



The Blurb



British Car Day—Best in Show

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Prez Sez



Presidents Burble October 2019

Must get this article done as poor David is waiting for this missing piece to complete the Blurb and the summer edition. I shall blame jetlag as we are just back from a week in the UK with 4 days in the Surrey hills and 3 days at

Glen Donaldson
Gleneagles – what a fabulous trip seeing cousins and family I have not seen some of for 30 + years. Did see a few old cars an early 70's TVR, a few MGBs and a lovely Alfa GTV.

British Car Day weekend was a pretty good event, the weather was stunning on Saturday and you will read about the Morgan 110 weekend in this issue. Saturday was perfect weather at 21c and sun and blue skies. Shame Sunday was a mixed bag as I know we could have topped the 40 + Morgans if the weather had been better. I took the 4/4 4-seater as I prefer driving her with the top up – plus she does not slide around as much as the +8 does in the rain. Best oil spot of the Saturday event was done by a very sleek looking MGA – beating any markings that the Malvern bunch left on the Court. I did get a chance to ride

in John Fitchie's 1960 +4 and then Ken McLean's 1957 +4 on the Saturday. Very similar to our 4/4 in terms of ride quality – and of course the non-synchro Moss box has a lovely vintage whine to 1st gear and then a gently timed selection of 2nd gear. I think the wind wings do make a difference – although our modern 1985's also have the large headrests on the seats to help block some wind.

As I was leaving work on Friday the 27th and putting my things in the tin top, I heard a lovely V-8 rumble coming down the road at a good clip. I stopped and looked and there was Norm & Lydia's red and black +8 zooming down the road.

Small world when you see another members +8 out on a test run. Norm & Lydia had stopped in early in the week as the +8 was getting her brake master replaced at a garage near my office. So the new dual circuit system was out being tested late on a Friday afternoon. Hopefully Norm had the +8 home for the weekend.

Hard to believe that there are only a few more events and a few weeks left in our 2019 driving season – time does fly when you are having fun. We are now working on the 2020 events and are open to ideas and suggestions of places to go and things to see and drive etc. Maybe the Mog50 in Luray Virginia will be a little excursion – as not that many years ago the Canadian Moggs would do a pilgrimage and have a fun weekend away in Lu-

Central Canada Morgan Events

October 6
December 1

Toy Run
AGM/Christmas Party

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

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



ray. July 5th to 7th I do believe are the dates in case you wish to save the dates.

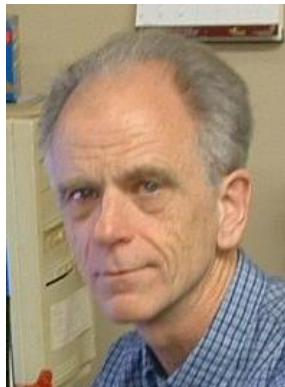
Keith Powell and Cynthia Struthers are hosting the AGM and Christmas Party this year – so save Sunday December 1st and the 3pm to 6pm time slot in your calendar – Please e-mail Keith and Cynthia at kipowell@rogers.com and let them know you will be there with an appy or a dessert. Club will supply coffee and soft drinks – please bring your own adult beverages. Thank you Keith and Cynthia for hosting our Christmas party and annual general

meeting. New location is 230 Winterborne Gate, Mississauga L5B-0C4.

Please remember to send your 2020 membership funds into Brian Hawkins either by cheque, e-transfer or good old cash money at a meeting or club event. Still just \$35 to belong to this bunch of merry Morgan folk and club dues are to be paid by January 1st each year. Well unless you joined the club in September or later then you are all set for 2020.

Glen

Letters to the Editor



Dave Farmer

Yes it is in my garage. I now have my 53 Moggie back home.

I have been working out a few bugs this week but it is looking good!

Weather permitting, I will be driving it to Bronte on Sunday.

The interior trim is not done, but it will allow newbies to see what is meant by a Morgan “wood frame”.

See you Sunday
Rob

Unfortunately the weather was rather iffy for British Car Day . (ed.)



Dave

Here is a picture of a barrel of Morgan body tub parts I saw in the Maynooth General Store.

Steve



Pier 4





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Mike McGraw captured Paul Phillips' car at the Pier 4 show.

The picture below shows that his own project is shaping up nicely.

D.F.





Mystery Mog



Photographed in Wellington, Prince Edward County.

Answer on page 9.



Roman's '55 Plus 4



Lots of details still need to be completed but as I mentioned at the Morgan Club of Canada meeting my 1955 Morgan Plus 4 is on the road. Definitely not ready to show yet but none the less drivable.

This Plus 4 can be traced back to New Jersey making me the 5th or 6th owner. What I was really happy about is it looks like all the numbers match. When I purchased the Plus 4 most of the major restoration phases were complete but as is often the case you have to take a few steps back before being able to continue moving forward, especially since it sat in storage for many years. With the help of John Fitchie, restoration finally continued in Jan 2019 when I had the Plus 4 flat bedded over to John's place. This worked out great because it is close enough so I could drive over and work on the Morgan as schedules allowed.



Many, many hours and dollars invested but when you drive your Morgan for the first time it's all 'Dust in the Wind' and you get a permanent smile that resurfaces every time you get behind the wheel.

Terminology was a little confusing for a first time Morgan owner such as myself.

For instance, the hood is actually the bonnet and convertible top is actually the hood. Good thing that my bonnet opens and the hood fits. I could write pages and pages of restoration details that most of you have experienced but instead I thought I would keep it light yet informative with a few things I did that might be worth your consideration.



I wanted some protection from the elements for my battery so I purchased a marine battery case for about \$20 that is used in boats. As you can see in the photo it fits amazingly well.



The thought of leaving the air intake for the carburetors unfiltered was not something I was keen on nor was modifying the bonnet to facilitate actual air filters. I purchased sink strainers that fit into each other for \$2, cut the bases to fit the carburetors and pushed in the centres to add even more filtration.



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Morgan parts were purchased from our well known Morgan suppliers but when it came to the following, this is who I used:

Hardware - Pacific Fasteners, Toronto

Chrome Plating - Niagara Custom Plating, Niagara Falls ,NY

Exhaust System - Zorro Muffler, Welland

Interior - Commercial Auto Trim, Welland (currently work in progress)

Roman Kruczynski



Mystery Solved

Norm Mort's car

That is the + 4 that was owned for many years by Peter and Dorothy Pfhal. They were active years ago in the club in the Vern Dale Johnson era. Martin and Steve maintained the Plus 4.

Peter sold it this Spring to Norm Mort who lives in the same town as Peter.

Norm Mort writes for old Autos and used to own a Morgan F2 and was in the club back then.

He is a member of the Boot n Bonnet club in Kingston.

Gid



Summer's Events

Annual Picnic



An extremely hot day reduced the number of Morgans getting driven to Alan and Kathy Lytle's house for the picnic this year. The air conditioner option was not available for any of our Morgans.

The heat made the pool a very popular spot this year. The synchronized swim team put in their annual practice and even I came equipped to dive in.



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MORGAN SPORTS CAR CLUB OF CANADA





There was enough tree cover to shade the 6 Morgans in attendance, plus Alan's resident one.

Alan's BBQ ribs were the centre piece of the buffet. Maybe it was the heat, but I got the most ever compliments on my ice cream, Wild Black Raspberry wine flavoured this year.

D.F.





Tall Ships at Midland



We descended on downtown Midland early on August 10th to score parking close to the docks.





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Our event captain, Bryan Tripp, and his first mate, plotting course to our next destination.



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Looks like Steve Beer was trying to figure out which is more complicated, a tall ship's rigging or a Morgan's wiring loom?



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After checking out the sailing ships several of us went to nearby Port McNicoll to tour the steam ship, Keewatin.

A little bit of the engine.

The dining room





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Dinner was at St. Marie Among the Hurons. We had reserved seats but there was just one other table of customers. You can see that everyone had a great time.





Midland to Manitoulin

Hi Everyone - we arrived back at our cottage yesterday after doing a run around Georgian Bay. We head back home tomorrow. After saying good bye to you we headed north via The Big Chute and had Sunday lunch on The Flight Deck In the harbour at Parry Sound.....found a neat place to stay in North Bay with a private beach along Lake Nipissing....swimming was lovely on hard rippled sand followed by a choice for dinner next door....The Owl ...French cuisine or Churchill's across the road for steak or pub grub. We chose The Owlquaint and excellent. Drove over to Sudbury next morning and visited Science North located along Ramsay Lake and built on solid rock.....amazing place to spend the day for everyone....spent the night at the Super 8 and enjoyed tasty Herbert's Fish and Chips.....fresh pickerel caught in Killarney (and not Ireland). Moved over to Espanola and down to Little Current on Manitoulin (largest fresh water island in the world). Checked the phone for accommodation wondering where we might stay for 2 nights. Pretty sure having the car helped as the property manager of the motel made a bunch of phone calls and found us digs down at South Baymouth while the owner gooood and gaaaahed over the car. Accommodation was most basic and high peak for rates BUT right at the harbour for leaving. Spent a day and half exploring this unique island....a mix of British and First Nations heritage.....shades of Prince Edward County but much larger.....many places to eat fresh fish and fresh cut fries....2 craft breweries.....Split Rail at Gore Bay (pop....900) and Manitoulin Brewery in Little Current.....both creating excellent brews. Took on the challenge of hiking mostly up on the Cup and Saucer Trail which is an extension of the Bruce Trail from Tobermory and an extension of the Niagara Escarpment. We managed to get to the top of the Cup which was 4 Km in total and gave the Saucer portion a pass as it was flatter but 12 Km in lengthenough already. Also waded in the waters under a beautiful waterfall in Kagawong.....Bridal Veil Falls....why bother with Jamaica?

Boarded the first ferry yesterday morning at 9:10 (reserved to be sure) and arrived in Tobermory less than 2 hours later.....The water was a millpond and the sun was shining brightly.....why bother with a cruise?

Won't mention how the weather deteriorated after hitting the mainland but our adventure was coming to an end anyway. All this happened because of Bryan's vision to visit the tall ships in Midland! Thank you Bryan and thank you to the Smith's, Hornby's and Beer's for a most fun evening around the table at Ste Marie Among The Hurons trying to resolve all the problems of the world in a creative manner.

Sorry to miss the Bray's.

Cheers from here.

Mary and Ray



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The Great War Flying Museum





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We had club members with eight Morgans and a TR6 show up at the GWFM on September 8th.

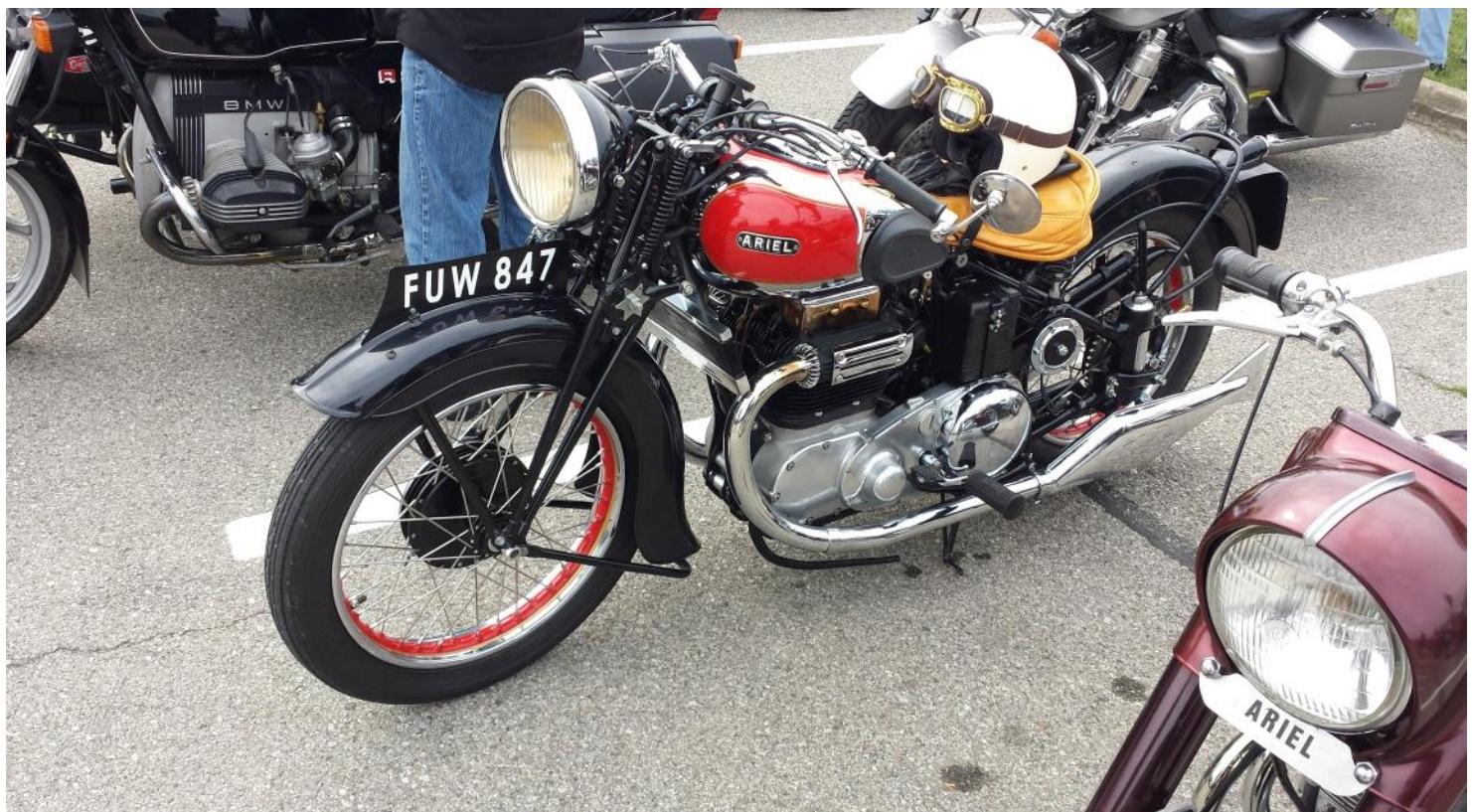




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After breakfast in the airport restaurant I went over to check the motorcycles and was delighted to find a 1939 1000cc Ariel Square Four. This was the first time I ever saw the kind of machine that brought my mother and I home after I was born. We were riding in the side car. Dad had sold his before I was old enough to remember it.





MORGAN SPORTS CAR CLUB OF CANADA



Some of the stars of the air show.



110th Anniversary Tour and British Car Day Weekend

The Morgan Sports Car Club of Canada celebrated the 110th anniversary of the Morgan Motor Car Company with a weekend celebration in Burlington on September 14th and 15th. Saturday saw 15 Morgans (and 1 MGA) assemble at Glen & Gabby's home for Mogs tea and coffee. There 26 members had a chance to get reacquainted, ad-



mire the colourful collection of Morgans and enjoy some time relaxing on the patio or visiting with the Westies, Whinnie and Macallan. The pups are usually seen riding in the back seat of GEES MOG our 1985 4/4 4-seater. At 11 am the group was treated to a fly past of the Canadian Warplane Heritage Museum's Lancaster bomber – coincidence or thanks to Morgan owner and museum volunteer Brent Walker – ahh, we shall never tell.

At 12:30 we had the cars head out for a scenic drive through Burlington and the Halton Hills – taking in the famous Snake Road and testing their footwork as their Morgans geared down to go up the corkscrew turns on Twiss Road. The weather was stunning – clear blue skies and 21 C – one might say a perfect top down day. Along the route, we managed to pick up a lovely drop head coupe that had driven in from Guelph to join the fun. We assembled the now 13 Morgans (hmm, a bit last





MORGAN SPORTS CAR CLUB OF CANADA



supperish) (and that MGA – well his 4/4 was all clean and ready for the Sunday show) on the side lawn at Wundeba – a fantastic little family run restaurant on Guelph Line just below Mount Nemo.

Inside Siana and Marina and the crew were waiting for the hungry, thirsty group. Much to our delight, Dave and Pauline Smith had driven in from St Catharines to join the gang for lunch. -it being a bit of a trek in Dave's freshly restored 3 wheeler super sports. We had a wonderful lunch and a relaxing afternoon with 27 people for lunch and Mary Shier, Colin Bray and Lynne Hornby kept the conversations lively and the group entertained.





Day two of our weekend included the Morgans being a feature at the Toronto Triumph Club's 36th annual British Car Day held in Bronte Creek Provincial Park. This is believed to be the largest single day British car and bike show in North America – where attendance is usually over 1,000 British vehicles plus 7,000 spectators. Think of it as a massive picnic occupying 4 or 5 football pitches with the cars all lined up by make and model and you get the general idea. The Morgans were centre field this year and in two classes: 1909 to 1969 and 1970 to 2019. Sadly this year the weather people were not onside and the forecast kept changing with the rain or Scotch mist being a fairly common prediction. Not even the umbrellas and tops and side curtains at the ready kept the rain at bay. Still we did manage to assemble 33 Morgans on the show field and we all had a grand time. It was interesting looking around the Morgan owners as longevity seemed to be a theme – Dave Smith has had the three 3 wheeler for 53 years, Arthur Beatty was there with his 1957 +4 and is at 60 years of ownership, Scott Barrie has had his +4 for 46 years, David Farmer with his +4 for 47 years. Then the original owner crowd – Norm Hendrycks with his 1969 +8, Hendrik Rens and his 1970 4/4, Peter Vickery with his 1968 4/4, John Collins and his 1968 4/4. Plus making a return to the group was Bill Benet coming from upstate New York in his late wife Desi's





MORGAN SPORTS CAR CLUB OF CANADA



1966 4/4 – welcome back Bill and we are pretty sure Desi was smiling down on you and the Morgan. The 4/4 was Desi's pride and joy and one time daily driver.

When the awards began at 2 pm the news was great. Best of show out of the 828 cars was to be Dave and Pauline's 1933 3-Wheeler Jap powered Super Sport – what a treat as Dave had just completed a 2 year ultimate restoration to take her back to how she appeared on the 1933 London Motor Show stand red with cream wings and wheels and a darker red interior. Colin "the cranker" Bray had the honor of cranking the mighty Jap engine into life so that



Dave and Pauline could drive up and receive their award. However, the Morgans were not yet finished with awards – as Gilles and Martine Lachance won the long distance award – having driven their 1978 nut brown 4/4 550 miles from Quebec City. Kudos to Gilles and Martine as well as Michel Cotte who joined them from Montreal in his 1985 4/4. From the west we were joined by Dave and Lynne Hornby in their +8 from the Windsor, Ontario area.





The people's choice awards were handed out and Dave and Pauline won 1st in the early class, 2nd went to John and Sharon Fitchie's 1960 +4 and 3rd went to Richard and Allison Sharpe's fresh out of restoration +4 4-seater. The later Morgan class was won by Tony Burgess' 2013 Aero Super sport, 2nd was John and Sharon Roden's 1970 4/4 and 3rd was Keith Powell & Cynthia Struther's 1994 Plus 8. The show then wrapped up around 4 pm and we helped Dave and Pauline load the 3-wheeler onto her trailer for the trek home – I kept the top up on the 4/4 4-seater and enjoyed the head room and the dry space. Of course, the rain stopped once I was two blocks away from home – still fun to drive with the top up. Once home the 4/4 was emptied out and put way to dry in the garage. A few days later she was bathed and all re-assembled awaiting the next Morgan adventure.

This was the first time in the 36 years of British Car day that rain had been a negative factor and I know that if the weather had been better we would have had at least another 12 Morgans on show. Still a very successful weekend and the Morgans were a crowd favorite on the show field.

Glen Donaldson
President Morgan sports car club of Canada





MORGAN SPORTS CAR CLUB OF CANADA



We had a celebrity appearance from the Addams Family's Thing, played by Brad Morgan's nephew, Rowan.

Colin seems to have a thing for Rileys. D.F.





39th Annual

ANCASTER BRITISH CAR SHOW, Sales, and Flea Market

Sunday April 19, 2020
9:00 AM – 2:30 PM

ANCASTER FAIRGROUNDS

630 Trinity Road
Hwy 52 at Wilson St. W.
Ancaster, Ontario L0R1R0

HOSTED BY:

Austin Healey Club of Southern Ontario
British Sports Car Club of Hamilton

ADMISSION: \$ 7.00
UNDER 18 FREE

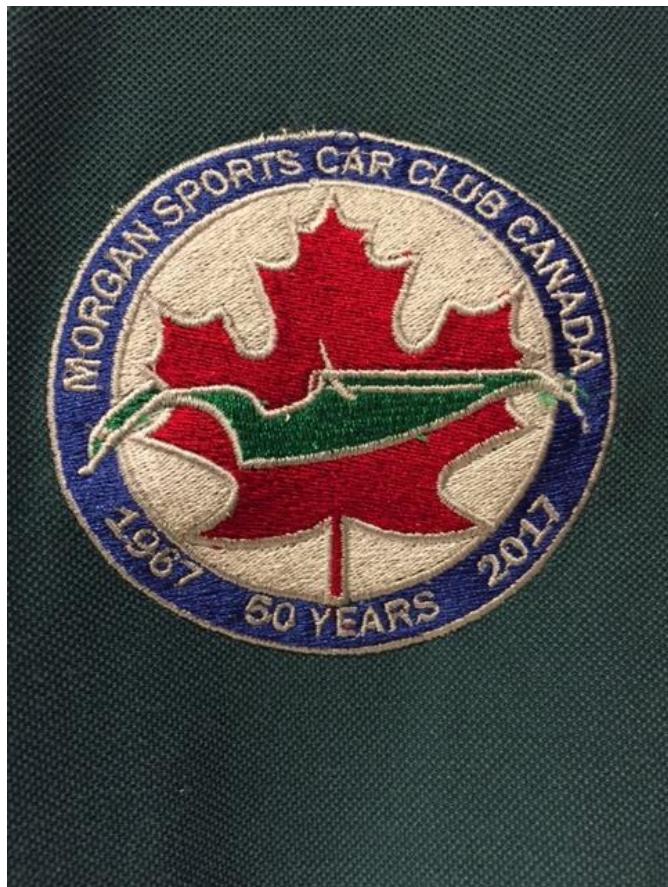
50th Anniversary of the
Triumph Stag

70th Anniversary of the
Aston-Martin DB2

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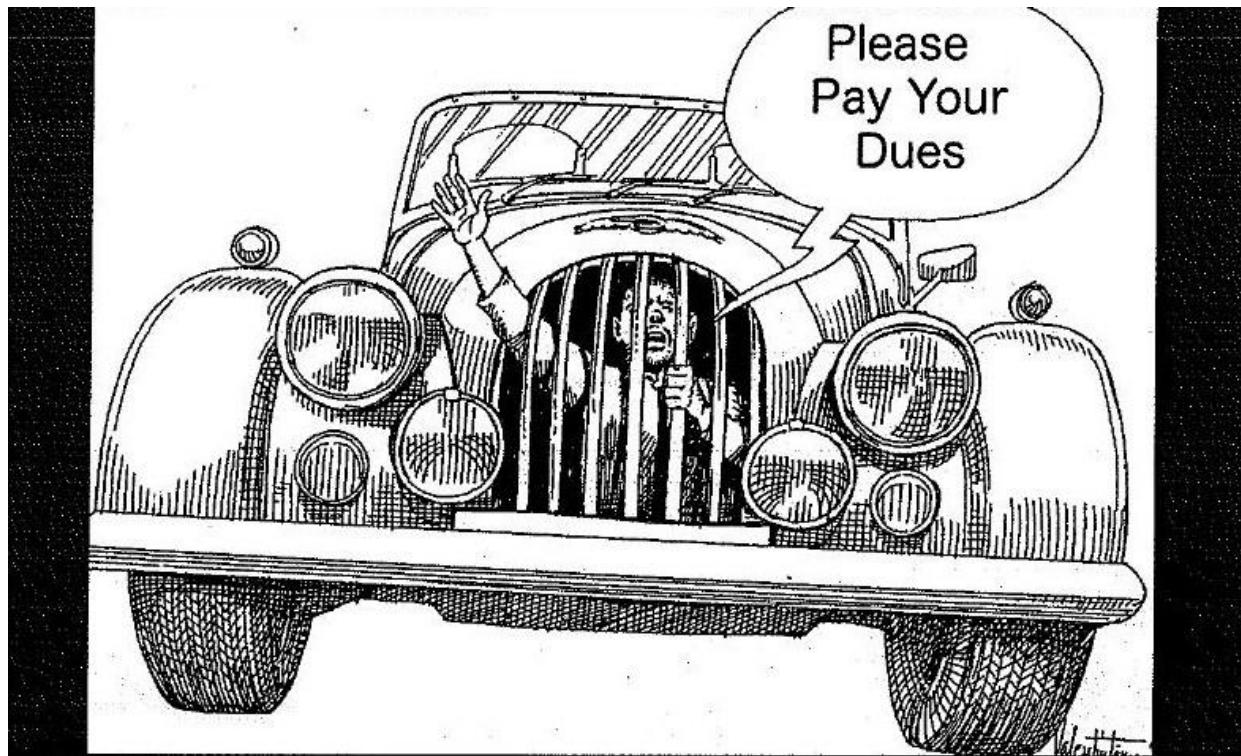
Regalia

Get the 50th Anniversary Badge embroidered on your shirt, jacket, hat, etc. Or how about one on that special dip stick rag you only use for the Morgan?

\$8 + HST = \$9.04 to embroider your item.

Contact Sharon Roden, our Regalia officer, to get your badge embroidered. She also has a catalogue of clothing you can buy and have embroidered.

Phone: (905) 892-6907
Email: jsroden@vaxxine.com





Membership Application / Renewal

Name: _____
 Spouse: _____
 Address: _____
 City/Province: _____
 Postal Code: _____
 Email Address: _____
 Tel. Home: _____ Business: _____
 Morgan(s) owned:
 Model: _____ Year: _____ SN: _____
 Colour(s): _____
 Model: _____ Year: _____ SN: _____
 Colour(s): _____



Membership fee \$35.00* for the year. Payable January 1st of each year.

*Canadian \$ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
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