE Order of British Car Enthusiast for 2021” to Alan & Kathy Lytle for their help and support of the club and the Zoom meetings and their perseverance in getting the Picton Weekend organized and happening in 2021. The awards will be available shortly.
- 6) Election of officers – Glen Donaldson President, Brian Hawkins Membership/Treasurer, Ray Stevens Secretary and Colin Bray as a Director at Large - all willing to stand again for 2022. Motion to accept the slate 1st Kathy Lytle, 2nd Barbara Bray.
- 7) Confirmation of Acts – Glen proposed a motion – that all acts, contracts, by-laws, proceedings, appointments, and elections made, done and taken by the directors and officers of the club since our last Annual General Meeting of the members – Be approved and confirmed. This motion was approved 1st Colin Bray and 2nd John Fitchie.
- 8) Other Business – 2022 we sit and wait for restrictions to be lifted and are ready to plan events so are cautious of planning winter events. Mid-May to mid-June Gilles LaChance and Luc Charette are hoping to organize a weekend in Gatineau. Bryan Tripp is interested in reviving the Mog Niagara weekend in August and Rob Fournie has expressed an interest in organizing an August weekend event down Pellee Island way and will get back to the club with ideas. Bryan Tripp suggested a cars and coffee at Aviator Coffee then a trip to an airfield in Guelph. Anya Rens asked if a brewery tour could be organized again like the one to Nuestadt area several years ago. The membership was asked for other ideas and suggestions for events in 2022?
- 9) Glen asked for a motion to adjourn the meeting – this motion was approved 1st Paul Phillips, 2nd Kathy Lytle.



Christmas Party AGM

Yes, Morgan fans it is true – we were able to have a traditional MSCCoC Christmas Party and AGM on December 5th in Burlington. We observed all Covid-19 safety measures and protocols and kept the number of attendees to 19 people under the 25-person indoor gathering limit. We were wait listed for a while and then we had a few cancellations due to weather and people not feeling 100% on the day. Better safe than sorry should be a club sub-motto. Members brought their own adult beverages and a wonderful selection of appetizers and desserts, plus Gabby had made some pulled pork and had slider buns at the ready. Pretty sure everyone had a great time and certainly no one left hungry or thirsty. We did manage to use more rooms in the house this year as we refused to try and break the old record of 36 people in our kitchen. Also most impressive was the variety and taste of the home-made items brought to the party – who knew we had so many Foodies in the club.



This was also a day for MSCCoC History as we had the very first dual in person and zoom meeting. Thanks to Alan Lytle for bringing along his iMac and all the gear to make us zoomable. I think we had 4 or 5 members join us on Zoom. We just need to figure out a means to share the food online.

I called the meeting to order just after 4 pm and as we had a quorum present, we were able to proceed with the official AGM bits and pieces. I recapped the events of the past year – zoom meetings, the July picnic at Martin & Donna's and the July Speyside picnic and Halton hills drive organized by Mary & Ray, then the Morgan Car Day drive and BBQ at Martin & Donna's in September. We also managed 3 actual pub lunches at The Queens Head in Burlington – and the November pub lunch was a grand affair with 23 people in attendance – ahh just like the good old days. Then Brian Hawkins gave us a financial update and was happy to report that we are still in the black and have a good bank balance. Brian also reported that the 2022 membership renewals are off to a good start. (I have mentioned that in 2020 and 2021 we were more relaxed about memberships and a lack of renewals as we were limited in what events we could organize. However, as we now know that CV19 will be with us for a while, and



we will just have to push on through and organize as safely as we can and that the Club does need your continued membership and support – so please renew or get your Morgan friends to join up – and yes still just \$35 a year).

Next up was the presentation of the Club awards for 2021 of which we had three awards to hand out this year:

The Audrey Beer award is named in honor of the late Audrey Beer – who became active in the club in the early 1970's when her husband Reg and sons restored a 1956 +4 Morgan for her everyday transport. That same Morgan +4 is still in the Club today – now cared for by Deb and Steve Wilcox. Audrey served as club president throughout the 1980's and played a major part in keeping the club active, engaging and alive. This award is given to a club member who has gone above and beyond to help the club in the past few years with events and activities and have been regular supporters of our events. This year we are pleased to give the Audrey Beer award to Martin & Donna Beer.

Martin & Donna have been involved with the club for many years including a term as president. However, in the last few years since “semi-retirement” to the beautiful Mono hills Martin & Donna have always been willing to help the club and host an event – our winter garage visits morphed into backyard BBQs with the Morgan's around back. In 2021 they were eager to get back to a normal life and hosted us twice with the early July picnic and then the Morgan Car Day in September – complete with a run through the twisty hills. Congratulation Martin & Donna and thank you for your continued support and help in making the club fun.

Past winners of this award are: 2009 Tom & Lynda Van-Zuiden, '11 Don & Cathy Allen, '12 Alan & Kathy Lytle, '13 John Fitchie, '14 Glen Donaldson, '15 Ray & Liz Stevens, '16 Colin & Barbara Bray, '17 Dave Farmer, '18 Bryan Tripp and 2019 Dave and Pauline Smith.

The Doug Price award is a once in a lifetime award that has been award most years since it was established in 1991 when it was awarded to Audrey Beer. This is named in honor of the late Doug Price who was one of the club's



founding members along with Alan Sands, Dave Smith, Ian Campbell and Ken Miles. Doug was the longtime editor of the club newsletter and an owner of a rare 4-seater Drophead Coupe – he also coined the phrase “SnobMog”. A semi-fictional international society for Morgan 4-seater Drophead Coupe owners – just try and find one of the coffee cups these days. This award is presented to a club member who has gone above and beyond to help with and promote Morgan club activities for several years.

It is with great pleasure that we award the 2021 Doug Price Award to Steve and Jenny Beer. Steve and Jenny have also been involved and active in the club for many years with organizing drives and rallies – back in the days of the pig roasts. Jenny has been the membership and treasurer as well as the support crew for many years. In recent years Steve and Jenny are quietly helping Martin & Donna with set up and take down for gatherings at Mono. Congratulations Steve & Jenny and thank you for your dedication to the Club. And yes Jenny’s +4 will see the road in 2022....



Past winners of the Doug Price award are '91 Audrey Beer, '92 Chris Charles, '93 Alan B. Sands, '94 Fred & Lynn Kuzyk, '95 Dave Smith, '96 Brian & Linda Rumohr, '97 Vern-Dale Johnson, '98 Heather & Peter McGowan, '99 Ray & Mary Shier, 2000 Ron & Yvonne Theroux, '01 Martin Beer, '02 John & Sharon Roden, '03 Ken & Pat Miles, '05 Tom & Linda Van-Zuiden, '06 Mike Powley, '07 Rod Wilkinson, '08 Alan & Kathy Lytle, '09 Don & Cathy Allen, '10 Ken & Judy Wightman, '13 Dave Farmer, '17 Glen & Gabby, '18 Marlies Sands, '19 John Fitchie.

The British Car Council Award the “OBCE” Order of British Car Enthusiast for 2021.

This is an award that is sponsored by the British Car Council – an association of British Car Clubs in Canada – to which the Morgan Sports Car Club is a member. The award for 2021 goes to Alan & Kathy Lytle – in recognition of

their work in getting the club meetings going on Zoom in these last 18 months or so and for their determination and organizing the very successful Prince Edward County weekend in August 2021. That includes working with the Waring House which was a challenge at times as we all waited to see what would be open and when restriction might lift.

Past winners of the OBCE are 2018 John Fitchie, '19 Gilles LaChance, '20- Mary & Ray Shier.

All too soon the food and drink were gone, and it was time to bid farewell and wrap up the Christmas Party. Thanks for coming along and see you out and about in 2022.

Glen





Toy Drive Update

Ray & Liz Steven report that despite the cold damp weather (read blooming cold and way too wet for a Morgan drive) that the October 3rd Toy Drive organized by Phil and Wendy Miller and their dedicated volunteers like Ray & Liz – managed to raise \$2,650 cash and between \$8,000 to \$9,000 in donated toys and gifts. The Georgetown Salvation Army sent a letter of thanks as they really do appreciate the help and assistance from this event. It seems to be about every 5th year that the first Sunday in October is a dry day with decent weather so maybe 2022 will be a brighter day. Glen



The Salvation Army
Georgetown Community Church

271 Mountainview Road South
P.O. Box 199
Georgetown, ON, L7G 4Y5
Telephone: 905 877 1374



Giving Hope Today

November 19 2021

To The Toy Drive Group:

**M.G. Car Club of Toronto
The Ontario Jaguar Owners Association
The Signature Series Family
Morgan Car Club
Citroen Club of Ontario**

Dear Toy Drive Group,

Please accept our grateful thanks once again for the wonderful efforts of those of you who belong to the Toy Drive Group. Your amazing work will assist families in need in our community through The Salvaton Army – Georgetown Community and Family Services' Christmas Toy Distribution.

Your help over the years has been in the form of a wonderful display of generosity both financially and in donations of many, many toys. The Christmas of 2020 was very difficult because of Covid-19 but your giving was exceptional and helped us meet the need. Because of your generosity last year we were able to assist over 100 familes (around 250 children) in our immediate community. This year, we anticipate an even greater need because of the pandemic and how it has affected employment for so many. Your donations for this Christmas (2021) have again been exceptional.

This year your remarkable efforts mean that we can serve this community so that children from families in need will have a wonderful Christmas, finding presents under the tree that may not otherwise be possible. We thank you from the bottom of our hearts for your generous joint financial donations of \$2,545.00 and for an extraordinary and amazing number of toys, including much-in-demand items, games, bicycles, stocking stuffers and more. Your endeavours will significantly help us meet the demands of those in need in our community. Financial donations at Christmas time also help us serve our clientele throughout the year with items such as food, clothing and shelter.

Once again, in order to keep everyone safe, we will be doing a "drive-through" toy pick-up for families. To make sure that families are served with items they are seeking for their children, parents (at registration for Christmas assistance) will be asked to identify potential gifts for which their children are hoping this year.

William and Catherine Booth
Founders

Brian Peddle
General

Floyd J. Tidd
Territorial Commander



We are so grateful to you for your generosity to us this year (and also for the ten years that this event has been organized for us), and thank you so much for your partnership in helping us reach the families in need in our community.

Sincerely,

Miriam Stevens
Major / Pastor
The Salvation Army - Georgetown Community Church
271 Mountainview Road South. Georgetown, ON L7G 4Y5
Tel: 905 877 1374
Cell: 289 839 3377

*"And we have seen and testify that the Father has sent his Son to be the Savior of the world."
(1 John 4:14)*



Charity Sale For the

Princess Margaret
Cancer Centre  UHN

In memoriam of Brian and Linda Rumohr

- All funds raised will go directly to Princess Margaret Cancer Centre.
- Donations for Items \$15 or greater and made directly on their website are eligible for a tax receipt from the Hospital.
- Donations accepted by credit card directly on the dedicated Princess Margaret Donation Web Page, or by Cash.
Donations to be arranged through Bryan Tripp. bryan_tripp@hotmail.com



MORGAN SPORTS CAR CLUB OF CANADA



Morgan Regalia – Charity Drive for Princess Margarete Cancer Centre. Minimum suggested donations listed below.

Please contact Bryan_trippl@hotmail.com to donate.



Morgan Pewter Luggage Tags – Donate \$10 ea



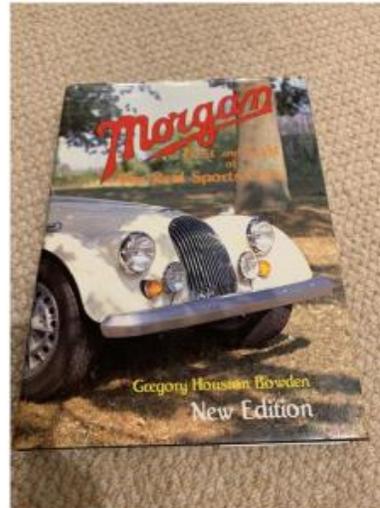
Morgan Soap!? Why not? - Donate - \$15



1:43 Scale diecast 1939 Morgan Flat Rad +4 touring by Auto Replicas **RARE** in box new condition– Donate \$40



VHS Morgan Video -Donate \$5 and I'll try to find you a VCR 😊



Morgan – Last of the Real Sports Cars – ‘New edition’ – Donate \$25



Morgan Pewter desktop note/letter holder (small) – Donate \$5



MORGAN SPORTS CAR CLUB OF CANADA



Framed Morgan Three-Wheeler Picture (small)
– Donate \$10



Western Models Dicast Morgan 1:43 scale 1951 Plus 4 flat rad four-seater **RARE**, new in box –
Donate \$40



Assorted Patches – Donate \$15 for all 3



Pewter Letter opener (Donate \$10) and fridge Magnets (donate \$5 ea)



1923 Morgan 3 Wheeler Model – new in box –
Donate \$40



Pewter Small collection box – aged condition –
Donate \$10



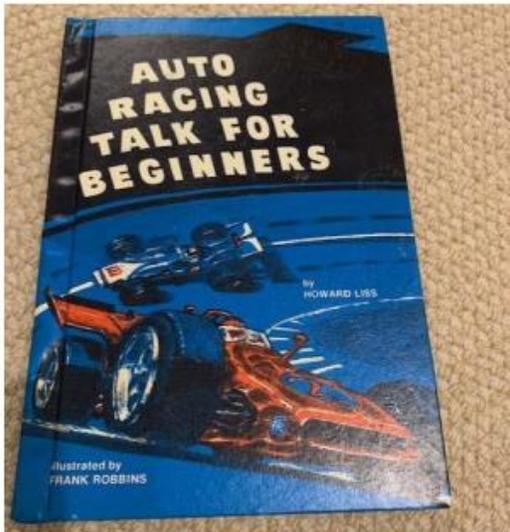
MORGAN SPORTS CAR CLUB OF CANADA



Pewter Morgan desktop letter/napkin Holder –
Donate \$10



MORG 12 Pewter Steins – Donate \$15 each



'Pillow talk' Book for all racers – Donate \$5



MORG DC picture of assorted club badges –
Donate \$10



MORG 25 Silver Jubilee Commemorative License
Plate - Donate \$10



MORG DC – Washington 25th national meet
commemorative plate - Donate \$25



Morgan Sign (Blasphemous) – Donate \$10



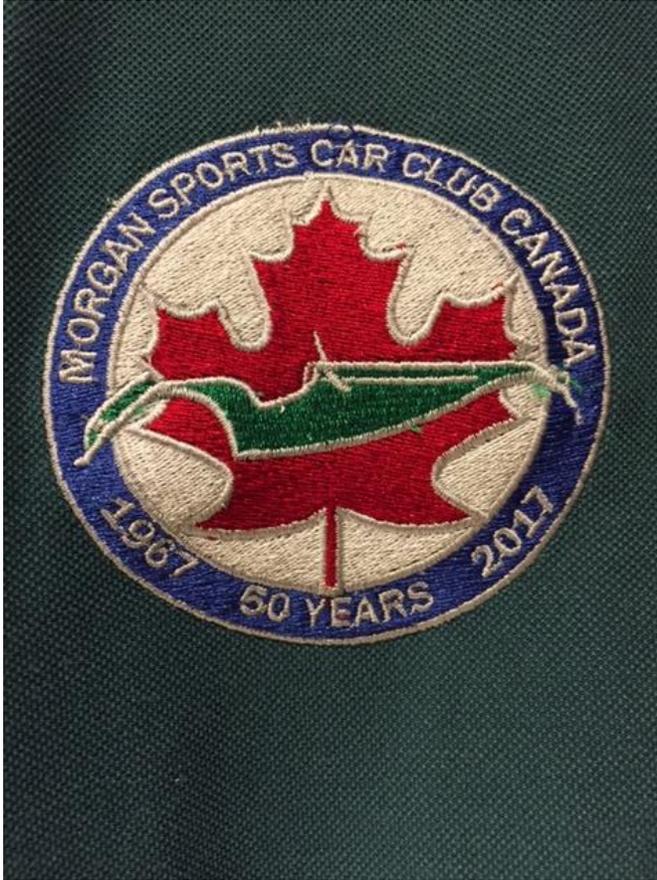
Plus 8 Morgan marketing materials including 1983 Morgan price list from CMC Enterprises – Donate \$20



1/16 Scale Motorized Plus 8 model kit by LS, from Japan, nice complete kit in box with all items in sealed plastic. **RARE** – Donate \$100



Assorted Morgan Mugs – Donate \$10 Each



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





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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