



The Blurb



**EVEN
WILD TURKEYS
LOVE MORGANS**

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Prez Sez



Glen Donaldson

return of British Car Day and October we wrapped up driving with Morgan Car Day at Mono. Not a bad season

Welcome to the latest Blurb – hope you are ready to sit back and relax and enjoy reading about your fellow Morgan club members and their adventures and exploits this driving season. 2022 has been a bit of a blur as we slowly dangled our feet into getting back to a more normal life. April was the Ancaster British Flea Market, early May was the Mayvation tour and late May was the Gatineau weekend, June was the picnic BBQ at the Lytle’s, July was too hot, August was the Steam Museum, September was the

for a small car club. Add in the monthly meetings, cars and coffee, cruise nights and the odd car show or two and Life felt pretty good in 2022. Sadly, we have lost members and loved ones this year – Brent Walker and Cynthia Struthers are just two of the Morgan faces that have been taken too soon. Our thoughts are with their families as they adjust to the road ahead. We lost my dad this Spring and it changes you and the grieving does get easier – I just hope the memories stay with us all for a long time. Hope the Morgans are all ready for a winter slumber and maybe an odd job or two or three. Ours are sleeping now and the Spitfire should be tucked away soon. I expect the weather to improve now that some are stored, and the winter tires are just about done. Exciting times are ahead for 2023 with a few new Morgans hoping to emerge from restorations – Jenny’s +4 is rumoured to be driving in 2023, and the boys in Canfield have 2 Mogs headed to paint this fall. Plus, Martin is doing some fine-tuning of the black and polished 4/4 – so keep an eye on the rear-view mirror.

The Golden Hind

In Queen Elizabeth the First's reign Sir Francis Drake circumnavigated the world. He returned to England laden with treasures.

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Central Canada Morgan Events

April 23

Ancaster British Car Flea Market



Editor’s Message

Your Picture Here

Your Name

I’ve broken with tradition and filled this issue with advertising. Nearly all of which comes from two special editions of the London Illustrated News covering the coronation of Queen Elizabeth II. Norm Mort has written a history of the Plus 4. And Rob Varey has submitted a his-

tory of his Plus 4. Among the ads there are pictures from our visits to the Steam Museum, the Great War Flying Museum, and British Car Day. If you like doing jigsaw puzzles I have a selection of Morgan themed online puzzles. For your reading pleasure I was given a bag of books and magazines, take a look and let me know if you would like any of them. And it finishes off with some vaguely relevant humour.

On the cover is a wild turkey checking out Lorne Goldman’s Phoenix.

Job Posting

After ten years as Blurb editor I feel I have passed my best before date, it is time for a fresh brain to take command.

The job involves setting up a directory on your computer for the next issue and store in it the articles and pictures people send to you along with things you find. The assembly of the newsletter takes me about 8 hours. I first put all the articles through the free version of a program called Grammarly that does more than just spell check. It will ask if you mean “where” instead of “were” when there was a finger fumble. Then I decide on the order of the articles. I have carried on using MS Publisher and the template used by the previous editors. So the rest of the work is just importing the articles into their Text Boxes and dragging pictures into place and sizing them. Finally, proof-read it.

MS Publisher lets you produce four different qualities of PDF file output, a Minimum version I used to send to the club executive for their proof-reading, a Standard version that I transmitted to the web site for the club members to read, and a large For Commercial Printing version which is printed for the two members who requested hard copy newsletters.

If you would like to put your picture in the box above contact our President Glen. And if you are going to use the same publishing software, I’ll be happy to sit down with you and help you get familiarized with it.

Dave Farmer

Letters to the Editor

Good morning,
I have a long standing (60 years) ambition to drive from the eastern seaboard of Canada to Vancouver and I would like to make the journey in my 2005 Morgan V6 Roadster which is taxed and insured in the UK.
I am currently trying to explore the practicalities of shipping the car in a container probably landing in Halifax Nova Scotia and I would like to know what if any Customs or other legal requirements I must comply with in order to make the trip.
I have already made enquiries into arranging insurance

cover whilst in Canada and I intend to ship the car home once I get to Vancouver or possibly travel on to the USA.

Please can you advise me
Yours
JEFF

After some consultation, I was able to assure Jeff that he can drive his Morgan here.
(ed)



Seventy Plus Years for Morgan's Plus 4!

Foreign Affairs -By Norm Mort

Back in 1910 did F. S. Morgan realize that the fundamental DNA of the first trike he created would be the basis of generations of three-wheel and four-wheel Morgan cars for over a century?

In 1936 after 25-years of 3-wheelers Morgan moved into the four-wheel sports car market, which had been dominated up until then by MG and Singer. Known as the 4-4 after its 4-wheels and a small 4-cylinder engine, it proved to be the start of Morgan's successful traditional British sports car styling, robust nature, competition record, and competitive price that would lead to the company's on-going success to this day.

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

Morgan's factory in Malvern had been building wooden framed cars from the beginning and fitting various engines from other manufacturers. There was never any real production line, as the cars were all hand-built. Once the wooden body frame was constructed, the metal or aluminum panels were nailed into place, it was set on a chassis. The sliding pillar suspension from the first Morgan was kept as were most of the other pre-war methods -many from pre-Great War. Morgan's hand-built cars were, and to this day, very traditional in design while continuing to evolve to provide a reliable, fast, safe and well handling sports car.

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

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

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

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

Not particularly attractive, the headlamps were reworked and raised to meet new headlamp regulations and a more simplified, but stylish curved, waterfall grille was placed inside the cowl for 1954 and has remained virtually unchanged since.

Optional on all other Plus 4s from 1953-1955 was the more robust, tuned-down Standard Vanguard engine from the Triumph TR2. Yet, it provided an additional 22hp over the old motor, before it was eventually replaced by the 100hp, Standard-Triumph TR3 engine.

By 1962 a larger 105hp, 2138cc, (130.5ci) Triumph TR4 four-cylinder engine was offered in the production Plus 4. The top speed was over the century mark and with a 0-60 mph time of about 10-seconds in stock form was considered highly respectable.

Over the eighteen years from 1950 into 1968 only 4582 Plus 4 Morgans of all models were delivered. The smaller Ford-powered 4/4 had returned in 1955, and by '62 in Series IV form, was fitted with a 56.5hp, 1430cc, (81.78ci) four-cylinder engine. With a top speed of 80mph and a 0-60 mph time of 18.6-seconds. Although not fast, its superb handling made it competitive on and off the track. A mere 114 were constructed from 1961 to 1963.

Also offered in 1962 was the Morgan Plus 4 Super Sports that was sold with a Special 2.2-litre or fitted with a 2-litre special order engine. The Super Sports model was rated at a powerful 120hp with a top speed of 115mph and a 0-60mph time of just 7.8-seconds.

A mere 102 Super Sports were built from 1961 into 1968 making it a highly desirable model today.

As well, there were the Plus 4 Competition models in 1966 of which just 42 were built. These were Plus 4s like the Super Sports, but with steel bodies and a slightly more powerful engine fitted with a Derrington manifold, some suspension tweaks, and a few other sporty upgrades.

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

Optional equipment on all Morgan models in 1962 included wire wheels with winged knock-offs, a special induction and exhaust manifold on the Triumph TR, an oil cooler, a Smith's heater, sliding sidescreens on the Plus 4, two-seater only, special colour paint and upholstery, a rear bumper, a tonneau cover, a fog light or pass light with a mounting bracket and badge bar, a badge bar, a Brooklands steering wheel or wood rimmed steering wheel, a windscreen washer, seatbelts, Dunlop tires and a luggage rack.

Performance was always one of the keys to Morgan's popularity and as a result a filled order book often stretched into years.



Morgans were raced from its earliest days as a three-wheeler and were a familiar sight on the track, in trials, hill-climbs, and rallies.

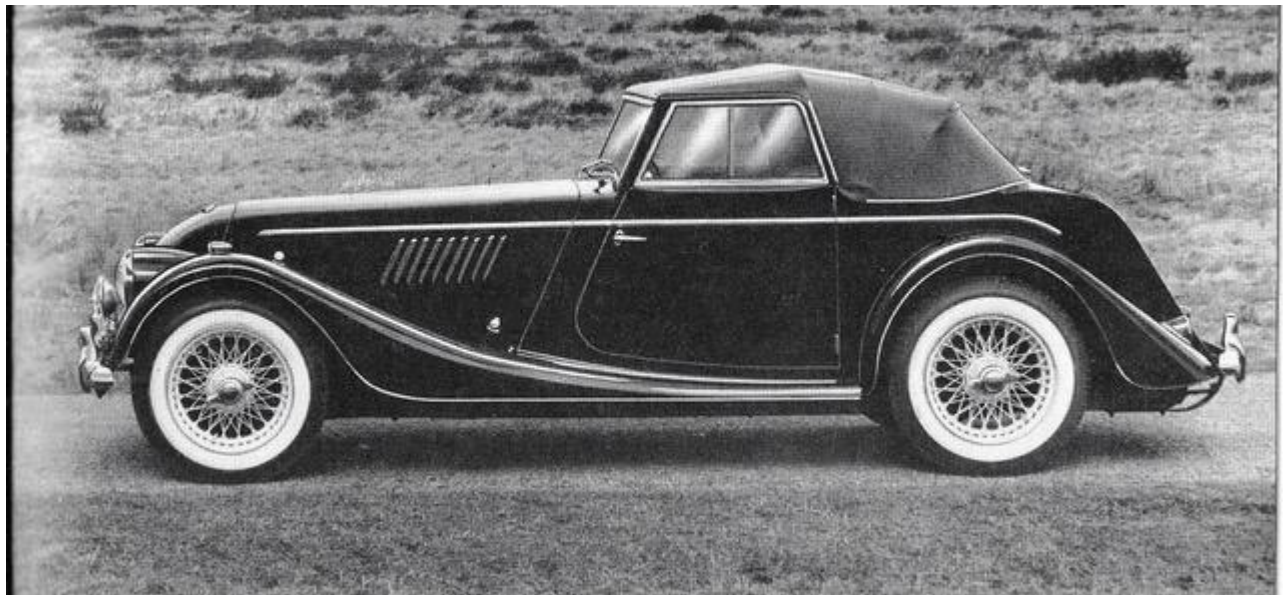
While a highly impressive early sporting victory occurred in 1912 when a three-wheel Morgan claimed the One Hour Record at Britain's famed Brooklands race track realising an average of 59.8mph, it was in 1962 when Morgan officially competed at the 24-hours of Le Mans that was the marque's greatest achievement. Morgan claimed a first in 2-Litre Grand Touring Class with an average of 94mph achieved.

Rarest Morgan of them all was the short-live, non-traditional fiberglass-bodied, Morgan Plus Four Plus coupe which only 26 were built from 1964-1967.

The last year for the original generation Plus 4 was 1968 due to Triumph ceasing production of its 4-cylinder TRs in favour of its straight six. Morgan replaced Plus 4 with the Rover V8-powered Morgan Plus 8.

Over the ensuing decades more generations of Plus Four models were introduced with the latest iteration of the Plus 4 being introduced in 2020 powered by a 255bhp, BMW 2.0L four-cylinder engine with a 0-62mph time of 4.8 seconds and a top speed of 149mph.

I am just the 3rd current custodian of the brilliant 1962 Morgan Plus 4. Longtime MSCCC member Peter Pfahl had lovingly nurtured it for over 51-years before entrusting me with its continued driving future.



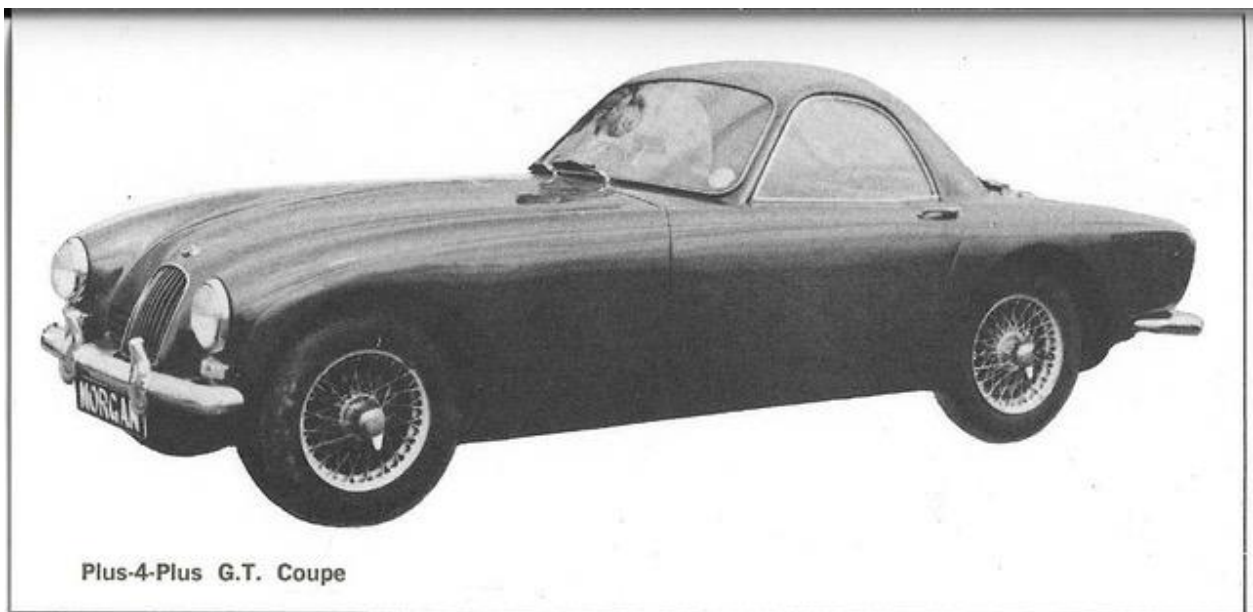
A Morgan Plus 4 Two-Seater Coupe (DHC) came with wind-up windows.



The four place +4 was popular with couples with small children or dogs although four adults could travel about on day trips.



I am just the 3rd current custodian of the brilliant 1962 Morgan Plus 4.



Rarest Morgan of them all was the short-live, non-traditional fiberglass-bodied, Morgan Plus Four Plus coupe of which only 26 were built from 1964-1967.



RACE BRED
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The Morgan Motor Company Limited have manufactured sports cars since 1910, when the first, a three-wheeler, was built and exhibited at the Olympia Motor Show. Since these early days our history has embraced outstanding successes — in rallies, competitions and sports car racing, from the One Hour Record at Brooklands in 1912 (average of 59.8 m.p.h.) through the racing years to First in the 1962 Le Mans 24-Hours —2 litre Grand Touring Car Class (average 94 m.p.h.).

We design and produce a range of thoroughbred cars which are individual — of exceptional performance and distinctive appearance — each one being hand-built by craftsmen. They offer the motorist both performance and comfort for touring and town motoring.



Le Mans
1962

Morgans were raced from its earliest days as a three-wheeler and were a familiar sight on the track, in trials, hill-climbs, and rallies.




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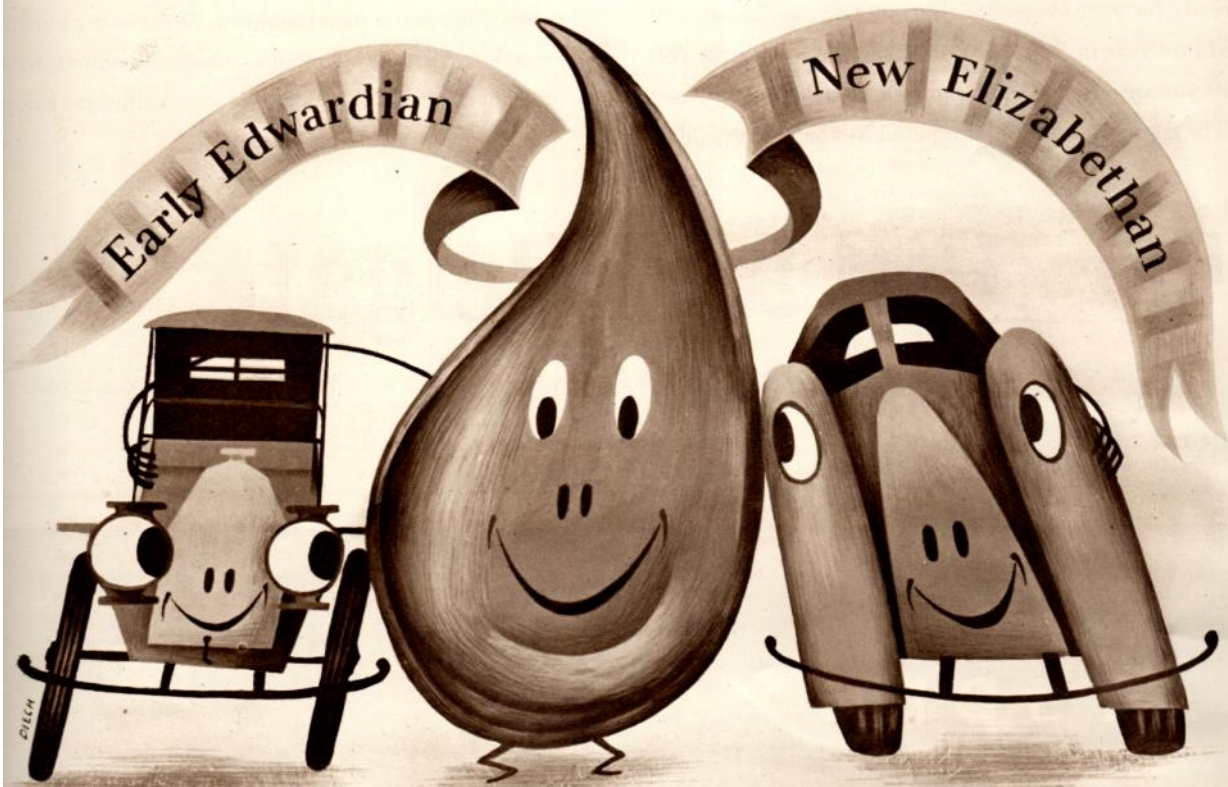


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IN THIS CORONATION YEAR

If you *really* care
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Always use



ENERGOL

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THE VARAC Mogs: 1956 to 2022 (#75 mine, #35 Ken's)



Mosport

It all began at Harewood Acres on June 16th 1956. The spanking new 56 hit the race track. At the helm was Ken Rigg. He continued driving it like a 'bat out of hell' until he caught the Formula V bug in 2014.

I acquired the 57 in 1970. It had been previously been owned by Dave Elcomb, whom I believe raced it briefly at Harewood. After two attempts at restoration and a move back to Southern Ontario, I decided to go racing.





MORGAN SPORTS CAR CLUB OF CANADA



Shannonville 1991 was a blast but, my front right flew off and I wound up driving a 3 wheel version of a Plus 4, yikes!



From 1991 to 1996 Ken and I ran with each other and against everyone else. Great battles at a variety of Vintage Racing Circuits.



Meadow Brook, Michigan



MORGAN SPORTS CAR CLUB OF CANADA



Meadow Brook was one of the favorites for all three of the Club Morgan's. Dave was a regular with his #32 'trike'. I had the opportunity to hand brake it around the coarse on open lapping day.



Myself and Doug Elcomb

Some of the other memorable tracks were: Watkin's Glen, Grattan, Lime Rock and Mid-Ohio. Old 75 did it's self proud at Mid- Ohio, a 3rd place trophy.

THE MORGAN INVASION OF MID-OHIO

The United States Grand Prix at Mid-Ohio was the feature event of the 1962 season, and a record crowd of spectators is estimated to have been present as over 100 more "Morganophiles" gathered at the Ohio Morgan Club (OMC). It was probably the largest gathering of Morgans ever racing Morgans were a gathering of their kind.

Whatever the reason, the enthusiasm was evident over the primitive but charming elements of a sports car: tall and skinny tires, rudimentary top, slatted steering wheel, little provision for leg to hold down the hot pistons) and a firm uninitiated would describe it as whippy. The Morgan four wheels and four production in 1961, a model still in production.

Many street Morgans colorful in their two were present. Morgan 50 years as a builder (usually powered by A significant example 1932 Family model)

Dave Bondin's 1962 Morgan SLR (one of four built) is pictured leading the 1957 Morgan Plus 4 of Rob Vasey

—photography by—
Art Eastman & Michael Farley

(By the way, I passed the SLR)



MORGAN SPORTS CAR CLUB OF CANADA



"The Grey & Blue Challenge " at Summit Point turned into a muddy affair. I was awarded 1st place for the most mud. Don't know why two Canadians were at it? End right is Ken, third in on right is I.



Summit Point, West Virginia

Unfortunately, #75 moved south of the border in 1999. Richard Odgers acquired the car and is still racing it with VSCCA. Occasionally he makes an appearance at Shannonville.



Richard at Lime Rock, Connecticut



I inherited Ken's #35 in 2016 and returned it to road legal. Although, I can't keep it from making trips out to the TMP road course. It doesn't seem to want to give up!



Toronto Motorsport Park 2022

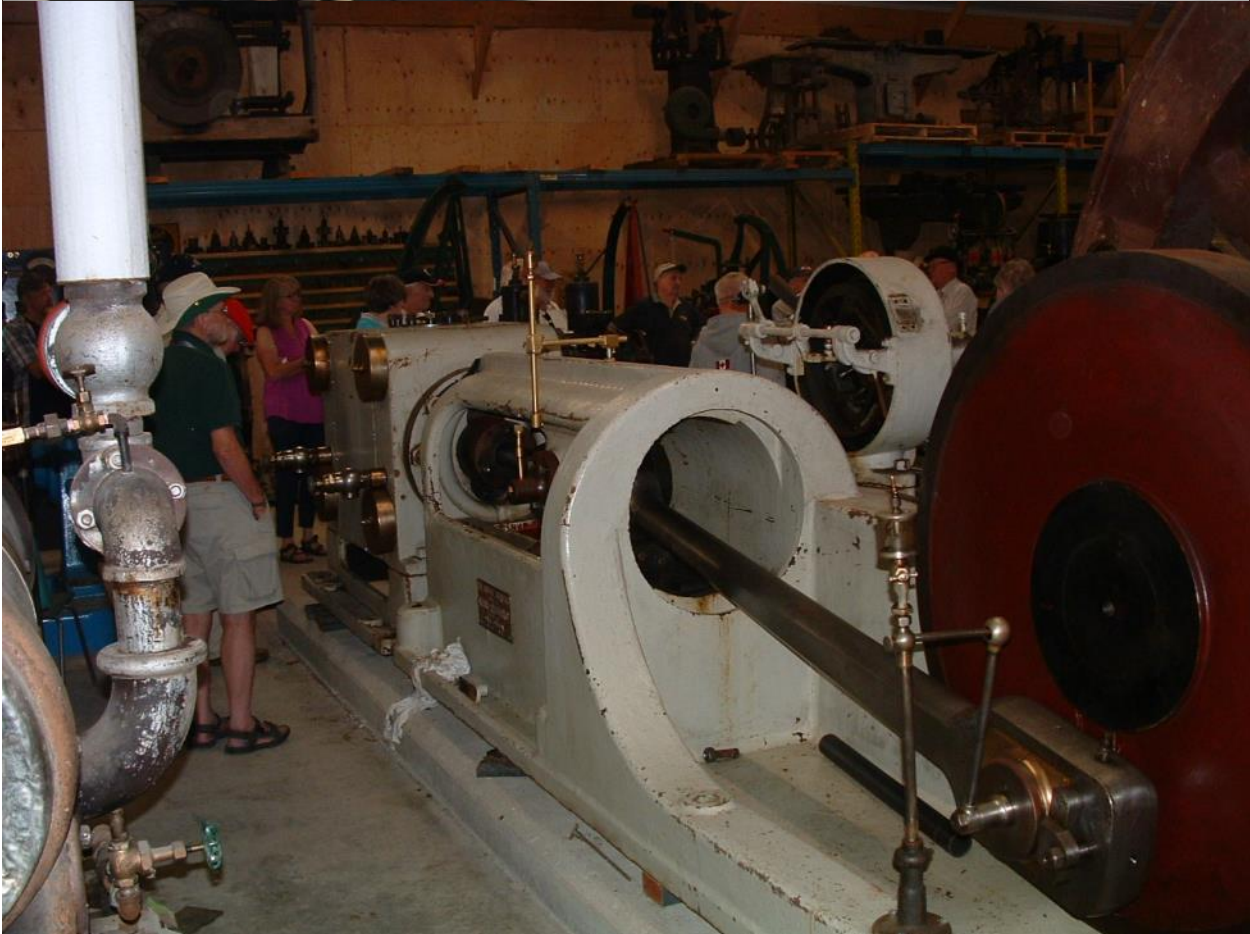




Steam Museum









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THE NUFFIELD TEAM MAINTAINS THE LEAD IN CORONATION YEAR

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Morris Minor
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Morris Six

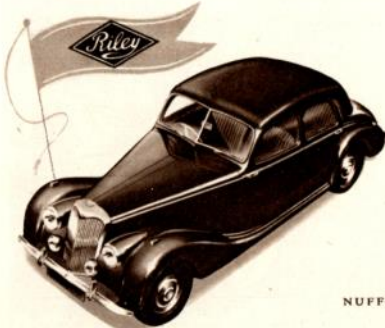


WOLSELEY

New Wolseley Four Forty-Four
Wolseley Six-Eighty



Riley 1½ litre
Riley 2½ litre



M.G. 1½ litre Saloon
M.G. "TD" Midget



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MORGAN SPORTS CAR CLUB OF CANADA



The Great War Flying Museum





MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA





Affiche à n'importe où à l'intérieur du Magasin ou Garage, en France et dans les Colonies Françaises.

1.1190.2.1425

DRAEGER imp



British Car Day





MORGAN SPORTS CAR CLUB OF CANADA





Morgan Jigsaw Puzzles

A few months ago Ray Stevens sent me an email with a link to an online jigsaw puzzle of a Morgan Plus 6. I fell down the rabbit hole. Here is a sample of some of their puzzles with Morgan sports cars in them. The home of the site is, www.jigidi.com

You can search for Morgan and it only brings up eight pages of puzzles with other Morgans besides the cars. (D.F.)



That's Wheely Shiny

<https://www.jigidi.com/jigsaw-puzzle/gy51lmd3/that-s-wheely-shiny/>

117 That's Wheely Shiny
by [myrajam](#)



A drive out

<https://www.jigidi.com/jigsaw-puzzle/r17ubtzv/a-drive-out/>

117 A drive out
by [MartineRose](#)



Morgan 4/4 Series I Roadster - 1948

<https://www.jigidi.com/jigsaw-puzzle/pfke4mny/morgan-4-4-series-i-roadster-1948/>

221 Morgan 4/4 Series I
Roadster - 1948
by [Lodu](#)

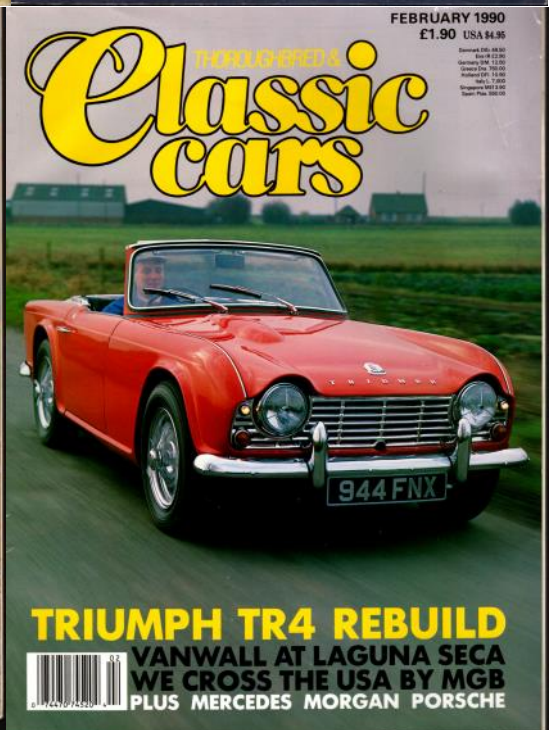
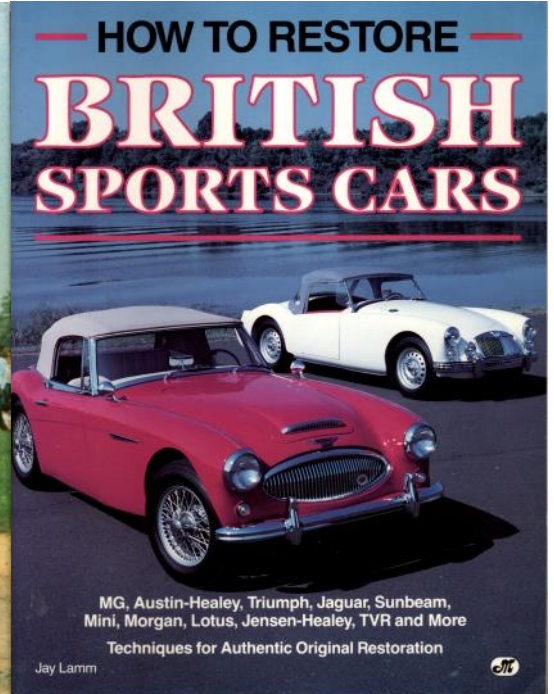
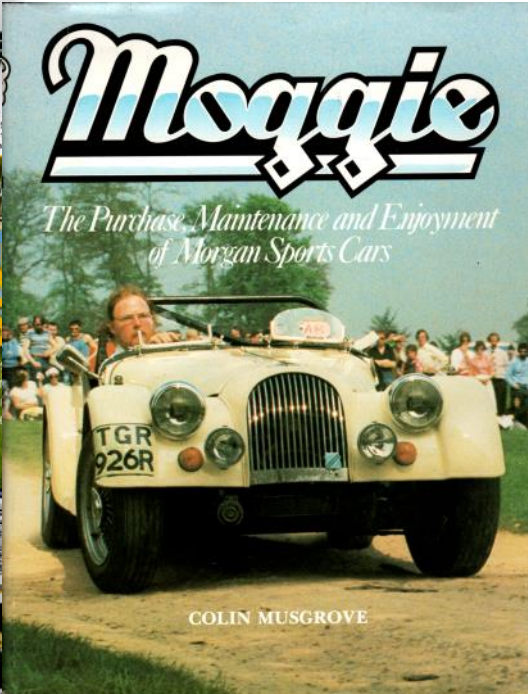


Bridget Bardot riding a Solex powered bicycle past her Morgan.



Big Bag of Books

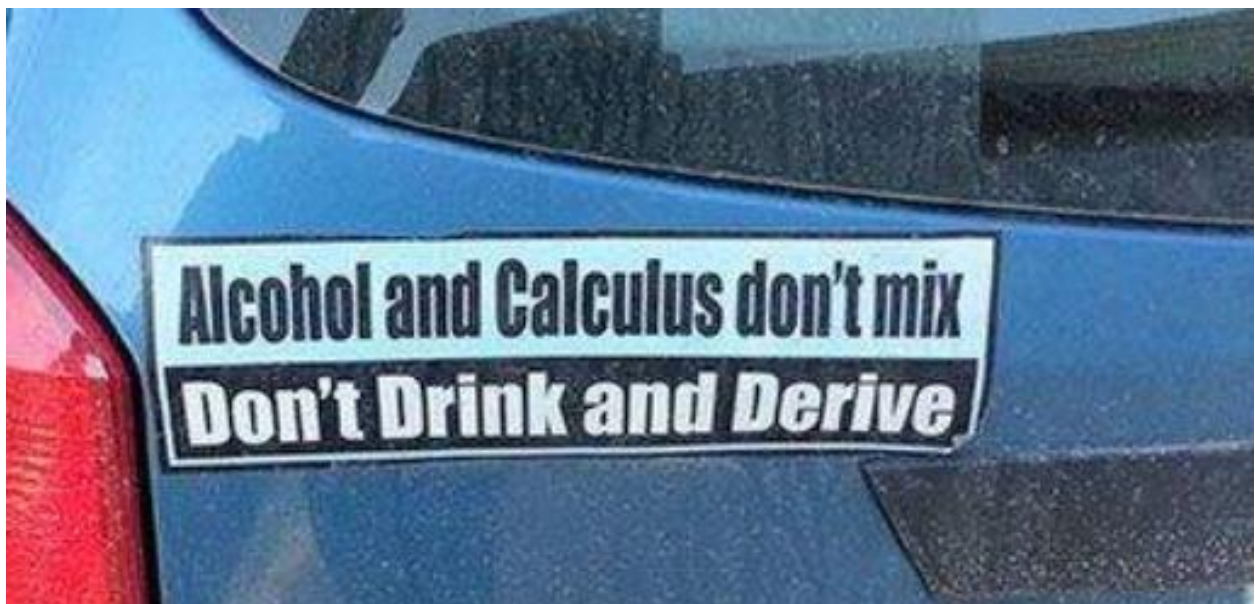
At British Car Day John Tysall handed me a bag of books dealing with restoration of British cars and some magazines with articles about Morgans. All free to a good home.

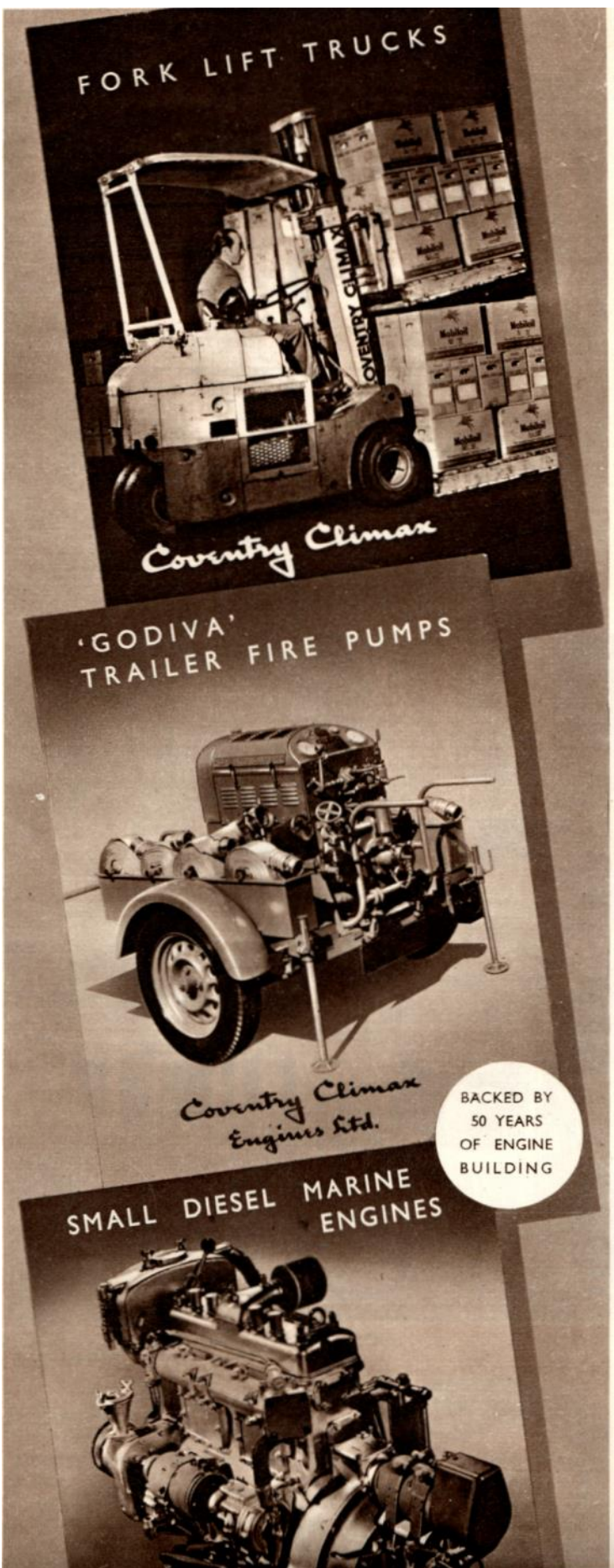


Email me at; d.farmer@sympatico.ca if you are interested in any of them. (D.F.)



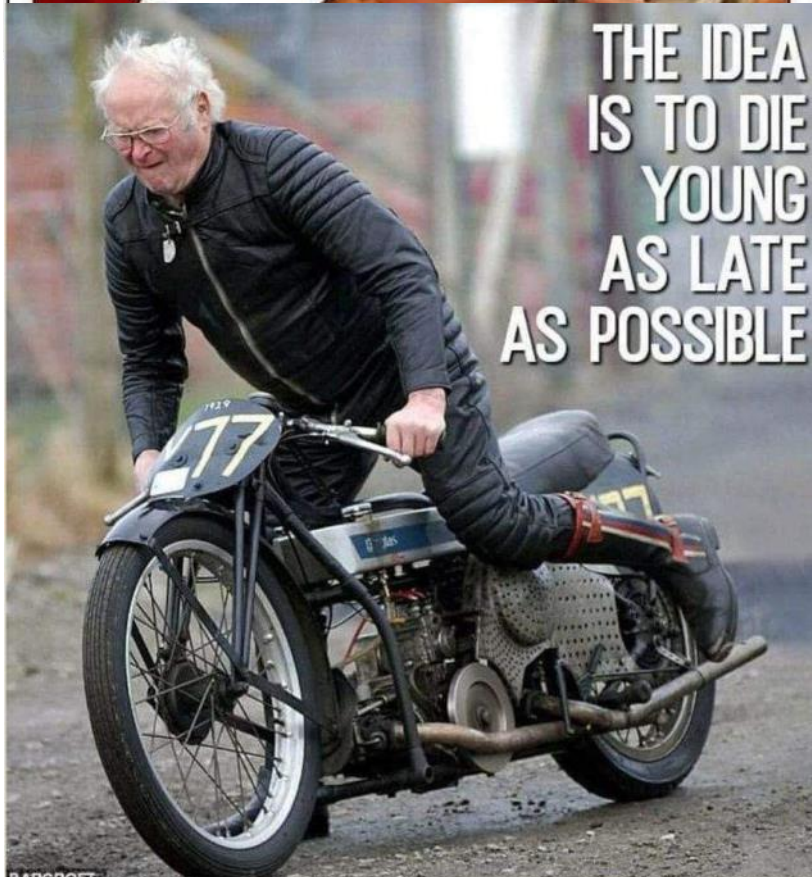
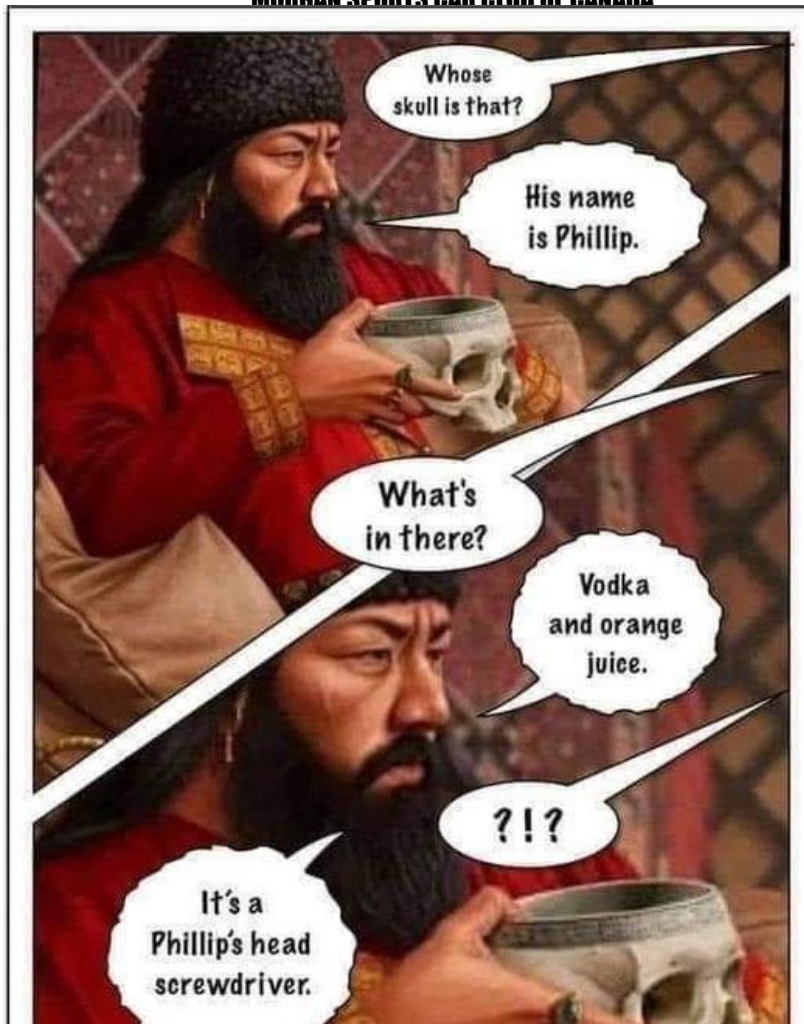
John Collins stopped for a photo at Morganston. The town has added a sign since the time I drove through there several years ago.
(D.F.)





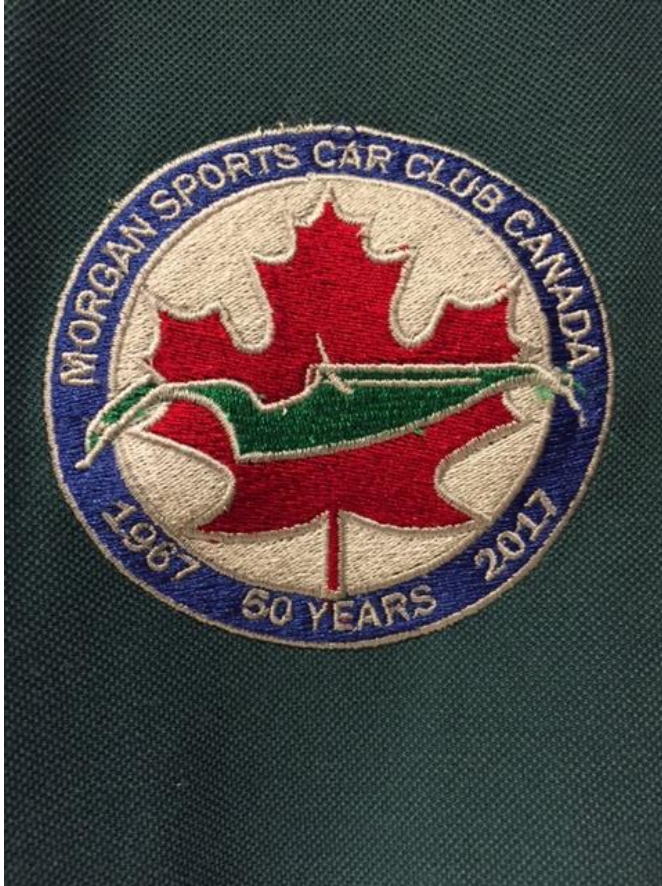
Best Wheel Bearing Grease Job

Two years later Coventry Climax would start making racing engines.





Adding insult to injury



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.

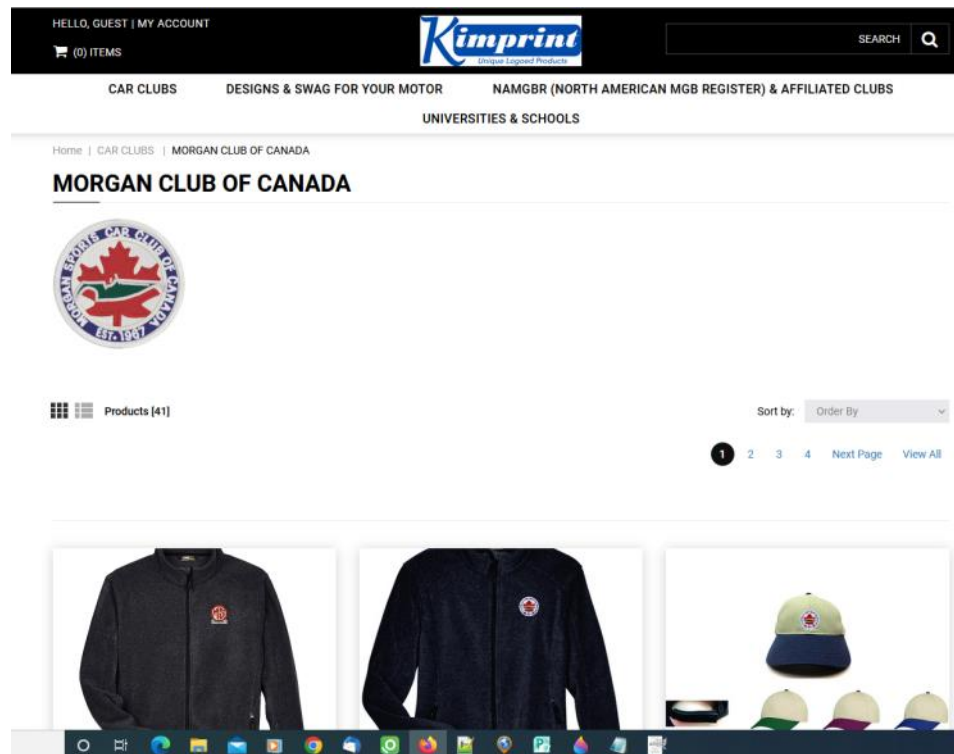
Phone: (905) 892-6907

Email: jsroden@vaxxine.com

Regalia is also available from Kimprint at:

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And select the car clubs link to find us.





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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