



Issue 1 - 2003, January

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



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Reminder: Your "dues are due". While you've still got the envelope, look at your mailing label. If it does not have a "03" next to your name (and you have not yet sent in your 2003 dues) please send a cheque to Jenny Beer (see back cover).

Reminder: Want to take advantage of our "business card" adverts? Please note these must be resubmitted with your dues payment. If your "card" has disappeared, and you want to advertise, please send your card to Jenny Beer or Vern Dale-Johnson (Blurb Editor).

Prez Sez:

Vern Dale-Johnson (vern_dj.msn@attcanada.net)

Well... December 2002 is now history – happy 2003! May your Morgan run strong and take you to many events over the coming year. Thanks for all those who organized events and contributed their input to the club during 2002. I'd especially like to recognize Tom Van Zuiden for his June drive, Dave Farmer and Oliver Dawson for the "Ale Trail" drive again in June, John & Sharon Roden for their work on the "Fall Weekend", Greg Kaufman for his work in coordinating the Ottawa group (and for his weekly lunches with Edward Burman), and Ken & Pat Miles for their work in the west – both in support of the MSCCC and MOG NW. Thanks as well to Jenny Beer for her support as Treasurer and Audrey Beer for her support as Honorary Director. Also, a special thanks to Rod Wilkinson for his "pro bono" work to help us finalize the MSCCC bylaws. These notes would not be complete without thanks to our "de facto" webmaster, Lorne Goldman who ensures our updated club info is available on the GoMoG site www.gomog.com.



Welcome to new member **Susan Smith** who purchased the yellow 4/4 4-seater from Kinkardine as described in the 2002 Blurbs. Susan is the President and CEO of RB Ventures and although she had accepted our invite to the December 1 W&C for a proper introduction to the group, was unable to attend. Welcome Susan... I'm sure we'll see you at events during 2003.

Our final event of the year (and our **AGM**) was the Wine & Cheese hosted by the DJ's on December 1. Members will be pleased to know we now have approved bylaws (as included in the 6-2002 Blurb), and a full slate of directors:

- **President – Vern Dale-Johnson**
- **Treasurer – Jenny Beer**
- **Secretary – Rod Wilkinson**
- **Director at large – Tom Van Zuiden**
- **Director at large – John Roden**
- **Honorary Director – Audrey Beer**



In addition I have been in contact with **Ken & Pat Miles** who will continue as our **Western Scribe** while **Greg Kaufman** continues as **Eastern Scribe**. **Vern Dale-Johnson** will continue as **Blurb Editor**. Sadly, as noted below, our **InterClub Events Coordinator** position, held by Edward Burman, is now open... I'll be in discussion with the Directors to determine if and how we fill this job.

Jenny Beer reported our current cash position is about US\$2000 in the US account and about C\$5000 in our Canadian account. This ensures sufficient capital to both continue to support club activities across the country with funds available for the Blurb and regalia.

With regards to the **Blurb**, **Rick McGrath** (he and Catharine were the only guests to arrive in the **Mog...**) has offered assistance in both creation of the Blurb and help in moving to a PDF format that will help to offset the costs of production (members will be given the alternative to receive their issues on-line – immediate delivery – with full colour photos – or by the traditional snail-mail). As about 60% of our membership is "on line", savings in our mailing and publication costs will allow us to consider improved quality for those who want to receive paper copies within our current \$25 club membership fee.

With regards to our newsletter, in the 2002 year we printed 1005 copies of the Blurb over 6 issues, cost of materials was \$314.62 so about 31 cents / copy actual production cost charged to the club. (Note duplication costs were obtained at "no charge" through the services of a member's company). Cost of postage to mail 908 copies over 6 issues was \$1503.89 or \$1.66 per mailed copy.

We currently have 112 members, plus we mail 38 comp copies to other clubs and contributors of material. Cost of producing & distributing the Blurb / member in 2002 was \$1818.51 or \$16.24 / paid membership (again, there was no cost for actual duplication of the Blurb in preparation for mailing).



As we currently collect \$25 / membership, we need to ensure this overall cost, including printing costs, does not escalate above \$24 (hopefully under \$20). If and when we add the costs to print the issues, we need to reduce other costs – most obvious is postage and thus the suggestion we move to PDF offering a "better" quality copy, sooner, to those who elect to receive their Blurbs by email (about 75 members are on email along with most of the comp recipients). I believe this is a trade-off many will accept (VDJ note - I get one of our sister club's publications this way now - it is one I pay a membership to and I don't feel I get lesser "value" by receiving it electronically vs snail mail).

Of note, Tom Van Zuiden suggested at the AGM that the name if our newsletter be reconsidered... members present immediately shot down the motion! It will remain, as it has been from the first issue created by Doug Price, "The Blurb".

At the AGM the **Doug Price Award** was given to **Sharon & John Roden**. The Roden's were nominated by Ray & Mary Shier because *"they have made a significant contribution to the club's spirit and events upon their return from a too long absence. They were very active many years ago as well. They make a good team for the club in that John "Talks the Talk" and Sharon "Walks the Walk" and between the two they talk the walk and walk the talk if you get our drift. They should also be recognized for their perseverance in maintaining their focus for 18 years as they worked to get their now beautifully restored Mog back on the road again... a feat in itself..."*

After careful consideration of all nominations, the 2002 Directors agreed with the Shier's and endorsed the nomination. John & Sharon join the following members (and past members) who have been recognized for their contributions:



Doug Price Award Winners

1991 – Audrey Beer	1997 – Vern Dale-Johnson
1992 – Chris Charles	1998 – Peter & Heather McCowan
1993 – Al Sands	1999 – Ray & Mary Shier
1994 – Lynn & Fred Kuzyk	2000 – Ron & Yvonne Theroux
1995 – Dave Smith	2001 – Martin Beer
1996 – Brian & Linda Rumohr	2002 – Sharon & John Roden

Other awards presented at the December 1st get together (by the way, perhaps the largest gathering or MSCCC members in our history – 25 memberships were represented by 47 adults and 6 too young to drive):

- **President's Award to Sharon & John Roden** for service to the MSCCC and especially their work organizing and hosting the MSCCC 2002 Fall Weekend and June 2001 Morgan Weekend – both in Niagara. Dedication as well to carrying the MSCCC flag to Lindsay, Classics in



Georgetown, Niagara, New York, Kingston, Bronte and more. With the Morgan back on the road for events in 2003 the question is will they still travel together or does this mean two cars to most events?

- **Chairman's Award to Tom & Linda Van Zuiden** for their work in organizing several visits to "the farm" as well as the June 2002 "Luncheon Run". Tom is a constant participant at British Car Events and a voice of the MSCCC on eMOG. Tom puts more mileage on his +4 in a summer than many of us would put on in a decade.
- **Chairman's Award to Dave & Paula Farmer** who, with Oliver Dawson (thanked previously with a MSCCC gift) organized the June 2002 "Ale Trail Run". Dave has been a dedicated standard bearer for the MSCCC at many British Car Events and a voice of the MSCCC on eMOG. (The Farmer's may be surprised by this announcement as he left prior to the AGM and awards presentation).
- **President's Award to Audrey & Reg Beer** for service to the MSCCC. For organization and hosting of events. Dedication to carrying the MSCCC flag as our MSCCC ambassadors (and club liaison). Ensuring the spirit of Morganeering and the Canadian club remains strong and focused.
- **Chairman's Award to Peter & Dorothy Pfahl** for their support of the MSCCC over 3 plus decades (including past use of office resources for creation and publication of the Blurb). For events hosted at the Stouffville "farm" and Wellington "dairy". For carrying the flag at countless MOG's and British Car events and for always being a willing and active helper when needed on the road.

As well Martin Beer, on behalf of the "Fall Weekend" judging team presented appropriate "gifts" to some of those who participated:

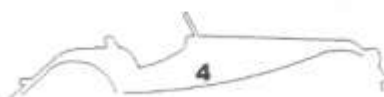
- "John Lucas Appreciation Award"... An oversized Texas flyswatter to Alan Sands to help him clear the bugs attracted by those "bejesus big lights" he has mounted on the 4-seater.
- "What's that and who makes it Award"... a Tin Morgan plaque to Chris & Gayle Taylor who obviously lust after a Morgan although they drive a TVR.
- "Bodacious Bundle of Badges Award"... a tiny wind chime to Elizabeth and Ray Stevens.
- Key fobs for 4/4, +4, +8 to all those "future owners" (ie, still under the age when they are allowed a license).
- "Pessimist award"... A "Happy face" light to a member who obviously needs same as he carries two spares on his Series 1 4/4 - Brad Morgan.

Again I am the bearer of sad news. For those who did not get the email notification, **Edward Burman** died in his sleep on November 23rd. Greg Kaufman made the announcement to the Morgan fraternity with the comment... *"Brethren. It is with sadness and a personal sense of loss that I must advise the Morgan Community that Edward Burman, a long time Morgan enthusiast has passed away. Edward was a very old friend, a traveling companion and a fellow Morgan mechanic. We traveled innumerable miles and enjoyed countless car shows together. Edward was one of the founding fathers of MOREO, (Morgan Owners of Eastern Ontario) which has grown to become what we recognize today as GoMoG and eMOG. He will be missed."*



Edward Burman (center) with Greg & Cathy Kaufman enjoying their "tailgate picnic", Stowe Vermont, September 1999

And, although many of us commented on Edward's passing I saved the following from David Crandall of the Morgan 3/4 Group as representative of our thoughts... *"My memory of Edward springs from wonderful chats at one of the early British Invasions. Silver hair, sparkling smile, sweet four place and knowledge and enthusiasm to share. He*



was also a real charmer. Our MassMoggers group were staying in an "economical" motel chosen by the notorious Bill Jouris of jodhpurs and handlebar mustache fame.

"Jouris' daughter, dare I say so, is a tasty piece of work. Blonde, bubbly, a real party animal and no stranger to Morgans given her dad's penchant for fiddling with his yellow 4/4. [Bill's car is notorious for rarely making a trip without a breakdown or two.] Since Jouris couldn't turn down a place that was run by Germans who would prepare saurbraten for us, we returned in later years and endured. Bill's daughter and Edward were quite a site bombing around the Stowe area. He was a perfect gentleman and squiring around a bodacious young lady in his white Morgan completed the picture."

"I fear gentlemen of Edward's caliber are in increasingly short supply in our world; he will be missed."

We reported in the November 2002 issue that Edward sold his Morgan "Megan" to MSCCC members Ray & Elizabeth Stevens and his Triumph Dolomite to MSCCC member Greg Kaufman. Both are in very good hands. We will miss you, Edward. Our condolences and best wishes to Margaret Burman and their family.

BCCI Long Distance Awards.... If you have not sent in your mileage / kilomerage for 2002 and want to be considered please get the info to Vern Dale-Johnson post haste (via phone, email, or snail mail). Need to know start mileage on or about April 1, 2002 and finish mileage on or about November 30, 2002.

Awards for 2001 have been delayed but, as the following from Paul Burnett received just before the holiday break indicates you can expect your plaques shortly: "I have the long distance awards finished, was going to mail them after the holiday rush." Paul

Central Canada Morgan Events:

- | | |
|------------------|---|
| Feb 2 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| Mar 2 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| April 6 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| April 20 | Ancaster British Car Flea Market (see advert in this Blurb) |
| May 24-25 | Toronto Triumph Club / MGCCT – Spring Fling , planned for Orillia & Georgian Bay. Contact Vic Whitmore 905-889-7261 |
| May 25 | Heritage Village Southwestern Ontario (HVS0) – Fun on Wheels , Windsor area, info - 886-776-6909 or 519-776-6909. |
| May 24 to June 1 | The Seventh Annual British Car Week – get out and drive! |
| June 15 | Classics Against Cancer , Georgetown |
| July 2-6 | MOG 33, Shepherdstown, West Virginia . Organized by MCC DC (and MSCCC) member Alan Marsh. Details to follow. Early reservations? The Clarion Hotel www.clarion-shep.com 304-876-7000 ask for rooms under MCCDC at US\$79/night (see brochure later in this Blurb). |
| Aug 24 | Kingston British Car Day , Linda Thomas 613-385-2447 |
| Sept 6-7 | Zippo US Vintage Grand Prix , Watkins Glen www.theglen.com 803-723-7872 |
| Sept 21 | British Car Day , Toronto Triumph Club – Bronte Park, Oakville |
| Sept 26-28 | ¼ Morgan Group AutumnMog XXV , info on location to follow... contact Dave Crandall davidc@thenetworkinc.org or 800-877-5400 |



West Coast Events for MSCCC and MOG NW:

- | | |
|---------|---|
| Jan 26 | Robbie Burns Run , contact Mike Powley 604-542-0921 |
| Feb 8-9 | MOG NW Annual Banquet , Port Ludlow Resort, Kay Jones 208-546-2232 |



Feb 15 **Hearts & Tarts Run**, contact Steve & Liz Blake at 604-943-6416
 Mar 15 **The Irish Lament**, contact Rod & Ann Lafond at 604-850-7725
 April 6 **Phoenix Run**, contact Hugh Dickson 604-985-6665
 Apr 26-27 **Classic Car Show - Abbotsford**, contact Ken Miles 604-576-8036
 May 17 **Vandusen All Brits**, contact Ken Miles 604-576-8036
 May 24 to June 1 -- **The Seventh Annual British Car Week** – get out and drive
 May 25 **Vintage Car Races**, info Stu Rulka 604-538-8470
 June 14-15 **Father's Day Picnic**, Victoria contact Woody Thomson 250-479-7743
 July 4-6 **Rally in the Valley**, Kelowna (details to follow)
 July 31-Aug 28 **Alaska Highway Experience**, contact Ken & Pat Miles 604-576-8036
 Sept 27 **Vancouver – Whistler run** (details to follow)

Eastern Canada Events for MSCCC and GoMoG:

To be updated.

Aug 24 **Kingston British Car Day**, Linda Thomas 613-385-2447
 Sept 14-20 **Targa Newfoundland** (see details below)
 Sept 18-21 **British Invasion XIII**, Stowe Vt. Mike Gaetano 508-435-8007 www.britishinvasion.com
 Sept 26-28 **¾ Morgan Group AutumnMog XXV**, info on location to follow... contact Dave Crandall davidc@thenetworkinc.org or 800-877-5400

Other Events of interest:

As noted below there are Morgan events being planned well into the future – from weekend to several weeks long. **2003 – Alaska Highway Experience; 2004 – 6 weeks on Route 66; 2005 – Morgans Over America IV** will include a segment in the SW Ontario area... Lots of opportunity to experience your Morgan and the North American continent....

Hello everyone, I am asking for help from all of my fellow British car enthusiasts by requesting that you pass along the following event information to all of your British car friends, and any British car hobby related recipients that you can think of. With the much-needed help of everyone, we can continue to spread British car awareness to other potential enthusiasts, and help preserve all phases of our wonderful hobby. Thanks for your continued support! Scott Helms BritCarWeek@arczip.com

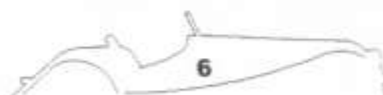
<http://users.arczip.com/zntech/britishcarweek.html>

The Seventh Annual British Car Week - May 24 to June 1, 2003

British Car Week is the ongoing tradition of spreading awareness of classic British automobiles. Driving our British cars in our own communities during this week, especially in larger numbers, will help create a heightened exposure toward these wonderful cars, thus help to preserve the entire British car hobby.

Fellow Alaska Highway Adventurers... We are leaving Surrey on **July 31, Day 1**. Ferry needs to be reserved for Day 5, Monday August 4th leaving Prince Rupert at 11:30 AM and arrive in Juneau on Day 6th, Aug. 5th at 12:30 PM. We leave Juneau on Day 8 Aug. 7th at 7:00 AM arriving in Haines at 11:30 AM.

The cost of the ferry is as follows: Prince Rupert to Juneau: US\$258 per car, US\$125 per person, US\$114 for a two berth stateroom. Total cost US\$622 if two people in car and you take a stateroom. Juneau to Haines: US\$57 per car, US\$27 per person. Total cost US\$111 if two people in car. These ferries can be booked by phoning 1-800-526-6731 or by going on the internet and using the following address "akferry.com". Note that four berth and larger staterooms are available if you want to book them and are slightly less expensive than a two berth per person.



If you are planning to still join us on this trip, please book the ferry as soon as possible and advise me when you have you done this. kengmiles@shaw.ca

In January, I will start my travel agent searching for hotel rooms at the places I have selected for overnight stays. I will have her book all the rooms for us and then bill each of us individually for our rooms in the same manner as MOA does it. I find this is easier than each of us paying each night as we go. Total days for the tour are scheduled at 27 meaning a **return to Vancouver on Tuesday August 26**.

Also please be advised that if you do not book the ferry soon, it does not mean you cannot go on the trip but it could prevent you from obtaining a stateroom as they are limited. Regards, Ken Miles

From: Ted Zurbrigg <tz@MAIL.LAC-MAC.COM>
To: Vern DJ <vern_dj.msn@attcanada.net>
Sent: Friday, November 29, 2002 3:37 PM
Subject: Targa Newfoundland

Hi Vern, Thanks for the update in the blurb, as I missed this article in the Globe. It was fun to live the Targa through Bob English's eyes, even though he highlighted the more bloody aspects of the event (media pressure no doubt!). In any case, it was great to hear that it was a success and that **Targa Newfoundland 2** is in the cards. My interest to see and drive this beautiful part of Canada, at speed if and when we can remains strong as ever. Since their next event is bound to be better organized now they've completed the first, I'm getting serious about next year's version.

Have you encountered any interest from the membership? I'm thinking there is a great opportunity here for a Morgan trip or rally from Ontario, through the eastern townships and God's country in Maine to Bar Harbor or Bangor. From there, up the coast to St., Stephen and New Brunswick, and up through Cape Breton to Sydney. Or alternately, taking the ferry from Bar Harbor to Lunenburg, Nova Scotia. Whether we Morganists wish to partake in the Targa or just be spectators, it would make a great event and destination and gathering point.

As to the Targa itself, are you interested in navigating for me next year? or entering yourself? Let me know your thoughts. Ted

Vern DJ responded: Ted Thanks for the note... I'm definitely interested in next year's Targa but not sure if I'm available to navigate. One of my very good friends, Neil Young and I have been talking about taking in the Targa and not sure if this is serious or not... yet. As for others, no... not much from anyone else except some of our Atlantic Canada members. Your idea of a run to Newfie for the event is very tantalizing and if you permit I'll make the enquiry from you in the next Blurb. Vern DJ

See below for details on this year's Targa (and dates for future events)...

One year after unveiling ambitious plans for the first **Targa Newfoundland** international rally for historic, classic and modern sporting cars, event organizers have announced bold plans for the event. The second annual Targa Newfoundland rally will take place **Sunday, September 14 through Saturday, September 20, 2003**, Targa organizer Robert Giannou announced today. Including pre-event preparations and post-event celebrations, the event will run from September 12 through September 21, 2003. Giannou also announced dates for the three subsequent Targa events:

- September 18-26, 2004
- September 17-25, 2005
- September 16-24, 2006

"We started work on Targa Newfoundland 2003 the Monday after the 2002 event," said Giannou. "The first Targa was a success on a number of fronts, and we are encouraged by the community, sponsor, competitor and government feedback we've received. We have a tremendous base on which to build."



Although the 2003 event will follow the same basic format as the inaugural rally, organizers are looking at improvements to the route, staffing and other aspects of the event, Giannou said. The 2002 event covered a route of more than 2,000 kilometres over central and eastern Newfoundland.

An estimated 1,700 community volunteers contributed to the success of the first Targa, Giannou added, a knowledge base the 2003 rally plans to employ. "We had volunteers from across Canada and the U.S. join local volunteers to make the rally a success. We have planned additional training for more crews this year to bring even more enthusiastic volunteers into the running of the event."

The government of Newfoundland and Labrador was a major sponsor of the 2002 rally. A funding commitment from the Atlantic Canada Opportunities Agency (ACOA) facilitated the training of volunteers, establishment of the route and the marketing of the 2002 event internationally, Giannou said.

Giannou expects the 2003 Targa Newfoundland will also attract more competitors. "The word-of-mouth news about Targa has spread around the world and we already have our first entries for next year, and that's before the TV special," he said. "I'm not going to make any predictions, but based on the positive feedback we get from this year's teams, I think we will see a substantial increase in the number of competitors in 2003." A one-hour television special on the 2002 Targa Newfoundland will air December 21, 2002, in French on the RDS network and in English on January 25, 2003, during prime time on the Global Television Network.

Targa Newfoundland is presented by Newfoundland International Motorsports Ltd. of St. John's and is sanctioned by the Canadian Association of Rallysport (CARS).

Information:

Media:
Ruth Marks
(709) 738-5135
ruth@m5.ca

Competitors:
Robert Giannou
(709) 722-2413
rgiannou@nfid.com

NEWFOUNDLAND INTERNATIONAL MOTORSPORTS LTD.

Ph +1 709 722 2413 Fax +1 709 722 1116 www.targanewfoundland.com

Date: Fri, 06 Dec 2002 08:31:06 -0500
From: img@gomog.com
Subject: **A Franco-Spanish Rally**



I have been asked to pass this along to the Pub...

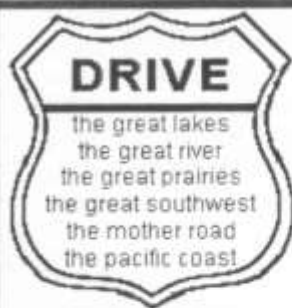
"Rich Taylor and myself are organizing a touring type rally in southwest France/ north east Spain on October 12-17, 2003. This will be called the **Rallye Biarritz** and will be based at the Grand Hotel du Palais in Biarritz for five days. On the final day we will go to the Bordeaux vineyards and finish at the Relais de Margaux.

During the course of the rally we will visit the Guggenheim Museum in Bilbao, the Pic du Midi in the Pyrenees and the Sos de Rey Catolicos near Pamplona.

Full details can be found at www.vintagerallies.com or by contacting me at 800 659 0872 or 860 364 5020 or info@radiologyintl.com. Many thanks

D. Beatty Crawford, M.D., 22 South Ellsworth Road., Sharon, CT 06069
Phone 800 659 0872; 860 364 5020, Fax: 860 364 5040"





ANNOUNCING
MORGANS OVER AMERICA IV
"THE GREAT ROUTE"
New York to San Francisco
FALL 2005

Plan to JOIN US on our fourth US and Canadian cross country trip being created especially for you by Steve Roake, Jeremy Harrison and Elaine Fisher, organizers of the highly successful "Keith Cox Memorial Morgans Over America III, New Orleans to Nova Scotia" held in the Fall 2000, as well as "Morgans Over America II" 1995 and "Morgans Over America" 1990.

For information visit OUR web sites at morgansoveramerica.org (US) morgansoveramerica.co.uk (UK)
or email moa2005@attglobal.net (US) jeremyhere@blueyonder.co.uk (UK)

or send a note to Morgans Over America IV, 813 Hutchinson Road, Walnut Creek, CA 94598 USA

More details? The following is extracted from material destined for the **MOA IV websites** constructed by Jeremy Harrison and Elaine Fisher (both MSCCC members as well):

NEW YORK TO SAN FRANCISCO... The MOA organizers, Steve Roake, Elaine Fisher, and Jeremy Harrison contemplated doing Route 66 for MOA IV in 2005, but we decided against it since it didn't meet our criteria of keeping off Interstates and driving on as many scenic "Morgan" roads as possible.

Route 66 also seems to be commercialized, and a trip you can easily do on your own using readily available literature. Some of the most interesting parts of Route 66 will be included in our adventure however, if you only want to drive on Route 66 you should consider the Cranmog Route 66 tour in 2004 organized by Richard & Anita Jordan (UK Tel 01908 371245) or drive back towards the East Coast via Chicago on Route 66 after joining us for the MOA IV run in 2005.

MOA routes have each day carefully planned to be certain they meet our ideals. The MOA IV trip will be in the Sept-Oct 2005 (about 32 days) but the exact route will not be published until all the side trips and meetings with other Morgan Clubs have been finalized. We chose the name **The Great Route** because we are covering areas, which have been described as Great... such as the Great Lakes, the Great Mississippi, the Great Plains, the Great Southwest, etc.

We will ship the European cars into Newark, NJ meaning the trip will start in New York, sometime in September 2005. We plan to head towards Niagara Falls, Toronto, and tour southern Ontario around the Great Lakes. We will then drive down the Mississippi River valley and head across the Great Plains through Kansas and Iowa. We will visit the Great Southwest including Santa Fe, the Grand Canyon, and pick up Route 66 as we head towards Southern California. After visiting SoCal, we will drive up the beautiful Big Sur Highway 1 and end our trip in San Francisco.

We try to ensure each day is an adventure for all participants. We are or will be working with Morgan Clubs across America (and Canada) to meet with them wherever possible on the trip.

A bit more on the "**Cranmog in America The Historic Route 66 Experience - six weeks on Route 66**"... Richard Jordan asks those interested to send him a stamped self addressed envelope to 8 Thirsk Gardens, Bletchley, Buckinghamshire, MK3 5LHE, UK. His Miscellany advertisement notes the route "...commences in Chicago on the shores of Lake Michigan and ends at Santa Monica on the shores of the Pacific Ocean a distance of 2448 miles. 'Route 66' crosses eight states, three time zones and the



Continental Divide. We are driving the entire length of 'Route 66', that still exists – the good, the bad, and the ugly! We will not bypass any sections in favour of interstates. With 2, 3, and 4 night stopovers there's plenty of leisure time."

The **Morgan 100th anniversary definitely will be in 2009**. Interested in shipping your Morgan to the UK for the "big event" (and spending time touring the UK and the continent before / after the event)... Planning is already underway, contact Vern DJ if interested.

Morgan Memorabilia:

MSCCC grill badges are available from the club (email or phone Vern Dale-Johnson) or from Melvyn Rutter Overseas Limited. Price has not changed – C\$80 (US\$55) plus \$5 shipping from the club, with a similar cost (plus VAT etc...) from Melvyn. Other good news – our supplier in England (Colmet now part of Melvyn's empire) is now adding an extra thick (& strong) layer of clear epoxy over the entire badge face to minimize road damage. These new badges will have this feature, any older badges that need repair can be returned to Colmet for the same treatment.

Self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles – race script (top) and classic script (bottom). These are available in black, white, yellow, and dark green. Each is about 5 inches (13 cm) in length. **Price is C\$3 (US\$2) per label (add return letter postage to any order up to 4 labels).** Ideal for those "special" items you want identified like... decoration on the daily driver, dressing up helmets, "morganizing" regalia items, etc...



We've used our new "Morgan Canada" motif on **zippered sports bags** (with zippered side pocket) for C\$25/US\$17 – dark green, dark blue, and black are available. **Please include \$5 for shipping.**



We've still lots of **MSCCC pins and crests available**. Pins with either a "safety pin" or "tie-tac" closure are the highest quality 4-color epoxy, 1 inch across, priced at C\$12 each. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue, white – at C\$12 each.



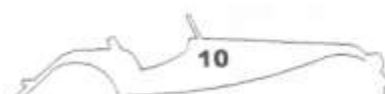
We can also **embroider your clothing with the MSCCC crest or either of the new "Morgan Canada" motifs** – send items to Vern DJ. Cost is C\$12 / crest. Many of our members have had the MSCCC crest added to shirts with a second club already in place, allows you to advertise your support for two groups at once! Note the new Morgan motifs (shown on the left) are not available as a stand-alone crests, must be embroidered on your clothing or other articles.



How about those **new Morgan Canada Wings?** – they are only C\$12 / embroidery (not available as a stand alone crest).

For Sale:

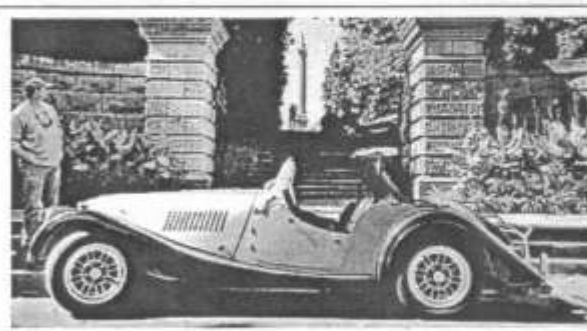
Sadly, My finances leave me no alternative but to part with my beloved Mog. **1970 Plus 8**; Red with black leather; full ground-up restoration using only original Morgan parts completed by Pete Noel of Buffalo in 1999; mild cam, Holley 390 4 barrel carb, "Moss box" 4 speed, est 200HP, Gemmer steering box, gas shocks, new Yoko tires, Lucas fog lights, cast wheels, badge bar. Includes new top, two tonneau covers, side curtains, fabric storage cover, built-in tool box and attachable luggage rack. 1970 brochure signed by Charles Morgan! Immaculate car and engine bay. Wintered in heated garage; rarely driven in rain! Asking C\$59,000 416-703-6983 Brian Prendergast bprendergast@sonargroup.com



Subject: Morgan for sale... Having purchased a +8 (see Hog Mog Matters), I think I should get serious about selling the +4. **1956 +4, 'high cowl', with single spare.** LHD. Red with black interior. TR3 engine with 3/4 race cam, 87 mm Hepolite pistons, hydraulic clutch, 10.2:1 compression ratio, completely lightened and balanced. Twin Weber DCOE 40 carbs. New seals in Moss Box. Rebuild completed May 2001. Michelin XZX on 15" wheels with 5 additional 16" wheels and tyres. Rebuilt cream gauges and dash panel. Fog lamps. Tilt windscreen and extra Aero screens. A very solid, respectable car and great performer. Winner of numerous show awards. US\$24,000 Rod Wilkinson 416 862 4476

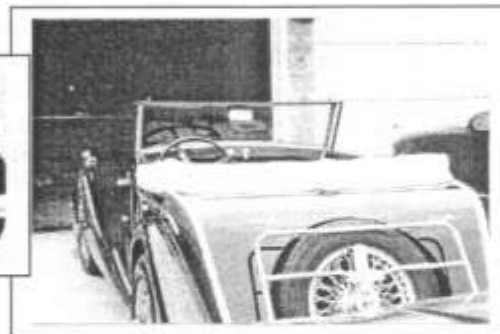
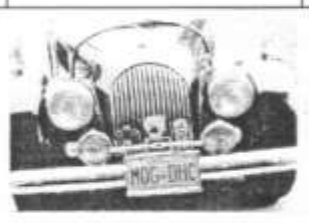
FOR SALE:

Martin Beer's 1963 Morgan 4/4 Up-rated 1600cc Ford Cross Flow, Approx 135HP, Twin Side Draft Weber carbs. Fully Balanced. Ford 5 Speed Gearbox with Quaife Straight Cut. 4.1:1 Gear Ratio. Upgraded Electrical System, Gear Reduction Starter, Alternator, Aldon Distributor, Formula 1 Ignition, Ignition with Soft Start Rev-Limiter. +8 Ford Spindles Hub Brakes. Neutral camber. Rear Head with 40 lbs. Telescopic rear shock conversion, Max adjustable shocks, front & rear 15" Alloy rims, Yokohama 205-60-15" 008R tires. Alloy Bonnet, Doors, Rear Wings, Quarter Panels, Bumper, Front Cross Front Wings. Black Leather Bucket Seats. Solid Wood Dash, Roll Bar, upgraded Instrumenter Wind Deflectors, Luggage Rack, Driving Lamps.



This Morgan is an extremely reliable vehicle, that I have enjoyed driving for 19 years. It has competed & won various Shows & competition events. Priced @ \$35,000.00 Can. (firm). Contact, Martin Beer (905) 857-3210, cmcmog@idirect.ca

Brian Rumohr's Morgan – 1961 DropHead Coupe. Brian purchased the car new in 1962 and has had it ever since. It is royale blue in colour with a grey interior. The frame and body were restored in 1989-90. The engine was rebuilt in 1999. At that time new wire rims and Pirrelli tires were added. The car is in immaculate condition and has received years of TLC from Brian. I have taken on the difficult task of finding a suitable buyer for Linda Rumohr as all of us hate to see this wonderful car leave us. If you would please let your membership know that the car is available for sale and I do have recent photos of it. I will entertain serious inquiries at 905 680 4507 or through my email. My research has indicated that an asking price of \$35000-38000 Can or \$28000-\$30000 USA is not out of line. Thank you for your help. I look forward to hearing from your membership. Dennis A. Tripp df.tripp@sympatico.ca 905 680 4507



HOG MOG MATTERS:

Congratulations to **Jeremy Harrison**, new **Concours Secretary of the MSCC!** We understand a "World Wide competition" is now in the planning... Watch this column for details!



Oliver Dawson had RSVP'd to attend the Dec 1 Wine & Cheese and AGM but as the day arrived realized he could not due to a competing "personal" commitment. Oliver, what could be more personal than attending a MSCCC event? Not deterred Oliver arrived on December 1, just prior to the appointed time (ie, much to the chagrin of Mrs DJ) but bearing gifts. Thank you Oliver... although we were too large a crowd for an intimate beer tasting be it known that "The Prez" and very close friends (ie, daughters and son-in-law) very much enjoyed the 6 pack of assorted beers from Germany, Poland, and the Ukraine + the Belgium Trappist beer... you are welcome back anytime!

At the AGM, other bearers of "coals to Newcastle" were Tom VZ who brought along some of his personal crush, Dave Farmer who contributed a "framboise", Dave McCrossan who earlier had presented a vintage port – and others with fortunately no competitive "Aussies". Thanks also to Marlies Sands for the lovely Christmas arrangement (it lasted through New Years) and the other floral gifts. Also, thanks for the Aero 8 poster... from, Gayle & Chris Taylor. These gifts do tend to keep the missus happy and obliging when the next event needs a suitable venue.

A special note on those President and Chairman's awards presented at the AGM. The (event) Chairman's Awards were originally created for John & Sharon Roden to present at the "Fall Weekend" but... unfortunately... the venue of the proposed awards dinner was not conducive to presentations so they were put aside for presentation on Dec 1. The awards are unique as the "silver" base behind the MSCCC "pin" is a genuine stainless steel fender washer so... should the award ever be considered "inconsequential" before discarding salvage the pin (stick it on something else) and the washer (invaluable in the roadside repair box)!

Also, with regards to Directors of the MSCCC note we have 5 plus one Honorary Director – **Audrey Beer**. Audrey's role, self-admitted, is to wrap our knuckles with a tire iron if any of us gets the club out of line!

Just prior to the AGM **Martin Fisher**, our renowned recording artist and owner of the Guinness record for the loudest amplifier, called to advise he is back in his old digs in Rosedale and thus open to again hosting a summer swim / BBQ. Should we consider a run from the east end of Toronto to his address next summer?

Mike & Linda Hughes & family took some time in early December both for a Roman holiday and visit to the UK where a factory visit, first in many years, helped commit Mike to getting their Morgan back on the road. Thanks for the brochures, price lists, and copies of The Malvern Link, Mike. Mike also sent in the article from the Halifax Chronicle-Herald found later in this issue.

Dani Carew is developing her 2nd edition of the Morgan "Who's Who". VDJ sent her material on his cars late last year and rec'd the following response. If you are interested, pull the form from the 6-2002 Blurb and send along to Dani...

"Hello Vern, Thank you for your mail. Great photos. I have not received many replies from Canada, however I believe it's early days yet. Hope to receive a lot more in the new year.

I attended the Birmingham Motor Show in the UK and stopped off in Malvern to speak to Peter and Charles Morgan. Their personal "The story behind" the Four Four, Plus Four, Plus eight and AERO 8 will precede the relevant section of entries in the 2nd edition. VERY INTERESTING. I am setting up a WEBSITE for the "Who's Who", will advise you as soon as it is up and running. Very best Morgan regards, if I don't speak to you again." DANI



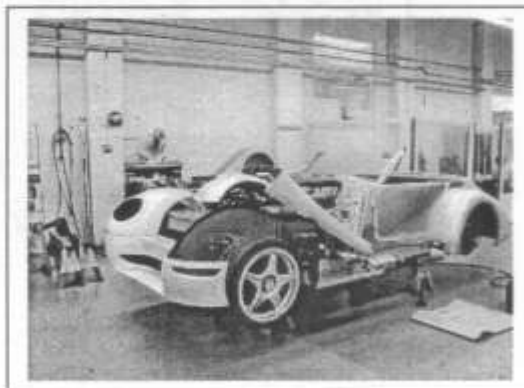
NOTES FROM THE WEST:

Ken & Pat Miles (kengmiles@shaw.ca)

The month of November saw the return of Les Burkholder as the organizer for another of his well planned drives. Les allowed us to see his other love (Pardon me June) besides his Morgan and that is his love of aircraft. As Pat and I were absent for the run, we must rely on both Les's and Mike's opinion that the run was well received and attended by several Morgan owners who were impressed by the aviation museum and accompanying culinary features. Thanks again Les for organizing this event.

The only other event for the month was the return of the original Ladner to Bellingham run organized by the Old English Car Club and attended by several Morgans as reported upon earlier. This turned out to be an excellent run again this year with blue skies and no real hassle at the border.

Although we missed the local run, Pat and I were able to experience some Morgan adventures of our own in the UK. On the 18th, we visited the Morgan Factory for the first time in 32 years. As usual we were able to wander through the factory unescorted and observe the production of the conventional cars along with the Aero 8. It is quite evident during this tour that Morgan has modernized and changed their production techniques in many ways. Items such as the chassis and wings are no longer produced inside the plant but are subcontracted. Production now starts at the top of the hill and ends at the bottom with a completed car thus avoiding the effort to push a car uphill. Painting of the cars has improved in that the cars are now painted in pieces and assembled in the trim shop. The spare parts department has been relocated into a new building with an exceptionally modern customer service counter. I am happy to say that we were one of the first customers as this facility opened on the 18th. A chance meeting with Charles Morgan resulted in a short discussion on the certification of the Morgan Car for Canada and his belief that it was only a matter of months before Morgans would be sold in Canada again.



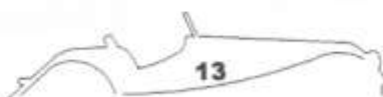
After a quick tour around England seeing relatives and Morgan friends, we dropped in to pick up some parts at Melvyn Rutter's Garage. Melvyn spent quite a bit of time showing us his facility and explaining how he rebuilds obsolete parts and reconditions instrumentation. During this tour we visited his car badge facility where he asked us if we had heard of Bill Button who had just sent him three badges to repair. Pat had the opportunity to start the repair on one of Bill's badges.



After a pleasant journey on the M25, we dropped into Brand's Hatch Morgans where we spent some time talking to Rick Bourne, and Phil Wareham who took us around the repair shop. The highlight of the tour was being able to see the newly renovated TOK258 after it's successful run at the 2002 LeMans where it finished 5th in its class and hit a top speed of 138 MPH. It's entry in LeMans this year was in celebration of its win in the same class forty years ago.

It's great to know the camaraderie of Morgan owners is the same on both sides of the Atlantic Ocean.

The Northern Pod's "Little Christmas Party" was held on Dec. 14th at the Miles residence. Participating in this event were Bob and Sharon Green, Bill and Margaret Behenna, Mike and Rosemary Pauley, Ron and Yvonne Theroux, Ted and Judy Carew-Gibson, Frank and Kay Gruen, John and Setsuko Rennie, Les and June Burkholder, Ken and Pat Miles, Bert McCabe and Stu Rulka (Better late than never). The evening started with everybody heartily tucking into appetizers while catching up news and the health of the various Morgans and their owners. This was followed by a delicious dinner and dessert.



After dinner Mike Powley led the jolly crowd in a rendition of the Morgan Christmas carols whilst Bert told everybody they weren't singing fast enough and it sounded like a funeral. The highlight of the evening was when somebody asked what "Malvern" had to do with Morgans during the singing of the "12 Days of Malvern". Needless to say every body took great delight at giving their explanation of what Malvern means to us.

Stu Rulka turned up when half the participants had left but added considerably to the conversation which went on to 11:30 when the last people departed.



London to Brighton Run Oops!! Ladner to Bellingham Run

By Pat Miles

On Saturday November 14th 1896 the newly formed British Motor Car club staged the first London to Brighton run and covered a distance of approximately 62 miles at a maximum allowed speed of 4 mph. They have continued to have this early run on a yearly basis and it now has entries of over 400 cars and a maximum speed of 20 mph. Unfortunately the cars have to be pre 1905 so although Morgan has outlasted many of his competitors in longevity there are no Morgans allowed on the run. To celebrate the coming of age of the motor car, or as it was then called a light locomotive under 3 tons and to commemorate this run, the Old English Car club has annually had the Ladner to Bellingham run and this year was no exception.

The run was held on Sunday November 3rd with the participants assembling in Ladner for a start off at 9 o'clock. It was a very cold but sunny morning when 6 pairs of members of the Morgan club joined the throng on English cars for the drive. There were cars from an early Austin 7 to the latest Mini as well as a couple of Rolls Royces and numerous Jaguars. This year's run was organized by Steve Hutchens, and the parade of cars was lead off by Steve in his Green and White Morgan plus 4. We travelled the 62 miles to Bellingham at a much faster pace than allowed for the London to Brighton run and at times there were bystanders who gave us a wave and comment but no where near the over a million viewers that turn out to watch the real thing. We had a relatively easy boarder crossing and reassembled in Blaine at the Burger King for hot drinks, cookies and socialization in the sunshine before completing the journey to Bellingham via picturesque ocean views and eventually arriving at the Bellingham Yacht Club for a delicious buffet lunch.

Every one of the cars managed to complete the 62 miles and was rewarded with the coveted "02" sticker for their Ladner Bellingham licence plate. In the original run approximately 58 cars were entered, only 35 actually started and 25 finished which says a lot for the improvement in automobile engineering during the last century.



After the lunch, there were draw prizes and Steve and Liz Blake had great luck, including winning the early bird draw. Our thanks go to the Old English Car Club and Steve Hutchens for organizing the run and congratulations go to the Collises, Miles, Powleys, Hutchens and McDermids for braving the early morning cold in their Morgans to give representation of MOGNW and to the Blakes who brought their MG (could it be that it is warmer or more reliable than their Morgan?).

NOTES FROM THE WEB:

Are there those here that are beguiled by coincidence?

On December 20, 1984, the MMC carefully placed R9459, a two-tone metallic blue Plus 8, in a stout seaworthy container and started its long journey across the Atlantic to Canada. Years later that car brought us into this Morgan Community and served us well and faithfully until a devastating accident last summer brought it down.

On December 20, 2002, the MMC carefully placed R9459, a two-tone metallic blue "1984 Plus 8", recreated as an exquisite ideal, into a stout seaworthy container and started it on its second long journey across the Atlantic to Canada....to me.

Lorne & R9459 "The Phoenix"



Details...lots and lots of those.Let's see.....(coy smile ☺)

- It has the dimensions of 1984 Plus 8
- It has the front look of a 1971 Moss Box Plus 8
- It is lighter than a 1976 Sports Lightweight
- It has more bhp than an 2002 Aero 8
- And....er...everything not painted is polished. (blush)

(Image is of the Phoenix at the Port of Montreal in early January on route to Lorne!)

I saw Lorne's car at the factory on Thursday, just before it was shipped. It's stunning, even without an engine. The polished stainless steel bulkhead is worthy of Pebble Beach. Good luck to you finishing the rebuild after it lands in Canada. **Taking it to MOG33 ?** Best wishes, Keith Ahlers

The following discussion on **Morgan replacement cost evaluation and insurance** should be of interest to all...

Christopher Buschell King wrote: In France a car valuation only has legal value if it has been carried out by an independent certified expert. A French insurance company will NOT accept a dealer's valuation, however competent that dealer may be. Rates here for fire & theft or comprehensive insurance on collector cars are determined essentially by multiplying the valuation by 0.50%. The companies recommend their customers evaluate their cars every 2 yrs. In the event of theft or total loss of the vehicle, there will be a certain amount deducted from the 'agreed valuation' to account for wear & tear - "vetusteté". For this reason French collectors tend to seek high figure valuations; the difficulty is trying to fish out an expert willing to accommodate that reasoning! But I think the big mistake some of us make is to interpret a valuation as the market value of our prized Moggie.

William Boyles at wmi3@airmail.net wrote: OK, I have a +4+, No., 26, the last one built. The insurance company understandably is reluctant to take my guess on what's it's worth. Few +4+'s change hands in good running shape, etc., and even then, the details are not available. Again, understandably. I would

welcome, off line, any one who would be willing to share with me the value or sales amount or restorations amount of a +4+. The insurance company wants something and I have nothing to give them. After Keith Ahlers took up the last remaining bodies, it can't be replaced. Can anybody help?

Chris Towner wrote: On the subject of car insurance at least USA - side... protect your baby! This means insuring your Mog for its 'replacement cost' tomorrow, not what you and your mate spent on the restoration, and not what it would cost you today. If you have a good agent bring that person your worst fears then ask: "Am I covered?". Stated value means just that -- stated value.

As Lorne mentioned usually by an accepted professional who studies car values and should be recognized by your insurance company. ASK. The more obscure the marque, the more difficult the task. That is why YOU have to be content with the value placed on YOUR Morgan. Do you feel secure? After all, you pay the premiums. Check Hemmings for prices or check your local club for the current range. Especially if that Morgan of yours was rebuilt years ago. Figure what you can stand to loose. Rarely in accident situations does anyone make out. Trust me, I do battles every day for insurance reimbursement for repairs and that is based on 1989 labor rates where I live! No one is making big money repairing cars! Insurance Companies are not providing coverage or insurance in order to loose money!! Protect your OWN self-interests and your Morgan.

John Shealy wrote... Bill, The way I see it you tell the company what you want to insure your Plus Four Plus for and they charge you the premium in accord to your stated value. That way you are covered.

I do find that most folks over value their cars. I work on the principal of yes anything can be totally destroyed but more often than not you can work with garages and people and have most things reworked or repaired much better than having the insurance people involved so I tend to under insure to keep the premiums lower.

If you can't do some of the work and work with others as stated then you are at the mercy of the insurance company. To fully restore and repair a Plus-Four-Plus I wouldn't do one for less than US\$50,000* which is about what one should change hands for in average to nice shape and rough ones \$30-\$35,000. This is but my opinion. Hope this helps.

* Bill, This to me is a realistic figure on the Plus Four Plus. I am sure others will place it at a higher price but I look at the model as a Plus-4 with a rare Glassfibre body. The chassis and running gear is Plus-4 and replaceable. The body is glassfibre and not replaceable but repairable unless done in by fire. JHSII

Lorne Goldman wrote on insuring and pricing Your Baby... For those of us in the UK part of the PUB, I have just noticed that the Royal Automobile Club offers a free evaluation service and insurance quotes for cars in excess of 15 years old traveling less than 5000 miles yearly.

http://www.rac.co.uk/insurance/vehicle/classic_car

AND for those in the US part of the Pub, I have just noticed that the 'Insurance.com', a US consumer group, has a great article and references on Classic car insurance. Please note that it suggests that anything out of the ordinary be evaluated with an expertise. ALL Morgans are "out of the ordinary"... at least outside the UK where there is a large enough population of cars to establish market values.

Click <http://www.insure.com/auto/vintageautos.html>

Then there are national differences. I believe Canada is far different from the U.S. Haven't clues what England, Australia, New Zealand, Europe and others have available.

Actually, when you look behind the marketing and the "local" names adopted to please "local" markets, there are very few insurance companies. As well, the dawning of free flow financial markets have homogenized insurance internationally. Though each state, province and country preposterously has its "own insurance laws", the fact is they have to toe the line or the insurers' money simply flows out to a



more attractive environment elsewhere...sometimes half a globe away. Most insurance is very very (2) similar everywhere. There is nothing insidious in this... or for that matter, a denial or delay of a claim. There are simply in-house policies adopted to encourage profit. You will rarely see a marketing pledge offered by an insurance company that does not reflect a law they MUST follow. (sad smile ☹)

For those interested in how laws develop, the State of California is examining a restructure of its auto insurance in a desperate attempt to eliminate court confrontations that account for a goodly percentage of CA premiums. There is a review of methods in many countries and an envious study of the auto insurance regimes in France and the Province of Quebec, which use different tools to control the same problem.

Date: Fri, 15 Nov 2002 14:56:19 +1100
From: "Roger" <rogers@scribal.com.au>
Subject: **BTR axles**

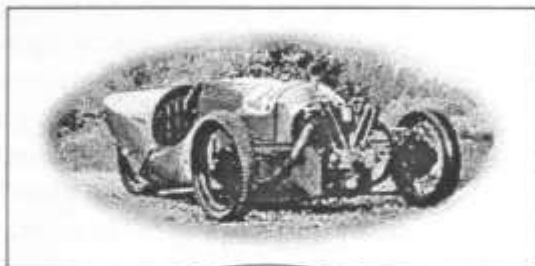
BTR (Motospecs here in Australia) supply MMC with a 3.45:1 and a 3.23:1 for the Plus 8. 3.73:1 for the 4/4 and an independent rear end for the Aero 8. They don't however supply the +4 variant. Jeff from BTR is checking to see if he has a +4 rear axle in stock as they used to supply them. He also mentioned that if he found one and it didn't have the correct ratio, they could change it. As an indication, I bought a BTR 3.45:1 for an eMogger at A\$2400 (US\$1200). Roger Sydney Australia

Date: Tue, 3 Dec 2002 21:51:32 -0000
From: "Keith Ahlers" <Keith.Ahlers@btinternet.com>
Subject: RE: **The 2003 racing Aeros**

2003 may turn out to be a very exciting year for racing Aeros. A third racing Aero is also under construction now, destined for the 2003 UK circuit. An Aero 8 Sports GT is being built at the factory to compete in the British GT championship next year. The Aero Sports GT is essentially a detuned version of the Le Mans car. It runs a 4.6 litre M62 BMW engine from the X5is. The engine has been remapped by BMW for this new application. It offers prodigious torque. Enough to spin the back wheels in third gear! Early testing shows it to be faster than a Morgan Challenge Class A Plus8. The car has benefited from further wind tunnel tests since Le Mans and now has less drag and higher down force than the Le Mans car. Much of this is due to a revised design of hardtop.

The British GT race series will run over eleven dates from April to September. Races are between one and three hours duration. It is the premier Sports car series in the U.K. and receives television coverage. This project is being supported by the factory and hopefully will further enhance the cars reputation.

Keith Ahlers (Morgan Challenge Champion 2002) and Rob Wells (Modsports Champion and owner of Libra Motive) will be driving.



THE ULTIMATE DUD CARS

Forbes.com readers choose the worst automobiles

1	AMC Pacer
2	AMC Gremlin
3	Renault Fuego
4	Chevy Chevette
5	Edsel
6	Chevy Citation
7	Chevy Corvair
8	Ford Maverick
9	Chrysler TC Maserati
10	AMC Eagle

AMC Pacer

SOURCE: FORBES.COM



COLLECTIBLE CAR INSURANCE - CAVEAT EMPTOR

Let me start by saying that in Ontario, and several other provinces, an excellent insurance program is available under the "Silver Wheels" label. Both my 1961 TR3A and 1980 TR8 were insured with them for a very reasonable premium. Only restriction was not to be used for commuting to work or, of course, business purposes. I didn't have any claims with them, but knew several members of the Triumph and MG Clubs who had and their service and payout were not disputed.

On moving to the beautiful Okanagan in 1998, I investigated utilizing Silver Wheels here, but discovered it's not available in provinces with mandatory government insurance such as BC, Sask and Manitoba. I then applied for the ICBC insurance for limited production and old autos. My car was rejected because after market speakers had been installed in the top of the dash. They mentioned a couple other items (wrong steering wheel and speakers in the doors) but they were wrong on those points and I could have shown them through catalogues and books on Triumph cars. Anyway, I decided to heck with it, I'd check with BCAA where I had my collision, comprehensive and additional liability coverage. They were happy to sell me their version of collectible insurance, which is underwritten by Western Union Insurance (owned by ING the Dutch banking and insurance group). My appraisal was submitted and the value of \$18,000 accepted by BCAA Insurance Corp. in July 2000.

Now we will move forward to September 17, 2001. A beautiful sunny day and Pam is at a Garden Club event. Our neighbor Reg is also free for the afternoon, so we decide to go sailing. On the way on KLO near the university, we stop at a ped crosswalk and a few seconds later BANG. A big van, like the trades people use, hit us as we were stopped and, according to witnesses, he must have been steaming along at least

and pay accordingly. They in turn go to ICBC to recover the amount. Now, according to BCAA Insurance, ICBC sometimes disagrees with the amount paid and BCAA ends up eating some portion of the settlement. So, this means the assessment person for BCAA plays hardball. In this case, BCAA used an independent firm of adjusters who in turn engaged another independent assessment person with body shop experience etc.

..."you may wonder how they could possibly repair the rear end which was pushed right up to the rear wheels".

50kph. Probably talking on a cell phone. Neither Reg nor I saw the van approaching so we were relaxed. Fortunately our headrests were in the raised position and no doubt saved us from serious injury. Now, after four months have passed both Reg and I have signed off with ICBC for personal injury purposes as our doctors have given us the okay. ICBC pays victims something for personal injury, not much but acceptable.

As the van driver readily admitted responsibility for the accident and, in fact was ticketed by the policeman in attendance, ICBC was ultimately responsible for covering the cost of repairs to my car. However, because my additional insurance is with BCAA the procedure is for them to do the damage assessment

The plot thickens! The assessor, Doug, said the car had rust damage to the inner fender wells at the front which were not related to the accident and that area would have to be repaired before the car could be considered roadworthy. It seems his assessment was accurate, but it's funny the car was safety inspected twice in 1996 when I bought the car and again in Sept 1998 after moving here. None of the safety checks, which supposedly included examination for structural safety, found the rust damage disclosed by Doug. Also, the car had been appraised in Toronto in the spring of 1997 and again here when I applied for the BCAA insurance and neither appraiser discovered the damage. So what this means is I will have to pay for repairs to the front and BCAA (ultimately ICBC) the rear. Okay, I can accept this as Boyd Auto Body assures me the finished product will be like new. And body shops in BC have to guarantee their work to maintain the ICBC accreditation.

Those of you readers who saw the picture of the accident in the Daily Courier may wonder how they could possibly repair the rear end which was pushed right up to the rear wheels. What they do is cut off the old damaged parts and weld on a "clip". The clip comes from a TR8 in Vancouver, which was damaged, in the front end. Gordie at Boyds showed me an almost new BMW, which was repaired that way, and it certainly looked like new. Many of you will have observed Boyd's work at the Field of Dreams event.

I have to admit, before getting to the point of agreeing to have the car repaired, I considered taking the payment from BCAA and selling the salvage. Len Drake was good enough to examine the wreck and agreed to buy the salvage if that was the route I followed. However, the total amount received would have been less than I think would be fair considering the appraised value and cost to replace the vehicle with something as desirable. The road to this conclusion also included many discussions with BCAA Insurance people in Vancouver, the adjusters and independent assessor. BCAA wasn't interested in talking to me about another opinion on repairing the car, as their appraiser's estimate was all they would consider. I asked ICBC if they would have their man check the wreck and give his opinion on repairing the car or writing it off. ICBC refused to get involved as I was a customer of BCAA and they didn't want to get in the middle. Fair enough I have to say.

Going to Court! Another possibility I thought would be to go to Small Claims Court and sue the van driver for the difference between the appraised value, \$18,000, and the payment offered by BCAA \$8,000 and salvage value of the wreck \$1,500. The actual suit would have to be reduced by the cost of repairing the pre-

condition rust damage at the front, about \$3,000. So the net I would be looking for would be \$5,500. Here is the problem with that line of thought. The maximum suit in Small Claims Court is \$10,000. To reduce my claim to an amount within that figure would necessitate accepting payment of approximately \$8,000 from BCAA Insurance. This would mean I would have to pass onto them any right to sue the van driver. Also, it would mean signing off on any possible future action against BCAA. In the final analysis, I have tentative agreement from BCAA's firm of adjusters that I can have the car appraised after it is repaired and, if the amount is less than before the accident, I can go to court against the van driver. In that case, if I win, ICBC pays under the van driver's liability coverage.

A word about Arbitration. In case you ever get into a situation where you disagree with a payment offer from an insurance company, and I hope you don't, here is the procedure. The adjusters engage an Arbitrator, probably a local lawyer.

His fees are paid 50/50 with you and the insurance co sharing. You then have another appraisal/assessment done on the damage. If the new assessment is different, you have to get the two parties together to try to reach common ground. So far, you costs are about \$600. Once the case goes to the arbitrator, his/her decision is final.

Getting independent legal advice. A friend and neighbor who practices property law referred me to a litigation lawyer. He

talked to me over the phone as a free consultation and advised me not to proceed with a lawyer for such a small amount as the fees and disbursements would eat up the claim. Even worse if we lost the case!

Another surprise! While all of this was going on, I received a letter from the Underwriting Department of BCAA in Vancouver saying they disagreed with the appraisal for my car and were changing the coverage to \$6,700. They also enclosed a cheque for \$156 representing the difference in premium from inception of coverage in July 2000. Needless to say, I fired off a registered letter to them enclosing their cheque and disagreeing with their intent. After all it is a policy referred to as "Agreed Value". Subsequent discussion with the adjusters in Kelowna and the guy from BCAA's underwriting department satisfied me the change would have no affect on the claim in progress. In fact, I have a letter to that effect from BCAA and they returned the cheque again which I will now cash. But, boy talk about stress and being treated like an unwanted client.

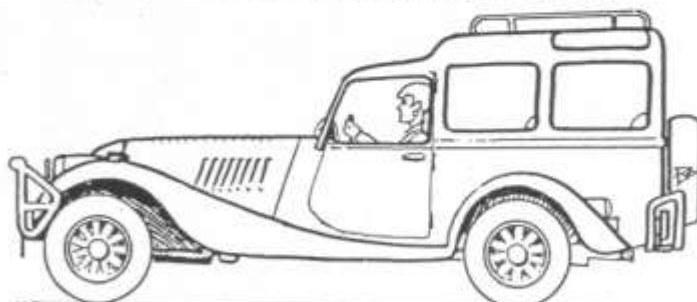
I'll look forward to having the "new" car on the road in April. I'll also look for insurance other than through BCAA and I'd strongly advise you and anyone else I meet in any car club to do the same.

Safe and enjoyable driving, Gary

MORGAN S.V.O.

Special Vehicle Options
by

Practical Roadsters And Tricky Terrain Specials

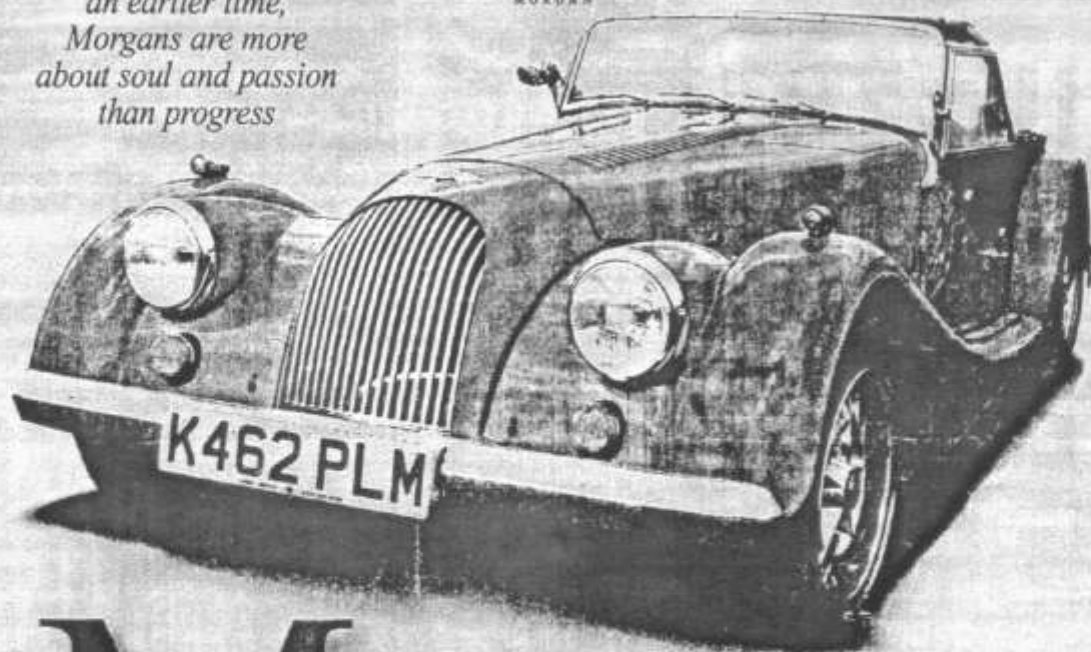


4x4 BINGO SHOPPER, DRIVEN BY PETITE BLONDIES.....IF A MAN IS DRIVING HE'S JUST BORROWED IT FROM HIS PETITE BLONDIE WIFE. USED OFF ROAD ONCE A WEEK (SUPERMARKET CAR PARK.)

*In a throwback to
an earlier time,
Morgans are more
about soul and passion
than progress*

FINE LINES

MORGAN



Morgan

MALCOLM GUNN

WHEELBASE COMMUNICATIONS

The pop-up notice that appears on the Morgan Motor Company's Web site proudly announces that, because of a factory expansion, the waiting period for buyers has been reduced to about 18 months from two years.

To say that Morgan cars are still popular after decades of production would be a ludicrous understatement.

Although 18 months is a long wait by North American standards, the news will be of great solace to buyers who, having paid their deposits and selected their colours and options, are patiently waiting for their hand-built, hand-crafted roadsters to be delivered.

In fact, the wait is pretty short. Not long ago, it might have taken five years (or more) before delivery of one of these quintessentially British sports cars could be made.

One of the reasons is that construction of every Morgan is done in a time-honoured fashion and is — obviously — never, ever rushed. The 'Works', as the Malvern, England, plant is called, currently assembles just 500 Morgans a year (11 or so a week) and treats mass production as something not only to be avoided, but, it seems, loathed.

However, lurking behind the ancient brick walls of the Works, the pungent aroma of progress is in the air. Additions have been made to accommodate the Aero 8, the first radically new Morgan since the introduction of a four-wheeled road-

ster in 1996. The new model is powered by BMW's 260-horsepower 4.4-litre DOHC V-8. It has a slick-looking 1,000-kilogram sports car with a tip-sporting rocket ship.

Even though it's all new, the Aero 8 could never be a real Morgan without being fitted with the company's signature waterfall grille, a patented shape first used on all cars beginning in 1964. It also features a wooden frame, made from ash, just as every car since founder H.F.S. (Henry) Morgan began building them in 1910.

Morgan, then 29, with help from his father and other family members, exhibited his first three-wheeled cycle car at the London Motor Show. The engine was positioned forward of the front wheels, directly in front of the radiator, which kept the car stable. A single rear wheel provided the traction.

As improbable as it sounds today, these early Morgans were successfully campaigned in a variety of racing events,

including hill climbs, cross-country trials and road courses. In fact, Dorothy Morgan, sister of H.F.S., regu-



larly competed — and won — driving her brother's cars.

In subsequent years, Morgans became ever more popular with the British public as well as in other European countries. Not only were they cheap to own and operate (they were actually classed as motorcycles), but their light weight and powerful twin-cylinder engines gave them a distinct advantage in competition.

The company continued to manufacture three-wheelers using a variety of motors right up until 1950, 14 years after producing its first vehicle that could actually be classed as a true car. The Morgan 4/4 was so named because of its four-cylinder Coventry Climax powerplant and its four wheels. Although the car's rudimentary suspension gave it a spine-numbing ride, its low centre of gravity and favorable power-to-weight ratio made it fun to drive.

The 4/4 made it possible for Morgan to compete in

more established forms of motor racing. Fame would follow as the little car marched to a class win at the 1930 24 Hours of Le Mans (France).

Following the Second World War, Morgan was able to quickly return to making cars (instead of anti-aircraft-gun parts and airplane undercarriages), developing a viable world-wide export market in the process. By this time, the 4/4 was available in both two- and four-seat models and with more power from its borrowed Standard and Vanguard engines (Morgans have always used outside sources to provide motivation).

The 4/4 was followed in 1950 by the Plus 4 (the wheelbase was stretched by four inches) which became a major export, with close to 60 per cent of total production (a mere 3,554) shipped to North America. During the 1950s and 1960s, these versions were successfully raced throughout the continent, attracting a small but loyal following in the process.

The Plus Four was followed in 1966 by the Plus 8, which was powered by the Buick-based (but Rover-built) 3.8-litre V8. A few were shipped to these shores, but they were propane powered to satisfy emissions requirements.

Today, Morgan still makes the two- and four-passenger 4/4, the Plus 8 and the new Aero 8. The projection is for up to 1,000 cars a year, the most the company has made since the 1920s. The Works also remains firmly in the hands of the Morgan family, with H.F.S.'s son Peter and grandson Charles at the helm.

While change might be the only thing we can count on, it's keeping things the same that has kept Morgan cars popular for nearly 70 years, even if you have to wait 18 months for your very own.

■ Malcolm Gunn is Wheelbase Communications' chief road tester and historic writer. Wheelbase is a world-wide supplier of automobile news, reviews and features.

SECRETS of BRITISH WIRING

Revealed!

Coping with that rat's nest of faded and tattered wires under the dash and in the engine compartment of your prized MG, Jaguar, Hillman, Triumph or other examples of fine British automobility, or meandering along the frame of your favorite British two-wheeler, can be irritating at best. Some of you are fortunate that the original colors are still visible and so are easily traced. The rest of you may not be so lucky.

Do not despair! Even if you do not own a wiring diagram for your particular car, the following information may be enough so that you can properly connect, repair, or even make a new loom (or harness) to the manufacturer's exact coding. At least, you will be able to identify unknown loose wires.

Also included is a list of places where you may be able to get your harness repaired or replaced with an exact duplicate.

WHAT'S IN A LOOM?

Early wiring looms were covered with a black cloth wrapping interwoven with various yellow or other light colored tracers. Later ones were covered with black or other colored plastic tape.

In the construction of all looms, friction tape is used along the various legs, and at branch junctures to hold individual wires in place while the harness is being wrapped by a special machine.

There are usually three or four different size wires to carry the current loads of various circuits. The most common sizes are: battery main feed (44 strands \times 0.012" [appr. 5-gauge U.S.] — 22 amperes); generator main feed (28 \times 0.012" [appr. 12-gauge] — 14 amperes); and other circuits (14 \times 0.010" [appr. 16-gauge] — 5 to 6 amperes).

Other sizes include 37 \times 0.036" (20-gauge) — 0.68 amperes and 61 \times 0.036" or 61 \times 0.048" (18-gauge) — 1 ampere. Note that the smaller the number in the American wire gauge system, the heavier the wire. Only these wire sizes were used on vehicles prior to 1967. After that, a number of additional sizes were needed to handle newfangled and sometimes more powerful appliances.

COLOR ME WHAT?

There were only seven basic colors used (solid, or with various contrasting stripes or tracers) during the early years (post-war to 1967). They were:

(1) Brown — Battery circuit. From the battery or starter switch to the ammeter or voltage regulator (control box), and feeding light and ignition switches, and radio from control box terminal A1.

In addition, brown was the basic color used for leads from the starter switch to the electric clock, inspection lamp sockets and battery auxiliaries fuse (from which are fed the horns, cigarette lighter, interior lights, etc.).

(2) Yellow — Generator circuit. From the generator armature terminal to the D terminal on the control box, and to the ignition warning light.

(3) White — Ignition circuit. This color is used for all (usually unfused) items that are powered up when the ignition switch is turned on — such as fuel pump, starter solenoid switch, overdrive, etc.

(4) Green — Auxiliary circuits. All circuits fed through the ignition switch and protected with fuses or circuit breakers such as stop lights, turn signals, fuel gauge, wipers, etc.

(5) Blue — Headlamp circuits. Fed from terminal S2 (or H) on the headlamp switch.

(6) Red — Side (park), dash and rear lamp circuits (some manufacturers used purple in their dash-light circuits). Fed from terminal S1 (or T) on the lighting switch. Included in these circuits are fog lamps and other lamps supplied with power only when the park lamps are in use.

(7) Black — Earth (ground) circuits. Used for all devices that are not grounded internally.

Components of each circuit consist of three wires: the feed; the switch wire and the return. The return wire is not needed, of course, if the component is grounded directly to the chassis or through the body of the car, or frame of the bike.

Some variations in fusing, switching circuits, and so on were employed, but the three-wire principal is carried out through all vehicles. I must add, though, that since the introduction of solid-state technology, this last statement may no longer be true for all circuits and/or components.

Feed or supply wires are always of a solid color. Switch wires have the main color of the feed wire, but with a tracer. Ground wires are always black.

Be especially careful when fitting wires to any component. Don't mix them up because not all circuits (especially lighting) are fused. One careless mistake could cause your loom to fry all the way from the component to the source of power when you switch on that errant circuit.

In fact, it is recommended that you install an in-line fuse holder (and appropriate fuse) in all circuits that do not contain a protection device. A convenient and out-of-sight mounting place can usually be found somewhere under the dash, or under the gas tank on a motorcycle. You will usually connect one end of the fuse holder to the switch and join the other end to the wire(s) that usually go to the switch. Fuses for headlamps should be 50-amperes, and for park, tail or license lamps, 35's.

When components are controlled with switches in the ground circuit (like most windshield wipers), the fact is noted by a wire that has a black tracer. You will want to keep a sharp eye out when playing with other wires in these circuits because they are "hot" ones, and some of them are not ever "dead" unless the battery has been disconnected.

WHAT'S IN A DIAGRAM?

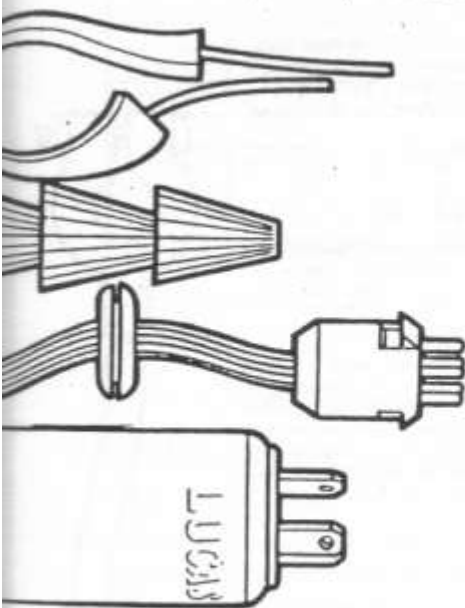
Early British wiring diagrams are coded with numbers representing the color of a wire in any given circuit. Later schematics use only letters. If you run across a diagram that is missing the translation, there is a list of the codes for both systems near the end of this article.

Complete wiring diagrams are usually obtainable from members of your local club, various suppliers (both in the U.S., and in England), or from libraries and book stores which sometimes carry service manuals for your particular vehicle. Keep your eyes open at swap meets and garage sales, too. Be diligent, and you should be able to come up with one eventually.

THEY CAN CLONE YOUR OWN

Those of you whose looms are completely shot, or who must be absolutely original, take heart. There are several companies in the United States who can produce a duplicate of your harness. Each manufacturer has its own set of rules however, so you should contact each one individually for particulars. There are others who have ready-made harnesses available for many popular English cars and bikes. At the end of this article there is a list of some of these specialists.

This article courtesy of Bill Boyles.
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Newsletter of the Texas MMCC.



By Jerry Austin

One of these firms, Egge Machine Company, can actually provide you with a loom made completely with original cloth-insulated wire! After the basic harness is laid out, they finish the job in original-style cloth wrap, complete with any striping you specify. According to Jim Ketchum, Egge's sales manager, they have almost all wire-insulation color combinations, but most substitute with the nearest possible one in case they don't.

If you want a precise duplicate of the original, you must, of course, have an original to use as an example, otherwise, the finished product may not be identical. They can weave a striping system common to the period though, so it should be very close in case you have no sample.

Unfortunately for you later car owners who have plastic tape-wrapped harnesses, most makers cannot install that material. Rhode Island Wiring Services however, is one company that can furnish this tape wrapping (black only).

GOING IT ALONE

When you are trying to salvage or repair an existing harness, and you can't identify the color of a particular wire because of fading or deterioration, you can usually cautiously cut and peel back a bit of the cloth wrapping to a point where it reveals a wire's true flavor. If you are careful, you probably won't run too much of the cloth wrap. It is a good idea to keep a needle and thread handy to prevent further unraveling by stitching up the area you peeled back after you identify wires or make repairs.

If it becomes necessary to completely strip the harness of its outer covering, don't fret; there are several companies who will re-wrap it, just as it was. Mind you, don't fail to save a sample of the original pattern.

THE ENGLISH CONNECTION

Most early British vehicles use an archaic method of connecting wires to their terminal points — they let you fuss with bare wires that have to be held in place while you run down a brass set screw to secure them. This operation can be made a whole heck of a lot easier even when you have as many as four or five wires to cram into the tiny space provided. The secret to beating this inconvenience is in the proper preparation of the ends of the wires.

If you strip each wire the same amount (normally 1/4" to 1/2"), you can almost never succeed, except when you are dealing with only a single wire. When you get it almost tight, one or more of the wires will invariably squirt out from under the screw.

By stripping just a fraction more from each succeeding wire, no insulation can get under the screw as you tighten it. You can make a tidy "bed" of the copper, and so allow the set screw to clamp down on only the copper strands, as the insulated portions will automatically move to one side or the other.

Start your securing operation by making sure the loom is supported so that it has enough slack to allow all the wires you are working with to remain in position. If they seem too strained or too short, adjust the loom for a little slack in the area in which you are working, and tie it off with a piece of string so the wires can't move away from where they are to be connected.

If you wish, you may solder the batch of ends all together, inserting a heavy lead in the end of the pack to use as the sole wire to be trapped under the screw. All ends should be sparklingly clean before you solder.

LUCAS/BRITISH WIRING COLOR CODES

1 Blue (U)	23 Green with Brown (GN)	45 Red with Green (RG)
2 Blue with Red (UR)	24 Green with Black (GB)	46 Red with Purple (RP)
3 Blue with Yellow (UY)	25 Yellow (Y)	47 Red with Brown (RN)
4 Blue with White (UW)	26 Yellow with Red (YR)	48 Red with Black (RB)
5 Blue with Green (UG)	27 Yellow with Blue (YU)	49 Purple (P)
6 Blue with Purple (UP)	28 Yellow with White (YW)	50 Purple with Red (PR)
7 Blue with Brown (UN)	29 Yellow with Green (YG)	51 Purple with Yellow (PY)
8 Blue with Black (UB)	30 Yellow with Purple (YP)	52 Purple with Blue (PU)
9 White (W)	31 Yellow with Brown (YN)	53 Purple with White (PW)
10 White with Red (WR)	32 Yellow with Black (YB)	54 Purple with Green (PG)
11 White with Yellow (WY)	33 Brown (N)	55 Purple with Brown (PN)
12 White with Blue (WU)	34 Brown with Red (NR)	56 Purple with Black (PB)
13 White with Green (WG)	35 Brown with Yellow (NY)	57 Black (B)
14 White with Purple (WP)	36 Brown with Blue (NU)	58 Black with Red (BR)
15 White with Brown (WN)	37 Brown with White (NW)	59 Black with Yellow (BY)
16 White with Black (WB)	38 Brown with Green (NG)	60 Black with Blue (BU)
17 Green (G)	39 Brown with Purple (NP)	61 Black with White (BW)
18 Green with Red (GR)	40 Brown with Black (NB)	62 Black with Green (BG)
19 Green with Yellow (GY)	41 Red (R)	63 Black with Purple (BP)
20 Green with Blue (GU)	42 Red with Yellow (RY)	64 Black with Brown (BN)
21 Green with White (GW)	43 Red with Blue (RU)	65 Dark Green (DG)
22 Green with Purple (GP)	44 Red with White (RW)	66 Light Green (LG)

CAUTION: These same colors were used prior to World War II, but their circuit designations, as well as their code numbers, were almost entirely different.

The letters, S = Slate, M = Medium, were added to identify colors in some later vehicles. No numbers were assigned as the all-number code was abandoned. "Dark" and "Dark Green" were also discontinued. Eventually "Medium" was eliminated, too.

In still later schematics (1968-on), a system of numbers was adopted to identify individual units and components. The list is practically endless in some of the cars of the '80s, so space prohibits its printing here. This omission should not cause any problems, however, since service manuals for most vehicles made since then are still available at car dealers, parts houses and book stores.

In fact, for the best possible contact at any connection, you should make sure all wire ends are bright and shiny before you secure them.

After twisting each of the individual ends, remove the set screw and insert the wire that has the least copper exposed. Make sure that when the wire is fully inserted, the insulation clears the opening.

Then, carefully take the next two wires and slip them over the top of the first, letting the insulated portions find their own spots.

Follow with the balance of the wires in the same fashion and, while gently squeezing them from top one to bottom and pressing the ends of all of them toward the "back" of the hole, insert and tighten the set screw. If you still have difficulty, you might try taping the wires together to help hold them in the right pattern while you tighten the screw.

Wiring is really easy if you pay attention to putting the right wire in the right place — and remember, BLACK is always GROUND!

With these few hints and accompanying tables, you should be able to figure out where everything goes and how to deal with some of the mysteries of wiring.

WIRING HARNESS SPECIALISTS

Egge Machine Company
8403 S. Allport
Santa Fe Springs, CA 90670
(213) 945-3419

Repairs or custom-made cloth insulated wire cloth-covered harnesses for MG T series and MGA 1600. Wrap only — \$1.50/foot. Samples probably required.

Harnesses Unlimited
P.O. Box 435
Wayne, PA 19087
(215) 688-3998

Custom made plastic insulated wire, cloth-covered harnesses. Wrap only — \$1.00/foot, plus set-up fee — \$3.50 to \$5.00. Samples required. No repairs.

Narragansett Reproductions
P.O. Box 51
Wood River Junction, RI 02894
(401) 364-3839

Some British patterns in stock. Custom-made plastic-insulated wire, cloth-wrapped harnesses. Send sample for specials. Some repairs and cloth-wrapping-only offered.

Rhode Island Wiring Services
P.O. Box 2411
Kingston, RI 02881
(401) 789-1955

Many British patterns available from stock. Plastic wire insulation — cloth wrapping. Wrap only — \$1.75/foot + \$4.00 set-up. Has "most" British schematics @ \$3.00 ea.

Y 'n' Z's Yesterday's Parts
1615 W. Fern
Redlands, CA 92373
(714) 822-7317 or 825-3614

Custom-made, cloth-covered harnesses per sample furnished. Some British patterns in stock. Wrap only — \$1.50/foot + \$2.00 set-up.

Average time quoted by all to make a custom harness — from 2 to 12 weeks depending on complexity of loom. None offers replacement harnesses for late cars that employ moulded or moulded-on connectors. Most have catalogs. Prices of custom harnesses vary widely, so shop to locate the best deal. □



BRITISH WIRING INC.

20449 ITHACA ROAD, OLYMPIA FIELDS, IL 60461

phone or fax (708) 481-9050

e-mail: britishwiring@ameritech.netweb page: www.britishwiring.com

Headlamp Pigtails

Pigtail from headlamp to harness. Consists of a head lamp plug at one end with 3 wires (Blue/White, Blue/Red, Black) and bullets at other end. Also includes a headlamp grommet and an outer covering of either PVC sleeving or Braid wrap.

Part #	Wire	Wrap	Price	Pcs	Outer	Blue/White (UW) wire	Blue/Red (UR) wire	Black (B) ground wire
141 PP	P	P	\$ 11	1	PVC	PVC	PVC	PVC
141 XP	B/P	P	\$ 14	1	PVC	Braid	Braid	PVC
141 XB	B/P	B	\$ 17	1	Braid	Braid	Braid	PVC
141 BB	B	B	\$ 18	1	Braid	Braid	Braid	Braid

Part #	Wire	Wrap	Price	Pcs	Year	Model	Series/Chassis #	Identifying Features
BC98	P	-	\$ 76	4	61 - on	PLUS 4		Battery Cable Set

Part #	Wire	Wrap	Price	Pcs	Year	Model	Series & Chassis #	Identifying Features
MN2C	B	B	\$ 244	4	36 - 39	4/4 Series 1	166 - on	LHD/RHD Two seater Climax, 1122cc eng.
MN3C	B	B	\$ 244	3	39 - 50	4/4 Series 1	Standard Special	1267cc engine.
MN6C	B	B	\$ 316	6	51 - 53	PLUS 4	P 2483 - on	LHD & RHD.
MN7C	B	B	\$ 328	6	1955	PLUS 4	3178 - on	LHD & RHD with trafficators.
MN18C	B	B	\$ 360	3	55 - 59	PLUS 4	3400 - on	LHD only, with relay flashers.
MN13C	P	B	\$ 360	5	59 - 60	PLUS 4 Series 2	3903 - on US spec	LHD only, with separate flashers, PVC wires but still has push/pull dash switches.
MN9C	P	B	\$ 360	3	61 - 64	PLUS 4	4674 - 5427	LHD & RHD with toggle switches on dash, separate light/ignition switches, two wire non-park wiper motor.
MN12C	P	B	\$ 360	7	65 - 67	PLUS 4	Braid outer wrap 5428 - on	LHD/RHD, with separate amber flashers, three wire parking type wiper motor.
MN12C	P	P	\$ 324	7	67 - 69	PLUS 4	PVC tape wrap	LHD/RHD, with separate amber flashers, three wire parking type wiper motor.
MN12C	P	B	\$ 360	7	65 - 69	4/4 Series 5	B850-B1495	Need to use extended generator lead - See Below*
MN12C	P	P	\$ 324					
MN28C	P	P	\$ 380	2	70 - 71	4/4	PVC tape wrap	Ford 1600 crossflow engine with alternator. Solenoid, R/H near fuse box. Column dip.
MN38C	P	P	\$ 380	4	71 - 77	4/4	PVC tape wrap B2701 - on	Ford 1600 crossflow engine. Solenoid on L/H side bulkhead next to wiper
MN35C	P	P	\$ 447	4	68 - 76	PLUS 8	8 Cylinder model	LHD/RHD, with mechanical fuel pump. Separate Alternator control unless specified!
MN41C	P	P	\$ 447	2	77 - 84	PLUS 8	8 Cylinder model	LHD/RHD, with electric fuel pump.

Wire is either PVC (P) or Braided and lacquered (B)

Wrap is the outer covering of the harness, either PVC (P) or Braided and lacquered (B)

PVC wire may be ordered instead of braided wire for MN2C, MN3C, MN6C, MN7C and MN18C as a special order.

* Generator (dynamo) leads to adapt the above harnesses for use with all 4/4 models which had the dynamo on the other side of the car. Cost \$8.00.

British Wiring Inc.



e-mail: britishwiring@ameritech.net

20449 Ithaca Road
Olympia Fields, IL 60461

Phone or Fax (708) 481-9050

web page: www.britishwiring.com

Lesley A. Cechelnik
Edwin D. Cechelnik

Dear Club Members

Please find enclosed Morgan harness price list and components catalog.
We can offer you a ~~10% discount~~ off the list prices.

Our harnesses are all made in England to original specifications. All the color codes are correct, the outer cloth wraps have the original color tracers in them, and all terminals and connectors are correct. Where required high temperature cable and rubber molded plugs are used.

We keep a large inventory here of harnesses for all British marques including motor cycles.

Please feel free to contact us if you have any questions, we can be reached by phone, fax or e-mail.

We look forward to doing business with you - please quote your club name when placing orders.

Best Regards
Ed & Lesley Cechelnik

British Wiring Inc.



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20449 Ithaca Road
Olympia Fields, IL 60461

Phone or Fax (708) 481-9050

web page: www.britishwiring.com

Lesley A. Cechelnik
Edwin D. Cechelnik

Thank you for your interest in our harnesses. Price lists are enclosed as requested.
We represent a British manufacturer and carry only their top quality products, all harnesses are made to original specifications subject only to the availability of components.

HOW TO READ THESE PRICE LISTS

The column following the part number, headed "Wire" is the wire type. The next column, headed "Wrap" is the type of outer wrap. P=PVC and B=Braid. Any harness showing PB in either column will be a mixture of both types.

When there is a non-concours alternative available, which will be listed as a second option. For example - #185 BB is a harness set for a Jaguar XK140 in lacquer braided wire with a braid outer wrap. #185 PB is the same harness with PVC wires and braid outer.

Our lists cover the most popular harnesses that are, for the most part, stock items. There are many more available for the more unusual marques and for pre-war models. Please call for price and availability on anything not listed.

Please feel free to call or fax with any questions.





Automotive electrical systems and gauges

by Jim Shier

Cars and trucks today that have a complete "instrument package" are equipped with all sorts of gauges, including a voltmeter to monitor the electrical system, but this was not always the case.

When automobiles first had electrical systems, some autos used a dry cell type of battery for ignition. These batteries were not rechargeable and so were used until they became exhausted and then replaced with new ones. Other vehicles used a magneto for ignition or a combination of both. These vehicles had few or no instruments. When vehicles were driven at night a more reliable and convenient lighting system than kerosene or acetylene gas lighting was needed so electric lighting was adopted. Primary batteries or dry cells did not have enough current capacity to supply power for lighting as well as ignition. There was an attempt by one car company to operate the lights from the engine magneto. This system worked after a fashion but was hard to control. When the engine stopped the lights went out and the output of the magneto varied with engine speed and so did the light output.

To have a stable power source the rechargeable wet cell storage battery came into use in motor vehicles. This meant that the system of recharging the battery as the vehicle was driven was needed so most vehicles that had batteries were equipped with a direct current generator. This generator was driven from the engine by means of a chain, belt or gears. Most vehicles so equipped, had a dash-mounted ammeter connected between the generator and battery that allowed you to monitor how much current was getting to the battery. In order to be able to monitor the generator's charging rate you needed to run a heavy wire between the generator and the ammeter on the dash and from there back to the battery. Ford

cars in the thirties used an ammeter that had no electrical connection whatsoever to the car wiring. Ford clamped a heavy-insulated wire across the back of the ammeter, and the ammeter indicated charge or discharge by reading the magnetic field around the wire caused by the current flowing through it. This type of meter is still in use today by garage mechanics to check starter current draw and charging rate.

By the mid nineteen thirties most North American cars and trucks were equipped with a full set of gauges, which usually included an oil pressure gauge, a temperature gauge, ammeter, and a fuel gauge as well as speedometer and odometer. This was common on most vehicles up to 1954. There were some exceptions that I know of such as at least one model of Hudson in 1947 had bulb lighted indicators behind the words "not" and "no" on the dash, to indicate battery charge and oil pressure. My 1951 Henry J had red warning lights for the generator and oil pressure. I also owned a 1961 Isetta that had a red light indicator for the generator and no other gauges of any kind, except a speedometer. This vehicle had the generator mounted under the flywheel on the end of the engine crankshaft and the generator was also used as the starter.

Another problem with using an ammeter in a charging system is that it only indicates current flow - either into or out of the battery not what is in the battery. So if the voltage regulator is defective or not set correctly, you could end up boiling the battery dry from being overcharged, or undercharge it to the point that it will not start the vehicle and if the battery is discharged, it can freeze and break in the winter.

A voltmeter, either a hand held one or a permanently mounted meter can be used as an electric diagnostic tool. It can tell you whether the electrical system is OK and can tell you what condition the battery is in

when you apply a load to the battery with the engine not running. It also can tell you when the electrical system is failing because of defective components, voltage regulator, bad connections, or slipping belts, etc. Most ammeters and voltmeters are of the moving coil type. This type is the more expensive type of meter and this is the one that has been installed in most vehicles.

A less expensive type of meter was put in some lower priced cars and trucks, usually an iron vane type of meter that had a small iron strip or bar near a solenoid coil inside the meter. The magnetic attraction of the iron bar toward the solenoid coil when current was applied to the coil moved the needle. Some car makers like Peugeot and older Ford cars had dash gauges that used a bimetallic strip of metal in them connected to the indicator needle. A heater coil was wound around this strip and as battery power heated up the coil, the heat of the coil bent the strip of metal and moved the needle to give an indication. This type of gauge had a couple of advantages that, while it was not quite as accurate as the moving coil metres, it was cheaper and a lot more rugged and was not so much bounced around by rapid fluctuations in current or voltage or by vehicle movement over bumpy roads. Some metres use a special type of grease on the moving parts inside the meter to dampen the swing of the needle.

A voltmeter can be retro fitted to any vehicle that has a battery, including motorbikes and all terrain vehicles as well as boats, garden and farm equipment. It doesn't matter what the battery voltage is, 6-12-24 volts or whatever, you just install a volt meter that can indicate the maximum operating voltage you will be dealing with.

I have installed a voltmeter on a 1929 Chevrolet car without changing the original car wiring. I used this meter to monitor the output of the three-brush type generator, which allowed me to keep the battery fully charged without boiling it dry on a long trip.

A voltmeter can be used as a battery power indicator on any type of machine that has an electrical system that uses a battery, even a lawn tractor. A voltmeter is easily connected and draws very little current from the system and only needs one light gauge wire from the other termi-

nal on the volt meter to the ground. It can tell you what the charging system is doing. For added safety a low current fuse can be connected in series with the volt meter at the power source to protect both the wiring and the meter.

A voltmeter has the added advantage of telling you instantly what condition the battery is in. If you decide to make this meter a permanent installation, it would be a good idea to connect the power connection of the voltmeter to a wire or terminal that is live when the ignition switch is on and dead when shut off. The meter draws only a tiny amount of current in use, but it can completely discharge a small battery over a period of time if it is left connected to the battery with the charging system not operating.

Of course, vehicles today can, and do, have indicators or warning lights for just about anything. They can have warning light indicators for low brake fluid, low fuel, low radiator fluid, doors or trunk open, a burned out bulb, and even low windshield washer fluid level. I have

often wondered why there was never a gauge or indicator light to let you know what your engine oil level was. I have an antique gasoline engine powered Delco plant that has an oil indicator operated by a float in the crankcase connected to a pointer that indicates the oil level. This gauge allows you to check the oil level instantly even while the engine is going. You could even add oil while the engine was running.

The oil level dipstick that we use today has been in use since they starting building cars and that's over a hundred years ago! Granted, most vehicles today don't consume a lot of lubricating oil and dipsticks are dirt cheap and simple, however, a gauge would be a useful thing to have if a leak developed or a seal went while you were travelling along out on the open road, many miles from any service centre, because it would be real nice to know what the oil level was, long before the red light came on to tell you that there was no oil left in the crankcase and that the engine was just about to seize up!

Oil pressure gauges are not all that helpful as an oil level monitor because there is very little or nothing you can do about the oil pressure while you are driving the vehicle. You either have oil pressure or you don't, and you can be down to a dangerously low level of oil before you run out of pressure. Crankcase oil level is just as important as your fuel tank level because you don't go very far with either one empty and if you had a gauge this is something that could be easily checked while you were driving. Even if you were not familiar with what is happening under the hood, you could take the vehicle to a service station and have it seen to if attention was needed, long before the engine went into self destruct mode from lack of oil. I think an oil level gauge or even a simple warning light that would let you know if you were down a quart would be very helpful. A mechanical one mounted on the engine would be nice too. Then there would be no need to get your hands dirty checking the oil level under the hood... how about it car makers?

Tenth annual all British run

story and photos
by Len Haffenden

VANCOUVER-WHISTLER, BC - September 21, 2002. The smell of Castrol motor oil and the vroom, vroom of English engines greeted me at 9 a.m. at Park Royal Shopping Centre parking lot where about two hundred and fifty people were trying to get registered for this very popular event. Whistler is in the news lately, as it is the focus of Canada's bid for the 2010 Winter Olympics. The road to get there is very scenic, in fact, it is called by the Provincial Highways Dept. the "Sea to Sky Highway". It also has physical features which make you concentrate on your driving: sharp curves, steep hills (both up and down kind), it runs along the ocean shore, through valley bottoms, along cliff faces, with suitable warning signs about not stopping under any circumstances. In all, a very challenging sixty-five miles run for old British cars. Some critics say the road is dangerous, others say the

road is fine, it's some drivers who are dangerous, it is a matter of opinion, although the RCMP will confirm this particular highway does have a very high accident rate.

About 200+ cars showed up, covering at least a dozen different makes. The cars were on display from 9 to 11 a.m., and ranged in age from 1913 to the 1960s. I didn't drive the run myself this year, but wouldn't miss the camaraderie of those first two hours: friends to meet, cars to admire, and if I keep my wits about me, photographs to take. It was a sunny day, but the low early autumn sun made taking some shots difficult, a lot of glare and reflections. It is a rally, not a race, and fine art prizes are awarded to the best (or luckiest) three drivers who end up with the lowest scores. A few stay overnight, but most entrants have lunch, look around a bit, and head back to Vancouver while it is still dry and daylight, there's no point pushing your luck. Till next time.

Whose Mog with all the badges? Powley's of course..
Gauranteed to get you noticed and in the papers!



The front end of the multi-badged Morgan.



How many badges is enough for a 1972 Morgan four-seater sports car? I counted 25, but they kept moving. One of them read: Malvern to Moscow! Others said, Hawaii, Guernsey (Channel Islands), South Africa, Banff, and Nova Scotia.



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In 2003, a Morgan is returning to take up the challenge again – this time run by a fully-fledged works team. Many lessons have been learned, and we're determined to be hard on the heels of the front runners in the GT class. The stakes are high. Unfortunately, so are the costs.



With initial sponsorship in place from some corporate partners, the 2003 project is already well under way. But to help fund the campaign fully, and thus give the team the best possible chance of a level playing field on which to challenge the competition, we are offering an exclusive opportunity for just 1,000 people world wide to become Official Morgan Le Mans Team Partners.

In return for a membership fee of £1,000, you will receive a fantastic exclusive Club package designed to make you really feel involved in one of the world's most exciting motor sport's events – and to play your personal part in adding to the racing legend that is Morgan.

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Remember – this exclusive club offer will be strictly limited to the first 1,000 people to join and make full payment. The prize draw is open to members only.

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- Exclusive invitation to the team's UK media launch
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- An autographed group photograph of Official Partners with car and drivers
- Exclusive, numbered limited edition clothing
- A one-in-one-thousand chance to win a unique road going Aero 8 2003 Le Mans replica OR a one-off Le Mans '62 Special Edition Plus 8

*The first 300 applications received will be allocated grandstand seats immediately opposite the Morgan pit. Others will be seated in nearby grandstands.



Terms and conditions of Club Membership

By sending a payment, you signal agreement to the following terms and conditions:

Aero Racing Ltd reserves the right to vary the benefits offered in return for the membership fee if circumstances make this necessary. Every effort will be made to ensure any new arrangements are of equivalent value.

Official Team Partners will be responsible throughout for their own travel and accommodation costs.

In the event that the Morgan Le Mans Team is unable to compete in the race, Aero Racing Ltd undertakes to refund Official Team Partners a proportion of their membership fee. The amount refunded will be determined by Aero Racing Ltd and the Company's decision will be final.

In the event that insufficient members join the Club to make the prize draw feasible, the draw may be cancelled and members offered a refund.

No refunds will be made to Team Partners invited to elements of the benefits package but unable to attend them for any reason.

The winner of the car prize draw will be drawn at the Le Mans Circuit during the practice days – specific time to be announced. The result will be published on the Morgan web site and announced by Radio Le Mans. The winner will be contacted individually. No cash alternative prize is available.

Group and company applications for partnership will be accepted, but exclusive invitations and clothing can be provided for one individual only per membership fee. Additional pre-race party tickets may be available at extra cost for guests accompanying fully-paid Team Partners.

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Note: the web site booking facility will be available during the next few days. If you wish to reserve a place before it is live, send an email to the address below and we reserve your place in the queue. Will inform you as soon as the full facility is open.

Email enquiries should be sent to david.dowse@transmissionpr.co.uk

Send your payment by a cheque payable in sterling to Aero Racing Ltd, and drawn on a UK bank account, to Official Morgan Le Mans Team Partners Club, c/o Aero Racing Ltd, Pickersleigh Road, Malvern Link WR14 2LL England.

Please remember to include your full address, telephone number, and email.

Membership will be strictly limited to 1,000, and applications will be treated on a first come, first served basis.

story by Bob Richardson
photos courtesy H.V.S.O
(Windsor)

photo captions by Joe
Romanowski

ESSEX, ON - After many years of planning and hard dedicated work, Heritage Village in Southwestern Ontario has taken its place as a prominent, must see tourist attraction for thousands of folks who visit annually and take a "step back in time." Covering some 52 acres of scenic landscape, the village offers a year long host of splendid activities in a setting of authentic buildings of a bygone era. Add to this the huge modern Museum of Transportation with over 25,000 square feet of displays and 10,000 square feet of centre court yard plus the availability of a number of campsites for both RV vehicles and tenting, it is a wonderful place to visit and explore.

Heritage Village is owned, operated and managed by the steadfast and truly devoted members of the Historical Vehicle Society of Southwestern Ontario (Windsor) who are honouring the past, celebrating the present and planning for the future. This dream became reality starting way back in 1954 with six members, Alex Horn, Ted Dudley, Nick Romanick, Art Laporte, Ralph Howling and B. Galt. Today the membership has grown immensely also having continual support from many volunteers at special events. New members are always welcome to become a part of the H.V.S.O. (Windsor) and quickly are made to feel at home while making their contribution to preserving our heritage.

Among the many events throughout the year are the most impressive auto shows, Spring "Fun on Wheels" and Fall "Fun on Wheels". The spring event was another huge

success and on September 1, 2002, visitors to the fall "Fun on Wheels" were treated to the largest ever auto event to date at the Village.

A splendid variety of over 554 registered vehicles, not including a vast collection of host vehicles, were neatly displayed on the lawns of historical cottages and other buildings throughout the Village. And, of course, the Museum of Transportation was full of vehicles, trucks and motorcycles as well as other most interesting relics of yesterday.

For 2002, vehicle participation was free admission with registration from 8 a.m. to 1 p.m. Plenty of door prizes, 400 dash plaques and special awards were offered to registered owners of display vehicles. Public admission to the Village was a modest \$5 per adult with youngsters under 12 free. The large auto related "flea market" was free to vendors with plenty of large spaces and parking. Over 44 vendors had a huge variety of merchandise on hand and as always auto related vendors are most welcome at auto events at Heritage Village.

It would be fair to say that over 2,500 spectators thoroughly enjoyed the day. MC Jim McFarlane and DJ Joe Romanowski on stage did a splendid job as well as live entertainment by the musical duo of "Twice Shy". Added to the ongoing entertainment was a delightful young lady, Elena Papillo, a 15 year old 9th grader at Walkerville High School in Windsor, Ontario. This youthful singer already has accomplished quite a fruitful beginning in the musical world and her future is indeed most promising. Elena is well versed in classical vocal repertoire but excels in pop, blues and R&B styles that appeal to all ages.

For the folks with the

Record participation at annual "fun on wheels"

hungries, plenty of choice food was available at several service clubs of the Kingsville, Ontario area. Other service clubs presented raffle cars via ticket sales for charitable purposes were - St. Thomas Lions Club 1958 Ford Ranchero, Rotary Club of Chatham 1965 Mustang convertible, and volunteer staff of London's Thames Valley Children's Centre, 1949 Oldsmobile sedan.

More exciting news for the Village is a planned motorcycle museum. Members of the Windsor H.O.G. Chapter had a 2003 Harley Davidson Road King on display with ticket proceeds towards the motorcycle museum.

Major sponsors of the event were H.V.S.O. (Windsor) and United Street Machines who provided 12 special trophies. Auto show chairperson Joe Romanowski and club members were delighted with the turnout and extend a hearty thanks to participants, area sponsors, car clubs and many volunteers and spectators. A cordial invitation is extended to visit Heritage Village and their annual auto

shows and other events. Spring "Fun on Wheels" is May 25, 2003 and Fall "Fun on Wheels" is September 2003. These events will be listed in Old Autos.

Heritage Village and the Museum of Transportation are located a short distance from Essex, Ontario on Arner Town Line 23. Info call 1-519-776-6909, toll free 1-886-776-6909.

True story... our own
Brian, Brenda (& Brad)
Morgan as reported in...



PRACTICAL CLASSICS DECEMBER 2002

AMAZEMENT

A FRIEND of mine was going to look at a Mini and I went along with him. We arrived at the guy's house and outside was parked a rather nice Morgan.

After introducing ourselves, we found out his last name was Morgan (strange but true). He opened up the garage and inside was the Mini. We crawled around it for a while and decided that if the engine ran OK it would be a good buy.

One problem - there was no petrol in the car. But Mr Morgan said he thought he could make it run and proceeded to prop open the throttle and damper. Then he brought over a propane tank with a piece of hose attached. He fixed the other end to the intake of the carb, then opened the propane valve slightly and cranked over the engine.

It fired up instantly. My friend and I stood there in amazement - he adjusted the RPM with the propane valve and the engine sounded great.

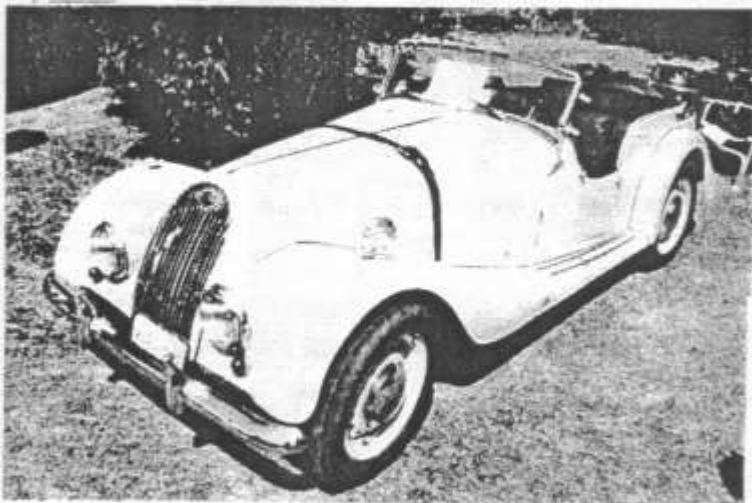
We found out afterwards that propane was his business, so he wasn't surprised at all that it worked.

Will Berry, Ontario, Canada

I'm very glad, Will. I'm just having a car converted to run on LPG - WH

Old Autos — Monday, December 2, 2002

1954 Morgan Plus 4. Transition model between 53 and 1954 (early 54), a total of 19 were produced. Bright yellow body is aluminum with steel fenders. This is a 4 seater Morgan, engine is a Triumph TR2 1991 cc 90 hp. This vehicle is right hand drive and was bought in 1966 by Gill Baker of Kingsville, Ont., from UK who sold it to a fellow in Quebec, who changed it over to propane and (He owned a propane business) then purchased by it's current owner Dave Elcomb, Kingsville, Ont.



by David Brown

OAKVILLE, ON - The Toronto Triumph Club had another triumph with the 19th annual British Car Day held on September 15, 2002, at the Bronte Creek Provincial Park, near Oakville, Ontario. When I arrived, tons of people were staking out good picnic areas in this sprawling site as British tunes rang through the trees. It was indeed lovely to see this site with row after row of Austins, MGs, Jaguars, Triumphs, AC Cobras, Hillmans, Austin Healeys, Minis, Aston Martins, Rolls Royces, Land Rovers . . . what a list! The finest of the British car industry all gathered in one area and displaying some very unusual, rare cars. I'll call them knockout cars.

My late father never missed this show and I think he made it for sixteen consecutive years. He became a later day Jaguarian with his 1948 Mark IV and his 1985 XJ6 Sovereign and loved the look, the history, the quirky mechanicals, the Prince of Darkness, and the smell of old leather. It was an old man's delight for my father who was very discriminating in his pleasures and the cost of this type of pleasure, as they say . . . priceless.

So anyway, here I was motor-ing down the Queen Elizabeth Way and wondering what to expect at British Car Day. My mind reeled with the following scenarios:

Promoter: "Well, what do you think of our fine show?"

Me: "The cars are great, but everybody looks like Dennis Gage or Martha Stuart" . . . oops, um, I mean Tony Blair or Dame Edith . . . no, no, no - Prince Harry or Posh Spice!

Fan: "Who was the 'Prince of Darkness'?"

Me: "Screaming Lord Such? Freddie Mercury? Darth Vader? Prince Phillip?"

Proud Owner: "You seem to have an inordinate interest in my car . . . you from a magazine or something?"

Me: "Naw, I just like to see my reflection in the chrome."

As it turned out, my fear (if that's what you want to call it) of being found out as a reporter, of being a less-than-know-it-all, or of being less than narcissistic, were completely unfounded . . . thank goodness! This show was a real eye opener for this Canknuckle-head with Scottish roots.

One of the first knockout cars (at least it knocked my socks off) was the extraordinary 1953 Aus-

tin Healey AHX-14 Preproduction 100. Owned by Blair Harber of St. Davids, Ontario, this magnificent vehicle with its alloy (aluminum/aluminum?) body is one of 19 pre-production cars produced between January and May 1953. From that point to June 1955, 10,677 Austin Healeys were produced and the heritage began. I could not take my eyes off this amazing vehicle whose sensuous body was amplified by the gorgeously reflective surfaces. The whole landscape seemed to shift and move and dance as you walked around this car due to the mirroring. It was dazzling to say the least.

The 1926 Rolls Royce Model 20 Cornaught Tourer owned by Peter Neilson, of Toronto, epitomized the words "stately elegance". When this car entered the field it was running as close to silently as possible. I doubt that there have been quieter cars made . . . it was quiet as a whisper. I love the grease nipples on the spring-eyes, the two piece windscreen, and the oak dashboard with a multitude of switches, gauges, buttons and knobs.

The 1955 Daimler Conquest owned by Ian Sim-Smith of Hillsburgh, Ontario, also caught my eye. Its unusual styling with the trademark Daimler vertical grille, hood scoops, fender scoops, wide-set headlights and tall windscreen sure turned a lot of heads. The fenders were painted a sea-mist green and the balance was a British racing green. One very fine car.

This show was the kind where a photographer could point the camera anywhere and get a great shot of some beautifully restored British cars. Other notable cars were: a 1934 Morris Six (Flatnose, son of Bullnose), several Daimlers, a Marcos Mantis, a real alloy-bodied 1965 Cobra, a 1951 Jowett Jupiter, a 1955 Nash Metropolitan, a 1950 Riley RMD Drop Head Coupe, a 1983 Westfield Eleven, a 1951 Morgan, and a 1949 Triumph Roadster.

This was a show of British motoring history, great British style, and British technical innovation. I'll never miss another one!



British car day . . . triumphant! . . .



This car made me weep with joy! This 1951 Morgan Plus 4 was obviously driven because it had bugs on the grille, fenders and hood, splatter from an overflowing rad, dual spares out back, solid steel wheels and Avon rubber. It also had the original paint and only 17,858 original miles. Bob Tescione of Rochester, NY, obviously had a great time driving to Oakville.

Monday, December 2, 2002 — Old Autos

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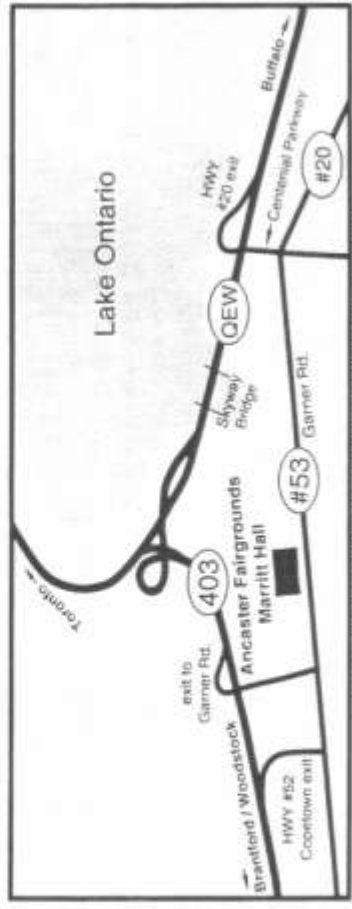
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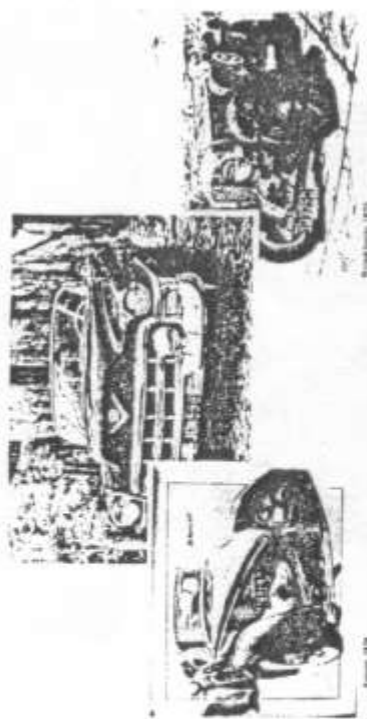


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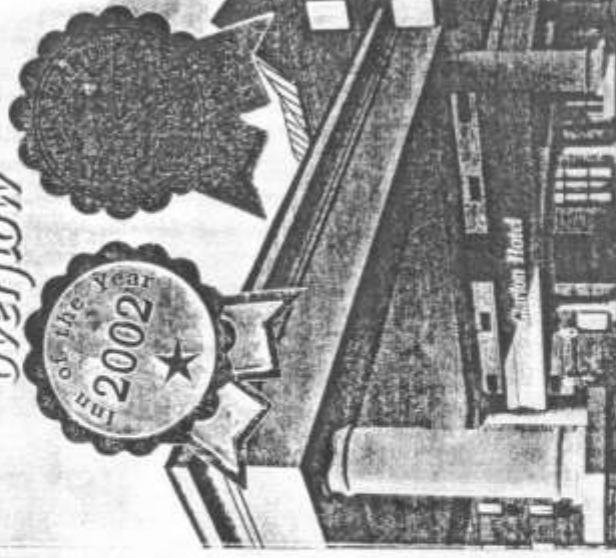
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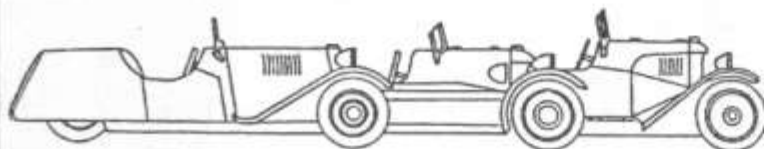
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