

Fast Company ...

Will Keith

FINALLY! SOME BRIGHT SPOTS THIS YEAR FOR OUR EVENTS!

Like every other organization and club everywhere in the world, this spring and summer have been characterized by a paucity of club events. The Covid 19 virus has had a pronounced effect on all our driving events and social activities as a club.

However, this Fall some bright spots emerged from the gloom. The *It's A Mad, Mad, Mad World* Scavenger Hunt organized by Bob Small, the concurrent Marchtoberfest BBQ put on by Pat Mireau and Mike Spencer, the Fall Colours Run developed and staged by Zach Small, and the tour of the David Morris fine automobile collection at Villeneuve (more on this later) have all been events that safely lifted our spirits and provided some respite from the Covid 19 restrictions.

We have one more auto-related event this Fall: Chris Bamford's Shednigans Tour, wherein we'll have a chance to view Chris's collection of unique vehicles, automotive memorabilia and literature. As well, I am looking forward to Chris holding forth on his collection, as well as his various adventures involving motorized transport.

No one knows what lies ahead for the Spring of 2021. We can only hope that we as a society can get the Covid 19 pandemic under control enough to resume a reasonably normal life. In the meantime we will continue to care for each other by acting safely, and look forward to getting back on the road with our special vehicles.

TOUR OF DAVID MORRIS'S FINE AUTOMOBILES

Earlier this summer David Morris contacted me and graciously offered to have our Club members tour his collection of fine collectible automobiles. Scheduling the tour had to be delayed due to Covid 19 restrictions, but finally a date was set for Sunday, OCT 4.

We met at the McDonald's Restaurant on the north end of St Albert at 12:30, and set out for the Villeneuve Airport at 1:30. Some people chose to just meet us at David Morris's hangar.

Surprisingly for an event held during the dark days of Covid 19, a total of 26 people showed up. Notable was that Debbie, the only female in attendance, asked the most questions about David's beautiful Cirrus airplane. They had an in-depth discussion of the perils of landing and taking off from various airports throughout the world. I wouldn't be surprised if Debbie now goes for her pilot's license!

Here's what we got to see in the hangar:



David Morris talking about the cars in his collection.

In the foreground of the above picture is David's 1998 Caterham Superlight, Supersport. Being a Caterham dealer at the time, he built this high spec Super 7 in 1998.

She is powered by an 1800 CC, 16 valve double overhead cam 4 cylinder Rover, K series engine, with many performance upgrades like 6-speed gearbox, limited slip diff, upgraded brakes, lightened flywheel and a lot of carbon fibre body parts. Weight is a mere 510 Kg.

Amazing acceleration and handling yields maximum fun.



Firing up the 1886 Benz Patent Motor-Wagen, #123.

I purchased this Mercedes-built Replica about 2005 from the M-B Classic Centre in Stuttgart as a mascot for my Mercedes-Benz Dealership. The original car exists in the Deutsches Museum in Munich and is the first, patented Petrol Motor Car in existence. Engine is a single cylinder liquid cooled engine producing about 1 HP, with a top speed of 10 KPH.



1934 Rolls-Royce 20/25

Small horsepower car with 6-cylinder F head 3669CC engine. 132" wheelbase and carries original Hooper Saloon coachwork. The 20/25 was designed as an owner-driver town car capable of comfortable cruising at 60-65 MPH.

I purchased her in England about 1995 and restored the interior and bodywork about 2001. Mechanicals are all original.

She won multiple awards at the RROC Annual Meet at Calgary in 2001.



1932 Rolls-Royce Phantom II Continental.

One of 281 PII Continentals produced out of a total of 1681 PII's produced.

Continentials have a 144" wheelbase which is 6" shorter than the standard PII.

Continentials also have a lower steering rake and increased power from the 7,668 CC in-line, 6 cylinder overhead valve engine.

The PII Continental was one of the fastest cars of the period, being more than capable of continuous high speeds of more than 75 MPH on European highways.

This car carries original Park Ward Saloon coachwork. I purchased her from Howard Lengert about year 1998, and restored her over a 7 year period, ending in 2006.

She won multiple awards at the RROC Annual meet in Oregon in 2007.



1925 Bentley 3-Litre.

The original Vanden Plas Tourer body was removed by Bentley Motors in 1931. The wheelbase is 10'-10" and I fitted a new, replica body, as original, during her restoration in the UK from 2017 to 2020.

She is capable of very fast touring over 75 MPH.

The engine is the same externally as the original, but now with a 4-1/2 Litre cylinder

block, overhead 4- valve per cylinder mono block with overhead camshaft and roller cam followers.

The Bentley 3 and 4-1/2 litre cars were very capable race and touring cars, having won the Le Mans 24 hour races many times in the 1920's.



Cockpit of the 1925 Bentley 3-Litre.

My other collectible car is my 1951 MGTD 1250 CC, matching number car I have owned since 1966. I have restored her twice and she resides in Palm Desert, California, where I drive her almost every day. I might say it is my favourite car, because it is a very reliable, old friend.

As shown in the next photo, the 2012 Cirrus SR 22 Airplane; our second new Cirrus, which we fly all over Canada, the USA and Mexico. Living in Jasper in the summer we regularly commute there and she is hangared in Palm Springs Ca. in the winter. She is a very modern, all glass cockpit, single engine propeller driven cross country travelling machine capable of a 1000+ Nautical Mile range at a cruise speed of well over 200 MPH. An added safety feature is a ballistic, full airplane parachute, in case of emergency.



2012 Cirrus SR 22 Airplane.

The tour also included a full display of motoring manuals and pictures.

However, the main attraction of the tour was certainly David himself.

I first met him at one of the vintage sports car “parades” held out at Edmonton International Speedway back in the 1970s and 1980s when he was racing his yellow MG TD. Although I must admit that I have more “known of”, rather than known or been closely associated with David over many years, I was astounded

this day to learn of the length and breadth of this individual’s life.

As a machine shop owner and operator, a race driver, race team owner, major car dealer, pilot, medical doctor and PhD, and developer of an artificial heart, he is no doubt a modern day renaissance man.

David in his humble manner kept us spellbound for hours talking not only about his vehicles and planes, but also his experiences in life. In this respect, had there been no vehicles to view on the tour, the day would still have been enjoyable just listening to David Morris speak on a variety of topics.

After a couple of hours people then found their individual ways home. With the weather somewhat threatening at times, I decided against staging a tour in the country for our journey home.

The tour was, as Wallace and Gromit would say, “A grand day out!”

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