



The Blurb



Desi Benet's Favorite Picture

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Presidents Burble



Glen Donaldson

Spring is in the air...and soon we shall be pulling the covers off the Morgans and pumping up the tyres dropping the battery back in and hi ho away we go. Signs of spring so far – little sprouts popping up in the garden, and a new Miata on the 407 last week top down windows up at 3C then last Saturday a Polaris Slingshot out on Lakeshore road. Ahh 3 wheelers are now legal in Ontario as part of a 10 year test pilot project – if only we could slip the 5 speeders into the Country. And the ships are back on the lake as

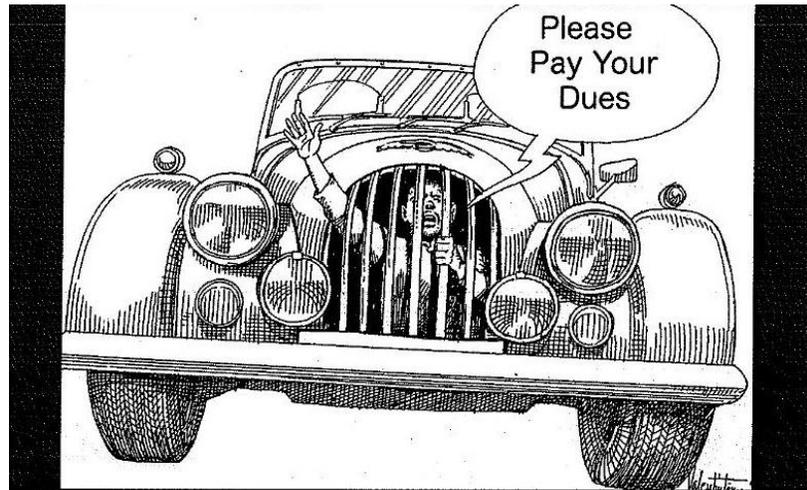
the seaway opened last week and I moved the snow brush into the trunk of the daily driver – danger never sleeps.

Big news from Morgan this month as they unveiled the new aluminum bonded chassis Plus Six – a traditional body with a BMW straight six and twin turbos at the Geneva motor show. I do hope they have a proper manual gearbox in the works. Then the sad news that the Family has sold controlling interest in MMC to Investindustrial – same group that owns a chunk of Aston Martin. I was saddened the day that Charles was pushed out of daily operations of MMC and now we see the next step as we lose the connection with the Morgan family. Thank goodness they still make wonderful cars that we cherish and enjoy plus the Morgan owners are a great bunch to hang about with.

We shall continue on with a stiff upper lip and celebrate 110 years of Morgan here in the colony – as we have the 110th anniversary as a feature at British Car Day September

15th in Bronte Creek Park and two classes of Morgans on the show field. We have a courtesy reservation for 10 rooms at the Burlington Holiday Inn (rate is \$116 and quote group code “MOR” for the Morgan sports car club of Canada rate and call 905-639-4443). Sadly I could not get a larger block of rooms without being locked into a contract and guaranteeing an 80% sell rate as they have changed their policy since our 50th. We shall have organized drives on Saturday the 14th so encourage people to attend two days then on Sunday we hope to have 40 plus Morgans at British Car Day – North America’s largest British Car show with over 1,000 cars and bikes on display.

Up next is April 21st and Ancaster British flea market and car show – yes Easter Sunday – hmm eggs at the club table?. Then Martin & Donna’s visit and BBQ on May 26th – save the date details in the Blurb Lyte soon. See you at the Pub April 7th....hmm top down and side curtainless I hope.....



Central Canada Morgan Events

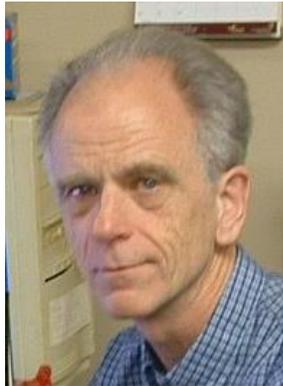
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| April 21 | Ancaster British Car Flea Market |
| May 26 | BBQ at Martin & Donna’s |
| June 22 | Picnic at the Lytle’s |
| July 6 | MG Club Canada Day Rally |
| August 9-11 | Tall Ships, Midland |
| September 14 | Morgan 110 gathering and drive |
| September 15 | British Car Day, Bronte Park |
| October | ? |
| December 2 | 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>



Editor's Message



Dave Farmer

This past winter we had to say farewell to a long time friend of the MSCCC, Desi Benet. I chose to reprint the cover picture which was also on the cover of the November 2002 issue. The empty driver's seat hit me as an apt metaphor for the void her passing leaves in our hearts. Although attending our events meant she had the hassle of a border crossing, she was involved with us enough to get mentioned in the Blurb 111 times

since October 1981.

The only Morgan event to report on from this past winter was the Mike Powley Run in B.C. Thanks to Ken & Pat Miles for the report and pictures. The rest of the issue is filled with; what I did with my Morgan last summer, Arthur Beatty looking back on sixty years with the same Morgan, the results of Stuart Payne's search for the history of his '55 Plus 4, a story about a unique item of Morgan memorabilia, and the photo proof that one of us drove his Morgan, here in the Great White North, in February! Spoiler alert, it wasn't me. My first outing was last Sunday, March 24.

Letters to the Editor

.David,

Sports Car Market has a picture of Steve Beer at Hilton Head, in his 37 trike. The issue arrived today. Will send it if you want.

John McNulty
Western New York MOG

zine was sent a note.

Mark was one of the people that organized the Hilton Head event for the Morgan class

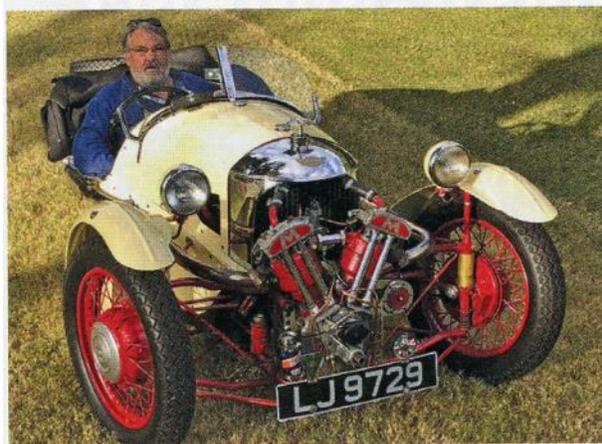
Cheers Steve

(Your editor wrote a letter to the editor at the Neil Young Archives.)

MORGAN?
1-7-19

Item Sports Car Market

Hilton Head Motoring Festival and Concours d'Elegance



Steve Beer of Caledon East, Ontario, Canada, pilots his 1937 Morgan Super Sport 3-Wheeler across the grounds

This is in regard of Neil's interest in cars. There is a website, GOMOG, that since the early 2000's, has listed Neil as one who owns or has owned a Morgan sports car. But he never mentioned a Morgan in his book "Special Deluxe: a Memoir of Life and Cars".

Is he a Morgan owner? Or did the website mistake him for Neil Young of Georgetown Ontario, who was a member of the Morgan Sports Car Club of Canada back then?

Dave Farmer
MSCCC webmaster & newsletter editor

Steve Beer's reply:

Hi Dave

Picture is Mark Braunstein from Florida and his 1934 beetle back. I did notice the slip up in Sports Car Market and sent Mark an email, he already knew and the maga-

Dave,

I do not own a Morgan. it must be the other Neil.
NY

(Lorne Goldman has updated GOMOG's "Celebrities with a Morgan" web page.)



Here's a story for you about the now very common scams related to buying cars on the internet. A few years ago I advertised a Lotus on a Lotus club web site. It was described as being in need of total restoration, photos available etc. And it was not very expensive - \$1500 if I remember correctly. After a few days I had an email from a man calling himself "Thomas Well", apparently living in Ireland and he sounded very keen. I sent him photos and he replied saying that he would buy the car and would send me a cashier's cheque for \$2000 more than the asking price. I was asked to send the extra \$2000 by Western Union, to a friend of his, who would handle the shipping. Well a few days later the cashier's cheque arrives, from a post office in Spain.

Now I was a bit suspicious at this stage, for several reasons...I have heard of people called "Wells", but not "Well" in the singular. Although the "buyer" was in Ireland, the cheque was mailed from Spain... Further, on the stamp was a picture of an antique motorbike and I remembered receiving the same stamp a year before in a letter asking for funds to help an African charity. Also the cheque was drawn on the "Rocky Mountain Credit Union" in Bozeman, Montana USA. Lastly the buyer did not bargain or do much to find out about the car's condition.. So I went down to my local bank, showed them the cheque and asked what would happen if I deposited it. They told me my account would be credited with the full amount. "Well how long does it take for the cheque to clear and for the funds to be safe and secure in my account?", say I. Answer : Clearance from an American bank can take up to six weeks and if the cheque turns out to be fraudulent, the funds will be withdrawn from my account no matter when it is found out to be a dud, ie. there is no statute of limitations on fraudulent transactions. So then I found the Rocky

Mountain Credit Bureau's phone number and called the manager. He told me there were about twelve hundred of these cheques out there and that the whole scam was organized in Nigeria. And now you see the cunning in this scam... If I fell for it, I would send \$2000 cash via Western Union, and get a useless piece of paper in return. Some people even lose the car, although, that's not the usual intent of the scammer. I emailed Mr. Well and said that the bank would not accept the cheque. He emailed me threatening to sue, so I emailed him back, politely suggesting nasty things that he could do to himself and that I had sent his details to the FBI.

That ended that episode, but a similar scam happened six months ago when I advertised a car on the HCCA website.. This time the man told me he was in London Ontario, but could not come and see the car as he was confined involuntarily in a mental hospital! He too was trying the extra funds/Western Union scam. Fellow MSCCC members, this is very common and many other advertisers have had similar experiences. The whole scene is now routine in Nigeria and is called the "419" scam which is the particular section of that country's penal code that covers it. There is lots of info on the web about it, including some from the FBI. Apparently lots of internet savvy guys sit around in Nigeria, emailing hundreds or thousands of advertisers a day, in the hope of catching the unwary few. So how do you protect yourself? Take only cash in hand or from Western Union (!) or a certified, then verified cheque from a major Canadian Bank, or have the money wired to your bank. DO NOT give out your personal bank account details. As they used to say on the old TV show, "Hill Street Blues"; "BE CAREFUL OUT THERE!"

Cheers,
Terry Brown

News from the Pub

Sunday January 6th saw 23 members out at the Queens Head as we rang in the New Year and 110 years of Morgan. Colin & Barbara, John & Sharon F, Paul & Donna, Ray & Mary, Dave F, Keith, Norm & Lydia, Dave & Pauline, Brian & Anne, John R, Lindsey, Bob, Alan & Kathy, Glen and new Member Roman who is working on his 1955 +4. Trivia question dealt with 1909 as January 1st of that year the old age pension scheme came into effect and on March 15th Selfridges opened in London.

Sunday February 3rd we were back at the Queens Head and reveling in the Groundhog's prediction on an early Spring. Trivia for the day was focused on 1909 (do you see a theme here?) the year that the first subway car went into service in New York City with side doors (where were the doors before?) Glasgow had the 3rd oldest subway opening in 1896 beaten by London and Budapest. Dave and Pauline, Brian, Dave and Aaron,

Bob, John R, Hendrik, Adrian P, Roman, Colin & Barbara, Brent & Willy, Ray & Mary, John & Sharon F and yours truly made up the 19 members that day.

Sunday March 3rd we moved the pub up to Wundeba near Mount Nemo as downtown Burlington was engulfed in the chilly Half Marathon and a few thousand runners. Fantastic food and service from Marina and Sianna and a lovely sun filled private room overlooking the back patio. Ray & Liz and Alan & Kathy, John & Sharon R, Dave, Ken, Hendrik & Anya, Brian & Anne, Colin & Barbara, Dave & Pauline, Brent & Willy, Deb W, Bob and myself made up the merry group. Good to hear that Dave's 3 wheeler is progressing and Ken's +4 is freshly rebuilt and ready to hit the road once the salt is gone. Bakelite was the new plastic invented in 1909 and has been commonly found in cars for many years.
Glen



Morgans to Set Sail to Midland - August 9 - 11, 2019

Avast! Lord Nelson has ordered all able bodied Citizens of the British Empire to reinforce the HMS Nancy at the port of Midland, and the Morgan Sports Car Club of Canada will answer the call!

Accommodations

15 rooms are blocked off under MSCCC for the nights of August 9 and 10 for \$149 + tax which includes breakfast and parking. You have option of 1 queen or 2 queens. Rooms can be booked (and also cancelled w/o penalty) until June 9.

Super 8
1144 Hugel ave, Midland
(705) 526-8288

Itinerary

Friday

Convoy: Meet at the Tim Hortons
5960 Highway #9, Orangeville,
ON L9W 3T5 (Airport Road and
Hwy 9) at 3:00 pm if you want to
convoy with the pack.
Otherwise meet at the hotel.

Group Dinner 7:00 PM - Location
TBD

Saturday:

Morning - Tour the Tall Ship Event at the Harbour with lunch on the Harbour at the Boathouse Restaurant.
After lunch stay and enjoy the festivities, or join the optional 30 min. cruise to Port McNicol to tour the Keewatin steamship. (note Keewatin Tour could also be shifted to Sunday Morning)
Group Dinner - Location and time TBD.

Sunday:

No formal events are planned, join together at a reasonable hour for a leisurely cruise down Georgian Bay coast home.

Tall Ship Challenge Event Details

The Tall Ships Challenge Ontario Tour will be returning to Midland Harbour August 9-11, 2019, with historic fun and entertainment for the entire family.

The three-day visit by the Tall Ships Challenge Ontario Tour will include:

- A re-enactment of the Battle of Georgian Bay - Attack on the Port of Midland;
- Tours of the Tall Ships (St. Lawrence, Pride of Baltimore II, Playfair, Liana's Ranson 2 and Madeline I);
- Live entertainment, vendors, food, a lumberjack competition, buskers, bounce castles and more!

For more information visit <https://www.midland.ca/TallShips2019>





Desiree L. Benet

1950 - 2018 Obituary Condolence



Desiree L. Benet

Rochester - Desi passed away peacefully in her sleep on December 27, 2018 following a seven-year battle with breast cancer. Born and raised in Fairville, NY, Desi resided in Rochester since 1973, with intermittent stays in Toronto for school and friends. Her death came on her 68th birthday.

A lifelong sports car enthusiast, she dearly loved and maintained her 1966 Morgan British sports car. She was a past president of the Western NY Centre of the MG Car Club and a founding member or the Western NY Morgan Owners Group.

A graduate of MCC and RIT, Desi held a Licensed Master of Social Work, which she earned at the University of Toronto. She served as a Child Protective Case Worker with Monroe County for almost 30 years and has remained active with the Social Workers Union Retirees and the Democratic Party's 23rd Legislative District Committee. Following her retirement, she worked with Catholic Family Services of Toronto for five years as a Child Protective Team Supervisor.

In her third career she has been a faculty member with the Distance Learning Division of SUNY Empire State College since 2013, where she passed on her knowledge teaching human services to Bachelor level students. In 2018 she was appointed as the Division Chair for the Genesee Valley Chapter of the National Association of Social Workers.

Along with her husband, then Monroe County Legislator Bill Benet, and Gary Mervis, she created the Joe Benet Memorial Kazoo Fest in 1984, which raises money annually to support Camp Good Days and Special Times. The Kazoo Fest honors her father-in-law who operated the Kazoo and Balloon concession for 38 years at Sibley's Department Store.



MORGAN SPORTS CAR CLUB OF CANADA



In addition to her Morgan, Desi was passionate about politics, music, movies, cooking, travel, zoos, her beloved pets, and deep friendships. Desi's joy of life and indomitable spirit burned with an incandescent light that inspired and warmed the hearts of all who knew her. Desi was predeceased by her father, Edmund Lada and her mother, Dorothy. She is survived by her devoted husband of nearly 46 years; her brother, Bruce Lada and wife Denise; her nephew, Michael Lada and wife Kim; her grand-nieces, Mackenzie and Taylor; numerous cousins; and her countless friends in Rochester and Toronto.

Memorial Services are being planned for later this winter in both Rochester and Toronto. To share a memory of Desiree or send a condolence to the family visit www.crawfordfuneralhome.co.

Published in Rochester Democrat And Chronicle on Dec. 30, 2018



Desi Benet & friend in the October '81 Blurb



A Once in a 100 Year Day

Editor's Introduction

Last winter Colin Bray passed me a copy of "Miscellany" with a letter to the editor from a John F. White of Balderson, Ontario. Balderson is just up the

road from Perth where my mother lives. I checked on Canada411 and found one J. White in Balderson. So in June on my way, in the Morgan, to Perth for a visit with mom and to run in the Perth Kilt Run I took a little detour off Hwy 7...

Mid-Summer day 2018 was one of those few peerless, once in a 100 year days; pale blue sky sunrise to sunset, pleasantly cool, the garden brimming with life and colour. We worked quietly outside, finishing the day with a drink on the deck and BBQ ribs. Perfect. But I have overlooked a bit.

Whilst my wife was working her usual patient magic with a charming but ever challenging garden, I was

painting the fence rails on the deck. It is a long job. I had just brushed the last of my gallon of paint when I heard a strangely familiar but not immediately translated throaty sound coming up the driveway and peered round the corner to see. There was the British Racing Green car of my dreams followed immediately by a Canada Post delivery truck. You may reasonably assume that I could not immediately join the dots together and must have looked like a moron. Was this some kind of joke, had I won a lottery,





had the world ended and we somehow made it past the Pearly Gates? Still dressed in paint slobbered scruffy garments I grabbed my Morgan baseball cap just to look decent and headed for the driveway.

Assuming that the Canada Post and Morgan drivers had something in common, I went to sign that electronic receipt widget thingie where you try to make a reasonable facsimile of a signature, like calligraphy with a sausage. Turned out I was not signing for the car, but for a package of underwear ordered by my better half online, unconnected other than by coincidence with the Morgan arrival. But I digress. I couldn't grasp what was going on. Meanwhile the Morgan driver stood quietly holding a piece of paper. When I had signed and the postie departed, the Morgan driver introduced himself a Dave, and showed me the piece of paper asking if it looked familiar. So, time to backtrack my story.

We were back in England November '15 to spend time with my brother and were treated to a visit to the mother of all auto manufacturers, the Morgan factory in Malvern. We had owned a rare 1952 Plus 4 flat radiator 2 seater for a while in the early 60s before an RAF posting to Aden, and stupidly selling it, never to be replaced. What a fun visit, and wander down memory lane. Stirred old longings. But they are rare and expensive these days. But I had a photo op sitting in one at the factory that now sits on my desk, along with the only copy I have of our original.

Some time later, I was forwarded a copy of the Morgan *Miscellany* magazine. The cover photo of a rally beside an RAF Beverley aircraft certainly caught my attention, and I reached for my pen (keyboard actually), writing to the UK editor, and to my delight it appeared in the November edition (complete with 2 original grammatical errors).

And that was that. I wondered if anybody in Canada might somehow get to read it. The Morgan following here in this huge, weather challenged northern continent is modest but enthusiastic and active.

Fast forward to Mid Summer Day Afternoon. The piece of paper Dave Farmer was waving at me was my letter to the editor, and he the editor of the newsletter of the Canadian chapter of Morgan owners. "*Are you the John White who wrote this letter?*" Imagine my goofy grin. Turned out he has a mother near here and was visiting from distant Mississauga, the far side

of Toronto and had traced me and followed his GPS here. It was quite by chance we were even home since an overnight visit with friends east of Ottawa to celebrate the Solstice had been cancelled. The gods were clearly smiling on us that day.

He was clearly very amused by the whole story and we sat out on the deck swapping yarns over coffee and cookies. He left me with a copy of *The Blurb*; all the old Morgan hormones now stirred up. I am hoping we can get to one of the not too distant Morgan rallies, or British Sports Car reunions. If only to keep the fires alight. I thanked Dave warmly for the initiative to meet me, and to so neatly close the loop on our visit to Malvern. What a delightful addition to a beautiful day, and how else to end it but catching the last glowing embers of the day on deck with a glass of wine and BBQ ribs. I am still smiling and burbling (*Blurb-ering*) about it.

John





Reflections on a Morgan

John F White

I purchased a 1952 Flat Radiator Plus 4 shortly before joining the RAF for aircrew training early 1963. At that time there were many different types of older romantic sports cars available on the used car lots in London area. This one really caught my eye and the price was almost do-able; with a bit of help. I don't know now what the princely sum of 190 UKL was worth way back then. I was still a student and my Dad didn't think me and a sports car were a particularly good investment. But we managed to convince the bank to cough up, and off I sped to the exhilarating throaty sound familiar to older Morgan owners. What turned out to be my future wife was a cashier at the same bank and when I came by proudly in our early friendship to show off my proud acquisition and perhaps pick her up, the Manager dryly remarked to her, "That sounds like our car out there so you had better head out and keep an eye on our asset". To her credit she stayed the course, brushed off the shortcomings and we are still together some 53 years later.

The Car, if I recall correctly across more than half a century, had the Standard engine, no heater and a hood that came straight back from the windscreen. Being 6'3" posed a challenge; near impossible access through the side doors with the hood up (e.g rain or cold) and head bent at a bit of an angle when driving, or hair blowing in the slipstream regardless of weather. Being young and with youthful circulation and exuberant insensitivity the latter was chosen. Unseasonable weather protection consisted of leather Irving flying jacket, 'deer stalker' hat or leather flying helmet, and an umbrella. Umbrella was a concession to the gentler sex. In retrospect I concede that such an arrangement might not have been what one's more sensitive passenger expected when offered a lift. The alternative for them was the next bus stop. But then traditional English sports cars were not intended to be comfortable; not very British. It rattled a bit, they all did in those days, and crossing bumps at speed the fan had a habit of hitting the

radiator tank. This, plus a few small leaks in the radiator fins led to a novel solution. Oatmeal ('Porridge' to us Brits) poured dry into the header tank. Smelled appetizing when hot, and sure cured the leak. Of course it also eventually clogged up the radiator leading to an unwellcome expense. Owning an older car was about learning, often the hard way.

Any car my brother and I owned in those early motoring days spent as much time with the bonnet ('hood' to North Americans) up, as down and running. But that was the fun too. How to 'soup' it up. The Morgan was a joy to work on. A couple of clips and off came the whole hood revealing complete access to a delightfully simple engine. These days cars are not 'workable on' and youngsters are deprived of the sometimes painful learning curve and also joys of amateur mechanics. We came up with the novel idea of replacing the old downdraft with high performance SU HS8 twin carbs. The only problem there was that they would not fit under the bonnet. Simple. Cut a hole and build a hump to accommodate them. That worked and the car took on a new life. We took few photos in those days, more interested in having fun fixing this or that than spending hours taking selfies to prove something or other. Our mod was not too pretty.

But if I have 2 regrets, one is desecrating the sweet lines of that engine cowling, and the other was selling my treasure a couple of years later on RAF posting to the Middle East, never to be replaced. (Cut to the cover photograph Miscellany Sept 2017 and letter to Editor November edition).

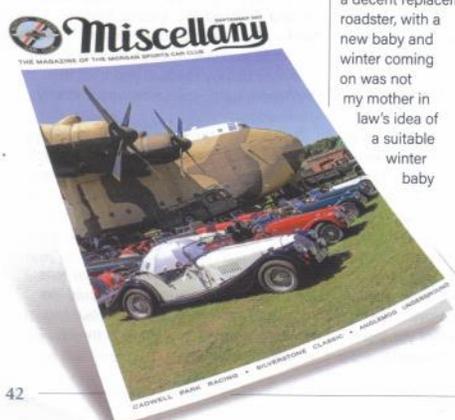
by John F White
(Balderson, Ontario)

My brother has in Evesham just forwarded to me, at my home Canada, the September issue of Miscellany. Talk about a double tug at my heartstrings. In 1965 I sold my much loved 1952 Plus 4 (OSM 829), on being

posted with the RAF to 84 Squadron in Aden, to fly the very Beverley you picture amongst all the Morgan eye candy on the front cover.

I often wonder what became of my +4. When I returned in '67, purchasing a decent replacement, an open top roadster, with a new baby and winter coming on was not my mother in law's idea of a suitable winter baby

buggy, nor for us was the growing price tag. Returning to England on a visit last Autumn, I was treated to a delightful tour of the Malvern factory. But alas just to dream of those glorious machines. We don't see many here. Thank you for making my day.



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Miscellany



In the 2 years I owned the car I drove regularly from home in London area usually 3 to 4 hours in the evenings most weekends all weather to the several training bases, and to the Welsh Hills hiking, plus a trip to Ireland. I loved the noise of the exhaust, the engine, and the rush of cool air around my head. We sought challenging hills and windy roads, the country lanes of Kent and Eastern England still a wonderful playground for an open 2 seater. No more. Returning to England a year ago I found that most of that freedom was a thing of memories. Tightly controlled speed and noise restrictions in the villages, finding a parking spot, and highway congestion signalled a different world.

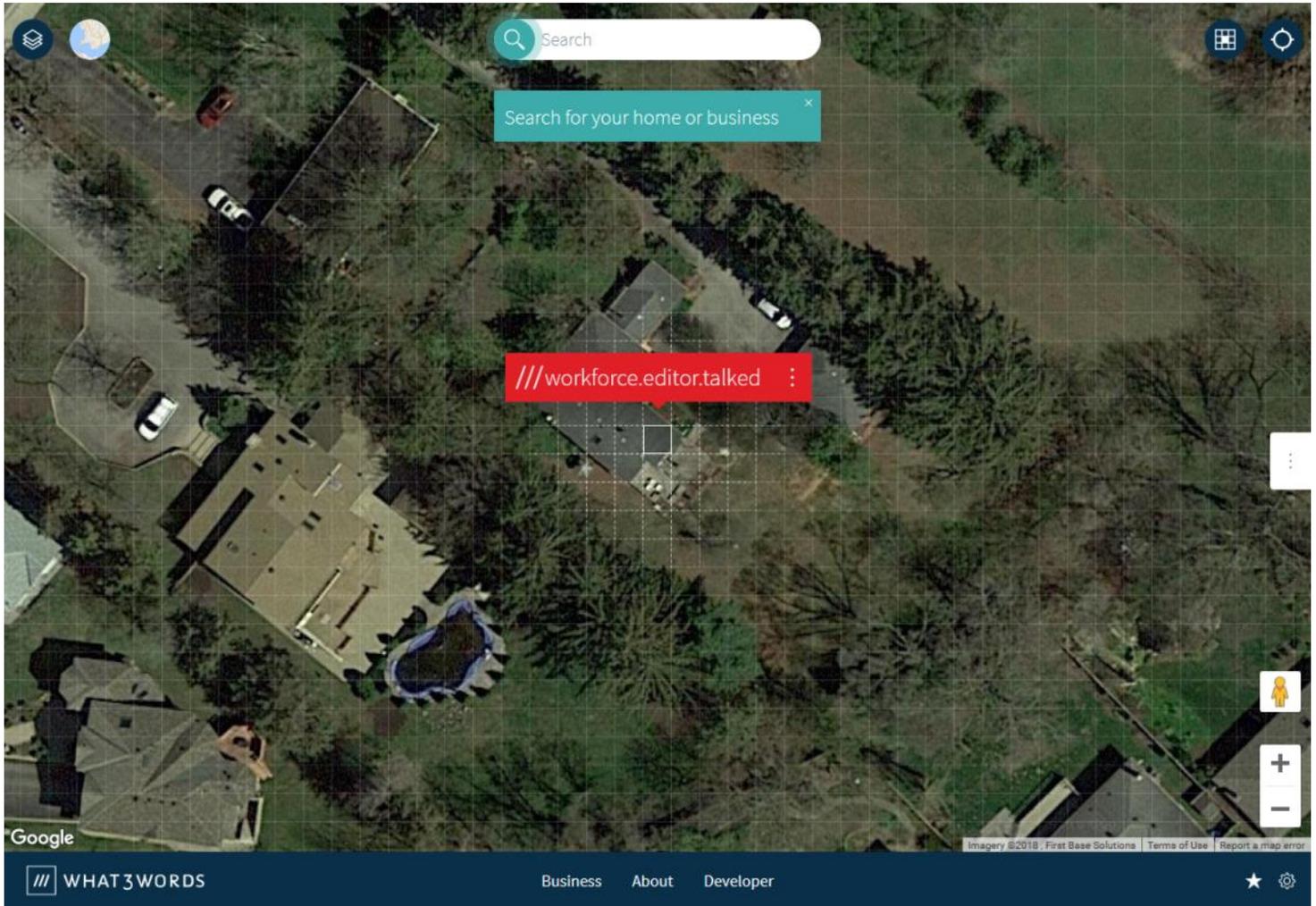
Another of the little challenges of the car was the quality of the headlamps. Not bad, but we didn't have the high intensity ones of today, and much of the driving was at night. Answer; fit a spotlight for the more extreme conditions. We 'borrowed' a handheld one from my brother's old banger and wired it in somehow. The winter drive through the low-lying quiet East Anglian fen countryside was often characterized by fog. I travelled back usually with a fellow classmate, and it was his role to stand bracing against the windshield, spotlight in hand peering ahead into the reflected gloom and giving directional instructions to maintain the carriageway ("*left hand down a bit*", "*right hand down a bit*", "*brake*" (screamed) etc.), and freezing his exposed parts. Urgency of maintaining steady progress usually dictated by the desire to get back to the Mess before the bar closed.

Few of my fellow cadets owned cars, and seating space was prized, especially for our regular trips to the country pubs. 2 seater? Not a problem. Plenty of room for 2 more in the back, sitting above the spare wheel, feet firmly in the storage area behind the front seats. Provided one didn't go too fast it was, arguably safe. 'Argument' of course depending on whether you were discussing with a police officer. But in those days a few pints, a very quiet county lane and a friendly local copper were all in a day's work. But the challenge was remembering the 'tourist class' passengers in the back. Returning one evening my 2 joyriders couldn't be separated from their unfinished beers. Having successfully negotiated a particularly narrow and tight leafy bend in the pitch black road, a voice from behind me said, "*Where's Dickie, He was here a moment ago*". Returning we found him sitting on the grass, with remnants of his pint still intact. No apparent harm done. Beer is a great palliative.

The last I saw of OSM829, it was disappearing rapidly down the road, (3 up !), with its new young owners, the familiar exhaust sound lending a certain cadence to 2 years of its sweet music, a small lump in my throat, but a smile on my face. I often wonder what happened to her.

John White
June 2018





The title is the three word address, assigned by the U.K. company what3words, to the 3 meter by 3 meter square where I am sitting at my desk working on the Blurb. How apropos, since I am the *editor* and entire *workforce* for the Blurb, putting together the articles from you folk that I have *talked* into contributing to it. John White, whose two articles are printed elsewhere in this issue, introduced me to what3words.

what3words grew out of it's co-founder, Chris Sheldrick's, frustration as a music event organizer, with people and things going astray. He needed to hire someone just to be the contact for lost musicians, technicians, and equipment transporters. While chatting one day, with a mathematician friend, they came up with the idea of assigning three words to locations all around the world. GPS coordinates are very accurate but contain 18 digits, impossible to remember. (I have trouble remembering the seven, or now ten, digits of a phone number. ed.) But everyone can remember three words with a high degree of accuracy.

They must have spent some time working out the optimum balance of number of squares, the more of them

the more precise. And the number of words available in the language that would be familiar to all people. The result was 57 (American) trillion three meter squares addressed from a list of forty thousand common English words, using plurals and different tenses of verbs. The list of words does not contain any swear words and no slang, since slang is usually local. Similarly, in deference to our neighbours in the U.S., no words that have an alternative spelling in American English are used. And to prevent confusion when the three word address is communicated verbally, no homonyms, i.e. you won't have an address like, '///they're.their.there'. This means there are some similar addresses but those are purposely placed far apart. For instance, the main door of the Queen's Head Pub in Burlington is at *///climbing.waitress.tagging*. So if a guest coming to our monthly brunch uses what3words for directions and it shows them a spot in Sydney Mines NS, they'll know they miss-remembered the address and must have entered *///climbed.waitress.tagging*.

What use is this system? Seventy Five percent of the countries in the world do not have reliable addresses for everyone. The Mongolian postal system was an early

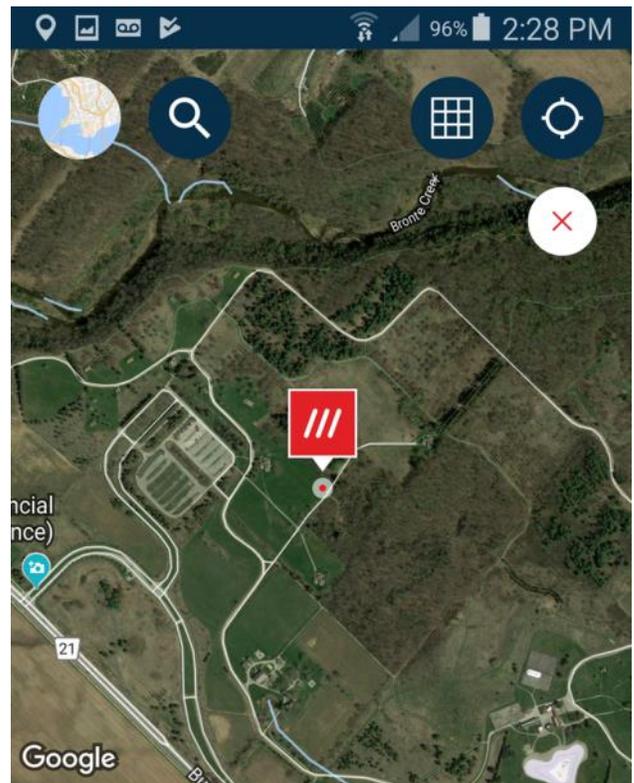


adopter of what3words' technology. Now a nomadic group can register with the post office and text them a three word address for their camp and get their mail delivered until it is time to move again. When they move, they put a hold on their mail until the next camp is established. Two courier companies, one in London and one in Dubai, compared deliveries to street addresses versus to what3words addresses. The three word address deliveries were done 30% faster and required no phone calls to complete. A third of the street address deliveries required a phone call before reaching the recipient. There is ad hoc housing built around many cities where access is through winding alley-ways leading far off any named road. Paramedics need two or three hours to ask around before they can reach someone in need in these areas. But with a what3words address they know exactly where to go. And what would you do if you had to deliver something to one of the over 600 Juarez streets in Mexico City?

Right now what3words has the squares covering the Earth's land masses named in twenty five languages other than English. These are not translations from English, there is no one to one translation for all words to all other languages. However the oceans are currently only addressed in English. (Britannia rules the waves?)

What good is this for us? Say you're at British Car Day and a friend from out of town texts you to say they want to see you, or actually see your Morgan and all the other Morgans. Do you text back directions? The exit from the QEW, which entrance to the park, what turns to make to get to the parking lot. Wait, since you drive to the show field via a service road, do you even know how to get to the public parking? Or would you rather walk over to your Mog while starting the what3words app and

then when you arrive, tap on the icon to show your current three word address. Then text to your friend; "I'm parked at relies.shifting.notions. Notify me when you're parked so I'll be near by."

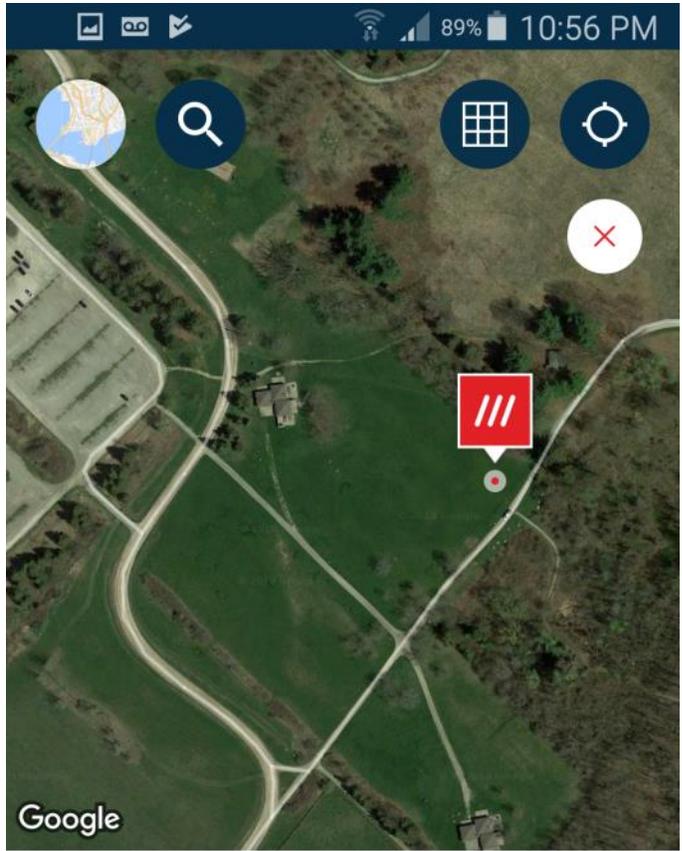
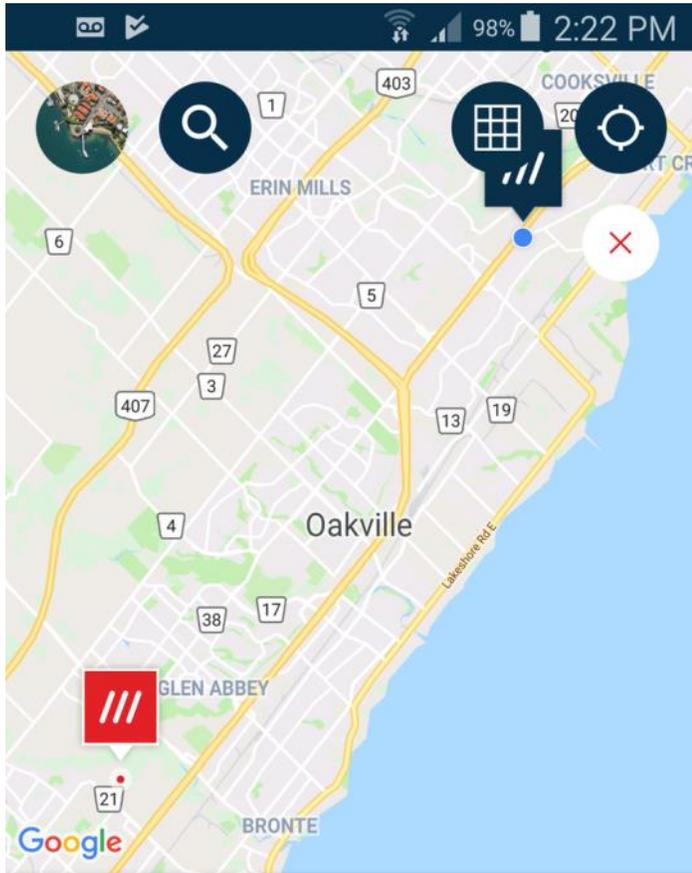


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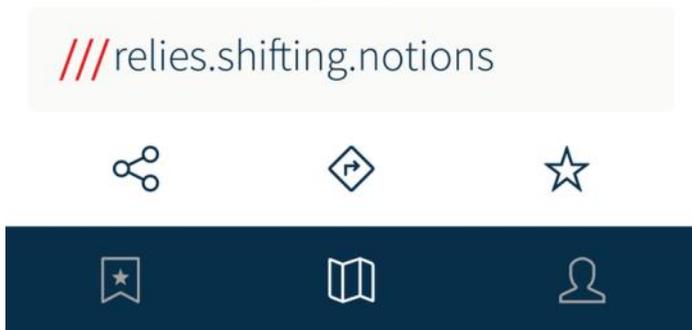




Your friend would start the search function of the what3words app and enter that address. Then it will display your position with a red square and their position with a blue dot. In the parking lot they can zoom in and use the satellite image to orient themselves with the landmarks and roads. There are third party apps that use the what3words technology and will display an arrow pointing towards the destination, or list turn by turn directions.



///relies.shifting.notions



A what3words address would also be useful when you invite fellow Morganeers to come see your Morgan project in your shed. But the shed is reached through an unnamed lane between two houses on a different street than your house address. Instead of having to direct the

people who fail to see the sign you set up by the lane, you can give everyone the three word address of the entrance to the lane. Then you just have to say 'Hi!' when they arrive.

After finding the address of my desk to be so appropriate I scanned all over my property looking for other addresses of interest and found a square in my back lawn with an address starting with 'dandelions'. And I will be keeping a close eye on the wild black raspberries that have started to grow beside my garden shed in, 'riches.supplied.surely'. That looks like either bountiful harvests of berries or I find a rich market for my WBR ice cream.

You can find out more and down load the free app at; www.what3words.com.
D.F.



Handcrafted Metal Bodies

A month after my cold call on John White I drove the Morgan to Perth again to attend the car show at the Perth Rib Fest (Blurb Summer 2018). When I arrived mom needed a couple of things from the grocery store so I drove back through town to the store on Hwy 7. As I was closing the tonneau a man walked up to me expressing some admiration for someone actually driving a Morgan in this day and age. Robin Fredette was his name and he had recently retired and closed his hand crafted car body business in Ottawa, moving to the quieter back woods of Lanark County. His credentials included working on Greg Kaufman's 3 wheeler and Plus 4, and on Ed Burman's Megan, now owned by Ray and Liz Stevens. He gave me his card and offered an invitation to visit his shop.

A few days later my brother George decided to visit too. He works in the foundry at the Ontario College of Arts and Design University in Toronto, so I thought it would be interesting to get two artists in metal talking. I phoned Robin and we made a date to visit his shop.

On the day, I plugged his address into to my GPS and off we went. Robin had expressed an appreciation of his privacy at his new home but I never would have thought



that that would lead to messing with the GPS system. If I hadn't seen his number as we drove past it, I have no idea how far away the GPS would have taken us. We could just see the house as we turned into the driveway but his work shop is well hidden off to the side.





He was still finishing projects for two customers, a Sunbeam Alpine and a 1929 Boat Tail Auburn.

The Auburn's bare steel body has been here for a few months and there is not a speck of rust on it. Robin practises "meticulous care" which starts with good climate control in the work shop keeping the humidity low enough to prevent rusting and stepping outside for a smoke. His metal work also includes making his own tools. Including this hand held crimper and the two big floor model presses to the left of the Pullmax machine behind the Auburn. Telling us about the presses led to a short lecture about metallurgy. He uses a press because it deforms the metal way beyond its elastic limit which prevents there being any local stresses in the metal, unlike the effect of an English Wheel. However the Eng-

lish Wheel does get used along with a planishing hammer to smooth the surface for painting.

Once these two customers projects are complete he has his own car to build, a bespoke version of the Cobra. He has a kit version's fiberglass body for inspiration but his will have a little bit longer wheel base to make its handling more to his taste.

When he needs a break from panel beating he has a full drum set to beat on and he occasionally gets gigs to play them. I had to ask if he had ever combined his talents and made himself a set of steel drums, but no he had never given serious thought to that.

Latest news from Robin is that the Auburn is on hold as the owner is ill and he has taken on an Arnolt Bristol.





Mike Powley Memorial Run Jan. 26, 2019

the haggis, exchange Morgan news and generally discuss the news of the day.

The run essentially went as far north as the Fraser River passing through Fort Langley and continuing east on Riv-



Although the weatherman had promised us a sunny day, the sky was cloudy but that did not deter 17 members with 9 Morgans plus one Cortina and one Mini showing up at Tim Hortons for the day's drive. Four additional members joined us for lunch with one going home and as a result 20 members sat down to enjoy

er Road to 272nd St. where we turned south to 56th Ave and turned west to 264th St. where we turned south to 16th Ave and headed towards the pub in Ocean Park. Along the way we saw cranberry fields, duck ponds, eagles, other birds and a broken pier in White Rock.



of the British Car Enthusiasts from BCCI for his contribution to Pacmog in writing the bylaws, and the operational manual and his efforts as Webmaster. Thank you, Tom for a job well done.

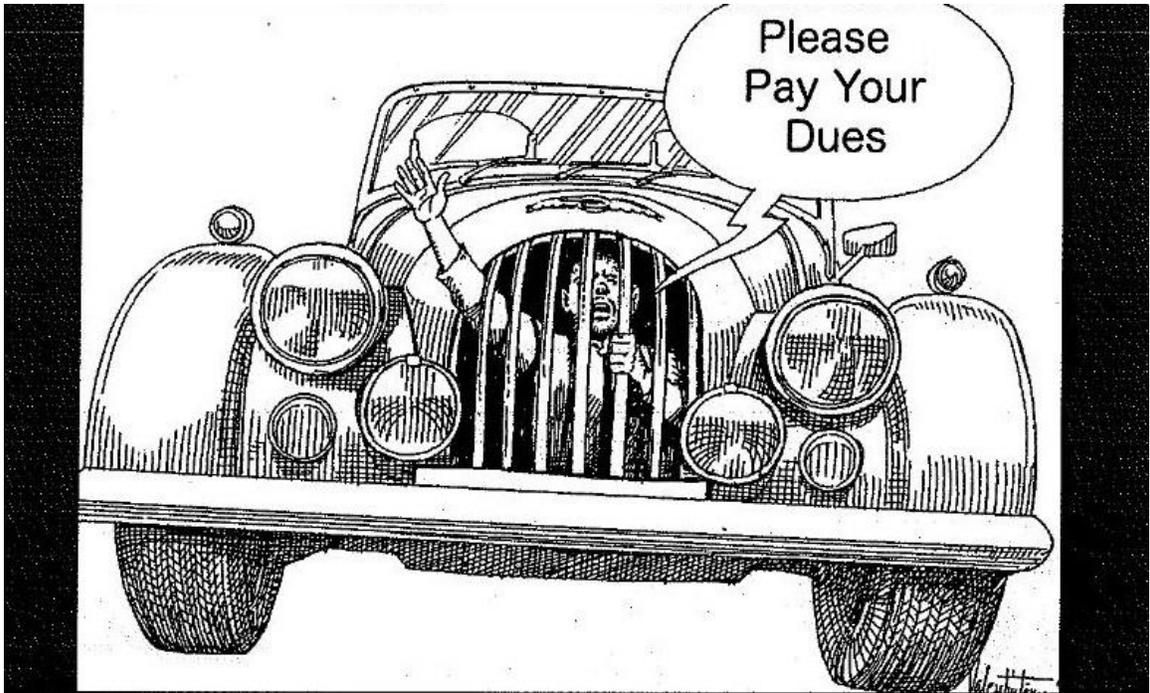
Everybody was reminded about the "Hearts and Tarts" run on Feb. 17th. Thanks to all who attended.
Ken Miles

Several new members were in attendance and these were Don Allen, Chris and Alanye Brunt-Tompsett and Herb Ginther with Tom Morris.

Pam Mahoney read the "Ode to the Haggis" and then served it out to the members who wanted to eat some with or without scotch gravy and some asked for extra servings. Dave Collis was the last person to be served with his meal and thus received the Mike Powley Memorial Cup with \$19 more than he put in.

Tom Morris was presented with the Order







60 Years and counting...

This spring will mark 60 years of ownership of my Plus 4. There is some thought in the Morgan community that this might be the current record, if not the all time one. I'm sure someone somewhere owned a trike longer. Go-Mog thinks it is a US/Canadian record. I am going to contact Melvyn to see what he thinks.

60 years seems short to me, but it is more than half the time Morgan has been in business. Here are a few pictures from the early day.

Here we are in 1959 when it was new to me. It had only been first licensed in 1958 and I bought it from the original owner.



The whitewall were the first thing to go.

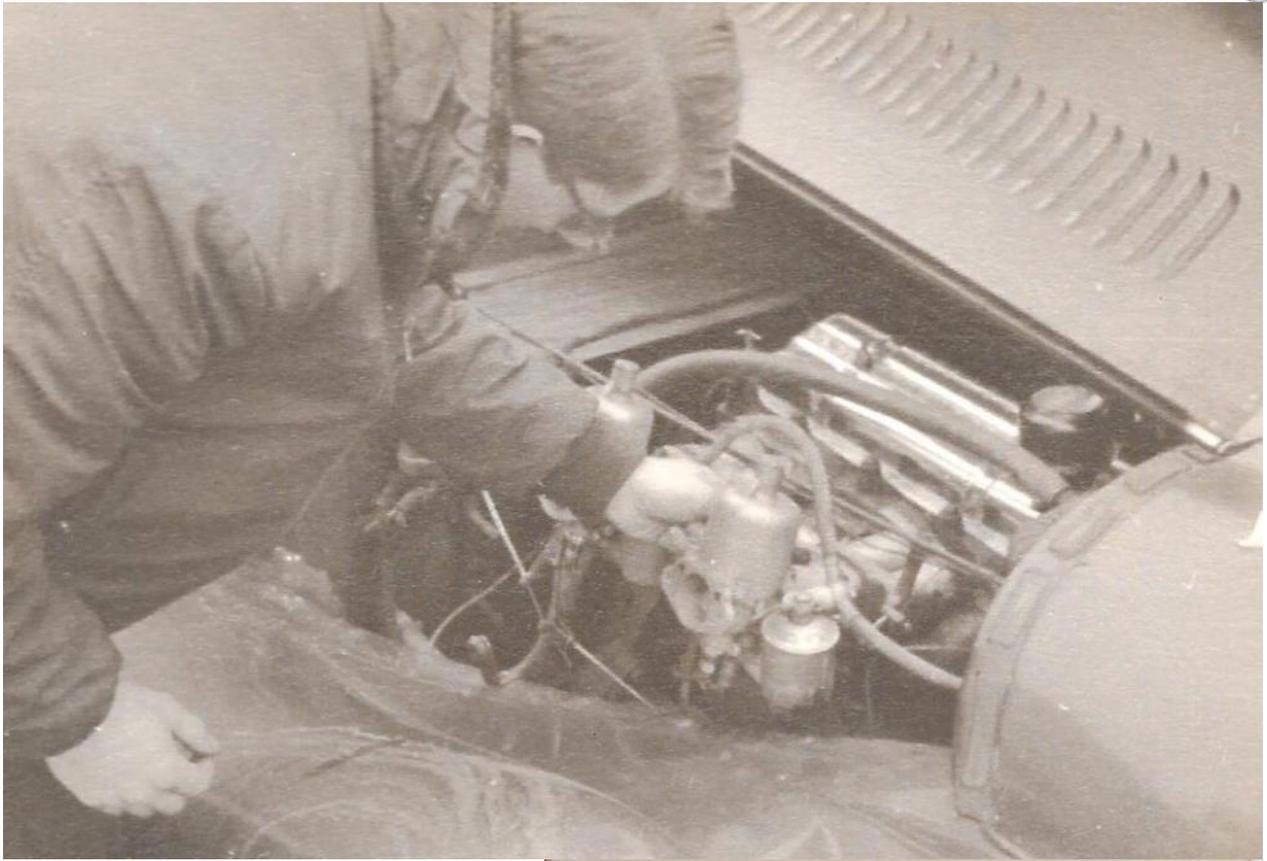


I have my Don Draper doofus look going.



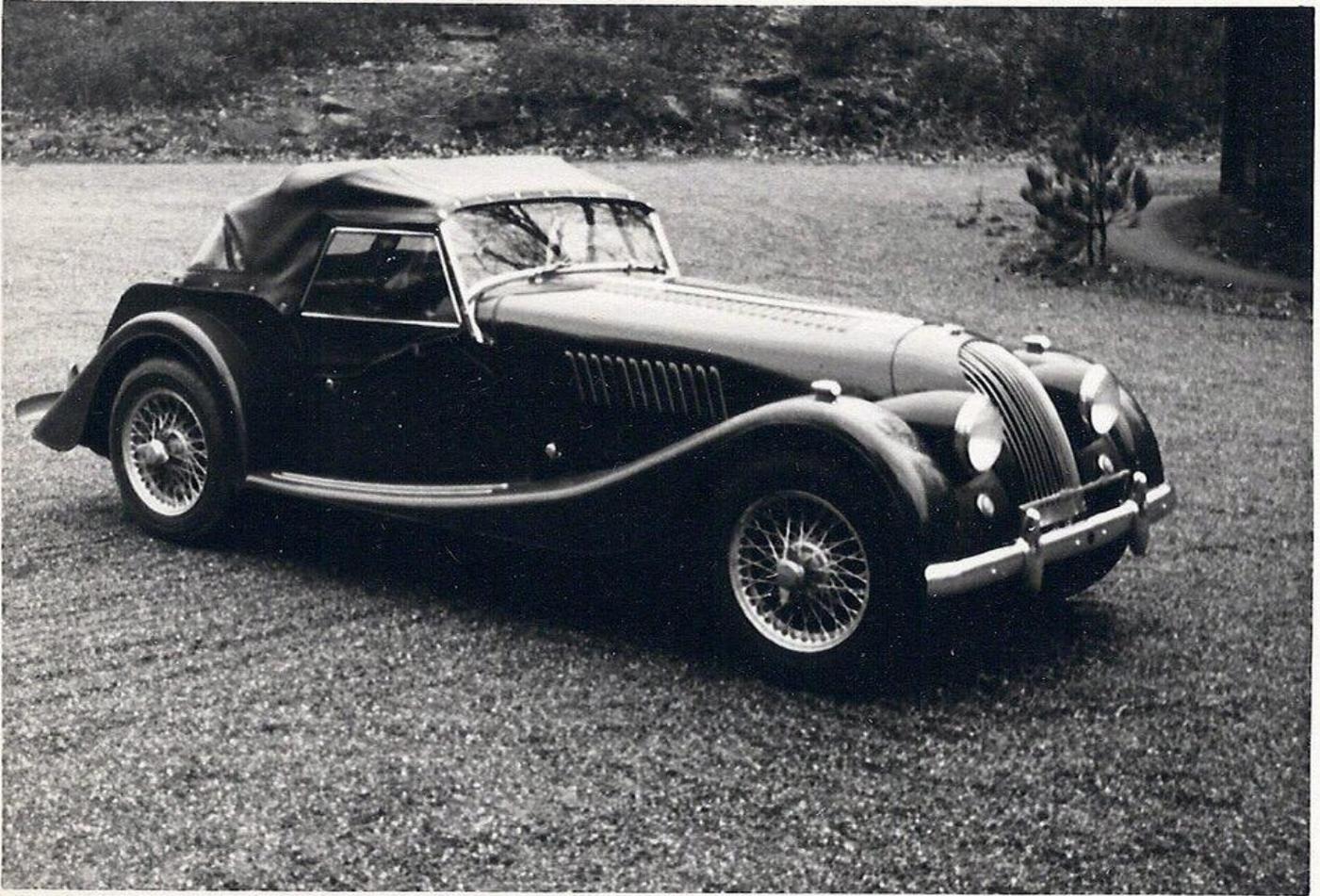
New Hampshire only had a rear plate. I had PLUS 4. Still have it somewhere.





I drove it all over New England with my skis and boots inside. Luckily they didn't use salt back then, just sand or grit. It was quite a good car in the snow.





And here is last spring heading to Mosport for
The VARAC Test Day with my daughter.
A.B.





Morgan - A Sign of the Times Only in Canada

By Norm Mort

When I first met Roy Elliott back in the early 1990s I was writing for the Montreal Gazette in their Automotive Section and later also wrote the West Island News supplement. Roy was a big car enthusiast with a broad range of interests that included British cars and Studebakers in particular, as well as other assorted makes. He had not only owned a broad range of makes, but also his collection had spanned an equally diverse number of vehicle body styles. From what I recall seeing over the years, there was everything from Studebaker sedans to a Mini Woody Countryman, a British Rootes Commer caravan, an Avanti hardtop, and a rare Railton Drophead Coupe. As well, over the years Roy accumulated a vast array of die-cast models in various scales of different cars and trucks from around the globe, old signs and memorabilia, plus a small library of books.



64 Daytona — This 1964 Studebaker Daytona was one of the numerous cars owned by Roy Elliot.

About seven years ago Roy was downsizing and I bought a few books to add to my collection, but it was a Morgan sign that I immediately knew would look great on my office wall. I heard about it being offered under consignment in a nearby antique and curio shop. It was from the 1950s announcing the then new Morgan Plus Four. Made of wood and shaped more like a vertical, arched Victorian bar sign, it was beautifully painted; albeit bearing numerous small chips on the edges of the black enamel paint from age, not carelessness. Otherwise, the lettering or script was like new other than being a bit faded. The Morgan Plus Four car on the board literally sat proudly about in the centre, three-quarters of the way up from the bottom. The Morgan was a 1-1/2-inch relief sculpture made of wood and appeared to be perfectly to scale and quite accurately detailed. Money was exchanged and I arrived home hoping Sandy would think this Morgan sign was as spectacular as I did. She was jubilant and agreed it would look spectacular hanging over my desk.





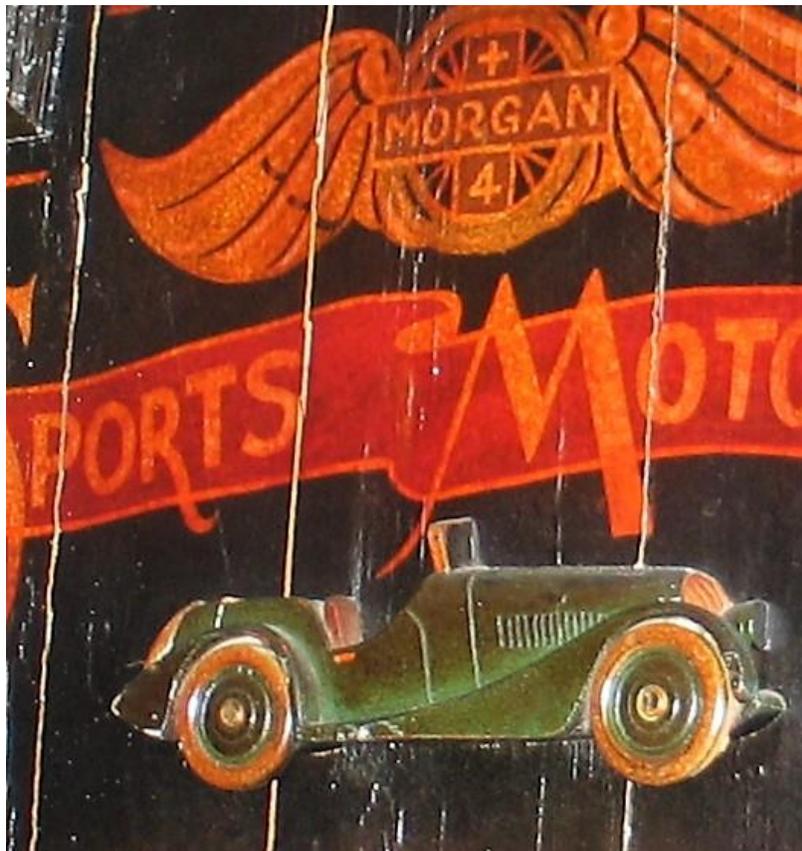
Later Roy was able to supply me with information on the background of the sign which was far from an enthusiast's doing, but rather thought to be factory made. Back in 2010, Roy had received a letter from the Morgan Sports Car Club in England. The club secretary sought information on the board by talking to the factory, fellow club members and put it on the world-wide Morgan discussion board on the internet. Apparently, the sign, which was referred to as an "advertising board" dated from 1954 or '55. Morgan had introduced the new cowled radiator on the Plus Four in 1954, but the rear tire was not changed from its upright position to its sloped deck mounting until 1955. It was felt the boards were made either in the Morgan Car Company factory in Malvern Link, or were commissioned by the factory from an outside source. The boards were produced for Morgan sales agents to display in their showrooms.

In Canada there were three Morgan car dealerships and it is believed one of the three were sent this particular board. The Morgan dealers in the 1950s consisted of Sterne's Garage in Sydney, Nova Scotia; Birmingham Motors in Winnipeg, Manitoba; and Windsor Motorcycle sales (later Metro Motors) in Windsor, Ontario. Then again, the advertising board may have been brought here from "over 'ome," by a keen enthusiast.

The Morgan Club knew of two other Plus Four boards in existence and another that pictured a barrel-back, Ford-powered three-wheeler that ceased production in 1952. An interesting fact was the signs were all painted in a similar manner, but not in an entirely identical style -artistic interpretation perhaps? Some were shorter than others and thus varied somewhat in overall size.

While there are more boards in Britain owned by a handful of Morgan enthusiasts, and more than likely some reached the United States; the overall total made, or the number that have survived is unclear. Regardless of the rarity -if any, it is a prized possession for any keen Morgan enthusiast -especially like myself, who also owns a handsome "Morgan - A Sign of the Times

Only in Canada
By Norm Mort





Early Bird Prize Goes To....

Ken McLean who took his '57 +4 with its freshly rebuilt engine out for a spin on February 23rd.





GEE 532

This is some history about Stuart Payne's '55 Plus 4 cobbled together from a series of emails he exchanged with one of its former owners. (ed.)

Hi Stuart,

Gill Bevan has kindly passed on your E mail address as I was quite excited that my old car had been featured in the November Miscellany.

First - to introduce myself! My name is Peter Thompson and I have had a long association with Morgans over the years, ever since my first car, bought when I was 18 for £25, which was a 1930 Super Aero 2-speeder which I could drive on my motorcycle licence.

Since then I have had several Morgans, both three and four wheeled & also edited the 3-wheeler Club Bulletin for 7 years and the London Centre Morgan 4/4 Club (as was then) newsletter for a while. I am currently the Librarian for the Morgan 3-wheeler Club & for my sins have a 1928 Aero with Anzani engine!

My 4-wheeler involvement started with a Climax engined Series 1, reg. DLU576, which I now believe could be in the USA. Whilst I owned it I gave it a pretty thorough rebuild including changing the engine & gearbox & learnt a lot about how Morgans put their bodies together - the end result wasn't perfect but gave me good experience when I came to GEE532.

I was told about the car being for sale by Eddie Tweedy who used to work at F..H..Douglass the Morgan dealer in Ealing, and ended up buying it for £160 - on the road & drove it back home (that was in 1968 so prices were a bit different!) - I have attached a picture taken shortly afterwards & following a coat of paint.



I then started doing significant mileage driving to work and back & all went well until I ran a big-end coming down the motorway from the Midlands. In those days one could go & get an exchange engine off the shelf so this I did & again all was well until an MGA decided to do a "U" turn in front of me, at night when the roads were wet & greasy, which resulted in the MGA being written off and 15 months rebuilding the +4. During this time, I did a complete rebuild, blasted & strengthened the chassis, many parts stove enamelled, new front cross-head, new suspension & wider brake drums, new scuttle panel (the old one had rusted out, rebuilt the ash frame completely including increasing the size of the rear compartment so that I could carry the Sousaphone which I was playing in a jazz band. This necessitated making new panelling for the rear of the body, remodelling the hood frame and removing one of the twin spare wheels. I also changed from 16" to 15" wheels so that I could get better tyres. These days I would probably be condemned for ruining the originality but back then it was not a problem and in fact I



won the Concours at the first meeting attended! The result was a car which was superb to drive, performed well and in which I then did 100,000 miles. I used to tow a trailer to race meetings carrying my 3-wheeler racer & she would tow at significant speeds if asked - the trailer had 4/4 suspension on it so all was very Morgan related!

It was eventually a "change of life" that caused me to sell GEE to Simon Coates of the VSCC who I had come to know through his involvement with the Jarot Engine Accessory Co of Wimbledon. I regretted having to sell but that's the way life goes. In fact part of the sales agreement was that I would have first refusal if Simon ever sold it but that occurred when I was working as a self-employed engineer on Marine Diesel engines and the +4 was hardly a suitable mode of transport!

Anyway, recently a friend of mine in the MTWC were talking about Plus Fours - he drives a 1956 model - & I mentioned that I wondered what had happened to my old one - it was he who told me about the coverage in the November Miscellany. I have an album of photographs covering the rebuild and other ones of the car at various gatherings. I believe I also have some video of it at a driving test but that might take a bit of finding!



I hope this is not too boring and that we might correspond. All the best
Peter



Hi Peter,

I have always wanted a Morgan so joined the Morgan club of Canada a couple years ago to see if they could provide some leads on finding an old one. Sure, enough about 2 years ago they sent me an email saying there was one coming up in an estate sale near Ottawa (I live in Toronto). I drove out there, liked what I saw and bought her. She apparently was the daily driver of a 90-year-old gentleman, and when he passed away with out any decedents his estate went up for auction.

The vehicle was in good shape from a structural perspective, frame and body were fine, but the interior was rough and mechanically she needed quite a bit of TLC. I am just about finished restoring the interior and I live close to Canada's top Morgan shops who sorted out the mechanics (exhaust/brakes/wiring harness/etc) to get her running in top shape.

I would love to hear more about her and see any of the interesting photos you have of her. I really think it is a special car and it has been fascinating to try and follow her ownership history around the world.

Did you know she has a staff parking sticker on the bumper from Langley Air Force base? I am guessing she spent some of her life in the USA....can you say CIA?

I would love to see any photos you have of it towing the 3-wheeler or you taking the Sousaphone out of the back of the vehicle. The guys in the Morgan Club were actually super interested in how the back was modified. They knew it had a very well-done modification but could not figure out when or why.



I would love to correspond and would welcome you to see and driver her again if you make it to Toronto. I will shoot you a couple emails with photos.

Yours truly,
SP
Stuart Payne



Hi Stuart,

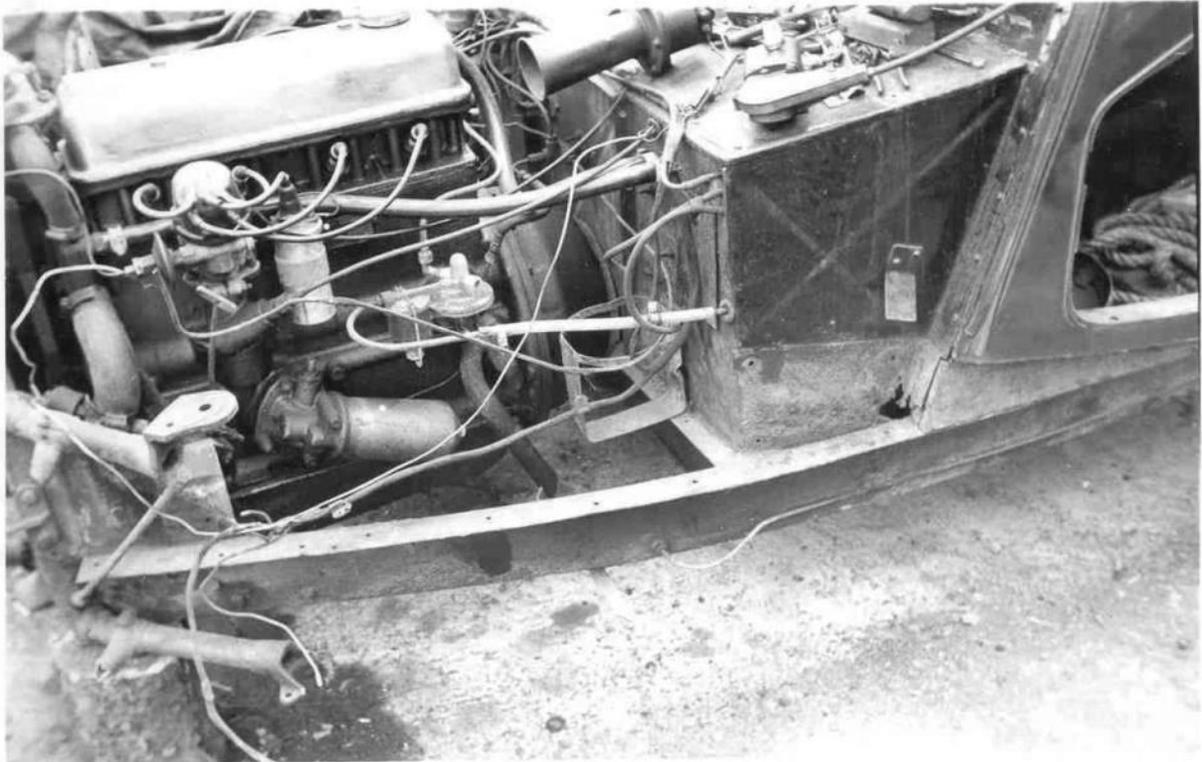
I am really overjoyed to see the car in such fine shape & even the colour is very similar to that in which I painted it back in 1968. I remember the interior well - I restored the dashboard (new black crackle paint on the metal panel) but after trying two bucket seats then went back to the original upholstery as fitted - leather seat back & squabs with Mosley "float-on-air" cushions. They were rather worn then but were only 13 years old - after another 50 yrs I suspect they would be rather tatty!

I have started sorting out pictures - there is a significant quantity, mainly black/white as I lost all my colour slides in a fire and that included holidays on the Continent. I am hoping to find some with the trailer & the Racer. A friend, Gary Caroline (who is a well known racer & still very active on 3 wheels) were once stopped for speeding on the way up to Silverstone. The trouble with having the trailer behind the +4 was that rear vision was a bit limited & it was only when I caught a glimpse of the police car tucked in behind that I realised we were going to be "done"! It was great being young & I probably have lots of stories regarding Morgans & events.

It will take a while to sort out the pictures & scan them but I will be able to relive the experience whilst I do it - in the meantime here are some to whet the appetite!



Lots more to follow!
All the best
Peter



Hi Stuart,

I have had a good scanning session on pictures of GEE532 - please see attached. Rather grainy in places but they will show the extent of the rebuild.

The pictures start in 1968 with a colour one of the car with my friend Mary leaning on it. This was taken at Southampton when we had just returned from a trip to Brittany. As far as I remember it was later that year that I had the accident with the MGA which pulled out in front of me and the damage which ensued is fairly well documented—the MGA was a write-off. I stripped the car completely virtually down to the last nut and bolt. The chassis was straightened and strengthened (gussets and also plates for the rear spring hangers), new scuttle from the works which was slightly later & lower so I had to cut down the side of the bonnet - one photo shows line marked & I cut and re-rolled the edge. New crosshead, later wider front brakes and many other parts, including painting as much as possible which would never be seen again! The list of everything that I did would probably take a lifetime to remember but you should have enough evidence in the pictures to see what was done. There is one marked up in green which I did to see what the car would look like when finished.

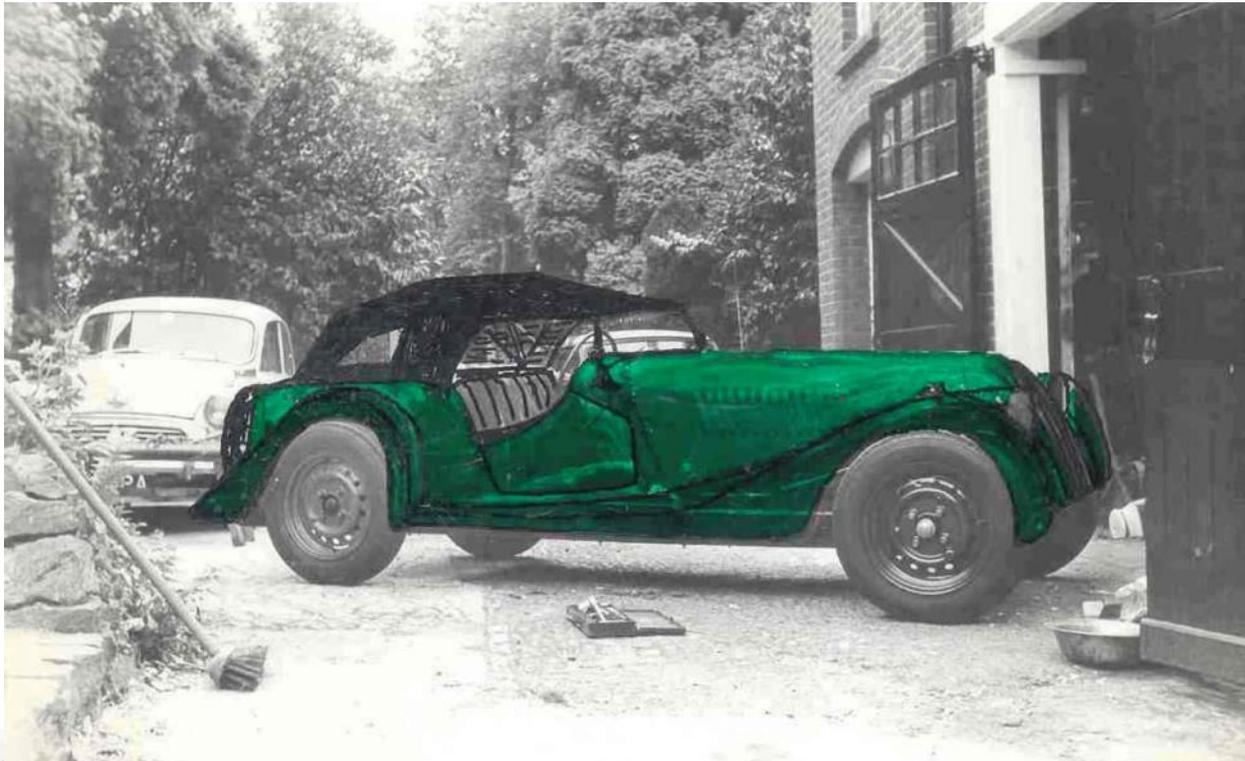
At the end there are pictures of the workshop where the hood & tonneau were made - don't know if these still survive as they would be pretty ancient now! There is also one with my Helicon in the back compartment - the increase in size was able to accommodate the Sousaphone but the Helicon was just too big - needless to say I didn't keep the instrument very long!

I did have lots more pictures, but these were on transparency slides which got destroyed in a fire. If I come across



more I will send copies. There should be some with the racing 3-wheeler on the trailer behind but haven't yet found them. By the way, the trailer had Morgan Series 1 suspension with 3-wheeler sliders as stabilisers - I was definitely well involved with the marque in those days. I am vaguely looking for another 4-wheeler but it might never happen so in the meantime I am fairly content with my 1928 Aero - it's an illness that once stricken stays with you!!

All the best
Peter





38th Annual

ANCASTER

BRITISH CAR FLEA MARKET

Car Show & Sale

Sunday April 21, 2019

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 TR6

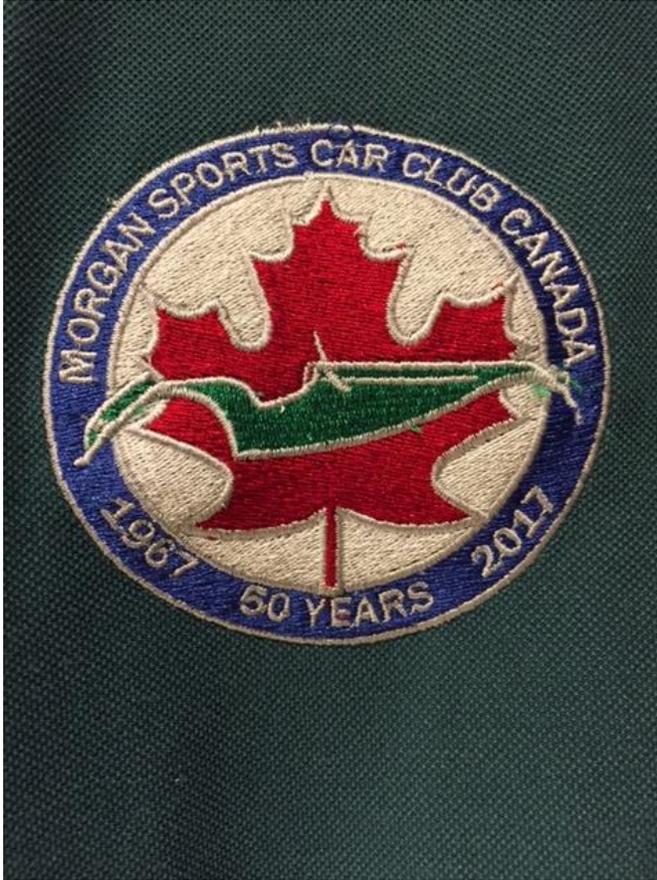
60th Anniversary of the
Austin Healey 3000

Website: www.ancasterbritish.ca

Vendors:

fleamarketlady57@gmail.com





Regalia

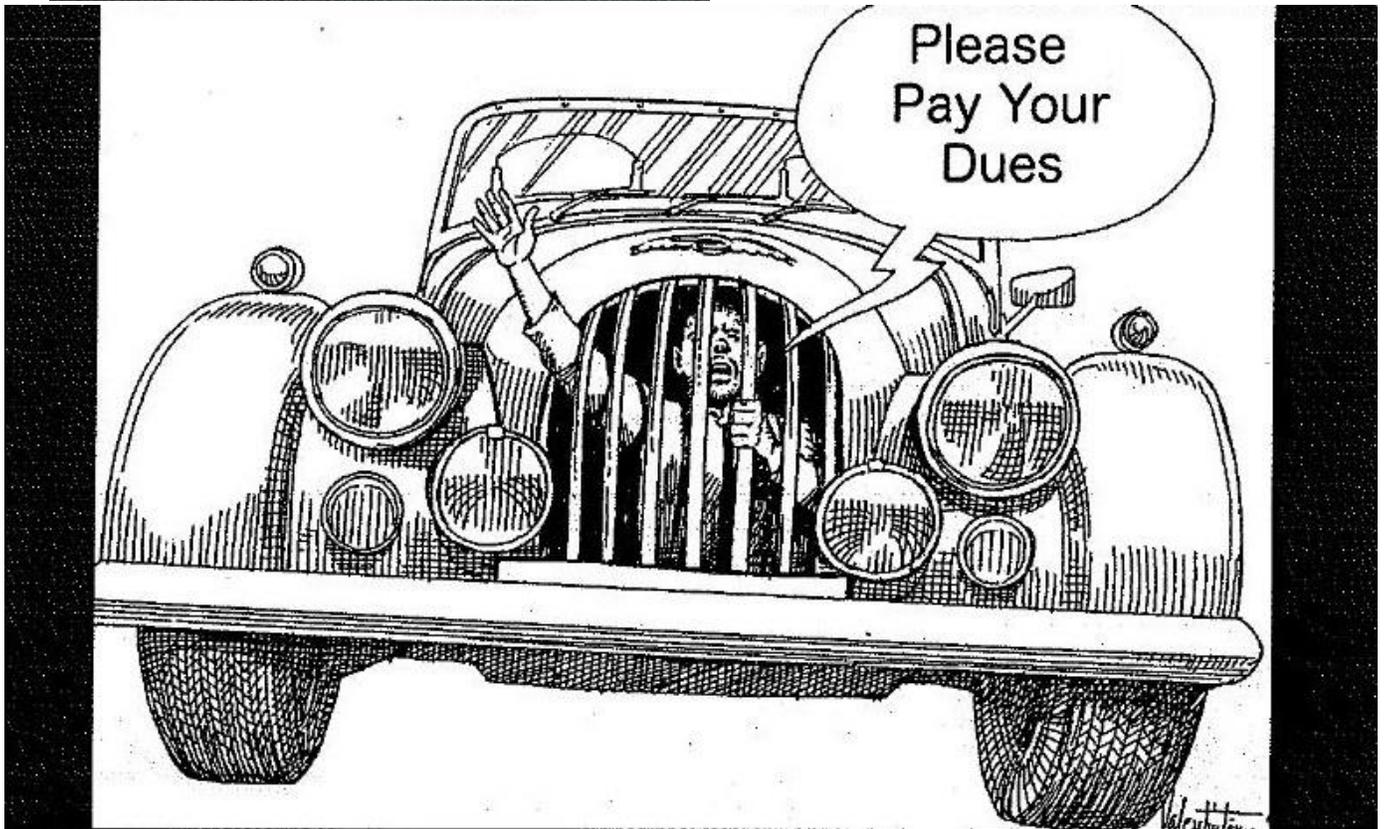
Get the 50th Anniversary Badge embroidered on your; shirt, jacket, hat, etc. Or how about one on that special dip stick rag you only use for the Morgan?

\$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: _____
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 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.

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Dues are payable before January 31st each year to the treasurer. The Blurb is published 4 times/year. Please forward address changes to the TREASURER.

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