



# The Blurb



## Club Meetings in the Covid-19 Era

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### Prez Sez



Glen Donaldson

Stay Home – Stay Safe.  
 That really is the message for this Blurb – please just Stay Home and Stay Safe – just think of these next 3 months as a wet cold day and not really suited to driving our Morgans or fun cars. Take the time to get caught up on odd jobs, projects or things you have been waiting to tackle. We will get through this and soon we shall all gather again for pub lunches, drives and BBQs and tell tall Morgan tales. Yes, this is a period of great uncertainty and fear,

but we are not under attack with bombs and enemies – just a horrible virus that we all need to stop moving about and help to obliterate. The economy is in tatters and many friends and co-workers are suddenly out of work and laid off – but the economy will bounce back and the pent up demand shall give us a boom in the 3<sup>rd</sup> and 4<sup>th</sup> quarters.

Currently, ALL Morgan Sports Car Club of Canada events are on Hold. Pub Lunches are cancelled until further notice. The Ancaster British Flea Market and Car Show is cancelled this year – but wait for a bigger and better Rockton Fall Flea Market in October. The Beer’s Mono BBQ in May has been postponed. The Club’s picnic at Alan & Kathy’s is also likely to be postponed or cancelled from June 20<sup>th</sup> and Rob & Brenda’s Taste & Tour of Norfolk County is also likely to be postponed. We need an all-clear from the Canadian and Ontario Governments before we will resume our normal activities. Mog 50 in Luray Virginia has been postponed until July 2021. We hold out hope that we will be clear for the Prince Edward County adventure in

August and of course British Car Day in September. I wonder how many miles we can drive and gatherings we can do once we have the all-clear?

Thanks to Dave and Pauline Smith for arranging with Peter Ramm to go and see his planes and cars in February – when we were all footloose and fancy-free. See Bryan Tripp’s article in this issue about the day and his family’s connection to the St. Catharine’s airport. Also a big thank you to Tony & Josephine for hosting the club at their garage / fantastic shop on March 14<sup>th</sup> – just days before our lives changed for 2020. We had 15 members out to admire the cars and shop and the variety of the collection – a sexy Swede, a sophisticated French car, pure American muscle along with some classic Jaguars, a Lotus Europa, a TVR, the Morgan Aero SS and some Radical race cars for a different flavour. We had a very quiet and private lunch at the local pub afterwards. At least now we can look back and recall two events for 2020.

I just ordered some products from Leatherique as the Plus 8 seats have seen better days so I shall try a few months of rehab and try and save the old Connolly hides. The 4/4 was fully serviced last fall with her new rubber cam belt etc. – so wax on wax off and the Zen art of wire wheel cleaning for the 4/4 and I. The trusty Spitfire awaits the all-clear to make her fresh 1500 CC’s rev again.... Hope you have a project or two to keep the hands and mind busy.

So sit back and pour your favourite beverage and enjoy this jam-packed Blurb that Dave has prepared for us. We might have another go at a Zoom meeting – Alan headed one-up the other day and after a few technical problems we did get to see and speak on line. Please do stay in touch with your Morgan friends and with friends and family as we are all grounded. E-mail and facetime and the good old phone call...bet we still have a few rotary phones sitting about the homes of Morgan drivers.

Glen

## Central Canada Morgan Events

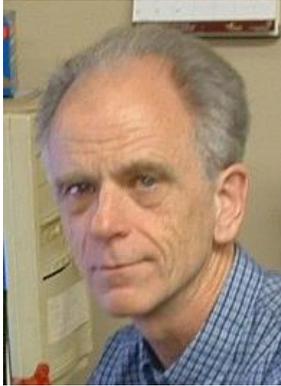
|                    |  |
|--------------------|--|
| April through July | all cancelled  |
| May                |  |
| June               |  |
| July               |  |
| August 7-9         | Prince Edward County Week End & Boot ‘n’ Bonnet show |
| September 13       | Great War Flying Museum                              |
| September 19       | Mogs Tea & Coffee and run for lunch                  |
| September 20       | British Car Day, Bronte Park                         |
| October            | ?  |
| December 6         | AGM/Christmas Party                                  |

**Don’t forget - Monthly Club meetings, first Sunday of every month, CANCELLED  
 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>**

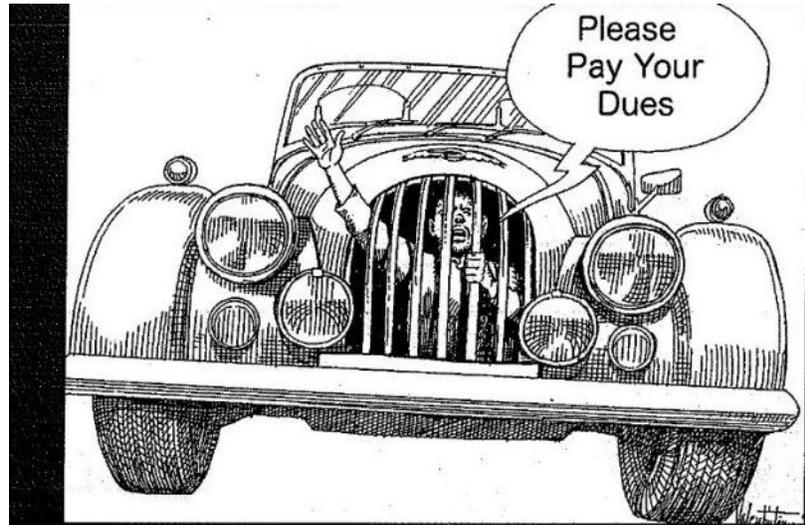


### Editor's Message



Dave Farmer

This going to be a very different year of Mogging, winter might have been our most active time with the two outings reported on in this issue. For the spring issue please take inspiration from the three articles I received with stories about when these members bought their Morgans and help fill the gap that having no events will cause. Norm Mort has supplied a review he wrote of a book about the 3 wheelers. We say goodbye to two Bills who passed away earlier this year. The issue wraps up with another excerpt from "In Search of England", this time from the Lake District. Again, I urge you to help me fill the pages in the next edition that would normally be filled by our spring event reporting; a Morgan project no matter how minor, an anecdote from a Morgan drive, anything remotely related to your Morgan...



See the back page for the membership form and the treasurer's address. Still just \$35 cheap.

### Letters to the Editor

Re: In Search of England  
Loved the blurb. And in the 1910's my mother lived in Bucklebury. The world just gets smaller.  
Cheers,  
Arthur Beatty

Arthur

Did you happen to inherit a wooden bowl from her?  
Just curious about how small this world can get.

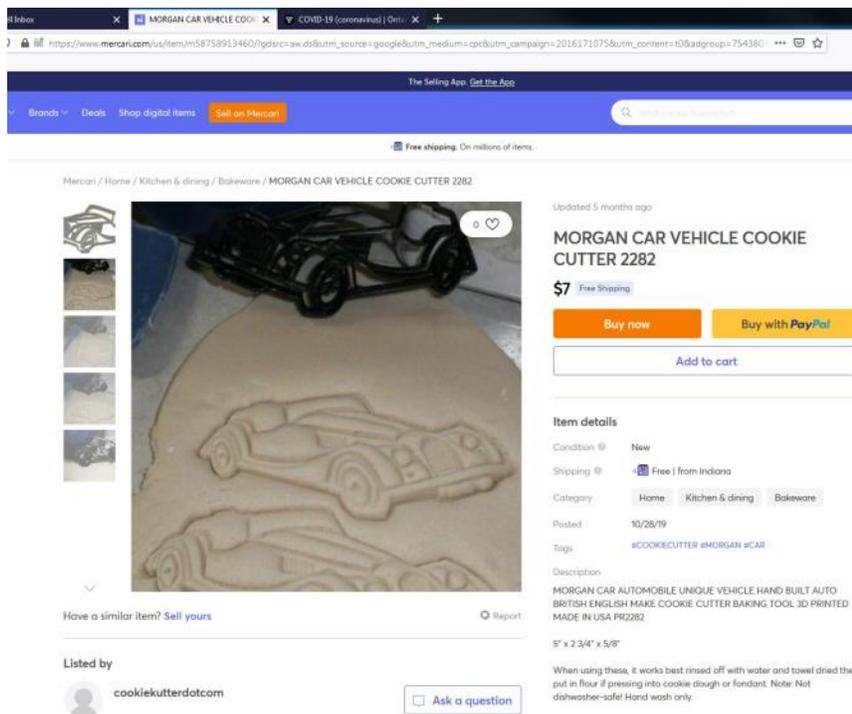
Dave

Yes, it is small. I don't think I inherited a wooden bowl. Her father drove a White Steamer made in Buffalo and she got to sit on a padded seat on the top of the boiler so she was the only one warm on cold days. She also went to a school in Bucklebury Common called 'The School of Silence'. I'm not kidding.

Cheers,  
Arthur

David, great issue. One question from the wife. Morgan wings cookie cutters? Are they available?  
FYI, I found this online <https://www.mercari.com>

Mark Braunstein





## A Hidden Wings and Wheels Treasure in St. Catharines.

On February 22 The Club had the unique opportunity to tour a very bespoke collection of antique airplanes and automobiles at the Niagara District Airport. Thanks to Dave and Pauline Smith, we had the rare chance to visit Peter Ramm's personal custom hangar at the Niagara District Airport. Peter and Dave are long term St. Catharines chums, and through claiming of an odd historical debt (Dave had somehow mystically fixed Peter's unfixable kitchen vent flap from flapping in the wind) we were able to secure this rare and wonderful tour with Peter. We can only assume that the years of three-wheeler repairs have made Dave a specialist to fix just about anything!

Peter is a collector with broad and unique tastes that range from antique automobiles and airplanes to antique bicycles and fountain pens. Peter is a retired Professor from Brock University and was very successful in translating his research in medical imaging to a broader commercial success. Peter also was the proud owner of a Morgan Plus 8 but has since parted ways (we don't hold that against him as it is now owned by Martin & Donna).

We all assembled at the gate to the Hangar at about 11:00 AM, and we were disappointed that Dave and Aaron Farmer did not arrive in the Morgan, however, most of the club showed up in mostly station wagons.....hmmm something practical about the choice of winter drivers.





The private Hangar itself was an impressive building with two large bay doors and an elevated area that I describe as the ultimate man-cave overlooking the main collection. Peter was a gracious host and spent the bulk of an hour telling the history and technical details of each of the fine machines on display. Peter has personally flown each of the aircraft. They included:

1932 Waco UPF/ZPF complete with an upgraded 'Shakey Jake' Engine. A few of the club were nimble enough to climb in the cockpit for a photo.





1937 Lockheed Electra 12, that Peter had lovingly restored into top condition and had won several awards. This





plane was configured as the corporate transport and the interior was complete plush leather. You could picture the execs having a cigar and scotch while counting their money.



1936 Auburn Super-charged 851 Speedster

The Auburn was fully restored by Steve & Martin over the last few years at the shop in Bolton.





1934 Lagonda



If you have a few million lying around the Lockheed and Auburn are for sale.

The return to the Niagara District Airport is always somewhat of a homecoming for the Author (Bryan Tripp), as my Grandfather, Leonard John Tripp, was the first pilot instructor and co-founder of the St. Catharines flying club, founded in 1929. Please see the picture of Len leaning against the DH60 Gypsy Moth CF-CAW, granted to the club by the Dominion Government, which was the first plane flown into St. Catharine Airport and used by the flying club.





## MORGAN SPORTS CAR CLUB OF CANADA



We ended the day with a great lunch with the club and our host Peter at the Angel's Diner, a quintessential 50/60s diner in St. Catharines with great food and service.



Bryan Tripp



## Tony's Toy Box

Saturday March 14<sup>th</sup> was a surprising day in more ways than one. First off, we had 13 members plus my brother and nephew gather deep in Toronto to visit Tony & Josephine's garage to spend a lazy Saturday morning admiring and learning about their cars and it is safe to say that we were all pleasantly surprised by what we found in the gleaming garage. The garage was fantastic and many of us had a case of garage envy with all the equipment and work areas medically clean – plus the space and plenty of it. Surprised we did not see a few more East end or Toronto member, but it was also the beginning of the end of our footloose and fancy free ways pre-virus. Our world would change in the following week, but we did keep our distance and no handshakes were done – just the chicken elbow rubs.





## MORGAN SPORTS CAR CLUB OF CANADA



Tony spent some time and gave us a brief background on each of the cars and what he had been doing to them – seems the engineer in Tony makes improvements once he gets his cars and adds his own personal improvements. Like batteries in the boot and hidden electrical kill switches. And as we were to find out when the time is right the engines and suspensions get some love and attention too.

Of course the Club favorite and well know Morgan Aero SS was there – one of the last to be imported into North America by Dennis at Morgan West. The TVR Tuscan with the flip flop type paint – is she blue, green or purple?



And would that drive me mad when waxing the paintwork?



The lovely yellow Jaguar XJ220s that T&J debuted at British Car Day was there – actually the XJ220s and Morgan were just back from being featured at the Toronto International Auto Show. More Jaguars including Tony's



first Jaguar an XJ-S, but this one with a manual gearbox and some serious tuning improvements from across the pond. A lovely Series 3 XJ Sedan with the V-12 and waiting for her bigger and better 6.1 l V-12 to be installed this year. This was the last of the XJ sedan introduced in 1968 and a proper Jag complete with the Leaper. My fav may have been the lovely blue Jaguar S-Type with red interior – such a great colour combo. Then again the burgundy Lotus Europa it sat next to is a car I have always fancied a go in. But fear that getting into and out of may be





akin to yoga. Then next to the Lotus was the sexy Swede a Volvo P1800 coupe – a later model with petrol injection. Grew up watching The Saint and always admire Volvo seats and interiors.



Up on one of the lifts was a new arrival a Citroen SM – incredible to think that this debuted in 1970 just by the styling alone. But to be able to wander around underneath and marvel at the suspension and engineering was awesome. I even liked the colour a medium dark metallic brown....well come on 36 years with my russet brown Spitfire and yeah another brown 1970's car. Then for 'something completely different' – sorry Monty – on the other lift was Tony's Dodge Charger (cannot recall the year 1969 1970) – but it was one of the rare flat grill cars. And it has a very large very orange V-8. But fear not my Moggie friends for Tony has not gone to the dark side – you know big engine, pop a wheelie, and go in a straight line. As the marvels of modern engineering appear underneath in all the suspension and brake upgrades that Tony has installed. The Charger will actually ride and perform like a modern car, but she just has the thumping big engine to make her sound and go a wee bit better.

We also got a peek at some Radical race cars that were there for the off season – as Tony's son is he Radical race car distributor and servicer for Canada. All too soon it was lunch and 13 of us headed up to the local Fox and Fiddle – yes a bit last supper-ish. Then again we now realize that it will be the last club gathering until we are all over the virus. Thank you Tony & Josephine for hosting us and we look forward to being able to get the fun cars out and have a gathering in the safe future.

Glen



# 2013 MORGAN AERO SUPERSPORTS

- 4.8L BMW V8 engine
- 380 horsepower – 362lb/ft torque
- 0-100 km/h – 4.2 seconds
- Top Speed – 270 km/hr
- Weighs 2,600lbs
- Aluminum body and chassis
- 6-speed BMW automatic transmission
- Front engine rear wheel drive
- Morgan Motor Company founded 1910 by Henry Frederick Stanley
- Hand built in Malvern, England
- Only 73 Aero Supersports built



**AUTOSTRADA**  
MAGAZINE

**AUTOSHOW**



## How I Met My Morgan

### Episode 1, Colin Watson

Here are some words on my 51 years with AFU 464-first year of dated plates -1973



First noticed Mogs in 1963 while still in Mech Eng at UBC. Friend in my class had a Plus 4 while I had a tiny AH Sprite.

Post Engineering ,while doing MBA at Ivy in London , I saw a 4/4 four seater on campus and was told of the Dealer in Windsor , one Curly Ellis , who I visited in summer of 1969 while working between terms at Western.

I bought , or so I thought , AFU 464 from the showroom floor , but my deal was later finessed, so I was told, by another more aggressive buyer. Same buyer lost interest quickly, by summers end and Curly then resold me the car I January 1970.

Notwithstanding the above screw up, I still regard myself as the first owner of the lovely 4/4 four seater , built in 1968 , which I have to this day.

Later with my move to Toronto , I met some members of the Morgan Club in 1970 ,who happened to live near me in The Kingsway area. Mike Gelush and Norm Hendricks are two names I recall. I think Norm was at UBC Engi-



neering while I was there and Mike subsequently became manager at Rosedale Golf , where I play - small world.

In 1980 the Beers did a full restoration as car was starting to show its age and in 2006, they did it again. This last time the car morphed from red to red and black and went back to its original narrower wheels, which I always thought looked more classic.



Over the years the 4/4 has cohabited with 1974 Porsche 914 , 1957 Porsche 365 A , four Porsche 911s , a 1935 Mog F2 ,and most recently an Austin Healey BN6 , as well as various day to day drivers, But it has , and will continue to survive them all with the exception of the Healey, which belonged to a recently deceased friend of mine who owned it while we were at UBC.

The car's nose is adorned with a collection of AA badges which came from my Grandfather's UK garage and is adored by my seven grandchildren.

Both the Mog and the Healey will continue on with my sons and grandchildren so I am a careful custodian



**MORGAN SPORTS CAR CLUB OF CANADA**





## Episode 2, Megan's Story

According to records obtained from the factory, Megan was completed on January 30<sup>th</sup>, 1969, a Four Seater with a Ford Cross-flow 1600cc G.T. engine. Included was a tow-bar??. The initial owners are unknown but the dealer was Allon White Sports Car Limited from Cranfield Bedfordshire U.K. An Oxford University professor purchased her in 1979. He drove her around the UK until 1983 when he shipped her overseas to Aylmer in Quebec. He later passed away and Edward Burman purchased her in 1989. Edward enjoyed many years driving her, and also carried out a "ground up" restoration during the years of 1990-1991. This included a new chassis, 60 spoke wheels were added and a new colour of Arctic White as a change from the original "Chrome" (yellow). Edward's pet name for his car was



"Megan", hence the current plate name "My Megan"



In the Blurb issued in the summer of 2018 was an article called "Handcrafted Bodies" by Dave Farmer about Robin Fredette and his workshop in the Ottawa area who worked on Megan, during Edward's ownership. He also worked on Greg Kaufman's 3 wheeler which I believe is now in B.C.

It was in July 2002 Liz & I decided to visit a Morgan event in West Virginia and as luck would have it we met Vern Dale Johnson and John Fitchie, members of M.S.C.C.C. also taking part in the same Morgan Club event. Vern had his "Plus 8" and his 'Plus Four" there. John was driving "Beady Eyes" the Plus Four. Both Liz & I were lucky to be taken for a spin in the "Plus 8" and that sealed the deal on purchasing a Morgan for us. Plus the folks we met were so friendly and welcoming despite the fact we were not even Morgan owners at that time. On returning from the Morgan event we attended our first Morgan Club meeting and applied for membership and started a search for a car. We were told of a car that was available in Carp, Ontario, contacted the Burmans and arranged for a visit.

We visited Edward and Margaret Burman on Sept 7<sup>th</sup>, 2002, he told us about Megan and that he did not wish her to go to the USA and wanted someone to look after her as he had. After introducing us to Megan we both were taken for rides around the block and then I took a test drive with Greg Kaufman riding passenger. Never having driven a Morgan before, it was quite an experience. With a right-hand drive, stick shift in my Left Hand, I'm not sure if Greg felt any safer than I did?? We were staying in Kingston while visiting Edward, it gave us an opportunity to discuss Megan and the possibility of ownership. Following further discussions with Edward and Greg Kaufman, we left for home on September 8<sup>th</sup>, promising we would contact Edward on September 10<sup>th</sup>.

September 10<sup>th</sup> we emailed a formal offer and followed up with a phone call later that day. Edward called about 9pm and informed Liz our offer was accepted. I was to discuss the paperwork etc. to complete the transfer of ownership. A most exciting time for us both, having a new start in life as "Morgan" owners. The next few days were busy obtaining temporary liability insurance and at the licence bureau. Meanwhile in Carp Megan was to pass a safety check, and have a couple of items fixed ready for the road.

September 15<sup>th</sup> was spent at Bronte Creek Park for "British Car Day" meeting the Morgan Club members. Everyone was happy to hear the news of Megan getting back on the road again.

Arrangements were made for the change of ownership on September 21<sup>st</sup>, 2002. September 20<sup>th</sup> we made our way to Smiths Falls via the 401 & Highway 15 to check-in at the Rogers Motel, ( I think we were the only customers there?) September 21<sup>st</sup>, 2002 the Big Day had arrived, we made our way to Edward & Margaret's home. At 10.00am, Megan was waiting for us. After a few final questions and a fond farewell from Edward, we were on our way by 11:10am with Liz following in our regular car. Weather, according to our notes, was perfect. We had two stops, at Tims in Carleton Place, and on Highway 7, drinks in Kaladar. Then through Peterborough where roads were rough, we stopped for lunch and arrived home in Pickering 6.45pm, tired but happy. Looking forward to our new adventures.

Sunday 22<sup>nd</sup>, our first run together for 1 hour around Pickering before dark clouds forced us home, a sign of things to come driving "Top-Down". We bought a new white cover in readiness for the first weekend away in Niagara with the Morgan Club.



Our First Trip & weekend away.

Friday 27<sup>th</sup>, we delayed our start due to bad weather and left home at 6pm deciding to use Highway 407, to Q.E.W. Burlington. By this time it was becoming dark, traffic was fairly heavy, and we arrived at Days Inn Lundy's Lane 2hours 40minutes later. Decided night driving was not a good idea. We joined the Beer and Pizza party, looking forward to the following day's adventure(s). We thought Megan had performed really well on the 407 not knowing her full capabilities yet.

Saturday 28<sup>th</sup> September, breakfast at Denny's, assemble at 10am for a run to Joseph's Winery in Virgil. This was another first, driving in a "Convoy" of Morgans. Lots of visitors in the Niagara area took a keen interest in our cars as we swept past them watching from the sidewalks. After a tour of the vineyard, a wine tasting, and checking out a grape press, it was off in convoy for lunch at the Boathouse. Next was a "photo op" at the Brock Monument near Fort Erie. Weather was warm, no clouds, and it was most enjoyable rallying around the Niagara Parkway finally returning to the motel to rest and change, then taking the Shuttle bus to Montana's for dinner. Arriving back at the motel about midnight it was a full and perfect day indeed.

Sunday 29<sup>th</sup> September, breakfast again at Denny's, pack Megan as we leave the motel at 10am, in convoy heading to the Roden's for a picnic BBQ/Lunch. We decided to head home at 3pm back along the QEW /407 route to Pickering fairly easy & somewhat different from today's traffic.

A great experience for the whole weekend, weather-wise, enjoyment and socializing with the members of the Morgan club. Megan performed well and we look forward to many more trips in her.

Ray Stevens





## Episode 3, Brian Steele

### THE JOURNEY TO ACQUIRING A MORGAN BY BRIAN STEELE

My journey to acquiring a Morgan began in 1975 when a friend and I were travelling through Europe and, while in London, England, I attended a motor show. I had previously owned a 1967 MGB and a 1970 Triumph TR 6 and later I would own a 1973 Jensen Healey and a 1973 Jaguar E Type so I was familiar with British sports cars. When I saw the Morgan display I was hooked. I thought it was the best looking car I had ever seen. I took a brochure which had a purple Morgan on the cover and I kept it for years. At that time there was a multi-year waiting list to buy a Morgan. With the scarcity of Morgans in North America, I did not think much about them again until the late 1990's when my late wife and I visited her parents in Wales and a friend of her brother showed up with his Morgan. We took a picture of me sitting in it and seeing the car in person reminded me of how much I loved the look of the car. I was in Wales again about 5 years ago and the friend had now moved to a Plus 8. This time he gave me a ride in the car and I could not believe the attention the car got from everyone who saw it. When I got back to Canada I went to the Morgan web site and looked at the used cars available in the U.S. Over the next few years I checked the site periodically but was not serious about buying one. It was the fall of 2019 when my brother-in-law and I were travelling in Spain that I borrowed his iPad and checked a few sites and this really ramped up my desire to get a Morgan. At my age, I figured if I did not do something to scratch the itch soon then I never would.

When I returned to Canada I started doing serious research. The Morgan corporate site was a good starting point but it was not necessarily current. I discovered three of the larger dealers (Morgan West, Northshore and Isis). I





found Hemmings was also a good source. My want list started with a Plus 8 and I also wanted wire wheels, a bonnet strap and an exposed spare tire on the trunk. I also preferred a wooden steering wheel, fog lights and a wooden dash. By the time I had scoured the internet I had a list of eleven vehicles that I wanted to do further research on. I had discovered the Morgan Sports Car Club of Canada and I forwarded my list to Dave Farmer for his comments. During our e-mail exchange, he suggested I contact the Beer brothers to see if they knew of a Canadian car. Although they did not know of one both Martin and Steve proved to be a valuable resource and I was able to bounce questions off of them as I worked my way through the process.

My first choice was a 2005 at Mid Atlantic that was Jaguar Brandywine with a biscuit interior. It had 15,740 miles on it. I liked the 2005 year because it had the Ford engine with a little more power and better fuel economy. I knew I could import a car that was 15 years old without having to do anything to it but then I found out it is 15 years from the month of manufacture. I was hoping that perhaps this was a late 2014 build for the 2015 year but when I contacted the dealer she informed me it was a November 2015 build. Interestingly she later sold the car to Northshore and it is still for sale on their web site.

I then had several conversations with Northshore about a 2002 (Connaught green with a honey tan interior) with only 2,243 miles on it. After dithering for a few days I decided to make an offer and waited until Monday to do so. When I contacted the dealer he told me he had an offer on the weekend and the car was sold.

I had an interest in a 1998 with the same colour combination and only 4,211 miles on it at Isis but the price was considerably higher. I ruled out a few other cars because of colour (did not want white or silver), the year (2005) or the Beer brothers steered me away.

The other car on the list was a 2003 anniversary edition at Morgan West. It was Morgan racing blue and I had not paid it much attention since I had really focused on either green or red with a tan interior. I spoke to Dennis at Morgan West and he told me the motor had been chipped among other performance improvements. Being a 2003 it had the easy up roof and a few other goodies because it was the anniversary edition. The car had about 15,000 miles and included everything on my wish list. The only thing holding me back was the colour but the more I looked at it the more I liked it. I had a list of questions that Dennis quickly provided answers to. As I had only heard good things about Dennis I decided to take the plunge and buy the car sight unseen. This was a scary thing to do but subsequent events have proved I was right to put my trust in Dennis.

In many ways, this was the easy part of acquiring a Morgan. Now I had to pay for it and get it to Canada. The first thing I did was give Dennis a Visa deposit to clinch the deal. The price, of course, was in American funds so the exchange rate mattered and small differences in rate meant a big dollar difference. I bank at TD but when I saw the poor exchange rate and costs of forwarding money I went to the internet and discovered several companies that do the same thing for less money. Eventually, I settled on OFX and dealt with a lovely Irish lady named Katie Walsh. She helped me set my account with them and add Morgan West as a recipient. She provided me with the list of banking information they required which I sent to Dennis and he returned. I sent this to OFX and then transferred money from TD to a BMO account belonging to OFX. Of course, TD charged me for doing that (\$80). OFX then sent the money to Dennis within one day. For anyone else thinking about importing a car, I strongly recommend they research before sending any money and the banks are probably not your best choice.

Now that the car was paid for I had to deal with transportation logistics. I did research about what was required and thought about doing it myself but the paperwork is complicated and the cost of using a broker is not that high. There are a lot of companies that transport cars. I needed one that had an enclosed trailer. I am a member of the Porsche club and in their member magazine, there is a company called SRT that advertises there. I checked their web site and liked what I saw so I phoned but found out they could not ship until February. As it was now early December I did not want to wait that long and Dennis wanted the car out of his showroom as soon as possible. SRT had recommended a broker and I contacted them and they wanted \$400.00 to do the paperwork. I would also have to wire them the money to pay costs at the border (more on this later). I also contacted Mackie Transport who are local for me (Oshawa to Brooklin). They are a one-stop shop as they also do the brokerage. The cost to ship from California was \$3,100 and they would also upfront the border costs. Their broker fee was \$700.00. They also take Visa so I would be able to pay the first \$10,000 on my credit card and give them a cheque for the balance. I decided to go with Mackie. I dealt with Sandy and she was great to deal with – available when I needed her and patient with my questions. To complete the border paperwork Mackie required a copy of my passport and driver's license, a copy of the bill of sale and a copy of the vehicle title, as well as all of the car particulars.

Although Mackie would be carrying insurance on the car while in transit the title had been transferred and I now owned the car sitting in the Morgan West showroom. My insurance is with State Farm (now Desjardins) and they would insure the car but not until I provided them with an inspection certificate once it was in Canada. I contacted Haggerty who deal with classic cars and, although they were more expensive, they insured right away and they



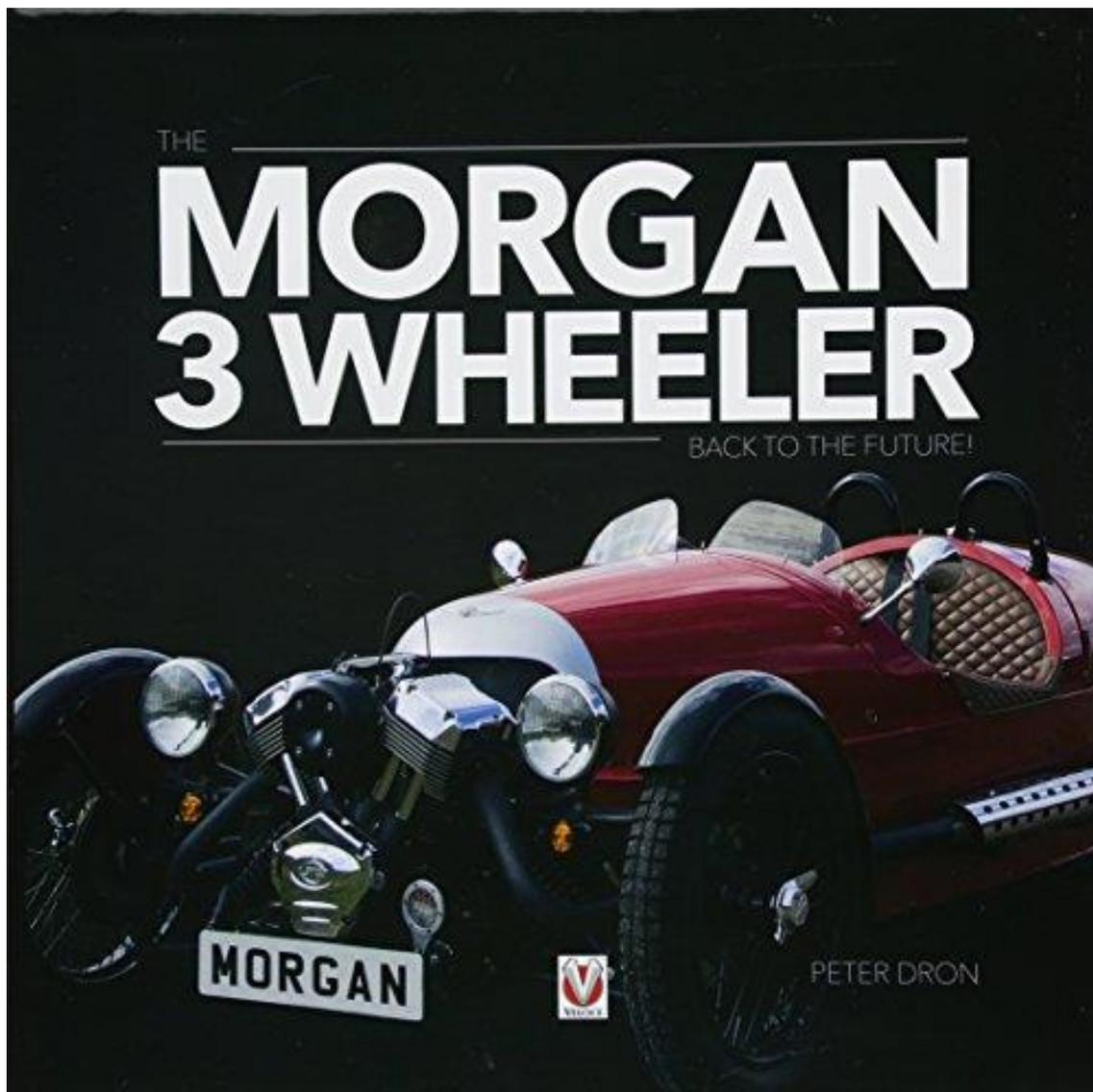
also provide agreed value insurance so that if the car is totaled they would pay the agreed amount with no questions asked. There are other advantages to Haggerty and I will probably renew with them when the insurance comes due next year.

The Christmas holidays interfered with the picking up of the car by a partner of Mackie. Eventually, the partner got the car to Michigan where it sat waiting until Mackie had a truck coming to Ontario from Michigan. In early January the car was loaded and started to Canada. Once it reached the border it got very expensive. The duty is 6.1% of the purchase price based on the exchange rate at the time. There is no duty if the car was manufactured in the United States but coming from Britain the duty is applicable. There should have been \$100 for tax on the air conditioning but somehow this was overlooked. Next, there was the GST of 5% on the cost of the car plus the duty. Once Mackie paid that the car was allowed into Canada. It was delivered to me on a messy day on January 10, 2020.

It was hard to get a straight answer as to when the car had to be registered in Ontario but I think it is within 45 days. The car requires a safety certificate before I can receive plates so I had to register it as un-drivable. The cost of registering it is 8% of the purchase price in Canadian funds plus the duty. I argued that it should just be on the price and not the duty because it seemed like a tax on tax but lost the argument. I am now waiting for good weather so I can get it to the Beer brothers for the safety certificate and to have them answer questions I have about the car. The owner's manual is rather skimpy. Once I have the certificate I need to pay \$32 for the permit, \$59 for the plates and \$120 for the sticker. Then I will finally be legal and able to get out on the road.

It was a time-consuming process to get this car and I would not want to do it again. But then when I look at the car sitting in the garage it makes it all worthwhile. Seeing the car in person I am now glad I went with the Morgan racing blue. I have run the car in the driveway and taken it around the block and it sounds fantastic with quite the menacing rumble. Because of the virus situation, I am not sure when I can get it to the Beers and then obtain the plates so I can drive it legally on the road. While very frustrating to see it sitting there and not be able to drive it I know that in light of the present situation there are much bigger problems to worry about. But hopefully, soon things will improve and I will be able to put the top down, look down that long bonnet and take it for a drive.





The Morgan 3-Wheeler – back to the future!  
Chesterfield Drive  
By Norm Mort

The Morgan 3-Wheeler – back to the future!  
By Peter Dron  
Published by Veloce Publishing  
Hardcover - 25x25cm - 144 pages - 101 pictures  
ISBN: 978-1-845847-63-0  
\$76.95 Can

“The Morgan 3 Wheeler – back to the future!” was written by Peter Dron. Dron has worked as a writer and contributor to motoring magazines for almost four decades. He was a regular contributor to the Daily Telegraph’s Motoring section where his weekly column ran for seven years, From 1976-83 he worked at Britain’s century-old Motor magazine where he started as a road tester and finished his time there as its feature editor. Dron then became the editor of Fast Lane magazine after launching it in 1984 and left in 1991. He has also been a competitor in various forms of racing.



With this background and also becoming the owner of the new Morgan 3-Wheeler, Dron set out to tell the story of this unique new automobile based on a vintage, much loved earlier model.

Morgan had always built 3-wheelers in the past and it wasn't until 1936 that the company built its first 4-wheeler. Both 3-Wheeler and 4-Wheelers were built until 1953 when the last 3-wheeler F-Type left the factory.

For more than sixty years Morgan survived building its 4-wheeler sports cars, so why did the company decide to go back to the configuration of its origins?

After Dron goes through a very brief history of Morgan's original 3-wheeler models in Chapter Two he dives into the why and how the modern 3-wheeler came about in the new millennium.

Little had been written in the past in any great detail on the design and development of the 3-Wheeler known as the M3W. Dron provides all the inside info including the influence of the Triking and an American three-wheeler known as the Liberty Ace on the whole project. The Liberty Ace was a modern re-creation of the original V-Twin Morgan Super Sports of the 1930s.

Apparently, another reason for Morgan's decision to build a new 3-Wheeler was that it could no longer sell its four-wheelers in the very lucrative USA market due to the costs involved in meeting the increasingly restrictive legislation on emissions and accident safety. Understandably, these were prohibitive for a small manufacturer such as Morgan. The 3-Wheeler in the U.S. was classed as a motorcycle and thus bypassed these complex and expensive requirements.

Morgan then designed and engineered the new model in an astonishingly short period. The management thought it might sell a few hundred 3 Wheelers; however, orders flooded in after its launch.

The new Morgan 3-wheeler debuted at the Geneva International Auto Show in 2011 and as Dron points out it was received with great enthusiasm despite the fact nobody had ever driven it. In fact, it was the flood of orders from loyal Morgan followers that was a major factor in deciding to build this unique machine in volume.

The demand for the M3W led to considerable complications and Dron details how management was able to overcome these problems.

The final result of all this was the M3W, which is very Morgan and very British, yet is powered by an American Twin-cylinder engine and has a Japanese gearbox. Dron also goes into what it's like to drive one of the new 3-Wheeler M3Ws and having owned a 1935 Morgan F2 3-Wheeler in the past it is well worth reading as these cars are nothing like your standard 4-wheeler. As well, he looks at the model's, strengths, weaknesses, and factory improvements made since the 2011 launch from modifications, possible developments, and even why it is, or isn't, your kind of vehicle.

Dron's book also describes the numerous factory options available and aftermarket modifications that are being done, a look at other three-wheelers on the market and a few that didn't quite make it into production, as well as the Morgan family feud and how the Morgan 3-Wheeler models might be developed in the future. And, like all Morgans, no 3-Wheelers are exactly alike.

Apart from all this, this book is beautifully published with spectacular colour photography depicting everything from original drawings to the building of the cars to racing shots on fine quality paper.

This book is highly recommended as essential reading for not only 3-Wheeler fans but all Morgan and sports car enthusiasts.

Abe Books has it. Price and shipping costs range from \$34.90 USD to \$137.24 USD (ed)



## Mr. Bill Fink



Last month the Morgan world lost an icon. I was shocked and saddened when I received the news. My first dealing with Bill was in search of a set of wheels for a 4/4 I was building. I called Bill & asked if he had any +8 bolt pattern wheels that were not Morgan factory pieces. Bill was friendly & said he had just the thing I was after. Pictures were mailed (yes mailed, it was that long ago), when pictures arrived I called Bill & the deal was done. Bill said he would ship the wheels the following day. I asked about payment & Bill simply replied: "send me a money order when you get them"!

Are you sure Bill? His reply was "I know who your family are". Bill was federalizing Morgans for the US while Reg Beer Coachbuilder was doing the same for Chris Charles in Canada.

When Steve & I acquired the Canadian rights to Morgan Bill & I had periodic discussions regarding what he was doing for compliance regulations and changes. Bill was always approachable & very helpful. His knowledge was vast and his ability to work around problems was impressive, to say the least.



When discussing crash test requirements Bill informed me it was easy to perform the test. Build a Morgan minus interior & fancy bits, rent a couple of high-speed cameras, secure a beam to the front of a pickup truck & go at it! Who would have thought??

In 2003 I was attending the MMC dealer meetings. On the third day, I was wandering the Factory grounds prior to opening. A greeting from someone behind me turned out to be Bill. I questioned where he had been the last two days & Bill informed me he was working at MMC Research & development shop with their staff. We discussed the problems of Morgan importation into Canada & the US. Bill asked if I had even been in an Aero. No, I haven't had the pleasure. Come with me, we'll go for a quick spin. Beautiful morning, top-down, driving in the Malvern Hills. What could be better? So I thought. While proceeding down a narrow country road Bill decided to take another road that veered off. I can't recall if I screamed, grabbed the dash or what, I just saw the face of death. Bill as cool as a cucumber simply stated: "ignore the rattles & looseness this old thing has over 100000 miles on it".

I firmly believe that Morgans would not have been available in North America if Bill had not pursued his vision. I only wish I had gotten to know Bill more.

Condolences to Bills Family.  
RIP Bill.

Martin Beer



# the best never rest



From Bill Fink's personal collection

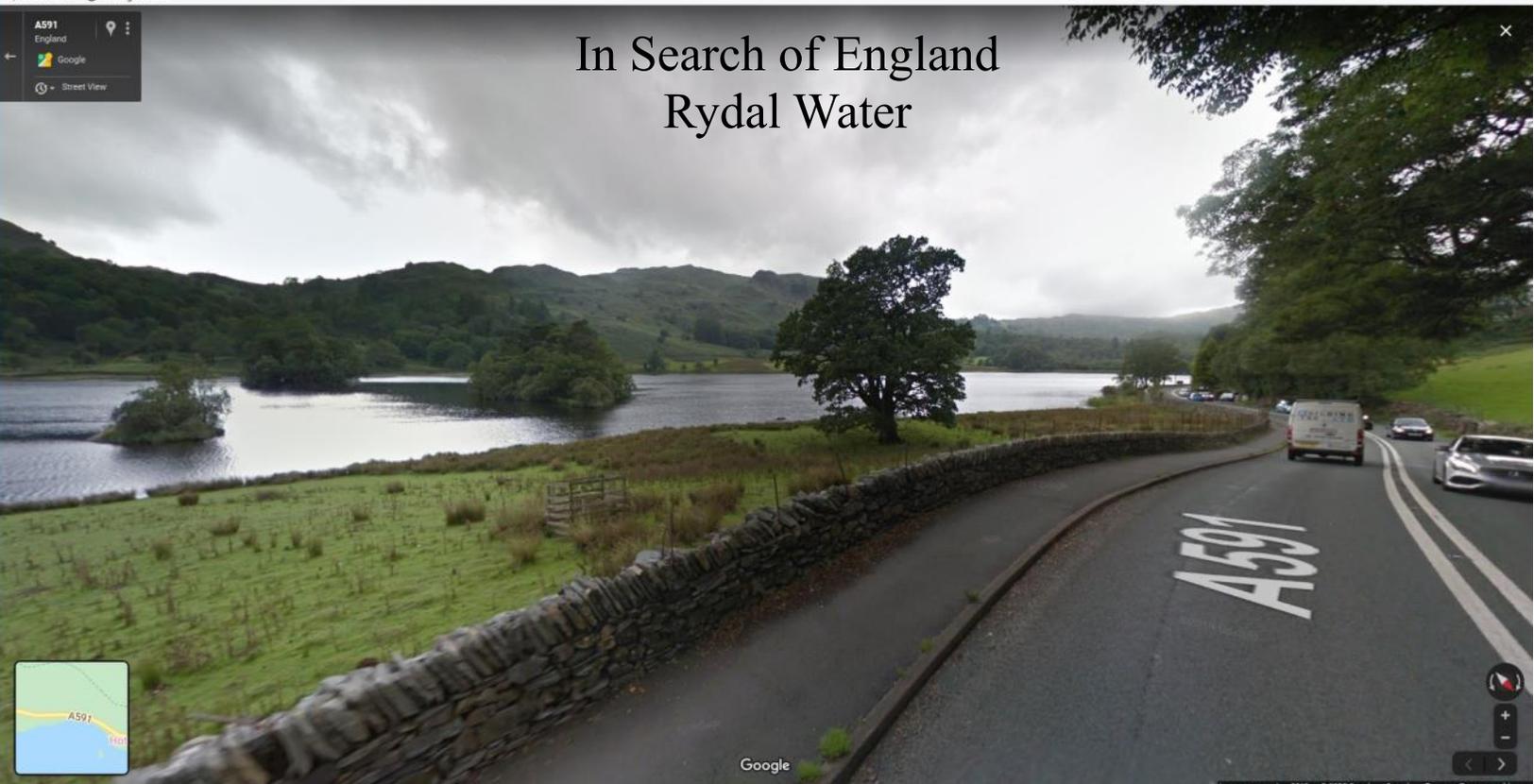
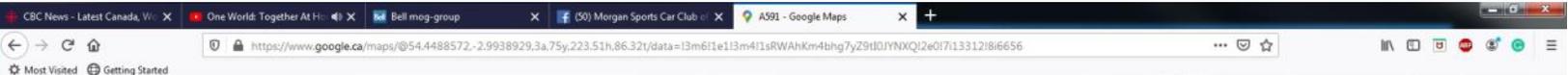


## Bill Button

Last month saw the loss of another Bill who was well known in online discussion groups regarding Morgans. He had no qualms about tackling anything on his three Morgans, one of which he built from parts from various Plus 8's that he dubbed; "Itsa Bitsa"

Dave Farmer





# In Search of England Rydal Water

When I got the email from Arthur Beatty about his mother’s connection to Bucklebury I figured I should check for more places in the book of particular interest to club members. Kathy Lytle highlighted Ambleside in the Lake District. He did not write about Ambleside itself but a mile and a half to the north west is Rydal Water.

No matter what opinion one may hold of Wordsworth as a poet, one must recognize him as a great, but unconscious, publicity agent. The solitudes which he loved are now well populated. Americans who come here in enthusiastic waves stand reverently before his cottage in Grasmere. The hunger for a pilgrimage of any kind appears to be a deep-seated spiritual necessity with them. (I found two of them paying homage to the house in which Harriet Martineau wrote her guide to the Lakes in 1855 !)

One of England’s great sights is that of a New York business man, determined to get every cent’s value from his tour, trying to work up enthusiasm for Wordsworth in the little churchyard at Grasmere :

*A Rock there is whose homely front  
The passing traveller slights ;  
[192]*



## IN SEARCH OF ENGLAND

*Yet there the glow-worms hang their lamps,  
Like stars at various heights ;  
And one coy primrose to the rock  
The vernal breeze invites . . .*

‘Gee, that’s great stuff! Say, listen, while I read it again. . . .’

The population of Lakeland may be divided into two groups—those who stay on the water level, sail in boats, seek suicide in their cars on the narrow roads and drink coffee in evening-dress after dinner on neat lawns at the lake-side ; and those who, rising early, put on khaki shorts, grasp stout sticks, and leave the ground level before the first group have had their morning tea.

These picturesque ones are, to my mind, the only people who get the true value from the Lakes. Had I more time I would buy a Scout’s outfit and join them ; for the only way to enjoy this country is to climb away from the crowds and seek solitude in the bosky silence of woods or on the craggy heights of fells. I like to see the real Lakelanders returning covered in dust and victory as the shades of night are falling fast. Among them are men who would not say ‘thank you’ for Switzerland ; and there are brown-faced, muscular girls in breeches and stockings who carry rucksacks on their backs and grasp stout ash-sticks. (I wish some one would design a pair of breeches which girls could wear without looking quaint or regrettable.) Then there are bug-hunters of all types. They chase the butterfly by day and the moth by night. There are geologists. There are, of course, ambitious maidens who steal off with camp-stool and drawing-board to transfer some part or portion of the landscape to drawing-room walls in Manchester, Liverpool, Birmingham, and even, so experience warns a man, Kensington.

I will not dare to compare the soft beauty of Windermere with the majesty of Derwentwater or the grand solitude of Ullswater, or the high serenity of Thirlmere and Coniston.



## IN SEARCH OF ENGLAND

If I have any preference it is for the smallest of them all : little Rydal Water, which is three-quarters of a mile long and, beside these watery giants, is just a spoonful of blue in a cup of green hills. Rydal Water is a magic, satisfying lakelet—a little looking-glass in which the woody heights, by which it is hemmed, lie as in a mirror.

I saw it first at night. It was a clear, moonlit night, with no breath of wind among the trees. In the middle of the little lake, round and golden as a guinea, lay the moon. Sights such as this, hiding round a corner, lurking behind trees and suddenly revealed, pull a man up sharply and fling him on his knees. Had Rydal Water been in Cornwall or in Wales nothing could have disconnected it from the Excalibur legend ; and most men would have believed it, for this is a mystic mere. . . .

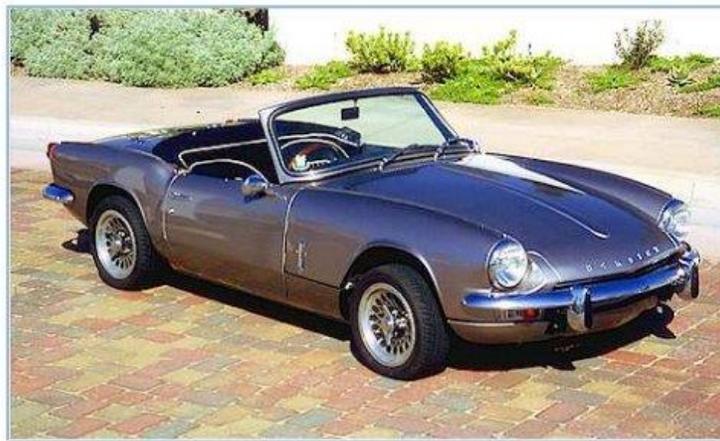
As I looked, a water-fowl, surprised among the dark reeds, flew noiselessly over the lake in the night, its little feet just tearing a thin silver line in the water. The moon danced up and down once or twice ; then the lake composed itself, and went on dreaming.





You are Invited to the 26<sup>th</sup> Annual  
**Brits-in-the-Park**

**All British Car Show**  
**July 19<sup>th</sup> Victoria Park, Lindsay Ontario**  
**Gates open at 9:00 a.m. from Peel Street**  
**This year we showcase the Triumph Spitfire**



*Introduced in 1962 and in production until 1980, over 314,000 Spitfires were sold*

*Brits is a Celebration of British Motoring  
Where Old Friends Meet and New Friends are Made*

**17 Vehicle Classes – \$20 Admission**  
**1<sup>st</sup> and 2<sup>nd</sup> Place Class Awards – Draw Prizes**  
**New Awards: Best in Show and Car of the Year**  
***Food & Beverage and British Vendors in the Park***

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At this time the event is still on but a back-up date of October 4th has been reserved if the Covid-19 situation is not resolved.



37<sup>th</sup>

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Gates Open at 8am for Show Cars, 9am for Spectators, Rain or Shine.  
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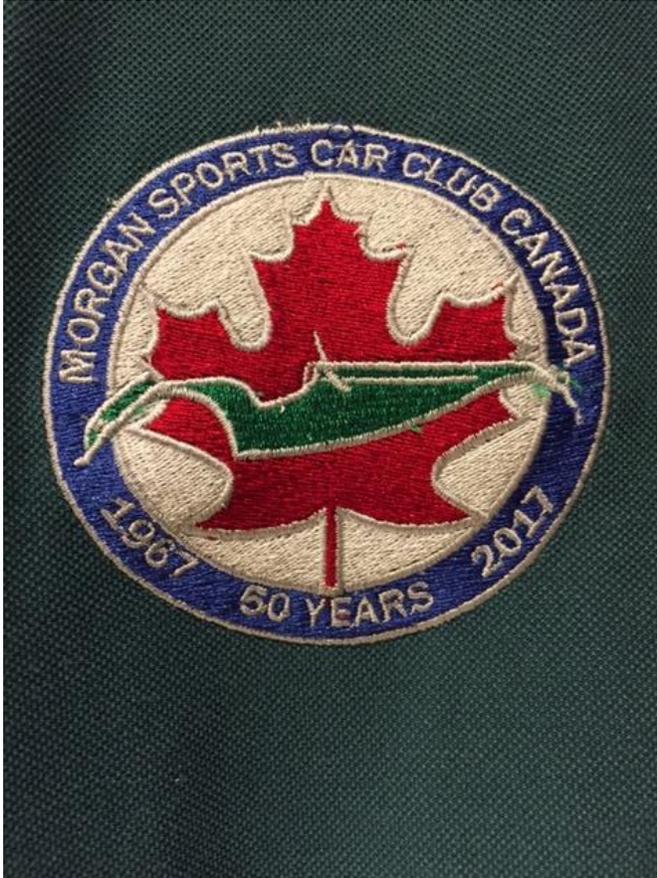
**COME EARLY!** Awards Ceremony 2pm to 3pm.  
Some show cars travel a long way and start to leave around 3pm.

[www.BritishCarDay.com](http://www.BritishCarDay.com)

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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.

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 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
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 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
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Membership fee \$35.00\* for the year. Payable January 1st of each year.  
\*Canadian \$ for membership dues please.

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