



The Blurb



Top - Warming up with a coffee at the Beer's Shop Tour in March.
 Bottom - Line-up for the driving test on The Jagfest Tour.

Top - The Morgans (father & son) arrive at the Ancaster Flea Market.
 Bottom - Going exploring in Durham County on May 23rd.

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Prez Sez



Alan Lytle

We are off to a good start to the driving year with two events in May including a great turnout for our trip to Whitby and environs and participation in the JagFest run with the Jaguar club where we designed and ran a checkpoint. The checkpoint had an international connection as the tests used were two of those suggested by Brian Lee the past chair of the MSCC in the UK. Brian is a friend of our club from his visits during trips to see his sister in Ontario. This international connection, loose though it may be, got me thinking about our other connections.

Given the size of Canada, it really is difficult to maintain personal connections nationwide in the Club. As our 50th approaches in 2017, I ask you all to think what we could do on a nationwide basis. After all it is Cana-

da's 150th that year. It is easy to be South Ontario centric, and we will indeed have celebrations here, but what else could we do?

If we were spread out evenly across the country, a coast to coast relay could be done with the passing of the baton between 50 or so stages with each car doing 100 miles or so. But given the long stretches, for example along the north shore of Lake Superior, this is a little problematic.

Currently we are thinking of an exclusive badge program for all members and a weekend event and dinner in the Niagara area to which all would be invited.

Do you have any ideas we should consider? Do let me know.

"For an idea that does not first seem insane, there is no hope."

A quote from Albert Einstein, but admittedly he was taking about physics, I think.

.... Alan

Central Canada Morgan Events

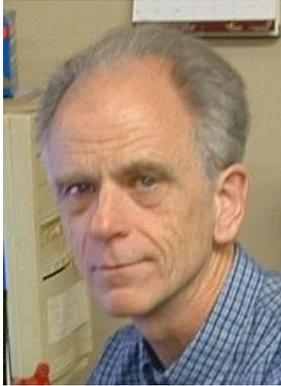
June 6	London British Car Show
June 14	Ontario Steam Heritage Museum
July 18	Picnic at the Lytle's
Aug. 14-16	Prince Edward County & Boot n Bonnet B.C.D.
Sep. 20	British Car Day @ Bronte Park
Oct. 4	Toy Run in Milton

Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, 12-2

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

Many thanks to the authors who contributed articles for this issue; Claude Jacques (our lone member from Quebec) with the history of his Morgan, Alan Sands with the history of several of his cars, Colin Bray with the continuing history of the rebuild of his '37 4/4, and Glen Donaldson and John Collins with event write-ups. John Collins makes a double appearance with a reprint of a poem he published in the Blurb several years ago.

I get a few invitations to other car events coming into the webmaster email. Several of these are presented in the back of this issue. And there are others, like the British Car Show held at the Embro Highland Games on July 1st that we went to last year. If anyone knows of other events that I have not yet put up on our web site's Events Calendar send them to me.

I made some progress on the cutting plans for the +4+ model. Then built a virtual model of what the first cuts will give me, see page 16.

My full scale Morgan has a new zipper in the tonneau cover, so no more highway driving with one arm slung across the boot to keep it in place. Forty bucks at a nearby shoe repair. He also told me to rub the zipper with candle wax to lubricate it. And I just happened to have a lump of that from melting down all the candle remnants left from my five week power outage last year.

The next little cosmetic job to do on my Mog is with the vinyl on the panel behind the driver side door. After just fourteen years, the two sided tape I used to hold the vinyl is letting go!

We seem to have started an annual jinx, needing to replace the water pump in a CVH powered 4/4. Alan's two years ago, Gabby's last year, and this year Bob Leask's went during the Whitby Run. Who will be next year's victim?

Dave

Letters to the Editor

Dear Editor;



The Blurb is fantastic! Mr. Lytle's prose has me eating every word.



Well my little brain is full. I better let his words digest for a while.

Desmond



Claude's Morgan

Lately, I had a short exchange of e-mails with Glen Donaldson during which I mentioned that my 1976 Morgan 4/4 was fitted with a Lotus Twin-Cam engine from the outset. Interested in this particularity of my car, he asked me if I could write a few words about it for the Blurb. So, here it is.

My car was imported to Canada by Gill Baker, in 1975. That year, he had purchased Metro Motors of Windsor, Ontario, from Curly Ellis (hopefully I have spelled his name correctly). I am told that in the beginning, Mr. Baker only sold parts. Eventually, he imported enough parts to assemble a Morgan 4/4 and installed a Lotus Elan engine in it. That is the original and only motor this 4/4 ever had. The car was first registered in 1976. It went to several owners and then was bought by my friend David Rees-Potter who I believe, lived in the Toronto area at the time. Later on, he moved to Ottawa where I met him and the car at a GoMoG event.

At that time, I was driving a red 1956 Morgan +4 (long grille, bustle back). At one time, while David was coming back from an event, the car caught fire. Apparently the cause was fuel leaking from the Weber carburetors, but I cannot attest to that. In any case, he was able to put out the fire before the car suffered any serious damage. However, the light red paint on the bonnet was ruined.

With the collaboration of an understanding insurer, the damages were repaired and the car received a gloriously deep Jaguar British Racing Green paint job. From the moment I saw the car in its new livery, I was hooked. Every time I would see David at an event, I would ask him to sell me his Morgan. At one point, probably fed up of being harassed, he promised that I would be first on the list of persons he would call, if ever he decided to depart from it.

Meanwhile, I moved on to other things, I acquired



a 1955 Jaguar XK 140 roadster (or open two-seater as Jaguar refers to it) for restoration. The car was almost completed and had just been painted Cream which would have looked fabulous with its red leather interior. That is, if someone did not have the bad taste of setting fire to the garage where it was being rebuilt.

It took about a month for my insurer to investigate the claim and make sure I had nothing to do with the arson. Then, coming back from work on an October Friday evening, I found a nice fat cheque in the mail for the full amount for my claim. On the Sunday of that same weekend, the phone rang. David was on the line : "Claude, you remember I promised you would be the first one I would call if I

ever decided to sell my Morgan ? Well, this is the call !"

So, after a proper test drive and some paperwork, I officially became the official owner of this special Morgan on November 1st, 1999. The car came with a black leather interior, chrome wire wheels and a chrome luggage rack.

Cosmetically, it was in excellent condition. Since that time, I have made a few improvements.

For instance, it now sports a walnut dashboard, steering wheel and shift knob, The engine and transmission were rebuilt a few years ago at which time the crankshaft was balanced. I also replaced the water pump with a unit coming from Dave Bean Engineering, the Lotus Twin-Cam Specialist, which allows one to replace the said water pump without having to lift the engine head.

Also, the last time the front end was rebuilt, I used hard chrome kingpins. Finally, I installed a Stebro custom made stainless steel exhaust system.

The car is a delight to drive, it has nice acceleration, the handling is well balanced and it has proven to be reliable on longer trips. As for the sound coming from the engine, it is as unique as the car itself.

Claude Jacques

“What goes around, comes around ”

In the early 50's I bought a used XK 120 JAG. It was way too much for me back then so I made a deal with Jim Ferguson Motors, from whom I bought the JAG. He exchanged it for an almost new 1954 MG TF. I hill climbed the TF and raced it with a Judson supercharger, as well as taking it on a long vacation around the Gaspé Peninsula with a canoe on the top supported by the windshield in front and a luggage rack with a box of food in the rear. Top down the entire journey. Nuts !

Not only that, we never took the canoe off once except to lift up the rear to gain access to our grub supply!

In 1955, a friend had just taken delivery of a new 1955 Morgan plus four. It was way too 'rough' for him and with less than 100 miles on it I swapped him even for my MG TF. Both these cars I still have but more on that to follow.

The MG TF was still too 'manly' for him (he was a bit of a whimp) so he sold it to a friend of mine, a Dr. Beverly Lewis, who was my navigator one year in the Canadian Winter Rally (a 1300 mile weekend event in February over secondary roads in Ontario and Quebec) no heaters! My whimp friend replaced the TF with a VW which seemed to suit him but was lacking somewhat in the warmth department. The 54 TF was well used for some time by Beverly then laid up in 1963 for several years, after which she gifted it to me and it now languishes in my garage on an upper rack awaiting restoration.

Getting back to the 55 Morgan In 1962 the J2X Allard became available for the sum of \$ 2000.00. You might think that was a lot of money in those days but when you consider a new Triumph TR2 with O/D was \$ 2700.00, eight years earlier in 1954, the Allard was a real bargain (especially in retrospect).

At the time though, I was mortgaged and raising a family. To come up with the \$ 2000.00 something had to go. My 55 Morgan was sold locally for I believe around \$ 1600.00. The person to whom I sold

it loaned it to a friend, who wrapped it around a pole, thus writing it off. (he later committed suicide). I bought the wreck from the insurance company for \$ 140.00 and got it on the road again.

Then in 1967, another "must have" car tempted my restraints which proved useless. It was a beautiful Mercedes-Benz 300 SL Gullwing for only \$ 3000.00, now selling for 1 – 1.5 Million. I sold my Volvo and again my 55 Morgan for \$ 1700.00. I had the 3000 \$ cash in hand and although the 300 SL was in the USA and could not be brought into Canada for another two years (15 year minimum), I was going to store it there for two years. However the seller changed his mind and decided to keep the car. A good move on his part.

I was left with \$ 3000 in my hot little hands and no family sports car. The Allard did not meet the criterion of a family 'anything' as far as transportation goes. It was then that I placed an order with the factory for a new 1967 Morgan +4, 4 seater. That's my yellow one. Not exactly a family car but it did have four seats. Somehow the 300 SL morphed into a Morgan.

Back to the green 55 Morgan now. The person to whom I sold it the second time needed money to buy a cottage. My brother became interested, bought it and spent a lot of money on it with new paint, tires, upholstery etc. then lost interest. It was left out in the elements for 3 -4 years and was sinking into the ground behind his garage. I rescued the car, trailered it home and redid the engine. The car is as you see it now with Marlies at the wheel for the Hockley Hill Climb, where it competed regularly in the 50's and 60's. Incidentally my brother sold me the car for one dollar !

That accounts for my green 55 Morgan, my yellow 67 Morgan, the 54 MG TF and my 54 Allard J2X. I have had a long and checkered relationship with these cars.

The chickens do come home to roost. I am lucky to have a large enough hen house!

by Alan Sands

(reprinted from British Driven)





Beer's Shop Tour

Sunny, temp hovering at freezing. But three days with rain had washed the salt off the roads. Moggy gets its first run of the year.



Went the long way, up Mississauga Road, (Oh boy, is it ever getting built up!) to Old School Road. Got to the Beer's smack on 10:30. A coffee and a doughnut later and the instructions began.

I followed Steve's talk on polishing paint, Martin was going over the Coventry Climax engine.



Steve had an E Type's bonnet in the spray booth he had painted recently on which he demonstrated removing dust nibs.

First he taught us a little recent history of automotive paint. The base coat paints are now all water based. The clear coat paint has very little solvent, just 3% to 4%, enough to help with the flow during a spray. There are hardeners to add to make the clear coat set. Which hardener depends on the conditions at the time of the application. This clear coat that sets rather than dries is much harder than older types of paint. He applies three coats of the clear and it is just the clear coat that is worked to get the final polish.

1. Remove loose dust

Spray tap water with 3 or 4 drops of liquid dish soap added over a section. Use a rubber squeegee to wipe it off.



2. Locate nibs

Look at the reflection of a light on the surface, any little bumps will show where dust was caught in the drying paint.



3. Sand off the nibs

Use 1500 grit wet/dry on a small 1" x 1" rubber block. Do not rub straight across the curve of the surface i.e. front to back on the front wing of the E Type. This will just rub a narrow strip on the high point of the curve where you rub. Go at a 45 degree angle instead but always the same 45 degree with the same grit. For a show finish, after removing all the nibs on a panel go over the whole panel with the 1500 grit until none of the spray finish is left.



4. Remove nib removal scratches

Clean off the panel with the dilute soapy water and a soft cloth. Use 2500 grit wet/dry on the little rubber block rubbing across the marks from the 1500 grit sanding, going over a slightly larger area than was done with the 1500 grit. Rub until the coarser scratches are gone. The show finish requires rubbing over the whole panel.

5. First Polish

Liquid polish comes in two grades, start with the coarser polish. The polish is designed to break down and become finer as it is used.

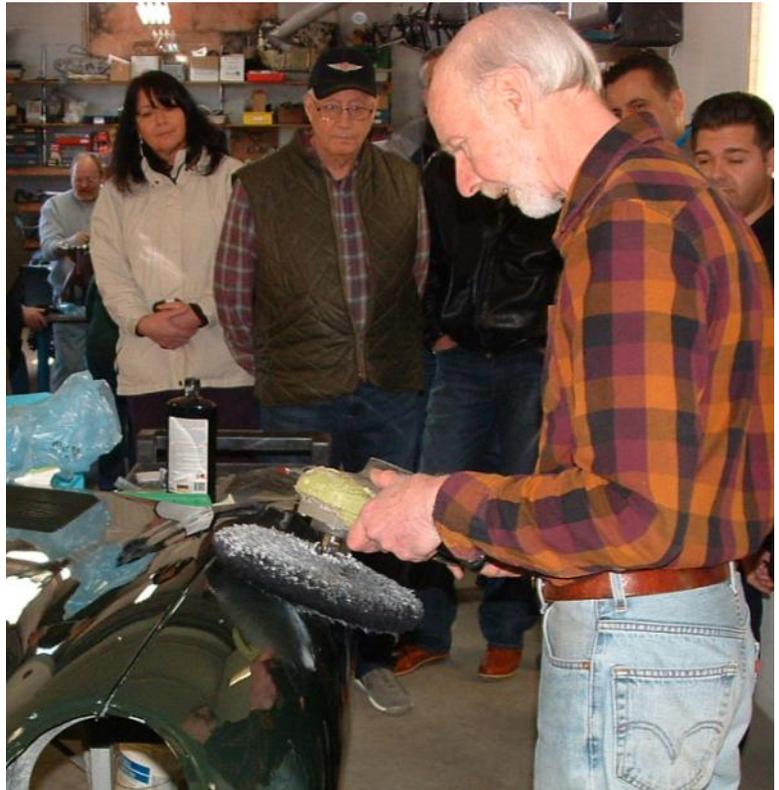
Clean off the panel.

For just a few nibs you can hand polish. Dampen a soft cloth with plain water, apply some polish to the cloth, and rub over the sanded spot at a right angle to the last sanding until the sanding scratches are gone. Go a little outside of the sanded area. For a larger area a polisher is handy. Steve uses a fake lamb's wool pad on his polisher for the coarser polish as it cuts faster than a foam pad. Dampen the pad with plain water, dab polish here and there on the paint, then running the polisher slowly

spread the polish over the area using the edge of the polisher that will run across the lines from the last sanding.

Once the polish has had time to break down you can speed up the polisher.

Steve's polisher is a rotary type which can cut through the work quickly, he recommends us amateurs use a random orbital type as they are less aggressive and unlikely to cut through the clear coat into the base coat.



6. Second Polish

Clean off the panel

Steve changed over to a foam pad on his polisher here as the foam leaves fewer swirl marks. After dampening the foam and putting dabs of the fine polish on the panel he again spreads it over the surface slowly then speeds up. I think there is a lot of experience behind knowing when the polish has changed.



7. Wash off

Double check the surface for remaining sanding and polishing scratches. Deal with them.



Look at that shine!

Notes:

Body filler should not go directly on the metal. Apply an epoxy primer first to form a water proof barrier. The water based colour coat will leave moisture in the filler which will promote corrosion if there is no barrier.

The polishing takes about three hours per panel for a

non-show car, about four and a half for a show car finish.

That is with some experience of course. Your timing may vary.

Meanwhile;



Martin had his audience riveted as he discussed the possibility of putting together one working Coventry Climax engine from the two that Colin Bray got with his '37 4/4 Series I purchase.



Dave Farmer



Ancaster British Car Flea Market

Here are a few random thoughts on the Ancaster British Car Flea market that took place Sunday May 19th at the new Ancaster Fair Grounds.

It was a lovely sunny day on Sunday April 19th in wind swept Ancasater Ontario - cannot recall the temperature but the wind that was sweeping across the Fairgrounds brought a tear to your eye and reminded you that wind chill and winter was not yet finished with Southern Ontario.



lovely view of the British car parking lot - o.k. and we could also have a chuckle at the people entering the building and trying not to be blown off course. Thanks to David Farmer for helping to man the booth and also for bringing out his wooden model collection as these were a great source of interest and conversation throughout the day.

We had an excellent turnout of members and a few more renewals plus past Prez Glenn and Rene Nigh have decided to enjoy the Morgan and have rejoined the club - welcome back. Members that stopped by the booth Brian and Brad Morgan, Glenn Nigh, Adrian Peters, John & Craig Fitchie, Deb Wilcox & Steve Pocock, Alan



The British car gang are made of hardy stock though and the turnout was fantastic with good crowds showing up until about 1pm when the place really emptied out. The Morgan Sports Car Club of Canada did have a club table again this year and we were blessed with the primo spot again just inside the front entrance way - so we had a



Lytle and his grandson Gabe who has just picked up a new red Morgan (OK 1/23rd scale), Dave & Pauline Smith, Colin Bray, Ray Shier, John Roden, Richard & Allison Sharpe and their son, Gil Caratin, Keith Powell,





and David farmer and yours truly. Apologies if I missed anyone - I was a tad sleep deprived having arrived home the night before from a trip to England - and it was my first trip without Morgan parts waiting for me at Gabby's parents home.

There was a two tone blue Morgan 4/4 for sale it belongs to Rick Andrews of Ancaster and his number is 905-648-0601 if you want to ask if it is still available.

All in it was a great day and a good excuse to get the car out or go for a drive and see some familiar faces and take a look around the tables at Ancaster - hope to see more at the table in 2016.

Happy top down driving,

Glen



Here am I discussing model car carpentry with a carpenter, Dave Smith. (ed)
(pictures courtesy Mike McGraw)



Jagfest Tour



Our Morgan Club/Jaguar Club crossover member Steve Sherriff put on another fun run in the Milton Campbellville area.

cars were coming in too fast to keep to the separate paddocks.



These Jaguar people are very organized, with their red car paddock and their green car paddock. But soon the





MORGAN SPORTS CAR CLUB OF CANADA



At 10:00 we got our route notes and instructions. The instructions were sometimes clear; “Turn right onto Derry Road.” Sometimes they were a little cryptic; “Turn left where the Lime has turned solid.” But the answer was always obvious when you saw it.. And several questions made sure we were paying attention to find the answers.

With no timing of the run we were free to start at any time. The only deadline was for lunch time at the end of the run.

waiting a long time (cover photo) and then trying to manoeuvre a part of your car you cannot see to a target you cannot see. I got the most common score, zero.

Then it was a direct drive to the Mohawk Inn for lunch. Here we could have used one of Steve’s cryptic instructions like; “Turn Inn before the next gas station.” I managed to turn into the gas station and get into the inn’s parking lot but some others turned at the next corner and had to double back.



John Roden had his 4/4 at the start but he did not participate in the run, he was along to help Kathy and Alan run the driving test at the check point. This involved

I think we overwhelmed the staff, but eventually everyone was fed.

No prizes for any Morgan drivers but we all had a good time and look forward to future cooperative ventures with the Jaguar gang.



Dave Farmer



Whitby Run – May 23, 2015

Terry has not lost his touch – the Whitby Run on May 23, 2015 was just what the doctor ordered! The sun shone on 13 Morgans plus a Triumph which arrived for the event, and it kept shining all day.



Terry's collection of cars, some more than a century old, captured the attention of the Morganistes – in fact it made some of us with cars no older than 47 years feel they were hardly run-in by comparison despite some of them being somewhat run-down! After coffee and refreshments on the deck behind the house we were briefed, given

route maps and departed pretty well on time at 11 am.

Uxbridge beckoned and, after some minor detours caused by road maintenance surprises Uxbridge was reached. Unfortunately for Bob Leask mechanical challenges reared an ugly head in the form of a reluctant water pump, so one 4/4 retired hurt. The rest regrouped and proceeded to Port Perry. The delay persuaded even the diehard shoppers to forego that undoubted pleasure and to proceed directly to lunch at the Hyland Family Restaurant where space had been reserved.

Once fed we made our way to the Ocala winery where we were provided with a tasting and a 15%





discount on any purchases such tasting might provoke. Ocala specialises in fruit-based wines – it is a little far north for grapes to flourish, though some are grown and used to make traditional wines. Taking the hint, some pear icewine was tasted and the discount did get used. It is not quite as sweet/dense as the grape-based icewine but is a very pleasant tippie with a more affordable price point.

other beautifully restored classics, fully described in Peter's narrative, kept us enraptured well beyond the time allotted in the schedule. No one complained about the delay, a sure sign that the event was a complete success in that the quality and interest of what was arranged was far more important than a mere schedule!



The next stop was at Peter Fawcett's restoration facility, a facility which rarely opens its arms to rubberneckers such as we were on this occasion, so we were privileged indeed. A collection of Model Ts, Stanley Steamers, Pierce Arrows, Buicks and





White Feather Country Store was the penultimate stop, and would have commanded a longer visit but for the aforementioned and fully justified delay in arriving. Some decided to leave therefrom rather than proceed to Corrado's in Brooklin for the final stop with a refreshing beverage and a bite to eat. 15 stalwart souls did proceed, and enjoyed what Corrado's had to offer.

For Canadians, May 24th commemorates the birth of Queen Victoria aka Mrs Brown in the eponymous Judy Dench drama. For our Morgan group it will, in future, also commemorate the wonderful day, albeit on the 23rd, organised for us by Terry and Jane Brown.

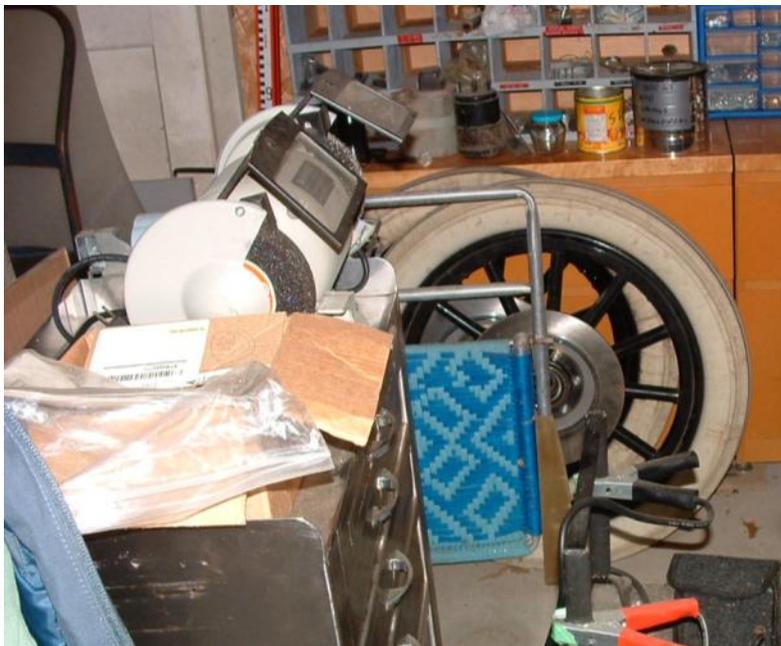
John Collins

Editor's Note;

disk brakes on the front wheels of his Model T.

We heard from both our host Terry and Peter Fawcett that brakes were a weak point on early cars. Terry is putting

And Peter works on all scales of autos.



Morgans Are Made Out of Wood Aren't They? Part +4+

I've finally turned the measurements I took from Bill Boyles' 1/43 metal model into cutting patterns for a wooden model.



I used the patterns to build a computer model before committing to creating sawdust and wood scraps and the result looks doable. (I used contrasting randomly selected wood textures just to make the separate pieces obvious.) I need one measurement from a full scale +4+ before I start cutting; how far the bottoms of the side panels are above the bottom of the chassis.

By cutting the sides off to make shaping them and the body easier I also made it possible to cut out the passenger compartment. So this model's challenge will be doing the interior. I'm considering doing two models with different woods so I can use the passenger compartment cut outs to make the other car's seats etc.

Dave Farmer



37 Morgan Update

Hi Chaps,

Had a good weekend working on the car. The previous weekend I had managed to put the cuprinol on the wooden frame and then a coat of 50/50 cuprinol/black paint. So this weekend, now it was dry, we put the frame on the chassis and bolted it down for the final time. We put this sort of squidgy roofing felt between the wood and the chassis to make a seal. I then put a final coat of black paint on the wooden frame.

I'd brought all those panels down I had chemically stripped and we sprayed them with some special stuff that removes fine layers of rust, followed by a special soap type cleaner. After they dried in the 27 deg. C heat outside, John sprayed them with epoxy primer. This is just to stop everything going rusty, he will now begin to repair the panels.



Today the temperature dropped to 10 deg C this morning followed by torrential rain - so it was a good job we did all the spraying yesterday!

We fitted a few more wooden* bits to the front of the firewall, they had to be glued and then screwed in. They have to be painted next. But now the wooden





frame is rock solid. Also had to mount the two metal strengthening pieces that go on the wooden part where the door lock goes and secure it to the bottom sill plate. Few other bits and pieces done. We are now trying to work out how the two spare wheels are mounted and

have to fabricate something to do this.

I'll only have one more day down there before we leave for England although John will start on the metal panels.

Colin

Try this for mounting the spares. (ed.)



* Wodden, the Anglo-Saxon god of coach built cars.

LINES WRITTEN IN MEMORY OF LURAY

John Collins

Lonely as a Silver Cloud
I wandered south through morning fogs,
But by the e'en I saw a crowd,
A host of multicoloured Mogs:
Parked outside hotels, motels, bars,
Congregated 'neath the stars.

The next few days were filled with fun
As cars were polished, on display;
Some the autocross did run,
Others rallied half the day:
The grand finale, a banquet fine,
Good fellowship, and meat, and wine.

Though only once this trip was made
Fond memories of carefree rides,
Which gradually, with time, will fade
Are oft rekindled, using slides:
The cars, the places they have been,
Reincarnate on the screen.

But Wordsworth is, I hear you cry,
Made mute by death's confining mist:
You're right, these lines were written by
Another bloody plagiarist.
But one who'd rather drive for hours
Than sit and look at yellow flowers.



Other Events

These might interest you when there is no club event scheduled.



Dear British Car Owner:

We need the support of as many British Car Owners as we can muster for our new annual charity and media event being held at Black Creek Pioneer Village on Sunday, June 28 – "A Taste of British Car Day."

The event is in support of Sick Kids Foundation as well as being an opportunity to show-case British Car Day to a wider audience. Let's showcase as many of those fantastic LBCs to the general public as we can.

To register and make a pledge to the Sick Kids Foundation, please go on-line to our Registration site at www.torontotriumph.com/taste/. We ask that you make a minimum \$20 donation. You will receive an email receipt for your registration (please print this out and bring with you on the day) and later, a tax receipt from Sick Kids Foundation will be mailed to you – please ensure that you enter your correct mailing address and postal code when registering on-line.

The major proceeds will go to SickKids® to be presented at British Car Day on September 20. A donation will also be made to Black Creek Pioneer Village for hosting the event.

Black Creek Pioneer Village is located at 1000 Murray Ross Parkway, Toronto, Ontario M3J 2P3, just south of Steeles Avenue and east of Jane Street. The event is open during the normal daily public operation of Black Creek Pioneer Village on June 28th from 10:00 am to 5:00 pm. Cars will be grouped around the village among the restored 18th & 19th century buildings and on the village green.

Show cars must be in place no later than 9:30 am. Entry for show cars will be through the Maintenance Yard gate (first gate on your right as you approach the Village complex) which will be open at 8:00 am to receive pre-registered British cars. For public safety, cars must remain stationary on site until 5:00 pm.

Please remember to bring a print out of your Registration receipt to show at the entry gate.

Please act today and register on-line.

Thank you for your generous support of the featured charities.

Sincerely,

Terence McKillen | Director-at-Large
AssistantEditor@TorontoTriumph.com



THE ERIE ROUND THE LAKE DRIVE

JULY 9-12th 2015

Once more the Toronto Triumph Club will be leading 35 cars on an 800 mile circumnavigation drive all around a great lake this time a bigger one Lake Erie, taking the Scenic Waterfront Trail all the way around the lake. The TTC first did this in 2007 and we had many British Cars from all over join us on the journey all around Lake Ontario, it was repeated again in 2009 both a great success and enjoyed by all. Since then we have done Georgian Bay, crossing from Manitoulin to Tobermory, plus we have done a to and around the Finger Lakes, with several laps done around Watkins Glen. This year we have decided to extend both the distance and go from a three day event to a four day run, circumnavigating all around Lake Erie. As in the previous trips it is not all about driving we always have a dinner cruise on the Lake, a visit to somewhere interesting and have all meals prearranged for the entire trip.

We will all gather and start from the Comfort Inn here in Simcoe on Thursday July 9th for an 8.30am sharp departure, but we have reserved rooms at the Comfort Inn for those that want to arrive on Wednesday 8th evening. Thursday 9th we depart and pick up the Waterfront Trail and drive to just south of Blenheim for a lunch stop, then onto Walpole Island for the \$7, 7 minute Ferry ride over to Algonac MI. US. Passports or Nexus cards are a MUST to both enter US AND return back into Canada on Sunday afternoon. We chose the Ferry Crossing to avoid the long line ups on the bridges, for us they will have both ferries running for the short crossing over to the US. We again follow the trail to our very vehicle safe Hotel situated on the water's edge just on the edge of Detroit, then Friday Morning we will depart at 8.30am for the 12 mile drive to The Henry Ford Museum for a prearranged 3 1/2 hour eye candy exploration of all the exhibits, followed by a prearranged lunch.

We depart after and head to Sandusky OH, 100 mile drive for our second hotel stay and enjoy a chartered Lake Erie dinner cruise on the Goodtime1 boat.

Saturday morning we again pick up the Trail and head for Painesville OH for a prearranged lunch stop, before driving to Erie Pa for our last night stay on the trail. Dinner will be served at the Steak and Lube Restaurant a motor themed restaurant with our cars on display outside.

Sunday morning we will head towards Buffalo again on the trail but stopping for prearranged lunch on the water's edge at Hoaks pub, then a brief stopover at The Dunkirk Historical Lighthouse and veterans Park Museum to see the lighthouse from where the first shots were fired from in the 1812 war.

Sunday afternoon we will cross over back into Canada, passports or Nexus cars are a necessity to get back into Canada, then the 100 mile drive back home.

Remember the motto of the Toronto Triumph Club is 'All to preserve and DRIVE the Triumph' with a similar definition for our friends in other British marque car Clubs. The very first Round the Lake Tour that we did around Lake Ontario we had members from several clubs participating so encourage that we continue on with the same cooperation.

We still have several car spaces available for the 'Erie Drive' and 10 days to confirm your hotel bookings.

Any questions or further info needed contact myself Robin Searle where I will be pleased to help you and we do have registration and trip details forms available.

If you feel that any of your members may be interested in driving the BIG Round the Lake Tour then have them call me at 705 484 0071 or email me at: r.searle@cottagecountry.net.

It would be nice to see any of your members joining with us on this the longest run that we have planned so far.

Robin Searle

'Erie Round The Lake Tour' organizer.

r.searle@cottagecountry.net

705 484 0071



Kincardine Bluesfest



Please mark your calendars for the British Car Show during the 2015 Lighthouse Blues Festival in Kincardine on July 11th from 11:00 until 4:00.

The car show is hosted by the Kincardine and Area British Car Club. (KABCC)
 Email kabcc11@yahoo.ca for car show info or for preregistration.

All the events during the Saturday afternoon street fest are free. For information about the event or for tickets for the main stage performances, go to www.lighthousebluesfest.ca

Please make this information available to your club memberships and any other British car enthusiasts.

Thank you
 Bonnie Bryan
 KABCC secretary.

Perth Ribfest



RIBFEST & CAR SHOWS

Hosted by

The Rotary Club of Perth

in the

Perth Fair Grounds

50 Arthur Street, Perth, ON

FREE ADMISSION • **Donation Barrel**

Beer Garden (monitored - legal age only)

Numerous Vendors

Children's Area • Live Entertainment

Face Painting • Big Trucks

Disaster Relief Challenge for Children

Friday 11:00am - 10:00pm

Saturday 11:am - 10:00pm

Sunday 11:00am - 7:00pm



perthribfest.com

www.facebook.com/perthribfest



Mark Your Calendar For

Brits-in-the-Park

Sunday, July 19, 2015

(always the third Sunday in July)

Field opens at 9:00 a.m.

In beautiful tree lined

Victoria Park, Lindsay, Ontario

Hosted by the

Victoria British Car Club

www.victoriabritishcarclub.ca

- Over 200 cars participating
- 16 classes of cars represented
- Introduced in 1955, the MGA is showcased this year as we celebrate the 60th anniversary of this marque
- Door prizes
- People's choice awards
- 18 or more automotive vendors



*"modern" MG, over
100,000 MGA's were built
between 1955 and 1962*



ALL BRITISH CLASSIC AND ANTIQUE CAR SHOW

SAT. JUNE 13/2015

HELD AT CALEDON AGRICULTURAL SOCIETY FAIRGROUNDS
(FAIR WEEKEND).

FOOD AND ENTERTAINMENT ALL DAY (ON FAIRGROUNDS).
ADDRESS: 18927 HURONTARIO (HWY10)
CALEDON VILLAGE ON. L7K OX7

EVENT START TIME: 10AM TO 3PM
EVENT THEME: RAISING HOPE FOR CHOICES YOUTH SHELTER.
REGISTRATION: SHOW CAR AREA (OPEN AT 9AM)

FEE: \$5.00 PER CAR. (PROCEEDS TO GO TO CHOICES YOUTH SHELTER)

PARKING: ON GRASS (WESTERN HORSE SHOW RING)
CAR AND DRIVER WILL BE DIRECTED TO PARKING AREA.

ENTRY TO FAIRGROUNDS: FREE

JUDGING: PEOPLES CHOICE

TROPHIES: BEST OF SHOW, 2ND RUNNER UP, 3RD RUNNER UP, CAS
PRESIDENT'S CHOICE AND TEEN CHOICE.

DOOR PRIZES: SILENT AUCTION AND RAFFLE.

GAMES: PISTON TOSS

DEMONSTRATION: COUNTERACT (WHEEL BALANCING)

50/50 RAFFLE: TICKETS AVAILABLE AT REGISTRATION BOOTH

AWARDS: TO BE HELD AT 2PM.

DINNER: BARBECUED CHICKEN AT 4PM. TICKETS AVAILABLE ON
FAIRGROUND BY SHOWMOBILE (FIRST COME BASIS)

ANY QUESTIONS? CONTACT US AT info@headwatersbritishcarclub.org





CAR SHOW REGISTRATION

ALL BRITISH CLASSIC AND ANTIQUE CARS PEOPLES CHOICE AWARDS

DATE: SATURDAY JUNE 13, 2015
 TIME: 10AM TO 3PM. {OPEN TO REGISTRANTS AT 9AM}
 PLACE: CALEDON AGRICULTURAL SOCIETY FAIRGROUNDS
 18297 HURONTARIO (HWY 10) CALEDON VILLAGE L7K 0X7



PLEASE PRINT CLEARLY AND COMPLETELY

NAME: _____

ADDRESS: _____

PROV: _____ POSTAL CODE: _____

PHONE #: _____ EMAIL: _____

CAR MAKE: _____ MODEL: _____ YEAR: _____



August 8 & 9, 2015

All-British Motoring Revival

featuring

Wing Commander's Rally on Saturday

Classic Motor Show on Sunday



CAR SHOW TIMES: 9am to 4pm

A VERY SPECIAL INVITATION FOR YOU!!

www.britsonthelake.com



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Motorcycles
and more

FUN FOR
THE WHOLE
FAMILY!



**FREE
ADMISSION**



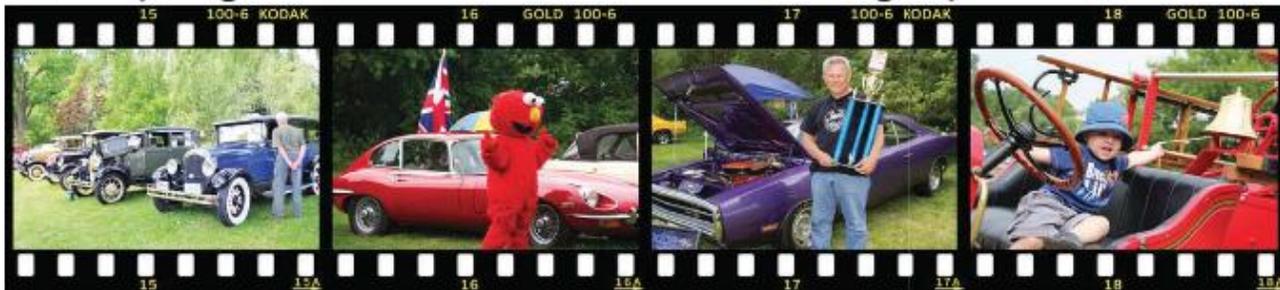
**GUELPH AIRPARK CNC4
FATHER'S DAY SUNDAY JUNE 21, 2015
10AM - 3PM**



28th Annual Father's Day Classics Against Cancer Auto Show



Helping to Make Cancer a Thing of the Past...



Cars, Vendors, Entertainment, & FREE Kids Activities



**Cruise-in Style Show Format
Mustang Corral, Corvette Corner, and Prestige Area
Buddy Holly and Elvis Presley Tribute
Continued growth on our Kids Kourner and Activities
and MUCH. MUCH. MORE!**

Sunday, June 21, 2015 Cedarvale Park, Georgetown



78th Annual EMBRO HIGHLAND GAMES July 1st 2015



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Embroidered Highland Games

Like 512



Embroidered Highland Games

March 22

We are happy to report the problem with our website has been fixed. Highland dance registration is now open. Please let us know right away if you are having problems. info@embrohighlandgames.ca Thank you.

5 Likes - 3 Comments - 1 Share

Comment

Share



Embroidered Highland Games

March 17

Facebook social plugin

British Car Show

Vintage British cars (perhaps not made in Scotland, but good vehicles, nevertheless) are on display all day. Chat with the owners, or just wander and admire a bit of automotive history.

See who had the best day – show prizes will be handed out at 3 pm.

2013 Winner and Photos



Go to embrohighlandgames.ca for details



Gil and Anne were at the British Sportscar Club meeting with the 56 Mog and I noticed that the bonnet strap was looking more tailored - Anne took scissors to it and gave it a trim...I guess a form of "Morganscaping"

Glen

(Reminds me it might be time for my "Spring Burn-off" at the barber's. ed.)

NEWS FLASH

Dave, the Canadian Tire garage in Uxbridge determined the water pump on my Morgan had failed causing all the fluid to leak out. CTC were unable to source a replacement water-pump, so I had my car flat-bedded to my home in Oshawa. CTC did not charge me for checking the car, and the cost of Brian's Towing Company from Port Perry, was covered by my Hagerty Roadside Service Insurance. The only thing it cost me was the time, as I didn't get home to Oshawa until about 4:30p. Interestingly, the tow-truck driver saw your group of Morgans driving in Port Perry, before he came to get me.

My Morgan has sat in my home garage ever since, while I wait for a replacement new water pump, that I ordered from Morgan Spares in NY, USA. I also ordered some replacement hoses and a fan belt. I will have my local garage do the installation when the parts are delivered, probable some day next week.

It was good of everyone in our Morgan group who stopped and were willing to do what they could to resolve my problem. I guess this isn't the first time this sort of dilemma happened, nor will it be the last!

Thank you for your interest!

Bob Leask



www.kijiji.ca/v-classic-cars/ottawa/morgan-4-4-soft-top-roadster/1074952497



Over 6,913,592 Free Local Classifieds

Browse Categories

Search

Ontario > Ottawa / Gatineau Area > Ottawa > cars & vehicles > classic cars in Ottawa > Ad ID 1074952497

Morgan 4/4 Soft Top Roadster



Date Listed 25-May-15
 Price **\$32,000.00**
 Address Ottawa, ON K1S 2J8
[View map](#)

Make [Other](#)
 Model [Other](#)
 For Sale By Owner
 Trim Soft Top Convertible Roadster
 Body Type Convertible
 Transmission Manual
 Year 1985
 Colour Burgundy
 Kilometers 33200
 Drivetrain Rear-wheel drive (RWD)
 Fuel Type Gasoline

1985 Morgan 4/4 sports car. Original owner, 4 Cyl. Ford Escort GT motor, 5 s
Michelins, stored winters, garaged summers. Serious interest only SVP.

[View larger image](#)

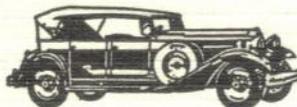


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Membership Application / Renewal

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 \$25.00* 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:
Glen Donaldson,
145 Breckondale Court
Burlington, Ontario
L7N 1X6,
(905)-635-2532

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