



The Blurb



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Prez Sez



Alan Lytle

Dave has put together another good Blurb with something for everyone and a series of articles which reflect the many varied activities going on in the club. We have a number of restorations under way, and this year we had a good mixture of events with a couple of innovations. A trip East to spend a very good day with our Whit-

by members; a visit to the Ontario Heritage Steam Museum which we must repeat; and a weekend trip to Prince Edward County which included the Kingston Boot 'n Bonnet Show.

Added to many regular favourites it was a

good year which we will review at our AGM and Christmas Party on December 6th.

For some reason, this Blurb stimulated me to look at the Blurb archive on our web site. Going back to 1968, Dave has created a treasure trove of memories and memorabilia as well as interesting facts. For instance, did you know that the 1956 4/4series II went 0-60mph in 29.4 seconds and the 1968 Plus 8 did it in 6.7 seconds. This from the December 1968 issue of the Blurb predecessor, the Morgan Owners Group newsletter. When you have a few minutes check out this wonderful resource and see what you can find.

Hope to see many of you at the AGM and Christmas Party next weekend. Best wishes to you all for Christmas and the New Year.

Keep Morganeering ... Alan

Central Canada Morgan Events

- Dec. 6 **AGM & Christmas Party @ Glen and Gabby's**
- Jan. 3 Pub Lunch at the Queen's Head, Burlington
- Feb. ??
- Mar. ?? **Start thinking about things for us to do next year!**
- Apr. ??
- Etc. ??

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



The cover photos show all of our badges prior to the current one. (maybe) Clock wise from the top left they date from; 1968, 1979, 1982, and 1994. There was mention of a millennium version, like the '94 badge but with a gold Morgan. I have a key chain with that version but I have not seen it as a full sized car badge yet. John Roden is still working on getting a design for a 50th anniversary badge.

Dave Farmer

Glen, our treasurer, has been sorting through the club's statistics to give you "What's in the Club". We have another "Reflection" from Alan Sands even though there is no Morgan content. And I might have to register as a charity after my "Make a Mor-

Letters to the Editor

This letter was from our Prez to someone who inquired at our Facebook page about importing a Morgan. I thought it should be made available to everyone. (ed)

Bryan

To the issue at hand. My understanding is that the import of new Morgans was suspended in 1992. New regulations had come in requiring manufacturers to put their vehicles through stringent tests to meet safety and environmental requirements, and for the few sales available in each year this process did not make business sense for Morgan. So now Morgans can be imported into Canada only if they comply with Transport Canada regulations.

gan Wish" weekend. After a wrap up of this past season's events I touch on other car events our members have attended. I met four more Morgan people at one of these. I should carry copies of the club flyer with me. Colin 's '37 and Rob's '53 projects are making progress. (More progress than I am making on the +4+ model.) The "Mystery Car" is a true mystery. If no one sends me the answer there will be no answer in the next issue. Enjoy the read.

After the Summer edition I got a letter from British Marque magazine. They get a complimentary copy of the blurb. This magazine seems to be there to share stories between clubs, but they don't have any subscribers from our club. Check them out.

 <p>British Marque CAR CLUB NEWS www.britishmarque.com</p>	<p>MSCCC members: <i>Get a great discount on subs, plus place FREE classified ads!</i></p>
	<p>One year on-line edition: \$12 (Regular price: \$19) One year print edition: \$20 (Regular price: \$38) <i>All rates USD</i></p>
<p>Download a free sample copy from our website!</p>	
<p>Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 USA • (401) 766-6920</p>	

<http://www.tc.gc.ca/eng/motorvehiclesafety/safevehicles-importation-index-443.ht>

The relevant FAQs are here for vehicles purchased in countries other than the US.

<http://www.tc.gc.ca/eng/motorvehiclesafety/safevehicles-importation-other-than-index-446.ht>

For US purchases they are at

<http://www.tc.gc.ca/eng/motorvehiclesafety/>



safevehicles-importation-usa-index-445.ht

There you go ... alan

The common understanding is that only Morgans at least 15 years old or older can be imported but even then it would seem advisable to have checked things out with Transport Canada in advance.

We have had cases where people have imported a more recent Morgan. One that springs to mind is a Dutch couple transferred here for a couple of years. They were previously in Japan with their Morgan and brought it with them. They got permission to import based on the understanding that they would take it with them when they left Canada... which they did. They did have some trouble getting Ontario license plates from the Ontario MOT so they could drive the car, until they found a sympathetic person in the Ministry.

The Beers will have more info they can add.

An illustration of how complex things are is the story of when I took our Morgan to New Zealand in 1996. I had to get a "passport" for the car and leave a deposit of one third of the cars value with the government when I sent it to NZ. Then on return to Vancouver I had to wait four days until they could schedule an agricultural inspection of the returning car to make sure it had no seeds in it! Then, some time later I got my money back.

Here is what to do when the driving season is over around here. (ed)

Hello David,

Hope all is well in your world.

We have had an enjoyable summer with the Morganism, with several trips including the Picton gathering that was great fun. Great to meet all the other members and share stories and experiences. The car is now fully serviced, cleaned, waxed polished and has his warm blanket to keep the dust off him while he sleeps for a few months. Had a very nice fall drive before putting him away.

In November I am going to Kenya and Tanzania to help my friend Marzio Kravos and his 1975 Ferrari 308GT4 in the 2015 Classis Safari Rally for cars built before 1978.

Marzio is a local Italian motor sportsman and businessman who entered this car twice before.

Last year he had an unfortunate event when the engine in the car started "spitting hot bits" from the exhaust pipe!! (never a good progression of events) . The engine failed soon after and he had to retire after close to ¾ of the way round the nearly 4000 km route.

The rally runs between 15th and 27th of November over some rough and demanding territory in South Eastern Kenya and North Eastern Tanzania

This time Marzio is better prepared with a new engine and some mods to address earlier prob-



lems.

I hope to play a small part in his team to help bring the car to the finishing line, hopefully making it the first Ferrari to ever finish the Classic Safari.

I was involved in earlier versions of the original Safari Rally in the 60's and 70's, preparing mostly Volvo 122S and 142S cars for the event. I did not drive, only preparing and servicing the cars. We made fifth overall in 1970 after a grueling wet and muddy event that ended up with only 19 finishers out of nearly 100 entrants. My friend's car was the highest placed private entry and class winner.

Not quite incidentally the engine and gearbox I used in my Morgan is the same model as we used in the 122S rally car for that event.

I am very mindful that when your name starts with W and you are 69 years old Marzio must be digging very deep in the barrel to find road service help! I do have a similar car and have completely refurbished it so the car itself is nothing new to me, although his has several mods mine does not have.

I am highly motivated and will do everything I can do to help with the effort in any way I can.. I am fairly lucky that I used to live there and know something of the local languages.. maybe a bit rusty but it will come back!

While there I will be making lots of notes and taking lots of pictures, and was wondering if you would be interested in an article to be written when I get back?

I will not have space or internet to keep in touch during the event, but the event will be

well covered at the Safari website <<http://www.eastafricansafarirally.com/>> with daily progress updates and GPS car tracking for all cars, so interested parties can follow the event at Google-map with the tracking link.

It will be an exciting adventure for sure. In this event NOTHING is guaranteed. There are HUGE elements of luck involved, so we all plan for the worst eventualities....and hope for the best.

Best regards

David Wells

Hi All: I just received an email from Glenn and Rene and they have sold the Morgan.

Paul and Donna Phillips, friends that Sharon and I have known for many (40) years, have been interested for some time in buying a Mog and contacted me some weeks ago to ask if I knew of any for sale. I spoke to Glenn to see if he was looking to sell (again) and he said yes.

A bit of a sad time for Glenn and Rene to see their 'toy' go away (lots of hours and \$ spent on that car) but since Glenn hasn't been able to use the car because of problems with his knee they felt it was time.

Interesting (but not surprising) that when Paul and Glenn went to have the car safety checked the mechanic said to Paul: "If you want a well done car you had better get it while you have the chance!".

Glen: I will be passing on info about the club - pretty sure they will join.

Cheers,
John



What’s in the Club?

Firstly I would like to thank the membership for the great support and appreciation that they have shown in my first year as Treasurer and Membership – thank you for the renewals and the information on when you joined the club and about your Morgan. We even had a few members send articles into David for the Blurb. With any luck we will all consider putting an article or two together this “off-season” and sharing our enthusiasm for our Morgan. A question that has come up that might just get some pens to paper or fingers to the keyboard – How many members do we have that are the original owner of their Morgan?

We are making great progress with listing the Morgans that are in the club – whether they are active and out on the road or sitting stashed away waiting for the miracle of miracles to happen ‘TME’ (time, money and enthusiasm). I have compiled a listing of all the cars that are on the membership list as of November 2nd and for your entertainment I have submitted this list to The Blurb. I sorted the list by year of manufacture (or year that the car is registered as – I.E. our 1985 4/4 4 str was built July 1984 but sold and registered as a 1985 in September 1984) and also contains the model, chassis number and colour of the Morgan. TBD is to be determined as they are currently under renovation, revival, re-birth etc. Interesting to see that we have 75 Morgans listed as well as a Jaguar E-Type , a Triumph TR3A and a Triumph

Spitfire and TR-6 – although I left these fine cars off the listing. If you see a car that you think is yours and it is missing a chassis number or colour then please feel free to send me the information for an update. Apparently not all chassis numbers began with a letter and that’s why some cars just have four numbers. The two later cars from the USA and Australia have listed the Vin Number maybe this winter they could search and see if the chassis numbers is stamped on a frame member – heck you might find some loose change or a lost item or two under the seat. Our 4/4 4 seater has the chassis number on the frame member, a build plaque on the inside left hand interior panel behind the driver’s door and also on a plaque on the front of the tool tray in the engine bay. I am pretty sure that when we toured the Factory 3 years ago they still used a letter and four numbers to identify the cars in production.

Membership currently stands at 81 members – some with a few Morgans, some without and some in need of Morgan or two (yes I am still trying to talk Gabby into a 3 wheeler – but rarity seems to be the issue) O.K. rare to find over here and the rare bit of free space we have in the garage.....O.K. and free time too. Enjoy the listing and when it comes time to renew feel free to ask if there is any missing information in your membership. Hope to see you at the AGM / Christmas Party.

Glen

Morgans by Year

Model	Year	Chassis #	Colour
SS 3 Whlr	1932	D721	Blue
SS 3 Whlr	1937		British Racing Green
F2 Three Whlr	1935		Yellow
Series 1 4/4	1937		TBD
F-Type	1938		TBD
Plus 4	1952		Black
Plus 4	1953	P2454	Maroon
Plus 4	1956		Green
Plus 4	1956	2239	Silver Grey
Plus 4	1956	3433	TBD
Plus 4	1956		Green
4/4	1957		
Plus 4	1957		Red
Plus 4	1958	3964	Brunswick Green
Plus 4	1958		Brown
Plus 4 4 str	1959		Black
Plus 4	1959	4209	Red
Plus 4	1959	4241	Green
Plus 4	1960	22295	Green
Plus 4	1960	4372	Black/Red



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Model	Year	Chassis #	Colour
Plus 4 DHC	1960		TBD
Plus 4 DHC	1960	4548	Blue/silver
Plus 4	1961		Mustard Yellow
Plus 4 DHC	1961		Blue
4/4 Series IV	1962	B705	Blue
Plus 4	1962		
4-4	1963	D9283	Cream/Brown
4/4	1963		Silver Black
Plus 4	1965	6085	Maroon/Grey
DHC	1965	5779	Blue
Plus 4	1966	6252	Green/Black
Plus 4	1966	6073	White
Plus 4	1966	6604	Red
Plus 4	1966	6184	TBD
Plus 4 SS	1967		Maroon
4/4	1967	B1648	Red
Plus 4	1967	6636	Black
Plus 4 4 str	1967		Yellow
4/4	1968	B1638	Green
4-4	1968		Blue
Plus 4	1968	6640	Red/Red two tone
4/4 Srs V Comp	1968	B1461	Red
Plus 4 4 str	1968		Beige / Grey
4/4 4 str	1968	6655	Blue
4/4 4 str	1969	B1858	Green/white
Plus 8	1969	R7117	Red
4-4	1969		Red
4/4	1969	B1830	Artic White
4/4	1969	B2071	Golden Yellow
4/4	1969		Red
4-4	1970		White
4/4	1970	B2117	White
4/4	1970	B2276	Maroon/Beige
4/4	1972	B2826	Yellow
4/4	1976		British Racing Green
4/4	1977		Light Blue Metallic
4/4	1977		Light Blue Metallic
Plus 8	1979	R8547	Blue
4/4	1984	C6661	Red
4/4 4 str	1985	C6639	Royal Ivory
Plus 8	1985		Green
Plus 8	1986		Red
Plus 4 Fiat	1986	F7098	Porsche Alpine White
Plus 8	1986	R9628	Green
4/4	1986	C7138	Blue
Plus 8	1987	R9798	Royal Ivory
Plus 8	1987		Royal Ivory
4/4	1989	C7820	Red
4/4	1990	C8040	Brunswick Green
Plus 8	1993	R10958	British Racing Green
Plus 4	1993	T8885	Corsa Red
Plus 8	1998		Burgundy
Plus 8	1998	SA9CE2830W1012216	Corsa Red
Plus 8	2003		Silver/Blue
Roadster	2010	SA94430H2A2004117	California Sage



REFLECTIONS

.....
..... Alan Sands

My biggest motoring thrill was in 1998 when Marlies and I drove the Allard down to Watkins Glen in the Finger Lakes District of New York. It was to celebrate the 50th anniversary of the Glen where they set up the race course as it was back then. The course ran through the main street of the town and then into the rural country side and back through town. In the early 50's "the Glen" was the Mecca for sports cars where you would see cars that you only saw in the pages of Road & Track. Even in the parking lots! For the anniversary they would only accept cars of the era to "be led" around the course "led – ha !" The Allards of course then dominated the American race circuits in the early 50's and was a welcome entrant.

(At the time there was an Allard Owners reunion and about 15 Allards of all models showed up, but very few J2X's.) As it was not a full speed event (ha – again) the normal safety regulations were overlooked. No roll bars, crash helmets etc. and much to Marlies' delight you could carry a passenger.

The cars left the start/finish line in squirts of 5 – 6 vehicles, each group preceded by a pace car, the purpose of which was to hold reins on the followers. Ha again! Naturally this did not work. The 'modus operandi'

was to hold back on the straights and let our leading pace car get well ahead which allowed us to put the boot to it on the bends and corners, much to the delight of the spectators and drivers. I think our pace car was aware of this and in the spirit of driving joined in the fun. The race officials even waved us on for a second lap when we came down main street.

But to come down off the back straight, on a right hander, down the narrow road and across 'stone bridge' from where you climbed up the height of land overlooking Seneca Lake and then a long steep brake fading hill, the bottom of which was a hard left and then right on to main street again. The last two corners had lots of straw bales spewed about!

The Stone bridge was a major spectator area and it was going into this bridge that took me back 50 years. It was to me (and my passenger) the greatest motoring moment I have ever had. Never in my wildest dreams in the early 50's could I imagine myself driving a J2X Allard over that bridge at full tilt (well almost), with the hundreds of cheering spectators who must also be moved to see these cars once again in action. Back then I was in my late teens and at that very impressionable age, but the thrill of that day will always remain in my memory.

(reprinted with permission from British Driven)





Make a Morgan Wish

This started with a plea to the webmaster from a young lady, named Fiona, looking for a Morgan so her father, Charles, could drive her to her wedding in it. It turned out that a childhood promise to buy a Morgan for her father had been a regular source of friendly teasing and she wanted to finally put him behind the wheel of one on her wedding day.



I met them outside his condo beside Sunnybrook Park, gave him a cockpit orientation, and off he drove us on a dry run of the route to the Rosedale Golf Club where the ceremony would be performed. Then I had him chauffeur me across the city to my brother's place in Parkdale to wait until the pickup time of 4:30. By the time we got there he was shifting the Moss box smoothly and remembering to turn off the turn signal. So I sent him off feeling complete confidence that my Mog was in good hands.

The TTC was the only problem that day, even the promised rain kept to a minimum, but the subway up Young Street was closed. The shuttle bus made me ten minutes late but luckily their photographer was still taking outdoor pictures when I arrived.

After profuse thanks from Fiona, Charles, the groom, Nick, and the photographer, Charles helped me take down the top and I headed home as they all went in for the wedding ceremony.



Having made these folks so happy I decided I had better do something for another fellow I had heard of who had long wanted a ride in a Morgan.

The prologue to this story goes back to the summer of '13. After a visit with Gary, an old high school classmate of mine who lives in the neighbourhood, I misremembered that the minister of the Lorne Park Baptist church wanted to ride in a Morgan. I never did anything about it, what with Paula passing away at the end of July and then seeing an announcement on the church's sign about a new minister. But it came up again last September on another visit with Gary and it was really the assistant minister's husband, John, and he still wanted a ride in a Morgan. I talked to him on the phone and since they live in East York I passed their number on to Colin Bray who lives just south of them. But some family business kept John too busy to get back to Colin.

With the Mog still squeaky clean for the wedding I decided to pop around the corner the next day when the first service would be wrapping up and parked in front of the main doors of the church. A few of the folks arriving for

the second service stopped to chat and I let them know I was there to give John his Morgan ride. Soon a slim fellow in a leather jacket walked up and introduced himself.

He opted for the interesting roads ride and was free until 12:30, so off to Rattle Snake Point. The Lord was watching over us that day. When I turned up Appleby Line from Britannia there was a Porsche, some type of low wide Audi and a motorcycle in front of us. But just as he and I got to Derry Road the lights changed to red! No one turned up Appleby from Derry. No one came up behind us. We had the hill to ourselves! Back down on Old School Road and then home again.

John mentioned having seen my wooden models on the web site, so with a few minutes until 12:30 we stopped in at my place so he could see them "in the wood". Then back in the car to go around the corner to get him to the church on time.

I think it was Tuesday that Gary called to say he had heard about John's Morgan ride. Apparently the ride had made him so happy that, "It put a smile on his face today, tomorrow, and to the end of the month."





Fall Club Events

Great War Flying Museum

It wasn't a nice day for driving in an open sports car let alone flying in an open cockpit airplane, so Alan Sands brought the Thing.



A couple of Ford Model As, about a dozen MGs, and four die hard bikers also showed up.



The rest of us in Morgans split 3 to 2 between hood down and hood up.





In spite of the overcast and precipitation the visibility was good enough for them to fly. But I had a much better view two weeks earlier. I had just started to take a walk when I heard a very loud motor. Realizing it was overhead I looked up to see the Sopwith Pup and the two SE5As and the Fokker triplane in formation at little over tree top level following the QEW towards Toronto. It was Warrior's Day at the CNE and they were going to do a fly-by.



D.F.





British Car Day

It was a record day for Morgans at this year's British Car Day in Bronte Park. I counted thirty Morgans and there is a rumour there were thirty one. We had to overflow into the Lotus row. Can we make fifty in 2017 for our fiftieth anniversary?





Craig Fitchie put in a lot of elbow grease polishing up his father's car. He did a good enough job to get it third place in the people's choice voting, behind John Roden and Peter Ray. Can't wait to see what he is going to do when his DHC is on the road.





MORGAN SPORTS CAR CLUB OF CANADA



Glen Donaldson caught me at work getting a picture of a 1968 badge.





Some random shots courtesy of Mike McGraw.

D.F.



The Toy Run

There was a good assortment of little, big, old, and new British cars arrayed around the vegetable garden at the Country Heritage Park in Milton. I caught Mary Shier inspecting them all.

After coffee and doughnuts the group was called together and two letters were read. The Toy Run has been granted royal approval! The personal secretaries for both the Prince of Wales and Queen Elizabeth II sent best wishes for the Toy Run's efforts.





Then the route instructions for the run were handed out and off we went. Not having a navigator I slipped in behind this Jag.



When we returned soup was on for lunch followed by a tart.

I was away when Santa arrived in Megan but got back in time to get this photo of him.

The Orange Peel Morris Dancers and the Oakville/Georgetown Celtic Fiddle Orchestra (plus one Morris dancer) provided the entertainment.



I took a walk around in the park and discovered a foot note to last summer's trip to the Ontario Steam Heritage Museum. Two gasoline traction engines from 1918 in the Massey-Ferguson building.

D.F.





Other Events

Hockley Hill Climb

This past July 2nd, the 4th Annual Hockley Hill Climb re-enactment took place. There were 40 cars that climbed the famous hill! Attendance was great from not only our Club, but from other Clubs as well.

The BBQ following the Hill Climb, was graciously hosted by Ken and Sandra Mason and was well attended. The BBQ venue provided a great place for members from different BCCI Clubs to mingle.

Rupert Lloyd Thomas' tally of the cars that made the Hill Climb is as follows: MG = 13, Triumph = 10, Morgan = 5, Jaguar = 4, Lotus = 2, Porsche = 1, Daimler = 1, Mini = 1, Allard = 1, Mercedes = 1, and TVR = 1.

Many thanks to David E. Wood of the BSCCOC, who has shared with us the following links of pictures he took during the Hill Climb.

He has published pictures from Hockley on his website

at:
<http://bsccoc.ca/2015-Hockley.php>

These are small but shareable. He has larger pictures on his flickr site at:

https://www.flickr.com/photos/dewood_/sets/72157655408643301/with/19202433949/

He uploaded everything, so that any one who had his or her picture taken can see it.

Sincerely,

Peter T. Pontsa,

HBCC President

Alan Sands' passenger, Don Haddow, is the all-time Hockley Record holder in the Jordan Special single-seater. (ed)





Morgans Over America

Hi

MOA is coming through again. Our club will be hosting them for their one night stop at Watkins Glen, Thur Sept 17. They are coming in from Philadelphia although some are going to do some side trips and then arriving

This year, they want a tour of Smalleys garage (the home of the tech inspections for the original race through the streets), we may do a waterfall tour (lots of falls in the general area) a trip around the old course (Note that NAS-CAR is closing the big track for major track renovations so no trip around the big track this year) and then to the Seneca Lodge for dinner (separate checks, arrive when ever--)

The next day they are heading off to Kingston, and then on through Quebec and the Maritime Provinces, then back down the east coast Attached is our club flyer since we are the Hosts of the Watkins Glen stop over.

If any one wants to come down, it is a pretty run, the food at the Lodge is good, prices for rooms at the Seneca Lodge are mostly under \$100. But they should make reservations soon, and if making the reservation, please let them know that they are coming in with the Morgan Group and will also be having dinner. At this point, we have about 45 or so for dinner.

I will also forward you the pix of the cars on their way over

So nice to see you folks again yesterday, getting back to TO was no problem at all! What a busy city this is though!

I will be at Bronte, hopefully with Moggie in tow. She is currently getting new engine mounts.

Take good care
Desi

<http://morgansoveramericavi.blogspot.ca/>

WNYMOG Welcomes

Morgans Over America

2015

STEVE ROAKE MEMORIAL

Morgans Over America Tour Stop at Watkins Glen Thursday, September 17, 2015

Two dozen Morgans will be touring their scenic roads in the Eastern US and Canada starting in Savannah, GA on September 9, 2015 and lasting for 41 days ending in Norfolk, VA. The tour has included a brief stop at Watkins Glen on ~~Sept 17~~ and we hope WNYMOGers will greet the group when they are in our area as we have on past tours. Desi Benel has made arrangements to meet the group late Thursday afternoon when we will go for a tour of historic Smalleys Garage and a run of the Old Course, possibly followed by a tour of the falls. Around 7:00, we will all be going to Seneca Lodge for dinner, eating in the main dining room, not as a single group but together in the same way. Separate checks when leaving.

On Friday morning, the MOA group will be leaving for Canada. Some of the group will be going via Thousand Island, Sackett's Harbor route and invite any of the WNYMOG folks to drive along with them northward.

The MOA group will be spending Thursday night at the Harbor Hotel but some from WNYMOG are expected to stay at Seneca Lodge, phone them directly at (607) 535-2014 to make arrangements if interested. Note they are NOT holding any rooms for our group so reserve early.

SENECA LODGE

Participating States: Savannah GA, Charleston SC, Asheville NC, Watkins Glen NY, Kingston ONT, Ottawa ONT, Quebec City QC, Charlottetown PEI, Bedford NH, Halifax NS, St. John NB, Miramichi NB, New Brunswick NB, Boston MA, Philadelphia PA, Washington DC, Williamsburg VA, Norfolk VA.

Brits on the Lake (Port Perry)

I was there, as usual, as was Malcolm and Brenda Taylor, Terry Brown, Dave Wells, Mike and Gillian Arkless and Steve and Jenny Beer.

Excellent event, I will send a few photos tomorrow. As always there are a few interesting cars that never turn up at British Car Day. There was a very rare Innocenti bodied Midget that was beautiful. A lovely Daimler SP250 which has just been finished, I spoke to the owner at length. A 1938 Morris Eight, the only prewar car I can remember. A very original Singer Vogue from the late 1950s with what looked like the original owners driving it..... A BMW Isetta, and I DID comment on what a bloody German car was doing there! Mind you, it may have been one of the cars made in the UK although from memory the one yesterday was LHD.

There was a small but interesting display of British Motorcycles including a 1928 Scott Super Squirrel with lovely patina. Amazing thing to see.

The big advantage to this event is that it is in town and so those who want to, can visit the interesting shops there. One of the local churches was offering a traditional English cream tea for the first time, which was nice to see. Unfortunately we had the usual Scottish Pipe Band march through the streets to irritate me. I can just see all those workers at Jaguar, MG, Triumph, Austin Healey etc listening to Scottish pipes back when the cars



were made..... NOT.

Colin



A familiar looking car took home a prize. (ed)



Perth Rib Fest

A week after the Boot 'n' Bonnet Club's British Car Day in Kingston there was another show an hour north in Perth. I stayed over the week visiting my mother and sister to make sure there was some Morgan representation as Leo Lee, who lives nearby, had just sold his 4/4. But it turned out there were five Morgans in attendance, including two three-wheelers from the 1920's.



My mom, posing by my car, used to ride motorcycles in the 1930's and drove an Ariel Square Four in the 40's.

Luc Charette and his son brought his '79 +8 and his '59 +4 4-seater from Gatineau. And there were two 1920's era three-wheelers. Bob Barclay's '29 Aero came from Ottawa. Clint Lefebvre brought a '23 Grand Prix down from Calabogie. My understanding is that Clint restored both of these two-speeders. He was kind enough to let me display my five-



MORGAN SPORTS CAR CLUB OF CANADA



speeder model with his Grand Prix.

ed the musical backdrop to the days entertain-
ment.

BTW the ribs, chicken and pulled pork that we
ate all were delicious. And a jazz band provid-

D.F.



Mog Projects Update

Rob Fournie's '53

I have been quite busy and seems like always something preventing getting to the meetings.

With Margaret's recent appointment to the Superior Court in London, we have decided to move back to London Dec 1 and purchased a house there. Between house showings here in Woodstock and packing it has been hectic to say the least. Additionally 4 weeks ago Margaret underwent knee replacement surgery. House packing has fallen onto me.

As for the 53 Flat Rad, I received a surprise when the cylinder head went out for rebuild. The magnaflux revealed two cracks. It appears the rebuilder in Washington state did not perform a proper rebuild, the faults were found within 500 miles after the rebuild! The crank galleries were not flushed leading to scored bearings and installing a cracked cylinder head. See photos.

Fortunately, through eBay I located a good used head in Erin Ont. After purchasing it I found to my surprise it is a TR4A head which will improve performance.

Being an original California Mog I was surprised to find the fire-wall was Swiss cheese in the tool box area and typical spots on lower sides.

The wood was mostly original with early signs of dry rot. We also found



earlier wood repairs were poorly done. After careful analysis of all the wood, I decided to replace it all! We have a retired cabinet maker near Goderich who is reasonable and looking for an interesting winter project.

The frame revealed earlier accidents in the front right and rear left corners. It would be interesting to know the 62 year history of this Morgan. I know it was delivered new to California but about 30 years the history is a void.

I must start thinking what colour to paint it. Do either of you know if the cowl was originally painted body colour or black?

Restoration continues!

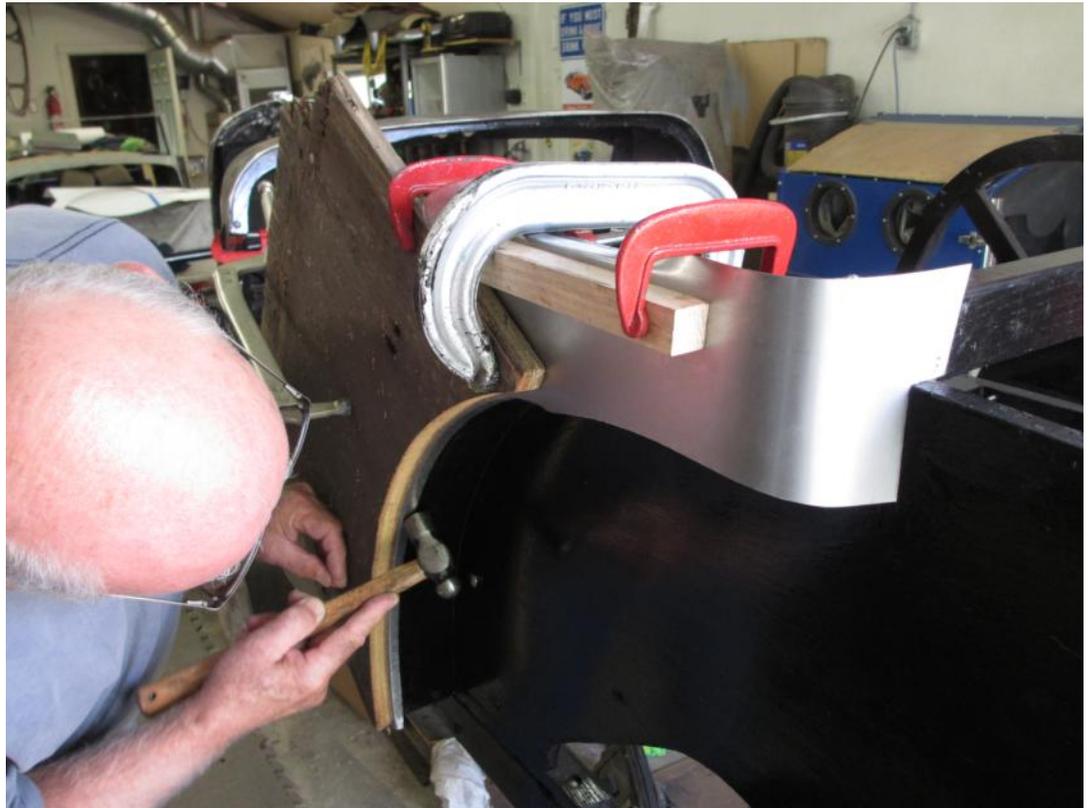
You will notice my Mog is in good company in the shop with the 3.8 Jag, MGTF, and a pristine MGTC under the car cover. A Silver Cloud engine, requiring rebuild, is in that crate outside the shop door.

Rob Fournie



Colin Bray's '37

The body metal work is steadily progressing.





Notes from B.C.C.I. meeting

May 24th 2015 11am at the Ivy Arms Pub Milton.

President Len Fortin chaired the meeting.
Minutes of 2014 mtg reviewed and approved

Business Arising:

Ottawa Mini Club disbanded.

Group Insurance: Decision made to stay with current group C.G.& B.

Long Distance Awards: 2014-2015 period 23 awards won by members. Awards given to members of clubs driving 3000mile/5000klm or more. Details to be confirmed & signed by & verified by a member of your club.

B.C.C.I. Toy drive. Phil Miller reported 2014 another success. Approx 100 cars attended. \$4000.00 plus raised in toys and cash. BCCI to support 2015 event with Fiddlers & Morris dancers already signed up for Oct 4th at C.H.P. Salvation Army very appreciative of our help.

New Continuance documents:

Mystery Car

Issued to BCCI via Industry Canada in replacement of current 1 page to new 6 page form #4031. Form was completed and BCCI now issued new certificate for BCCI incorporated. Mtg duly approved certificate to comply with rules.

BCCI Website:

Len Fortin discussed with a J.B. Management tech of Brockville regards migrating USA to a Canadian base.From HTML to Wordpress platform. Following discussion proposed to go with J.B. Management Approved & Carried.

Car meetings:

June 13th Headwater Club Hwy #10 Caledon Brit Cars @ Agriculture Fairground.

June 28th Toronto Triumph Club Brit cars @ Black Creek Village \$20 per car for Sick Kids Hospital.....Park before 9am leave after 5pm.

July 2nd Headwater Club running Hockley Hill Climb



This ad came into the web master's e-mail recently. The cowl, the waterfall grill, and the winged badge look like Morgan's inspiration for their 1950's redesign. What car is it?

D.F.



Christmas is Coming

It's going to be a prickly ride for Ted getting the tree back home.



Gift idea, convertible pants, ideal for those August days that start off cold but heat up later. D.F.





Saturday September 17, 2016



CHALLENGING NEW 1 KM - ALL TARMAC - HILLCLIMB EVENT



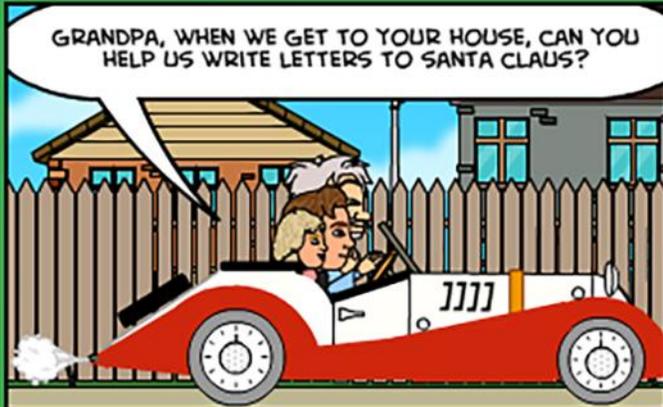
Canadian Racing Legend, Bill Brack invites you to join him on **Saturday, September 17th, 2016** for the launch of an exciting new event to start off the Cobble Beach Concours d'Elegance weekend in Owen Sound, Ontario.

The BRACK Classic Hillclimb at Inglis Falls is an occasion, a happening- unlike any other in North America. It turns the clock back to a time before the development of road racing circuits when motoring competition was conducted on sections of closed public roads. The Hillclimb will capture your imagination and it will reveal the thrill of motorsport in a spectacular celebration of colour, sound and speed.

Be captured. Be thrilled. BE THERE!

EMAIL TO SANTA

BY JAS



GRANDPA, WHEN WE GET TO YOUR HOUSE, CAN YOU HELP US WRITE LETTERS TO SANTA CLAUS?



I CAN DO BETTER THAN THAT, JACKSON, WE'LL WRITE *EMAILS* TO SANTA!



WHAT SHOULD I ASK FOR?

ASK SANTA TO BRING ME A MODEL CAR, JUST LIKE YOUR MORGAN!

ME, TOO!



TO: *SANTACL AUS@NORTHPOLE.COM*,
FROM: *PARKER AND JACKSON*

"DEAR SANTA, PLEASE BRING US EACH A MODEL OF A MORGAN, JUST LIKE GRANDPA'S - THANKS!"



OK, SANTA GOT YOUR EMAIL!



I'LL HAVE TO CALL TED FOR THOSE MODELS RIGHT AWAY...



PARKER, YOU BELIEVE IN SANTA, DON'T YOU?

I'M NOT SURE, BUT I'VE LEARNED ONE THING...



YOU DON'T HAVE TO BELIEVE IN SANTA TO GET THE PRESENTS YOU WANT ON CHRISTMAS!



Regalia



Car Badge \$80.00 CAD taxes included.

Reg Beer Coachbuilders Corp.
Providing quality service & Restoration
To Vintage Automobiles
Steve and Martin Beer

12944 Albion Vaughan Rd.
Bolton, Ontario, L7E 4C6

Tel/Fax (905) 857-3210
Email: cmcmog@idirect.ca



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

MSCCC Executive

PRESIDENT:
Alan Lytle
905-822-1606
alanlytle@sympatico.ca

DIRECTORS AT LARGE:
Ray Stevens
905-659-6366
rstevens11@cogeco.ca

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

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

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

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

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

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

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

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

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

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