



2-97

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA

HOGMOG by RON GARNER

FIRST MY WIFE LEFT ME.



I GOT FIRED. THEN THE I.R.S. AUDITED ME.



Ron Garner 10/80

ALL I HAVE LEFT IS MY "E" JAG...



AND TODAY I GOT BLOWN-OFF BY A HOG IN A MORGAN!



2 Events Calendar, Editor's Notes & News
 4 *The Co-Prez Sez*
 6 Doug Price Award 1996 - 1997 nominations
 7 *Notes from the East, Notes from the West*
 9 *Scuttlebutt Corner* – Hellen Hogmog
 11 Interculb Events Coordinator Report
 12 Cosmo Tour of Montreal, MSCCC Fall get away

14 *SEiGHT an, Devilish fun*, Bill Thomas
 19 *Coolants & Corrosion*, Greg Fieldson
 23 MSCCC Tour Above Toronto, Wynn's Classic
 24 MSCCC Pub Crawl, Poker Run, Van Dusen All Brits
 25 Empire Day at 50 Point, London BSC Classic, etc.....
 27 *The Behring Museum*, Steven Thompson
 Classified; Membership renewal / Executive

SCHEDULED EVENTS FOR 1997 (MORGAN CLUB EVENTS IN *ITALICS*) :

Apr 20 British Sportscar Flea Market & Car Show, Ancaster Ontario (info Carol @ 905-957-2429).
 Apr 20 *MSCCC Pub Brunch* (after Ancaster 2:30 pm on), Queen's Head Inn, Burlington (905-336-0251).
 Apr 26 *"The Easter Bunny goes to the Sunshine Coast"*, *MOG NW* (details 604-261-0901).
 May 8-11 Wynn's Classic, International Centre, Toronto (info Alan McPhee, 905-842-6591).
 May 17 Van Dusen All Brits, Vancouver (details on Morgan activities – 604-261-0901).
 May 17-19 *MSCCC Cosmopolitaine tour de Montreal* (info 905-336-0251).
 May 24-25 Spring Fling, Collingwood (contact Malcolm Taylor, 905-880-0079).
 May 25 British Wheels and Wings at Canadian Warplane Heritage, Hamilton (Scott Morris, 519-426-7139).
 June 7 *MSCCC Country Tour Above Toronto* (info – 905-336-0251).
 June 6-8 MG Racing Canada, Mosport (VARAC event plus fun rally and show) – call 416-533-MGMG).
 June 15 Classics Against Cancer, Georgetown, Ontario (info, Murray Henley – 905-877-7239).
 June 21 Scottish Games Display, Vancouver (details on Morgan activities – 604-261-0901).
 June 22 *MSCCC Toronto Pub crawl, poker run* (info – 905-336-0251).
 July 4 wkend *MOG 27, Harpers Ferry West Virginia* (info – Dave Childress 804-285-5541).
 July 4-6 "Rally in the Valley", Penticton BC, call/fax 250-493-0435 for details.
 July 5 Empire Day at 50 Point Conservation Area (call 905-643-2103 or 525-2187 for details).
 July 5-6 "Summer Run", GoMoG Ottawa-Kingston area (details Greg Kaufman, 613-832-3620)
 July 13 Spencer Classic (Scouts Canada), Spencer Park, London Ont (info – 519-432-2646).
 July 13 Carriage Classics, Tralee Farms, Mono Mills Ont (info – 905-678-8900).
 July 19-20 "Under the Gate Gathering", GoMoG/HOGMOG combined event (details – 416-530-4599).
 July 20 *MSCCC Wine Tour, Niagara* (details – 905-336-0251).
 July 24-27 *MOG 97, Bath England* (contact Jenny Maggs, UK 01225 866932 – phone or fax).
 Aug 16 *Toronto Cosmopolitan Run*, (Oliver Dawson – 905-850-9570 or VDJ – 416-530-4599).
 Aug ?? *McCowan's Pig out* (details – 905-336-0251).
 Aug 17 British Presence @ Star "Fresh Air Fund" cruise (Richard Pickering, 905-855-9223).
 Aug 23 "1st Annual Summer Drive-In, Burlington (details – 905-825-2997 or 6083).
 Aug 23-24 "Moggies on the Grass", GoMoG, Ottawa (details – 613-256-4280).
 Sept 5-7 *MSCCC Fall Getaway, Collingwood area* (details – 905-336-0251).
 Sept 21 "British Car Day", Bronte Park, Oakville (info – 416-410-4002).
 Sept 19-21 British Invasion, Stowe Vermont (registration – 802-253-2106).
 Sept 20 *The Whistler Run and Fun, MOG NW* (details 604-261-0901).
 Sept 28 *MSCCC 3rd British Car Toy Run, Burlington* (details – 905-336-0251).
 Oct 5 "Fall colour tour", GoMoG (details 613-832-3620).
 Oct 26 *Halloween Tour, Vancouver. MOG NW* (details 604-261-0901).
 Nov 22 *Scorpion Time Again, Vancouver MOG NW* (details 604-261-0901).
 Dec 26 *Boxing Day Run and stuff, Vancouver MOG NW* (details 604-261-0901).

✓ Working with the BCCI, we've been able to add to the calendar. Our first "big event" is the Montreal "*Cosmopolitaine tour de Montreal*" coming together as planned in May – Lynn & Fred have provided details. Several GoMoG and Montreal members have been helping to pull this together. Unfortunately our first over-lapping "social" event planned for March 23 (a pub get together along the 401) was canceled due to lack of interest (not one call from MSCCC members east of "Toronto" or west of "Ottawa"). Planning is underway for the July 19-20 "*Under the Gate Gathering*" in the Belleville area. Call Vern Dale-Johnson or Ed Burman for details.

✓ Added to the BCCI calendar are two events in the Hamilton area you won't want to miss. The first is the Healey Club's May 25 "**British Wheels and Wings**" at the Hamilton Airport. This is the inaugural year for the event – primarily a display of British

Cars and participation in the Warplane Heritage Museum activities. Future events are expected to include a driving skill event.... Also note the August 23rd "1st Annual Summer Drive-In" Evening at the Movies sponsored by the British Sportscar Club. Will it be *Gran Prix*, *LeMans* or the *Italian Job*? Pack the basket and prepare for an evening of entertainment under the stars.

- ✓ In discussions with Moe Lamothe, organizer of "Classics Against Cancer" in Georgetown, June 15 they are leaning towards our own British classes -- always a great show, hope you plan to attend in support of the Canadian Cancer Society...
- ✓ In the West, several events we Easterners can only wish we were closer to. First is the 3rd running of the "Shell 4000 Retro Rally" May 8-11. This event, sponsored by the Calgary Vintage Racing Club Ltd, recreates the spirit of the 1963 - 1968 Canadian Cross-Country Rallies. In past years David Gard and John Fellows have campaigned John's Morgan 4/4 -- in fact during a recent visit to Calgary I enjoyed a great discussion of events taking place "en route"! Entry is limited to 50 cars with only pre-69 cars eligible for overall awards. The Van Dusen "All British Field Meet" on May 17th dubbed as "the greatest show on British wheels" -- always a good showing of Morgans organized by our Vancouver members. If visiting the Okanagan in early July, consider taking in the "Rally in the Valley" July 4,5,6 sponsored by the Okanagan British Car Club. Again, an event frequented by Western Morgan owners -- call/fax 250-493-0435 for details. Last event to note on this Western swing is the "Lake Superior Vintage Sports Car Rendezvous", June 6,7,8 in Thunder Bay sponsored by the Thunder Bay Vintage Sports Car Club (a BCCI member club). Glen Paterson can supply details -- call 807-475-9729. As "Squiggy" sez in her "Scuttlebutt" -- let's get out and support our LEACs instead of those BSITS (you'll have to read her column for the translation!).
- ✓ As the Prez Sez, many clubs are following our lead and tying their events to a "charity". One of these worthwhile causes now several years old is the MCCDC (MCC Washington, DC) work on Sunday May 4 in conjunction with other DC British Sports Car Clubs. The event is a country tour through The Plains and Middleburg Virginia areas [ed note -- absolutely glorious countryside], followed by a silent auction & luncheon. Proceeds go to the DC Columbia Lighthouse for the Blind. Call Bob Hanson, MCCDC, (703-820-3496) for details if you plan to be in the area. Also, don't forget MOG 97 over the July 4 weekend! Unfortunately (and I do mean my loss) the D-J's will be unable to attend this year do to a precommitment in France.

Editors Notes:

The promised article on the Westfield V8 SEiGHT (2nd fastest sled in the land after a McLaren F1) is included as promised in the last issue. Enjoy the read.

I've also enclosed an article off the internet on "coolants" (duely Morganzed). Read it! I expect you'll all be out draining your rads before that first spring run!

For all you long-time HogMoggers, NW Moggers, and other Morgan enthusiasts this is our 30th Anniversary Year. I'd like to put the challenge out for some articles on some of our long-term members like the Beer's, Sands', Powley's, Theroux's, Kaufman's, Grant's, Harvey's, Murphy's, Phahl's, Smith's, Miles' etc for some historical (hysterical?) sketches of the personalities, events, and activities over the past 3 decades. All material welcome by snail-mail, fax, or e-mail -- don't forget to drag the drawers and albums for old photos.

Recent personal adventures have included a fabulous visit to the Blackhawk Motor Museum outside San Francisco. Their collection of British cars includes the expected RR's, Bentley's, Jaguar's, Sunbeam Talbot's, Alvis's, and Armstrong Siddeley's with the creme-de-la-creme a beautiful MG Airline Coupe (but alas not even a Morgan 3-wheeler although I did find a 34 Morgan SS 3-wheeler 1/24th scale white metal diecast kit -- you might coax it out of my storeroom for \$140!). Well worth the visit if you are in the area. I've included an article and have more details for anyone who plans a visit -- call ahead as open times do change. Anyone else got interesting visits and stories to share? This's your opportunity to be a published author in a world-famous auto mag -- send 'em in!

Vern Dale-Johnson (e-mail: vern_dj@msn.com)

Had a fabulous evening over March break with many Calgary Morganeers thanks to the efforts of David Gard & Maria Paterson, and hospitality of Mike & Marian Holtz. John & MaryLou Fellows, Don Upton, Jim Robinson, Fran Kolinsky, Ken Peak, and Ken Potter used my visit as an excuse for a long-overdue get-together. Hope this is the start of some club rejuvenation in the area -- look forward as well to receiving some reports of goings on. David has a few fasteners to install before his +8 is ready for the road -- had a great tour of the parts! Mike & Marian have the soul-mate of the Prez's car -- same vintage, same colour, 4/4 steel-wheeled "sports" (but without, I might add, the controversial "scoop").

Speaking of the Prez's car, The Wynn's Classic coming up in May will have at least 2 Morgans -- Lynn & Fred's *Moggie* as well as the Dale-Johnson's *OLBDII* (fresh from the re-upholsterer). Alan McPhee (905-842-6591) is still looking for Healey's, MG's and other intersting British cars for the event. Over 140 cars have been confirmed! Look for us there.

If you've had a chance to check out the Morgan web sites recently you will have noticed GoMoG has added a page including a photo of Andrew Grant's +8. The GoMoG group can be accessed through Andrew at igrant@comnet.ca. Also pleased Fred Kuzyk is now accessible through the net -- msscc@freenet.hamilton.on.ca. As noted in Prez Sez, he has already been active loading MSSCC info onto other web sites. Future work is to develop a web page for the MSSCC? To this end we can use some assistance -- please call Fred or myself if such capability is within your expertise.

Don't forget to fill in your BCCI "Long Distance Award" form and have it "executized" on or near April 1 -- plaques are great!



THE CO - PREZ SEZ:

HAPPY SPRING! Welcome to the members who have joined us recently: *Ted & Lily Zurbrigg*, ON; *Lloyd & Joan Rosewell*, ON; *Carlos Yep*, ON; *Ross & Irene Bateman*, ON. Thanks to all the "veterans" who have re-newed. (You have re-newed, haven't you?). Get well wishes to Hugh Waldick. We hope you're on the mend!

Phil Miller, organizer of the July 5th "Empire Day" celebration at 50 Point Conservation Area in Winona, spoke at the March 23 Pub Brunch in Burlington. A "celebration of all things British", this event features boats, cars, & bikes, as well as food, & entertainment. About 150 cars have already expressed interest. Any proceeds will go to charity, & Miller's Scottish Bakery has already committed to assist our **Toy Run**. Details in this issue. A reminder that our MSCCC pub brunches are open to all guests & British car enthusiasts, including members of other clubs, so bring your friends!

The MSCCC is slowly going "on-line"! We now have an additional e-mail address of our own. You can reach us at: mcccc@freenet.hamilton.on.ca - in addition, the club has a listing on the web at <http://www.car-list.com/carclub/morganscc.html> - The "car-list" website is worth checking out! Besides listing car clubs & events of the world, there's also used cars, new car price quotes, lists of car dealers, etc. The Morgan Factory website is also worth a visit. Many clubs have their own home page on the web & I've recently visited GoMoG's, the British Saloon Car Club of Canada, & the Vintage Sports Car Club of Calgary's sites. With the help of someone (a volunteer????) perhaps the MSCCC will have a place in cyberspace in the near future!

The MSCCC car badges mentioned in the last issue have sold out. However, Melvyn Rutter in the UK have recently received a new batch. If you'd like one, call (011) 44-1279-725725. Melvyn is one of our **Toy Run** sponsors, tell him we sent you! We still have some Morgan car jewellery pieces - talk to Lynn, or come to a pub brunch (she likes to talk to people). **New Regalia available!** We have a small number of **Morgan Club of Australia neck ties** at only \$45 (again, talk to Lynn).

Updates regarding this year's events:

The **ANCASTER FLEA MARKET** takes place on Sunday, **April 20**. The British Car Council will have a table & a couple of us will probably help in staffing until 2PM. If you get tired of looking for those elusive Mog parts, a reminder to join us at the **Queen's Head Pub in Burlington from 2:30 PM onwards**. We hope to be showing the **Toy Run** video from last year on this date.

WYNN'S CLASSIC, May 8-11. Some details were in the last BLURB for this inaugural event. Our car has been accepted, so yours probably would be too! A recent

article in "Old Autos" mentioned they would like to have additional British & European sports cars, so please call the organizers & get a registration form or people will think Mustangs & Corvettes are the only real cars around. No fees! Free entrance & banquet! We'll probably be sitting with Stirling Moss!

COSMOPOLITAINE TOUR DE MONTREAL, Victoria Day Weekend, **May 17-19**. This event has marvellous potential! We've received help from members Claude Jacques & Marc Lalonde. Marc has offered to lead a run to the Gilles Villeneuve Museum on the Saturday afternoon. A tour to Saint-Sauveur in the Laurentians north of Montreal has also been suggested. Sunday, a tour of "Little Italy", followed by a tour through Mont Royal, Westmount, or the Old Port. Word of our visit is being spread to local clubs with responses from the Mainly Minis Club of Montreal, as well as the Austin-Healey Club Quebec. From recommendations, we have picked the **Willow Place Inn**, in Hudson, on the outskirts of Montreal, along the Ottawa river. The Inn is located in rolling countryside and includes a British Pub (perfect)! Only 5 rooms have been reserved, and these will be released April 15, after which people will be on their own. If you are planning on staying, let us know & please book early. Morganeers are coming from Ottawa & (possibly???) New Brunswick, as well. Details inside.

SPRING FLING WEEKEND, Collingwood, **May 24-25**. This year Land Rover is joining the Triumphs, MGs, & Morgans. Host Hotel is the **Best Western** (former Hiwayman Inn) at **Hiway #26 & Balsam street**. Room rate is \$58. Mention the Triumph Club when booking at (705) 444-2144. Banquet will be on site at Don Cherry's, while the car show will be on a closed street downtown. We've been asked to stage a driving event on the Sunday morning, like last year. More info forth-coming. Contact Bob Beiler of the Triumph Club (416) 221-8020.

BRITISH WHEELS & WINGS, May 25, Hamilton. As an alternative for those who cannot make the Spring Fling, the Austin-Healey Club has invited British Marques to join them at the Canadian Warplane Heritage for a day of cars & aircraft. This sounds similar to an enjoyable event we attended there a couple of years back. Contact Scott Morris at (519) 426-7139.

Plans for the **COUNTRY TOUR ABOVE TORONTO (June 7) & the PUB CRAWL POKER RUN (June 22)** are shaping up nicely. These events are open to all. Flyers inside.

Peter & Heather McCowan's "PIG-OUT" will be staged on a Saturday in August (but not the 10th) - date is being fine-tuned. Rather than having a driving event prior, Peter has suggested since he has a large garage, a technical session would be in order. A wonderful idea! Now if we could only think of someone who might put one on.... (Hint: Martin & Steve Beer or Tony Moon). The turn-out last year at the Sand's was fantastic, as an



invitation was extended to other area clubs. It would be nice if some other club would reciprocate & extend an invitation to one of their non-commercial soirees! This year's event will be members & guests.

TORONTO COSMOPOLITAN TOUR. Date is **Aug 16** itinerary coming. Oliver Dawson & Vern Dale-Johnson are working.... the Rumohrs, also residents of downtown Toronto will be supplying input. A tour of 2-3 pubs & photo-op at Casa Loma have been suggested.

FALL GETAWAY WEEKEND, September 5-7. Due to circumstances beyond our control, the RED PINE MOTOR INN IN ALLISTON IS NOW UNAVAILABLE TO US. **Collingwood** is a suitable venue & Peter McCowan has booked his lodge, **Mountain Springs Lodge** (formerly the Todd Brooker Lodge), at the base of Blue Mountain on Georgian Bay for our weekend. Beautiful scenery, various types of reasonably priced condo accommodations, generous parking - with ample room for a gymkhana - its a godsend! All units have Jacuzzi's, full kitchens, fireplaces & balconies! Studio unit at only \$59! Studio with loft (2 baths- suitable for a family or two couples) only \$74! Banquet & hospitality room on site, as well as pool, hottub, saunas, whirlpool, bar, tennis, & all the other amenities that Morganeers have come to expect! Dining next door at the Blue Mountain Inn (and there's the slide ride for kids) or elsewhere, There are four golf courses in the area. Given last year's attendance, a modest level of accommodation & attendance will be anticipated. (If you'd like one of last year's dash plaques, we've got a ton of them!) **Weather & Watkin's Glen** are always factors at this traditional event, but last year's experience proves the British Car Community is not yet ready for an open "FALL FLING" (as none but MSCCC members came). Guests are always welcome at this event but this time we'll anticipate only an intimate presence of Morgan faithful!

BRITISH CAR TOY RUN, September 28. A change in the starting place is in the works. Discussions are taking place for the use of Mohawk Raceway. More interest is being sought from Milton merchants & agencies to create excitement. The banquet hall & DJ have been confirmed. A display of antique fire apparatus is possible this time. We need volunteers to assist with this event! **Please help!!!** Planning meetings will be held prior. Please commit & assist!

OTHER NEWS:

BRITISH COUNCIL Happenings. Vern & I attended the February 15 BRITISH CAR COUNCIL meeting. The "LONG DISTANCE AWARDS" dash plaque program will be repeated this year. Entry forms are in this issue of the Blurb. The 1997 Events Calendar will be available at the Ancaster event. We'll be mailing these smaller sized versions to the membership with a future Blurb. Priority for events listed this year has gone to member

club OPEN EVENTS, then those within a day's drive of the Montreal - Windsor corridor. As with last year, our club has a number of listings. The Council has taken subscriptions to the **British Marque News** publication for all council reps. BCCI will provide articles from club newsletters to this North American circulated publication. Individual club members are also encouraged to subscribe. BCCI is seeking an Inter-Club information Co-ordinator/Treasurer. This Director would review the various newsletters & generate a one page report for British Marque News on a regular basis. Yours truly has submitted a recommendation for a Mission Statement & Objectives for the Council, as part of the Constitution, so that the body has some goals & ideals to live up to. Hopefully, this will be discussed at the Annual General Meeting on May 3. This meeting is open to all members of our Club. Anyone wishing to attend can contact Vern or myself for details.

SVAO. Ray Spencer of the **Speciality Vehicle Association of Ontario** spoke at the BCCI meeting on the latest developments concerning vehicle legislation in Ontario. The SVAO seeks a special "collector car" licence plate, something separate from the Historical Plates, as there are too many restrictions with the latter. They also seek exemptions from emission testing for vehicles 20 years older. Ray pointed out that the letters received from government officials, responding to people in the hobby who had written with their concerns, are essentially form letters, with the same promise of "consultations" before legislation. Some of us are aware these same promises in other sectors were not carried out. As you are aware, new Morgans are not available in Canada due to government action in the name of "safety interests". "Clean air interests" may very well change the future of our hobby. Our club has been a member of the SVAO for well over a year, and is one of the few British Clubs supporting this body. I encourage you to become an individual member of this group & support this cause. "Old Autos" has run an excellent series of articles on this issue. The author, Murray Smith, knows of what he speaks, as he was involved with governments & lobbies - and knows how the game is played. He notes that Environmental Law groups are critical of governments for "attacking the little guy while letting the big polluters off the hook". He also notes we'll likely be the "little guys" in the upcoming fight. Soft targets are always easy victims for laws & programs that give the public perception of "doing something about it" to appease a strong lobby, while protecting those who are well organized & positioned. Government won't outlaw tobacco companies, they simply make it harder for smokers to imbibe, thus placating & giving the appearance of "doing something about it" to the strong non-smoking lobbies. Of course, if government can also get large amounts of tax dollars in the process, all the better! To become a strong lobby, one that would really get attention & be effective, we would require a huge effort & finances. It requires organization, an excellent information/action network, volunteers AND professionals (that's who we would be facing among those who



are opposed to "all old clunkers"). Efforts need to be directed not only at politicians, but alliances need to be created with business: car makers, dealers, parts suppliers, etc., who know the value of our hobby. Also alliances with charities & other organizations who benefit from our actions. This is good public relations for our hobby. Where we have bad PR, that needs to be addressed. Belching clouds of smoke or "burning rubber" on the street are examples of actions that won't win friends & paints us in a bad light. We need to be visible but we have to be conscious of our behaviour to others when we are. If you're engine needs a ring job, get it done! I've said it before, there's a lot more involved that simply riding around in our cars, if we expect to have the freedom to continue to do so.

Fred & Lynn Kuzylek

DOUG PRICE AWARD 1996

The recipients of the Doug Price Award for 1996 were Brian & Linda Rumohr. Brian & Linda are active & long-time members, having been with the club for over 20 years. There's no doubt that this special couple are Morgan enthusiasts - Brian has owned his beautiful 1961 +4 Drop Head Coupe almost since it was new! His car was lovingly restored a number of years ago & it has garnered recognitions at home & abroad, including the many MCCDC MOG meets they have attended down south. As a charter member of the World Morgan Regalia Collector's Society, Brian is also one of the most avid Morgan regalia collectors we know. Many clubs are indebted to him for his purchases & support! Many new members have received a Majorette Morgan car from Brian upon meeting, as a gift & a welcome to the club.

Their contributions to our club have been many through the years. Linda has served as Treasurer in the mid 1980's. Linda was also a "lead-hand" at the Niagara meets - assisting with registration, regalia & other jobs that needed to be done. Brian has shared Master of Ceremonies duty at the Niagara events - we particularly remember his charm & wit at the 1990 & 1991 affairs. Perhaps the contribution they are best known for are the countless (something in the order of eleven!) annual Christmas parties that they hosted in their Toronto home. Their generosity & graciousness will always be remembered.

We thank all those who submitted nominations & comments for the Doug Price Award in 1996. We look forward to your submissions for 1997.

Nominations for the *Doug Price Award* are now open. The criterion for the Award is "*most enthusiastic member*", recognizing contributions to the club. The judging is informal - fill in a ballot (see below) and send to **Audrey Beer** (address on back page). Not a popularity contest - stuffing the box with many nominations for the same person does not necessarily help! Nominations will close the end of August with the award presented at the Morgan Fall Getaway. Note nominees/nominators can be from anywhere in Canada:

Morgan Sports Car Club Canada "Doug Price Award"

Nomination:

I would like to nominate _____ for the Doug Price Award as the "*most enthusiastic member*" of the Morgan Sports Car Club of Canada because
(print in 25 words or less...)

Your name: _____, Member of the MSCCC in good standing.



An overview of What is to Be

We usually delve into Morgan car related topics, however this time I'd like to spend a page or so gazing into the crystal ball and detail what I think we can expect from the auto industry in the near future. I can remember when car models had names like *Fairlane* (after Henry Ford's "home" in Grosse Point), or *Chiefton* because it suited the marque Pontiac or even the Chevrolet *Stylenmaster* to reflect the then radical design improvements. Soon we can expect to see GMC's luxurious sport-utility the Yukon *Denali* (possibly designed by Giovanni D), or the high-performance Ford *Tremor*, or the stretched Jeep *Dakar* and its brother the industrial-design inspired *Icon*. We may even see the Mercury *MC4* and the Pontiac *Rageous* – these last two will be tooting practicality. And needlessly to acknowledge we must have "Intelligent Transportation Systems". My Morgan has an ITS affectionately and lovingly called Cath.

GMC's Yukon Denali – Actually, this vehicle is named after North America's highest peak. Now down to reality, this vehicle has many premium features. Would you believe it comes equipped with a Bose Acoustimass audio system, two cellular phones, an OnStar mobile communications system, an overhead drop-down television complete with a rear seat VCR, a compass and a HomeLink transmitter?

Ford Tremor – Equipped with a DOHC 4.6 litre 5 valve/cyl engine which should be capable of 225 km/hr or from 0-100 in less than 7 seconds. There are 5 valves – 3 of them for intake with a 12° overlap. The independent suspension boasts upper lateral links, lower H arms, toe-in compensating links, coil springs and two-way adjustable gas shocks. The Ford comes with a Garmin global positioning system that can be removed for use outside the vehicle. [ed note – good replacement for my Grand Cherokee!]

Jeep Dakar – Several interesting features..... There is a folding shovel integrated into the front fender, spare gas cans build on the rear tailgate and an adventure module inside the rear door that includes a night vision scope, binoculars, flashlight, and compass.

Aren't you glad you drive a simple out-dated Morgan???????

Richmond Car Show – Claude Jacques will be co-ordinating our efforts for this year's display.

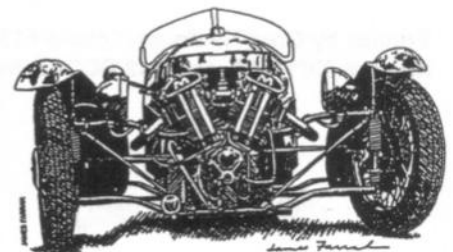
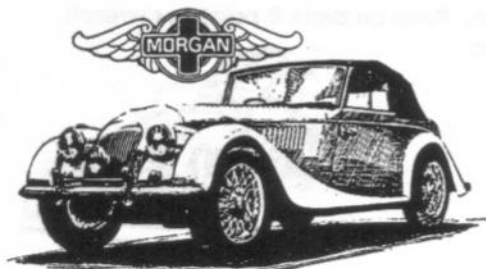
August 23-24 "**Moggies on the Grass**" – discussions ongoing to determine if MOTG will be developed into something "bigger". David Rees-Potter is in charge of the event (after all, it is David and Carolyn's lawn!).

Stowe "**British Invasion**" Sept 19-21. Accommodation can be arranged (talk to Ed, Greg, or Andrew). GoMoG events will include a Saturday night "gathering", Sunday tail-gate picnic, and GoMoG awards.

Jeep Icon – All that can be said is the design of this vehicle was inspired by esthetic elements of a high priced mountain bike!

Mercury MC4 – James Bond move over! The "New Edge" MC4 is distinctive – a 4 door sports coupe. Or possibly it should be called a "2 door coupe with +2 rear half-doors". But the best is yet to come – push a button located on the console and the MC4's engine starts and three video imaging cameras fire-up to provide the rear visibility. Two of the cameras, one in each of the sail panels, automatically extend out from their protected flush pockets. Images are displayed on two screens that rise from the instrument panel at the base of each A-pillar. The third camera is mounted under the rear spoiler and projects its image on a screen replacing the centre mounted rearview mirror. A navigation system screen appears in place of the centre-mount rearview "mirror" at the touch of a button. The car also features a RESCU (Remote Emergency Satellite Cellular Unit) to alert emergency services when required.

Pontiac Rageous – I am saving the best for last! The Rageous is a concept vehicle like no other in the sports coupe category! It has 22 inch wheels, "outrageous" tires, muscular wheel flares, and a high deck spoiler. The driver has exceptional forward visibility due to an exaggerated front slope but retains a sense of security due to a high and rising belt-line. The customary Pontiac "V" is incorporated into the body design and houses the Ram Air intakes in the lower fascia. The bulging wheel flares and raised nostrils of the RamAir give the car an aggressive look. This sports coupe has two doors, is a four-seater, and has two small rear-hinged access panels opening at 87° to allow for easy rear-seat entry and exit.



Notes from the West:

Mike Powley, Vancouver (e-mail: pwl6079@bcit.bc.ca)

THE LACONNER WEEKEND RETURNS FOR 1997

Yes, Bert McCabe has set up the GREAT LACONNER WEEKEND for April 25/26, 1997! HERE IS THE DEAL ...

FRIDAY APRIL 25th - if you want you can book the LaConner Country Inn but this is on your own - you can still likely get the special rate if you book before APRIL 1st - rate is \$88.00 US per night. You get into your own trouble that night - but let us know we may join you.

SATURDAY APRIL 26th - THE BIG DAY ... There are 15 room booked for us at the Same inn - under MOG NW and our contact there is Darci M. Burlingame, Conference Coordinator. Call and book before April 1st our rate is \$88.00 US.
Phone number is (360) 466-3101.

THE "NO BRAINER" TOUR/DRIVE will start from the INN at 10:00 AM and will be conducted by that well known local "SCUFFY"; that will be the human size one. On this tour there

will be a lunch/beer stop at the tour guides discretion (whimsy) After the rigorous day of motoring the evening goes like this ...

AT THE LACONNER INN (remember, that is where you are likely staying) there is a private room (thank GOD) we have it and we have the renowned GEORGIA JOHNSON to cater the event - this will be an all in deal as follows ...

AT THE LACONNER INN Georgia will deliver a fresh poached SALMON with a champagne tarragon cream sauce, new potatoes or basmatie rice, Asian green beans, her fresh rolls and a desert. We will also provide the wine "SCUFFY'S" select - either white or red. {If the salmon is not for you - you must let us know right away, as we can provide alternates BUT only if we know very much in advance }

===== > THE PRICE \$25.00 US < =====

After this you will return to your hotel room and ...next day if you can stand it we will breakfast at the great LaConner STATION.
NOW IS THAT A SPRING OPENER IN THE FINEST MOG N.W. TRADITION!

What must I do you ask -

- a) call the LACONNER INN and get your room booked before APRIL 1st!
- b) call Mike Powley (604) 261-0901 or Bert McCabe (360) 466-3284.
- c) Remember that this will be in place of the April 26th Burkholder event.

Make it idiot proof and someone will make a better idiot ...

MDP -- Bumper Sticker

For Sale:

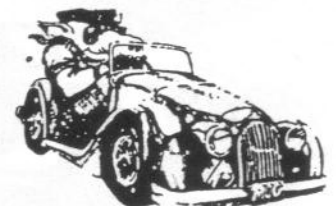
From CMC motors in Bolton (Martin Beer 905-857-3210) Morgans!

- 1) 1989 4/4 - Burgundy with gray leather, mohair top and tonneau, chrome wires, large bore stainless exhaust, options & goodies. Pristine condition \$38,500.
- 2) 1989 +8 - Red with black leather, mohair top, wood dash, wind deflectors, 22,000 km. Excellent car \$52,000.
- 3) 1990 +8 - Red with black leather, mohair top, wood dash, luggage rack, reclining seats, 3.9 litre, 15,000 km. Excellent car \$58,900.

Hugh Waldick's 1994 +4 is for sale. Connaught green with leather, 60,000 km. Asking \$57,000. Call Carmen Waldick at 905-333-0060.

Vern Dale-Johnson (416-530-4599) Seagull Pewter business card holders (\$20), and letter openers (\$30). Shin Yoshikawa "Morgan Plus 4 Super Sports" engineering drawing (approx 18 x 24 inches) (\$30 includes shipping tube).

Wanted by Greg Kaufman (Ottawa 613-832-3620). Original Fergus Motors Nameplate, Snap on tools 6 point box wrench number XV1618S, set of 42 DCOE8 Webers with manifold for a Triumph (TR3) engine..



SCUTTLEBUTT CORNER

By Hellen "Squiggy" Hogmog

While scanning through past editions of 30 years of BLURB's, Ms Hogmog has uncovered a treasure trove of interesting tidbits! For instance, some may remember that "Dear Hortense" ran a series of technical articles long ago. For those whose memories don't extend back that far, "Hortense" was none other than our "gender-bender" Steve Beer! (I however am a REAL woman!) There was also Ray Shier's series of "Limehouse Productions" - humorous ads that put RONCO to shame! my favourite being the photo of fuelling up Ray's Mog from the Septic Tank Truck! Ms Hogmog IS most amused by these wonderful high-jinx from the past!

Rumour has it that Alan & Marlies Sands are retiring! Congratulations! Of course this will mean more time for Daytona races, motor cycling in the Alps, the London to Brighton Runs, & hopefully, Morgan activities! Such activities (mischief) as those that were described in a BLURB, circa 1982: "Author of the definitive Guide To Ontario Private Schools, Winter Rally organizer, 'Prepare To Unload' saboteur, farmer, motorcyclist, NUISANCE EXTRAORDINARY (this bio is indeed profound! - Ms H.), Morgan Pioneer, M.O.G. Charter Member, & would-be aviatorist". The aviatorist reference, like much of the rest, is still most applicable!

Congratulations are in order for Air Commodore Len Birchill on the receipt of the 5th clasp to the Canadian Decoration, recognizing over 60 years of service in the RCAF & Canadian Forces! Ms Hogmog witnessed this honour on TV, as Len received the award in a presentation from the Governor General. He is the very first person to achieve this milestone, having beat the Queen Mother by just a bit! "Per Ardua Ad Astra", Sir! Len is on record as saying that he "should have bought a Morgan 50 years ago"! I should have as well, but in my case it would have been a tough fit in mother's womb!

As a result of a photo of Ray Shier's car appearing in the "Miscellany" Toy Run article, I've heard that Ray has received a letter from "long lost cousins", also named Shier & also Morgan owners. It seems these folks need Ray's assistance to trace the Shier family tree. Methinks Ray was trying to lose the missing links!

It's been said that we must hang a "Peter Pfahl" sign on Peter so that we can remember who he is!

It's been a fortunate year for Brian & Linda Rumohr, as a trip to Tahiti is indeed a treat! Imagine not only winning a trip to Tahiti but also the Captain Morgan \$100 prize!

The Dale-Johnson's had a most relaxing trip down in "OZ" recently. No kangas, koalas, or dingos came back in their luggage - much to Marissa's disappointment!

I've heard that while Fred & Lynn Kuzyk were in Havana recently, they witnessed some of the participant cars in

the Varadero-Havana-Veradero 500 Km Rally. This included a very nice 1934 Maserati. It's also said that they returned with a load of prime Habanos cigars....they were heard to exclaim "Eat your heart out, Ron Poloz", whatever that means!

It's come to my attention that new member Ross Bateman is the brother of noted Canadian artist, Robert Bateman. I believe that as an initiation to the club, Ross should provide one of his brother's signed works for the Morgan Clubhouse. Until that is constructed, I have a wallspace that can harbour it! Ross is also rumoured to have recently added another Morgan to his collection, having found that proverbial \$250 complete & running Morgan in some barn somewhere! Some guys either have all the luck, or this is one of those myths, like the flying saucer sitting in a hangar at AREA 51 in Nevada!

Flash! The Co-Prez's car has been accepted in the ultra-prestigious Wynn's Classic event! Pictures were obviously not required, I'd venture, and wait till the judges get a load of that hood scoop! (The \$250 Morgan could probably be entered).

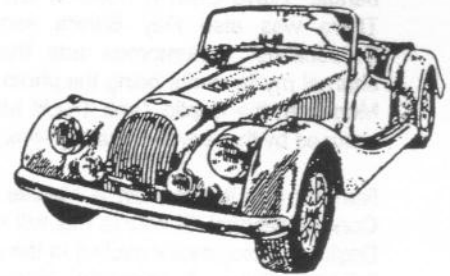
It's rumoured that the Healey Club hopes to employ the taxi-ways at Hamilton International Airport for racing, during their British Wheels & Wings event! Boy would I like to see that! This could lead to the first un-intentional mating of a Bug Eye Sprite with a Mitchell Bomber!

Another club made an enquiry lately, regarding the last "Pig-Out". They heard rave reviews & wondered "how do you cater" such an event?!! Well, Ms Hogmog is prepared to reveal these secrets! Stop looking for a caterer! Instead, find gracious hosts (as we are fortunate enough to have) who open their homes & provide the roasted pig. Next, the guests are also required to expend effort by making a commitment - an RSVP - & contribute as well. The affair requires work, something that is contrary to some clubs philosophy of: "If it takes more effort than 15 minutes planning, we ain't doing it"! One last suggestion, don't do a whole pig, else the head may end up in someone's car, as it has in our club's past! Perhaps this may explain why Peter McCowan is providing beef rather than pork this year!

Finally, far be it for me to determine what motivates people, but Ms Hogmog is always amazed at the local support for distant events, yet astonished at the lack of interest for activities closer to home, particularly for those of kindred clubs, such as fellow British Car Council members. Ms Hogmog has heard it said that it's easier to get folks to attend some large event hundreds of miles away than to drive around the block! This is especially true for the BSITS (Big Shows In The States). The Roadster Factory Summer Party is an example. Some



local people will drive to Pennsylvania, gladly pay \$80 US to register, and spend the weekend camping in a tent! The same folk have been coaxing me to attend, for the great female bonding! The same folk will shirk at the \$25 cost (tax deductible) for Classics Against Cancer, or attend a weekend event a few miles from home! Human behaviour is a funny thing! At any rate, I'd rather stay in comfortable accommodations with hot running water (rather than cold & colder tap water). Besides, if we don't support the "Little Events Across Canada" (LEACs), who will? So I'll skip the female bonding & attend the Fall Getaway, Cosmo Weekend, & other happenings "around the block". Somebody has to, else they will wither & die! Just my perspective on the British Car Scene. 'Nuff said. *Squiggy*



WANTED

VOLUNTEERS (No Experience Necessary - Will Train)

Volunteers are urgently needed for various activities being held this year. The most help is required for the 3RD BRITISH CAR TOY RUN. Assistance is needed in registering participants, preparing goody bags, selling 50/50 tickets, judging, set-up, parking vehicles, making desserts, etc. **WHAT CAN YOU DO THIS YEAR?**

We have already received offers from Mike Richards & Phil Whitehouse of the British Sportscar Club to once again video the event. Larry Rees will be our Santa, yet again. Sean Morrison & Steve Meyer will once again be staging the vehicles prior to the Run & at Maplevue Centre. These 2 dedicated lads give their time freely & schedule job hours around this event. It would be great to give them some support! All of the above are not Regular Members - **WHERE ARE THE MORGAN FAITHFUL? ARE THERE NO ELVES?**

This year we expect 150 cars (over 100 last year) & it is becoming an event OUR CLUB is recognized for. We'll be having organizing meetings this year. The first will be held after the Ancaster Flea Market on April 20 at the Queen's Head (It will be brief). Please get involved. Please consider being one of Santa's elves & give Lynn a call at: (905)336-0251 or see us on April 20.

Helpers are also needed for the FALL GETAWAY, for: registering, selling regalia, bar staffing, judging, gymkhanna organizing, MC duties, & general "pitching-in". We'll take whatever you got or can give! If everyone gives a little, ALL can enjoy the weekend & events!

THANK YOU IN ADVANCE FOR ANY HELP YOU CAN GIVE! - *Lynn Kuzyk*



MSCCC Christmas Party at the Balfour's
Benjie about to sample Al Sands proboskus
much to the delight of Co-Prez Lynn

Fred Kuzyk photo



INTERCLUB EVENTS CO-ORDINATOR REPORT.

The very first thing I must ask all of you is for input! Anyone who is an event organizer should let me know a bit about your plans, and I will arrange a BLURB insertion. I would like it to be more than just a date, time and place. Some background info would make far more interesting reading. I will need a reasonable amount of lead time, as the BLURB is only published a maximum of six times a year. Secondly if anyone is planning a visit to another country where there is a Morgan Club, please let me know, and I will put you in touch with their President or whomever. Morgan people are very hospitable (see below again), and will make sure you are well looked after. Countries that I know of that have Morgan clubs, outside North America are as follows:

Austria	Australia	Belgium	England	Denmark
France	Germany	Holland	Italy	Japan
Luxembourg	New Zealand	Norway	Portugal	South Africa
Spain	Sweden	Switzerland		

(If anyone knows of any others please let me know)

My wife Margaret and I were treated like Royalty by the South African Morgan Club when we were in the Pretoria/Johannesburg area in November. Terry Allan and his wife invited several other Morgan owners to meet us, and we exchanged badges. The Allen's have at least three Morgans including a beautiful 1930 trike with a JAP 1000cc power plant. There are 104 Morgans in South Africa, and a close watch is kept on the numbers through observing importation records.

When we were in Port Elizabeth, we were fortunate enough to be introduced to David Henderson and his wife, Jenny. David does wonderful restorations, all in his own workshop, and had just completed a 1936 Series I for a collector in Capetown. It was a very early model with Serial number 46 ! It was a superb job, and I had the opportunity to both ride in and drive it ! I had almost forgotten how to double declutch ! He was also working on a five litre 1929 FIAT and a 1932 Riley Kestrel. What a treat to see these great cars !

The only stipulation is that you must write up a brief article about your visit overseas, so that the rest of us can share in your experience, however mundane you may think that it was.

There are far too many events taking place in North America, or in fact the Eastern USA and Canada to publish a listing of all of them. I believe my responsibility is to put you in touch with other Morgan owners or groups if you or your club are planning an out-of-town foray. There is plenty going on, and it is merely a question of where and when.

Looking forward to hearing from some of you.

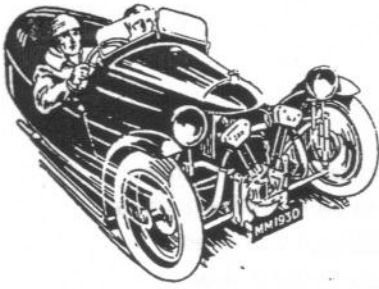
Edward B,



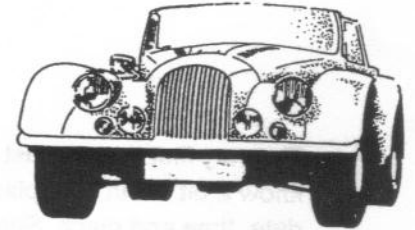
Moggies-on-the-Grass, 1996
Checking for crab-grass in
David Ree's Potter's lawn??

Photo by V. Dale-Johnson





VICTORIA DAY WEEK-END
MAY 17 - 19, 1997
M.S.C.C.C.
MONTREAL EXPEDITION



OUR CLUB HAS BEEN INVITED TO MONTREAL FOR A CULTURAL EXCHANGE WITH LOTS OF FUN, EXCITEMENT, GOOD FOOD, FINE WINE & SPIRITS, CIGARS, SHOPPING, ENTERTAINMENT AND CAMARADERIE. WE HOPE TO MEET OUR QUEBEC MEMBERS & OTHER LOCAL ENTHUSIASTS.

ITINERARY:

SATURDAY, MAY 17 - (APPROXIMATELY NOON) MEMBER MARC LALONDE HAS OFFERED TO LEAD A SCENIC DRIVING TOUR TO THE GILLES VILLENEUVE MUSEUM IN BERTHIERVILLE, EAST OF MONTREAL. POSSIBLE RETURN TRIP THROUGH THE LAURENTIAN AREA NORTH OF MONTREAL.

SUNDAY, MAY 18 - MORNING DRIVE INTO MONTREAL. PLANS ARE TO VISIT "LITTLE ITALY" SHOPS, CAFE LUNCH, WALKING TOUR. POSSIBLE PRESS PHOTO OPPORTUNITY. AFTERWARDS, DRIVING TOUR OF MONT ROYAL, WESTMOUNT OR THE OLD PORT.

ITINERARY IS FLEXIBLE & WE'RE SEEKING THE INPUT OF PARTICIPANTS & LOCAL BRITISH CLUBS. MEMBERS & QUEBEC CLUBS ARE SPREADING THE WORD OF OUR VISIT & THE POSSIBILITY EXISTS FOR PEOPLE TO JOIN US IN A TOUR, OR VISIT WITH US AT THE WILLOW PLACE INN.

ONLY 5 ROOMS (WITH PRIVATE BATHS) HAVE BEEN SET-ASIDE AT THE PICTURESQUE "WILLOW PLACE INN" IN HUDSON, WEST OF MONTREAL, ON THE OTTAWA RIVER. THIS LOCATION IS A COUNTRY SETTING, YET CLOSE TO THE CITY. THE INN HAS A BRITISH PUB & A DINING ROOM. THESE ROOMS WILL ONLY BE HELD UNTIL APRIL 15.

PLEASE CONTACT LYNN KUZYK (905) 336-0251 PRIOR TO APRIL 15 WITH YOUR CREDIT CARD. AFTER THAT DATE, THE ROOMS WILL BE RELEASED & WILL BE SUBJECT TO AVAILABILITY BY BOOKING DIRECTLY WITH THE INN.

ACCOMMODATIONS AFTER APRIL 15 CALL THE *WILLOW PLACE INN, 208 MAIN ROAD HUDSON, QUEBEC (514) 458-7006.*

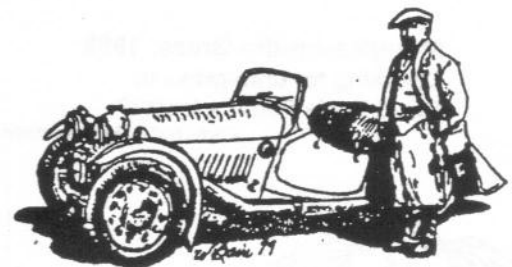
Rates are \$85 (\$65 for rooms with shared bath). Continental Breakfast is included. Check In Time = 1:30PM. Check out = Noon. 24 hour cancellation.

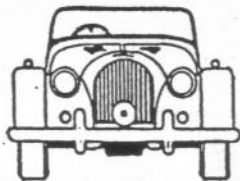
CONTACT (800) 363-7777 FOR TOURISM INFORMATION (MAPS, ATTRACTIONS, ALTERNATE LODGING, SHOPPING, ETC.).

START PREPPING THOSE CARS, MARK THE DATE ON YOUR CALENDAR AND PLAN ON JOINING US FOR THE FIRST LONG WEEK-END OF THE CAR SEASON.

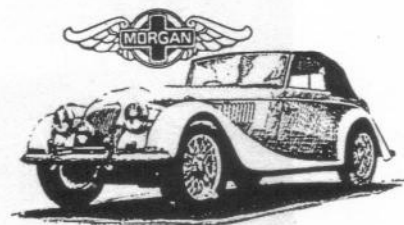
DO YOUR BIT FOR NATIONAL UNITY & SUPPORT FOR QUEBEC! FOR MEMBERS WITH MORGANS NOT YET ON THE ROAD DON'T LET THAT DISSUADE YOU FROM JOINING THIS MERRY BAND OF TRAVELLERS!

Lynn & Fred Kuzyk
Morgan Sports Car Club Canada
E-mail: mcccc@freenet.hamilton.on.ca





M.S.C.C.C. FALL GET AWAY
COLLINGWOOD, ONTARIO
SEPTEMBER 5 - 7, 1997



THE MORGAN FALL GET AWAY WILL BE HELD IN COLLINGWOOD, ONTARIO AT THE MOUNTAIN SPRINGS LODGE (FORMERLY THE TODD BROOKER LODGE), BLUE MOUNTAIN RD & HWY #26. AS USUAL, THE WEEKEND WILL FEATURE A DRIVING TOUR, FUN CONCOURSE, GYMKHANA, AWARDS BANQUET, & CAMERADERIE IN A WONDERFUL VENUE!

LOCATED AT THE FOOT OF BLUE MOUNTAIN & THE SHORES OF GEORGIAN BAY, THE LOCATION IS BREATHTAKING! THE FACILITIES ARE OUTSTANDING & INCLUDE: Hospitality Room, pool, hot tub, sauna, whirlpool, exercise room, games arcade, & tennis! Protected parking is available beneath the tennis courts! A large deck beside a stream is available for our exclusive use, as well as a large paved lot for a driving competition! Dining, golf courses & other attractions are nearby.

EACH CONDO UNIT IS EQUIPPED WITH COLOUR TV, FULL KITCHENS (FRIDGES, TOASTERS, ETC), JACUZZIS, FIREPLACES & BALCONIES!

VARIOUS UNITS ARE AVAILABLE:

STUDIO - Bed Sitting Room. RATE = \$59

1 BEDROOM - Bedroom + Bed Sitting Room. RATE = \$69

STUDIO + LOFT - Loft Bedroom, Bed Sitting Room, 2 Baths. RATE=\$74
1 BEDROOM + LOFT - 2 Bedrooms, 2 Baths. RATE =\$94

OUR RATE FOR THIS SUPERLATIVE ACCOMMODATION IS HALF THE NORMAL CHARGES, Thanks to the deal provided by Peter McCowan!

SOME OF THESE UNITS ARE SUITABLE FOR FAMILIES OR FOR TWO FRIENDLY COUPLES (Thus providing further exceptional value!).

PLEASE BOOK YOUR DESIRED UNIT EARLY AS SPACE IS LIMITED. CONTACT LYNN KUZYK (905) 336-0251, TO CONFIRM ATTENDANCE.

FRED AND I LOOK FORWARD TO SEEING OLD FRIENDS AND MAKING NEW ACQUAINTANCES.

P.S. BANQUET COST & MENU WILL BE AVAILABLE IN FUTURE BLURBS.

"NEWS FLASH"

NEW REGALIA ITEM. JUST ARRIVED FROM "DOWN UNDER"
(Thanks to Vern)

LIMITED NUMBER OF MORGAN TIES (Australian designed & crafted)

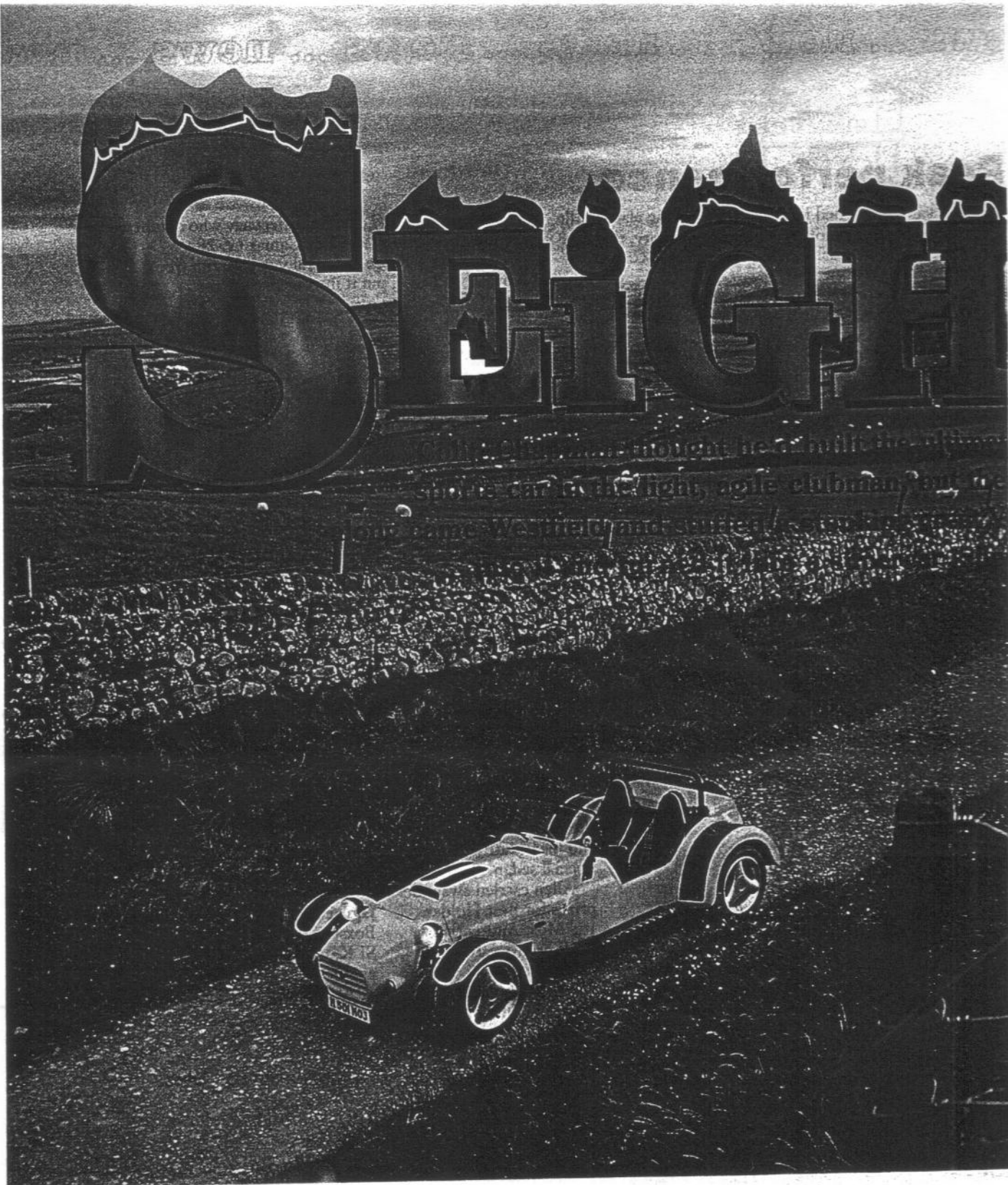
featuring Trikes & 4 Wheelers, in navy & green - for the measly sum of \$45!

Be the 1st Morganeer on your block sporting this elegant neck attire. Don't be disappointed - ORDER YOURS TODAY!

CONTACT LYNN at (905)336-0251 or e-mail, or "snail mail".

"Don't be hung-up without one"





Kids jump into hedges when a Westfield V8 fires up. It was no surprise when the young car nuts from a nearby school crowded around it.

The Westfield is a bizarre collection of automotive shapes — low, squat, ultra-wide, with massive three-spoke wheels open and away from the cigar-like snout.

No roof, old-fashioned circular

headlights, carbon-fibre guards, bits of engine sticking through the bonnet and — wow — exhaust pipes on the sides!

Bright yellow paintwork clinched it ... chirpy 12-year-olds were three-deep around the car when I walked out of the office for my first stint behind the wheel.

“What sort of car is it Mister?”

“It’s called a Westfield.” This drew

a blank.

I opened the flimsy side flap and worked my way down into the small bucket seat.

“What’s a Westfield?”

“It’s a car with a very, very big engine in it.” This made more sense.

“Is it really f...?”

One kid actually disappeared into nearby bush when the 4.2-litre V8 blasted into life. He simply turned a



devilish fun

Story Bill Thomas
Pics Jason Critchell

out of a roundabout, I screamed with shock. Yeah, literally.

If you think a roller coaster is exciting because it applies unnatural forces to your body and mind, then the SEiGHT is a roller coaster.

At first, your brain cannot come to terms with the monumental rush of speed. This, combined with the ear-shattering stereo roar from the exhaust pipes and the machine-gun backfire ... *pop, crack* ... on every gearchange, moves things into the Twilight Zone.

That's not counting the hurricane-force wind roar that pounds your ears to pulp and forces your eyelids half-shut. At the end of it all, fuel spurts from the top of the carbs at peak revs, covering the windscreen and the top of your head with premium unleaded — 'tis a no-smoking hell on wheels.

Every passenger I took for a ride, without exception — male, female, young, old — screamed when I first buried the throttle. Some just kept on screaming.

There's good reason for all this unrestrained fright — the SEiGHT is the second-quickest production car in the world to 100km/h, beaten only by the McLaren F1.

I doubted whether I would come up against a McLaren during my three-day jaunt through middle England. If I did, I'd give Ron's finest a damn good run for its million bucks: the Westfield is only 0.27 seconds behind the F1 to 100km/h — 3.47 seconds as opposed to 3.2 — so a better start might have me in front.

I prayed to the Lord above that we would come across some serious sports cars in the next few days, in order that

ran away, into the shrubbery.

Braver kids stepped back hurriedly but maintained a squinting eye contact, others turned to run for a few paces before looking around in horror. None of them expected such a cyclonic blast of sound from those evil black pipes.

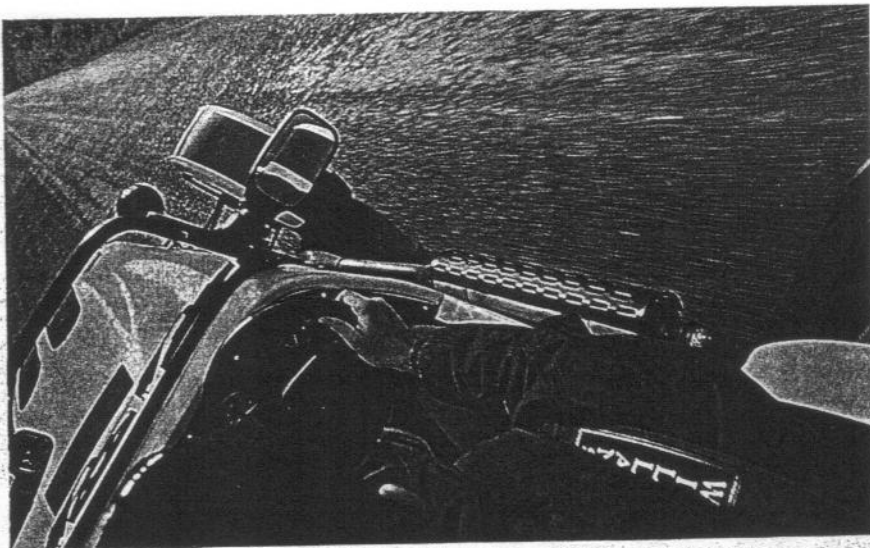
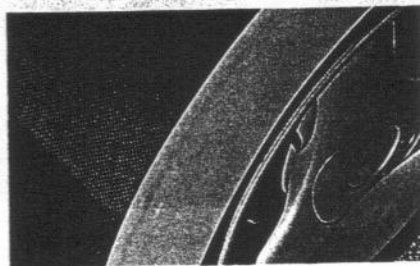
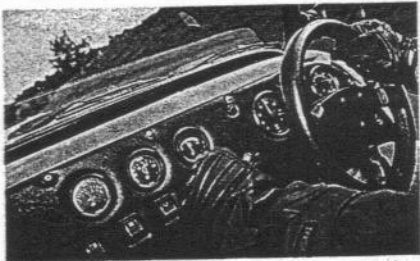
Neither did I. I revved it again, just to clear the air and make another statement, but the kids were long gone

now. Hell, if it sounds this frightening, what will it be like to drive?

There is simply no way to predict the acceleration of a Westfield SEiGHT (pronounced 'Sate', one phonetic half of 'Satan').

Ever been in a dragster? No? Then you wouldn't predict the acceleration of a Westfield SEiGHT.

When I nailed the throttle down hard for the first time, in second gear



"Every passenger I took for a ride, without exception when I first buried the throttle. Some just kept

we might mete out death and destruction. He must have been listening ...

So what is a Westfield and what makes it tick? The factory is based near Birmingham in the Midlands, and started life in 1982 producing carbon copies of Lotus Seven chassis in kit form.

These were later modified after a lawsuit from Lotus, and with the arrival of the more stylised SE and SEi (with independent suspension), Westfields soon became one of Britain's best-selling kit cars.

Many SEi's were sold in fully built-up form. These were powered by 1.6-litre Ford crossflow engines developing around 75kW and endowing the car with a brisk 0-100km/h time of 6.3 seconds.

The chassis is as nimble and precise as anything you'd care to mention: Westfields are ideal summer toys for diehard 'wind in the hair' motoring enthusiasts.

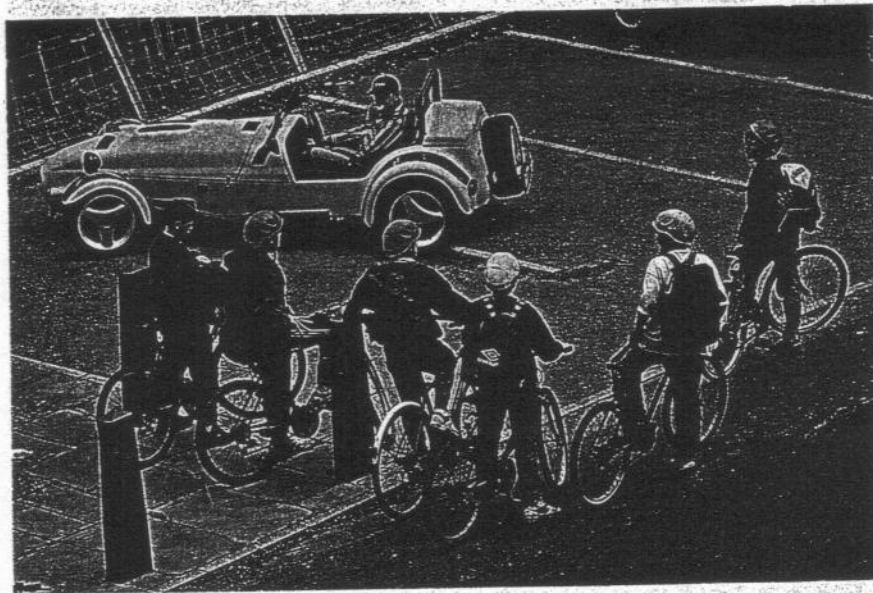
Things first started getting out of hand in 1989 when a Westfield engineer decided to fit a 3.5-litre Rover V8 into an SEi under a bulging new bonnet. The SEiGHT (SEi+Eight) was born.

With more than 150kW, it was supercar-fast (0-100km/h in around 4.5 seconds, 220km/h top speed). Since then, the temptation to tune the nuts off the V8 in search of ultimate power has been too much to resist.

So we arrive at the car that made the kid hit the bushes — the SEiGHT 330. Yup, you guessed it, '330' refers to horsepower. The 'puny' 3.5-litre

Holley-jetted engine of the original SEiGHT is gone, replaced by a TVR-developed version of the Rover V8, bored out to 4.2 litres, running four Dellorto twin-choke 48mm carbs.

frame chassis handle all this grunt? The short answer is a resounding 'just'. The whole car twists with the torque of full-throttle acceleration and lurches sideways.



Internals are heavily tweaked with a high-lift Kent cam, ported and polished head, larger valves and full balancing. It's a great engine, revving cleanly all the way to 6500 and pumping out 380Nm of torque.

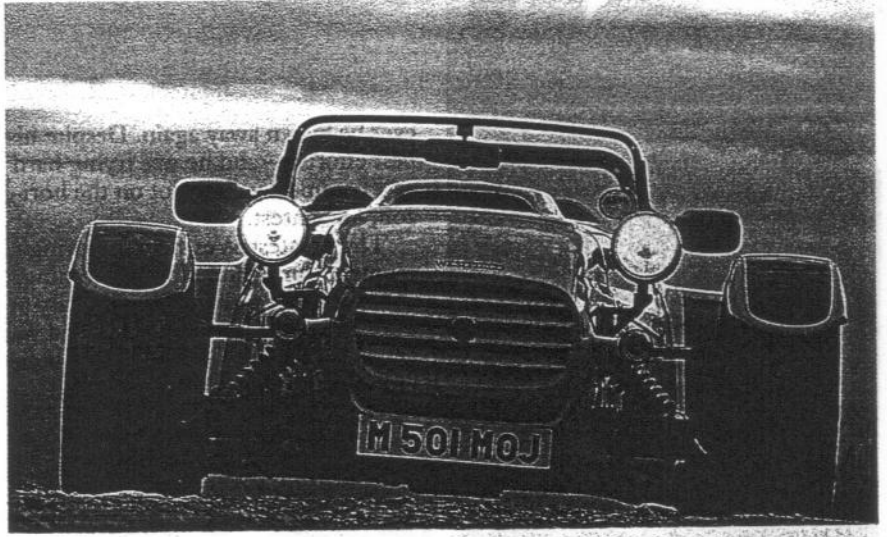
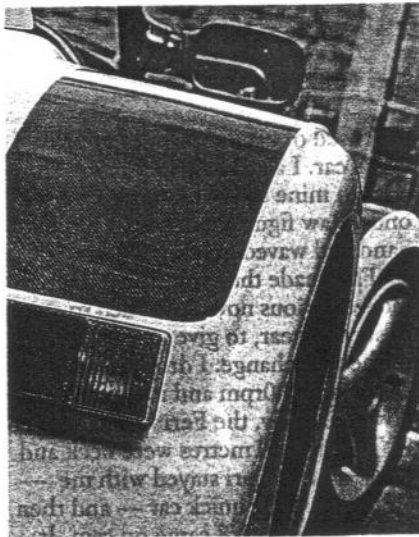
It's made even greater in the Westfield by the fact that it only lugs around 740 kilos (about half your average Commodore). This, truly, is an insane car.

Can the SEiGHT's simple space-

The steering feels a little light over 220km/h, which you'd expect (top speed is limited to 250km/h, which I saw in the wet with the silly wind-screen wipers doing nothing at all).

With relatively massive engine weight in the front and just your ass and some fuel in the back, mid-corner bumps aren't your best friends.

It's manageable, that's about it. You can play silly games with the rear-end with 330bhp (250kW) on tap, but be



ion — screamed on screaming."

careful — too much throttle too soon and too little correction too late will see you spinning into the sticks before you can blink, especially in the wet.

Happily, the steering is razor-sharp and precise, transmitting all the information you need from the front wheels — and how wonderful it is to be able to see them moving as you turn the tiny steering wheel to attack a corner!

Braking power is nothing more than adequate. The unservoed brake pedal is dead heavy, but the system works, and that's always comforting.

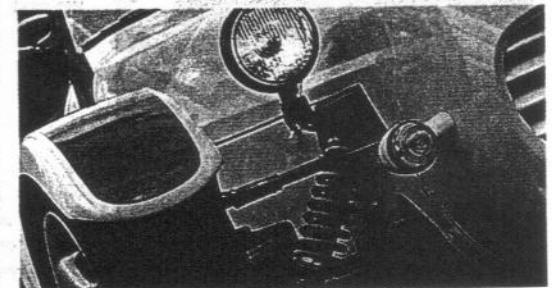
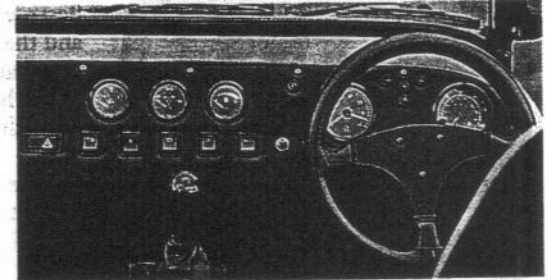
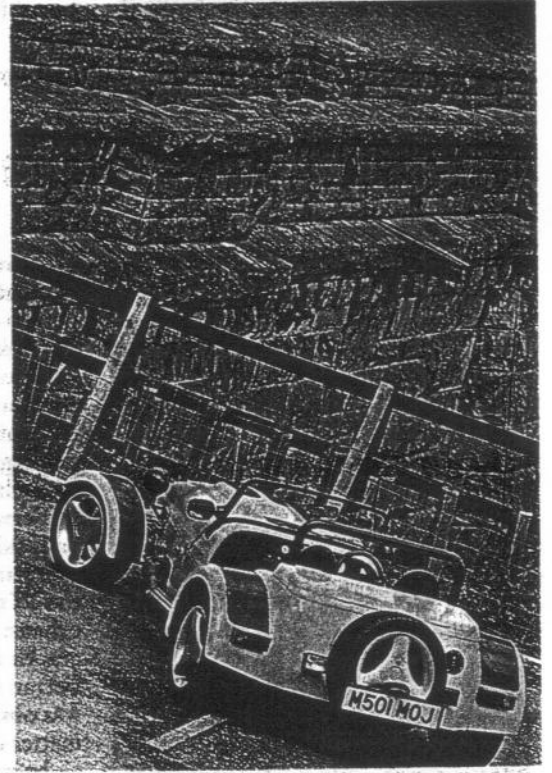
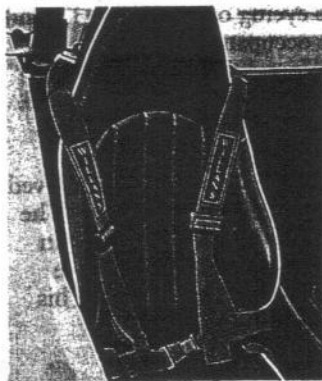
The real joy with this car is unleashing the V8 engine, giving it its head in all gears and listening to its manic roar. Provided you understand it will bite hard if abused, this magnificently excessive machine is pure fun.

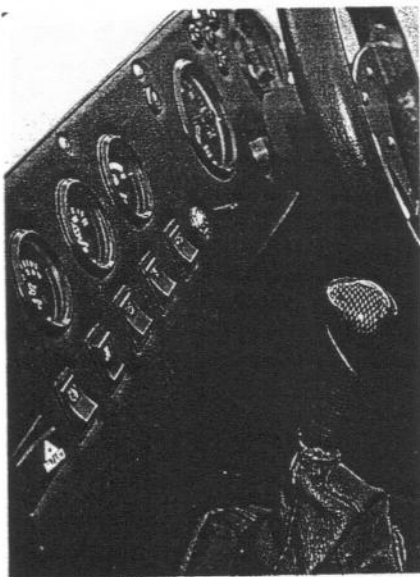
I headed for the Peak District in Derbyshire, with its fantastic country roads that snake between picturesque villages. It was here that I encountered my first victim — a silver Porsche 944 driven by an overkeen businessman.

He was obviously in a hurry, overtaking long lines of traffic in a semi-risky fashion, so was shocked to be overtaken himself by a car that looked as if it belonged in the 1930s.

A quick glance in the rear view mirror revealed that he was mouthing obscenities in my direction — ahh, too stressed — so on the next straight stretch of road I engaged *the killing gear* — third — and waited for the Porsche to close in on my tail before hitting the throttle.

My rude friend was blown away more comprehensively than he will





ever be blown away again. Despite his best efforts — and he was trying hard — I became a yellow dot on the horizon, no contest.

The greatest Westfield motoring moment came the following evening, in Leicester. I was entering the city at dusk after a day at a test track, and was wearing a helmet. A white dome bobbing around in a yellow, bug-eyed machine, I probably looked ridiculous.

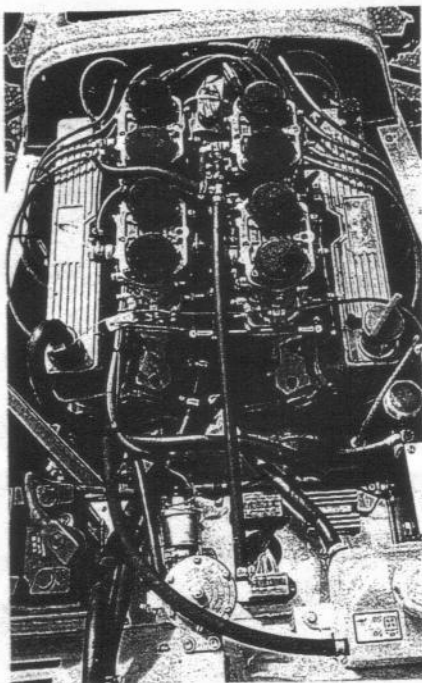
Sitting at a set of lights, I checked the mirror to look at cars stopping behind. On the outside lane appeared a low red shape — unmistakably a Ferrari 348 — glory be!

approved of his girlfriend, I approved of his car. I also knew that it was slower than mine to 100km/h by 1.82 seconds. Raw figures don't lie. I lifted a hand and waved goodbye.

This made the chap frown. He was indeed serious now! I decided to start in second gear, to give more speed up to the first change. I dropped the clutch at 4000rpm and it bogged down. Luckily, the Ferrari did also.

The first 30 metres were neck and neck. The Ferrari stayed with me — an impressively quick car — and then the Westfield's V8 came on cam. It lunged ahead brutally, two car lengths

"... joy with this car is unleashing the V8 engine, giving it its head in all gears and listening to its manic roar ..."



I moved away gently and as we approached the next set of lights — perfect — the Ferrari drew alongside, its V8 singing a beautiful tune.

The driver, a well dressed young chap, was eyeing off the SEiGHT and its idiotic occupant. So was his gorgeous girlfriend. I quietly prayed for the lights ahead to change. They did.

Ferrari and Westfield glided to a halt, side by side. This was the moment I'd been waiting for. I revved the V8 threateningly, naughtily. The exhaust let fly with its machine gun crackle and the smooth guy in the Ferrari also revved his charge. This was obviously a matter of pride

— he would destroy me and the um, er, whatever the hell I was driving.

The helmet looked his car up and down.

I

opened in an instant. Then it was into *the killing gear* and the poor guy didn't stand a chance.

Imagine his turmoil, right foot buried in the plush carpet, watching an egg-head in a yellow, er, something, going away from him like nothing had ever done before — ever.

I backed off at 150km/h and the 348 came tearing past at over 200 (in an 80km/h zone), determined to get in front no matter what the cost.

As he flitted by, the glorious Ferrari quad-cam wailing at peak revs, I noticed his girlfriend smiling at me. Keep your \$200,000 stallion, mate. Just then the Westfield was priceless.



BODY: two-seater open-top sports
ENGINE: 4.2-litre V8 with four dellorto 40mm carbs
POWER: 250kw at 6250-rpm
TORQUE: 380nm
PERFORMANCE: 0-100km/h, 3.47 secs. standing quarter, 11.07 seconds
TOP SPEED: 250km/h (limited)
SUSPENSION: fully independent front and rear
GEARBOX: borg warner t5 five speed, sierra cosworth 1sd
BRAKES: four wheel disc
WHEELS: tritech alloys 15x7 front and rear
TYRES: goodyear eagle 205/50 er15 front and rear
WEIGHT: 741kg
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FAX: 0044 1384 288781

SPECS

Green Stuff Considered - Coolants and Corrosion -

by Gregory T. Fieldson
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Palo Alto, California 94302-0855

revised March 1995

I have collected a bit of book learning about coolants and corrosion in automobiles. The following information is not based on extensive personal experience - it's based primarily on an ASTM symposium titled "Engine Coolant Testing". I have organized the information into a few sections: **Corrosion, Metals, Coolants and Questions.**

"My Morgan will only leave me when it's rust!" or -- **Corrosion**

There are two different modes through which corrosion can cause a cooling system failure. The first is the oxidation and removal of enough metal to cause a mechanical failure. This leads to leaks or other flow problems. The second is extensive scale formation which blocks coolant pathways. This leads to reduced flow rates and poor heat transfer.

The first mode of failure occurs most frequently in radiators and in water pumps. In radiators perforation is not as common as the heavy corrosion that causes it, because the corrosion by-products often plug the hole they create. In water pumps heavy corrosion causes reduced coolant flow rates, leakage around the housing and can, in truly extreme cases, lead to fracture of the pump.

The second mode of failure commonly occurs when a metal salt dissolves in the hot portion of the system and precipitates in the cold part of the system, usually the radiator. Alternatively, some metals in the radiator may form a heavy, insoluble scale as they corrode leading to blocked tubes.

Another important consideration in understanding corrosion in internal combustion engines is heat flow. Metal that is heat-rejecting has a higher corrosion rate than metal that is heat-absorbing or heat-neutral. Heat-rejection is the transfer of heat from metal to coolant, i.e., in the engine block is heat-rejecting. One reason for this accelerated corrosion is coolant boiling at the surface of such surfaces. To quote a favorite phrase of engineers, physicists and biologists, combined boiling, heat transfer and corrosion are "*not completely understood*", but bench tests clearly show increased corrosion at heat-rejecting metal surfaces.

"Metallurgy 101: Blacksmithing for Beginners" or -- **Metals**

There are a number of metals present in automotive cooling systems. The most common metals are cast iron, mild steel, copper, brass, aluminum, high-lead and low-lead solder alloys. Generally speaking, the corrosion of metals is prevented by the formation of a stable film at their surfaces. This film might be formed by corrosion products, as when aluminum is exposed to air, or by the adsorption of some other chemical, such as silicates, onto the surface.

The corrosion potential for metals is the result of several competing factors. The most important two are the electrode potential, a measure of the tendency of a metal to oxidize, and the protective strength and stability of the surface films. Relatively speaking, the most corrosion prone metals in an engine are aluminum and solder.

- Unlike their behavior in ornamental fences or inner wheel arches (not Morgan!), cast iron and steel both have relatively low corrosion rates in automobile engines. The simple, but essential, task of reducing ferrous metal corrosion is accomplished by adding inhibitors to the coolant formulation. Additionally, the corrosion products of ferrous metals are readily dissolved in the coolant and moderately stable in solution. Ferrous metals corrosion is not a major problem in the engine of most cars.
- Copper and brass, an alloy of copper and zinc, have higher corrosion rates than iron and steel. For the record, my Morgan +4 has a soldered brass and copper radiator, and I suspect that every Morgan does. The only alternative to the brass and copper radiator that I know of is an aluminum and plastic radiator that was developed in the late 70's and early 80's. Like ferrous metals, the corrosion of brass and copper can be easily controlled through the use of inhibitors.
- Next we come to aluminum, which is near and dear to the hearts of +8 and new +4 owners. The corrosion of aluminum can be quite a problem. Based on its electrode potential, aluminum is the most corrosion prone metal in an engine. Only magnesium, sodium and potassium have a greater oxidation potential. The reason our precious engines do not turn into lumps of white powder is aluminum oxides tend to form stable surface films. However aluminum is particularly sensitive to a process, called erosion-corrosion where a rapidly flowing fluid can remove the protective oxide layer. Erosion can be controlled by limiting the surface flow rate of coolant to 3 m/s or less. This is easily achieved everywhere except at the water pump.

Which leads to a brief aside about the most vulnerable aluminum component in many engines, the water pump. Water pumps and their housings are susceptible to corrosion caused by erosion-corrosion and cavitation. I quote from F. Marks and W. Jetten (*"Engine Coolant Testing, 2nd Symposium"*):

"Cavitation is the process whereby pressure fluctuations cause the formation and subsequent collapsing of vapor cavities, which exert high mechanical forces on metal surfaces. Erosion-corrosion is the process whereby a flowing fluid surface destroys the protective film giving corrosion free play. The results of both processes are very similar, namely severe localized damage. Cavitation and erosion-corrosion are difficult to separate under test conditions."

The rate of cavitation is affected by a number of factors. Increasing the fluid density or fluid boiling point tends to increase cavitation while increasing viscosity, compressibility or dissolved gases tends to reduce cavitation. Some of these properties are effected by coolant additives and the effect on cavitation is one of the characteristics of a coolant package that should be considered.

There is one final problem with aluminum. Some aluminum salts, most notably aluminum phosphate, are not highly soluble in water. Depending on the overall coolant hardness -- the measure of the total concentration of minerals in the coolant -- aluminum salts will precipitate out of solution in the cooler parts of the coolant system.

- The last important metal alloy in the typical coolant system is solder. Solder, like aluminum, is highly susceptible to corrosion. There are two common solder alloys. Low-lead solder is made of about 70% Lead (Pb) and 30% Tin (Sn). High-lead solder is 97% Pb, 2.5% Sn and .5% silver (Ag). As a practical matter, even though it has a decent electrode potential, lead is probably the least corrosion resistant metal in the automobile. This is because lead does not form the stable protective oxide film that aluminum does. Since lead salts are the primary corrosion by-products of solder, it follows that high-lead solder corrodes at a faster rate than the low-lead solder. Unfortunately high-lead solder is distinctly cheaper than low-lead solder and prevalent in most modern, post-1960, automobiles.

Usually the corroded solder forms an insoluble scale at the corrosion site. In fact, a solder joint will often oxidize completely, but remain plugged by the corrosion products. Unfortunately, salts are not well known for their mechanical properties so failure can occur when the salt plug is cracked by vibration.

The primary failure of radiators occurs through the corrosion of the solder joints between the radiator tubes and the inlet or outlet manifolds. Depending on the construction technique, this can be a horrendous and messy problem. Some radiators, called "soft-cored", have cross tubes that are completely solder lined and which can solidly pack with scale. It is the removal of this scale that we call "rodding out" a radiator. A more sophisticated mechanic can remove this scale by dipping the radiator in a caustic solution.

As a final note on metals, clad aluminum has been used to control corrosion and prevent metal pitting and perforation in radiators. An alloy of 99% Al/ 1% Zinc (Zn) is coated on an aluminum surface. In this composite structure, corrosion will proceed preferentially along the alloy surface owing to the lower electrode potential of the Al/Zn composite. If the cladding is applied properly, it can be quite effective at preventing pitting and perforation. If not, the cladding can flake off the surface and create new particulate headaches. An underlying assumption of this strategy is no radiator lives forever. It only lives a bit longer than the cladding on its surface.

"Add Eye of Newt and Tongue of Bat" or -- Coolants

As reconstituted in an engine, the major component of coolant is, of course, water. Cheap, non-toxic, inflammable and a good heat transfer fluid it will probably remain the primary component in cooling systems for a long time.

The next major component is the base of the concentrated coolant, as purchased at the store. There are three different bases that commonly are used. Ethylene glycol (EG) is the most common base. Less common is propylene glycol (PG), which has been used for years in Switzerland owing to poison laws and is a recent entry in the U.S. market. Methanol is a third alternative that has been available in Great Britain, mostly for historical reasons.

The function of the coolant base is to extend the liquid range of the coolant. In a 50% mixture, the glycols will lower the freezing point to about -45C and raise the boiling point to about 115C. Another function of the base is to raise the viscosity of the coolant mixture. Higher viscosity mixtures will reduce cavitation at the water pump. PG and EG will both raise the coolant viscosity, methanol will not.

Next, a variety of different chemicals are added to coolants to inhibit corrosion. Cleverly called inhibitors, the function of these additives may be to form a stable, protective film on the metal surface or to alter the solution properties of the coolant. Quite frankly, the precise mechanism of protection of some additives is not known - at least not by anyone who is willing to publish their results. Additionally, the additives in most commercial coolants are usually proprietary. Fortunately for this article, a few brave souls are willing to publish specific information about named inhibitors.

Common corrosion inhibitors include: sodium phosphate, sodium nitrate, sodium tolytriazole, sodium molybdate, sodium borate, sodium benzoate and sodium silicate. Notice that these are all sodium salts. Actually, only the right hand group of

these salts is the inhibitor, i.e., benzoate or silicate. These salts dissociates in water, that is, they separate into sodium, with a positive charge, and the inhibitor, with a negative charge. The sodium salts are used because of the high solubility of sodium; you will never ever see sodium deposits in your engine. About the only place you can find sodium metal, outside the laboratory, is inside some high performance valves and heat transfer systems.

Different inhibitors protect different metals. From Vukasovich and Sullivan (also "*Engine Coolant Testing, 2nd Symposium*"):

"The data show aluminum heat-transfer corrosion was best inhibited by silicate and most poorly by phosphate and borate. ... copper was best inhibited by molybdate and most poorly by benzoate; high-lead solder best by molybdate and phosphate and most poorly by nitrate, silicate and benzoate; low-lead solder best by tolytriazole and molybdate and most poorly by nitrate and silicate; mild steel best by molybdate, phosphate and nitrite and most poorly by tolytriazole and benzoate; gray cast iron best by nitrate and most poorly by benzoate, tolytriazole, and borate; and cast aluminum best by silicate and most poorly by phosphate and molybdate." [Yes, there are two slightly different sentences on aluminum.]

Reviewing the most common inhibitors we find:

- Phosphate is the most ubiquitous and most controversial inhibitor. It is a well known inhibitor of ferrous metal corrosion, hence trisodium phosphate is used to clean of sheet metal. American car manufacturers have specified phosphate in coolants because it is highly effective at preventing cavitation. Europeans specify non-phosphate coolants because phosphates have a propensity to precipitate in hard water. Also, phosphates have a negative effect on the corrosion rate of aluminum. This beneficial effects peak at concentrations of about 3 g/l and decreases at both lower and higher concentrations. Typical concentrations in coolants range from 0 to 8 g/l.
- Nitrate is included in virtually all formulations because of its efficacy in preventing aluminum radiator pitting, with presumably no negative side effects for other metals. A typical concentration is 2 g/l.
- Tolytriazole is similarly included in virtually all formulations owing to its effectiveness in preventing cupreous metal corrosion. A typical concentration is 1 g/l.
- Molybdate is a broadly beneficial additive. It prevents corrosion in many metals and acts synergistically with phosphates and silicates to prevent corrosion in others. Molybdate also seems to prevent cavitation damage; it is usually selected to perform this function in non-phosphate coolants. Typical molybdate concentrations are 2 to 3 g/l.
- Borate is the most commonly used buffer for coolant systems. Off the shelf, American coolants tend to have a pH of 10 or higher, while European coolants tend to have a pH of 7 to 8.5. In service, the pH of American coolants often drops to 8. Unfortunately, borate tends to have a direct and negative effect on aluminum corrosion. In spite of this, the importance of keeping coolants well buffered is great enough to keep borate in coolant formulations. A typical concentration is 4 g/l.
- Benzoate (and Nitrite, which is not mentioned here) are part of the British Standards Institute's [BSI] Corrosion Inhibited Ethanediol Anti-freeze formulation. Benzoate is more common in European coolants than American coolants and is described as a ferrous metals corrosion inhibitor. Vukasovich and Sullivan found it ineffective in protecting cast iron when present in concentrations less than 5% (an unreasonably high concentration). On the other hand, it does seem to offer protection to mild steel and high-lead solder at lower concentrations. A typical concentration is 5 g/l.
- Finally there are silicates, these appear to be "ne plus ultra" in protection for aluminum. This is wonderful, but life could never be so simple for Morgan owners. The problem is silicates are not indefinitely stable in solution. While other additives can be used to stabilize silicates somewhat, I believe the primary limit to the lifespan of coolants is presence of an adequate silicate concentration. 2 g/l is an effective concentration of silicate.

Bringing all of these inhibitors together, a combination of benzoate, molybdate, borate, nitrate, tolytriazole and silicate is a good additive package that doesn't use phosphates. The non-silicate part of the package is fairly effective in preventing aluminum corrosion, and makes a good back-up system in for an aluminum block engine, should the silicates become depleted.

Other additives appear in coolants as well. These agents are typically used to stabilize the inhibitors or the metal salts which are corrosion by-products. This type of additive is called a sequestrant. Another required additive is the colorant.

"We have questions, We want answers!" or -- Conclusions

I have tried to imagine a few common questions you might ask about coolants if we were trapped in a British pub and your car was leaking coolant just outside.



How long does coolant last? I have read bench test results evaluating stabilized, phosphate-containing coolants in which silicate concentration was stable for more than 700 hours. Aluminum corrosion in these tests was virtually negligible. 15,000 miles per year is about 500 to 700 hours, so you can definitely trust your coolant, phosphate containing or not, for about one year of average use. The coolant will probably last even longer, but I have not seen test results indicating exactly how long silicates remained stable in this coolant. Given that in-service time is much harder on the system than storage time, coolant in a low use car would probably last for nearly 700 hours of engine use (accounting for cool down time), regardless of the total elapsed time. Keep in mind coolant has a definite lifespan even in storage. It would be wise to replace the coolant in an aluminum engined car at least every 2 or 3 years, no matter how little the automobile is used.

How can coolant go bad? The primary failure of coolant is depletion of some inhibitor. For an aluminum block automobile this is the silicate. Another failure is saturation with some metal salt, such as aluminum phosphate, which then precipitates at some inconvenient location in your engine.

Should I use tap water or distilled water? I recommend distilled water. If you have exceptionally soft water it would be acceptable, as well. Basically, the engine metals are going to corrode to some extent no matter what water you use, and hard water will encourage the resulting metal salts to precipitate.

How often should I change my coolant? I recommend you flush and refill annually with 50% coolant - water mixture. I expect if you do this you will never experience any cooling system corrosion problems in your car. In storage a good coolant will probably last for 3-4 years in a later +4, with an iron block and aluminum head, less in an aluminum block car, like a +8, and probably longer in an all iron engine.

What coolant should I use? After my research, I will suggest two possible choices. If you are willing to religiously flush and change your coolant annually, any aluminum compatible coolant will do. I have a strong suspicion "aluminum compatible" are the code words for "contains silicates". As long as a decent silicate concentration is maintained, the presence of phosphate is unimportant. The bench test mentioned above showed aluminum corrosion was extremely low in the presence of phosphate, as long as the silicates were not depleted. By way of comparison, in control tests with unstabilized silicates the aluminum corrosion rapidly accelerated once the silicate concentration dropped. If you don't think you are up to annual changes, I would recommend a phosphate-free, aluminum compatible coolant. If you use your car with any frequency, you really should never go more than 2 years without changing the coolant.

Will a sacrificial anode help? Probably. Remember the two susceptible metals are lead (in the solder) and aluminum. I have read of two different sacrificial anodes, zinc and magnesium. It isn't clear to me whether zinc, lead or aluminum will corrode preferentially. Based strictly on electrode potential, zinc is more reactive than lead but less reactive than aluminum, while magnesium is more reactive than all of these. This leads me to conclude the zinc anode will reduce solder corrosion in the radiator but may not help the aluminum block or cylinder head much, while the magnesium anode should be able to protect all the metals. But since aluminum can be well protected by inhibitors and since lead salts are more of a scale problem than most others, I believe a sacrificial anode of either metal should be beneficial.

Can I use propylene glycol? I think this is a matter of personal preference. PG is still more expensive than EG, but it is definitely less toxic or environmentally damaging. The performance of inhibited PG coolants is comparable, indeed better, than EG in most cases. The only negative effect I know of is inhibited PG is less effective at preventing cavitation pitting in steel than inhibited EG.

Should I use water wetters (i.e., the Redline stuff)? I haven't looked at the heat-transfer aspect of coolants. For now, you will have to look elsewhere for this information. I don't think it effects corrosion inhibition, but it might affect cavitation.

Why is coolant green? Because the SAE Handbook says it's supposed to be dyed green or blue-green. By using standard colors we can tell what fluid our Morgans are currently leaking by simply examining the stains on the ground.

What about corrosion on the outside of the radiator? Although not related to the coolant, I thought I might mention that brass-copper radiators tend to lose about 5% of their heat transfer capacity over their first couple of years. Apparently this is caused by corrosion at the joint between the tubes and fins in the radiator. Painting the radiators helps prevent this corrosion. Using matte black paint may also enhance heat transfer rates. Of course, putting on excessive paint will insulate the radiator and lower its cooling efficiency.

"What fool wrote this?" or -- Credits Believing the more we understand about why our British cars are the way they are, I submit this to the reader. The information herein is as accurate as possible and consistent with my experience and training (B.S., Ph.D.) in chemical engineering. Comments and corrections are always welcome. Reproduction in part or whole is permitted, on the condition that these credits are maintained.

Gregory T. Fieldson
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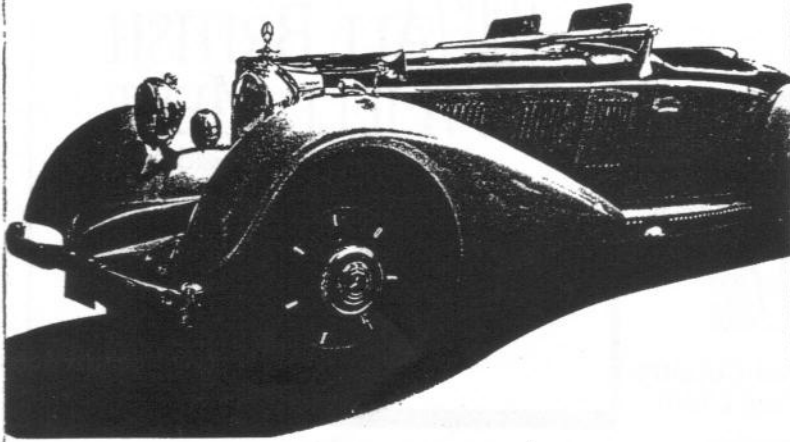
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We are also looking into the possibility of inviting Stirling Moss to be the Chief Steward of the event. He's available.

Other exhibits and sponsors considering participation include Canadian Tire, Goodyear, Polaroid, Castrol and the Ministry of Natural Resources (AutoSmart).

Our Committee is currently reviewing the many responses to our invitation and we will be confirming our selections early in the New Year. Have a great Holiday Season and drive with care.

Alan E. McPhee

Alan E. McPhee
Manager

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CLASS II	VINTAGE	1916 - 1925
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CLASS XI	EARLY CORVETTES	1953 - 1967
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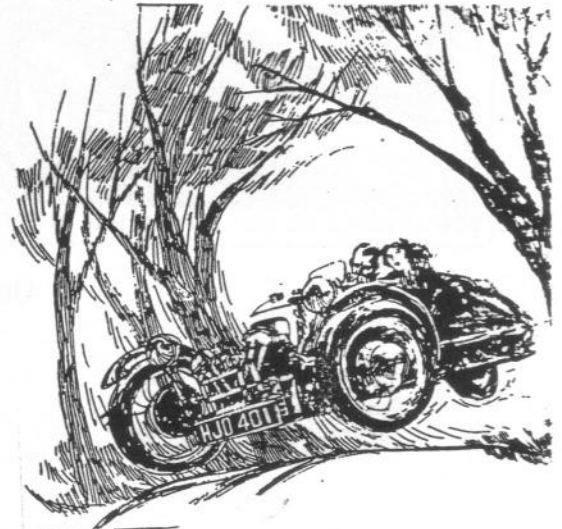
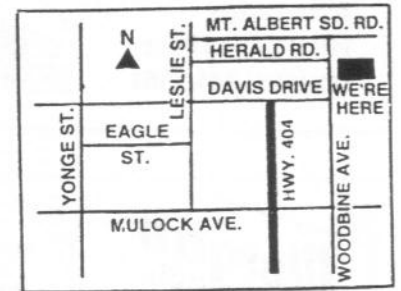
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Meet at THE GUILD OF AUTOMOTIVE RESTORERS prior to 10AM for a tour of their fine establishment at 10AM SHARP. THE GUILD is located at 18237 Woodbine Avenue, in Sharon (Just north of Newmarket). See the map below. Proprietor David Grainger is known for his series of restoration articles in "OLD AUTOS" & for their restorations on Bugattis, & have a large collection of automotive memorabilia.

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Please RSVP to Lynn @ (905) 336-0251.



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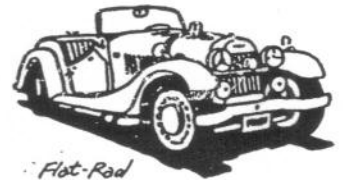
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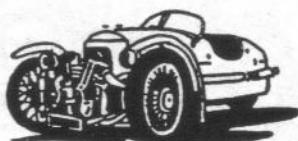
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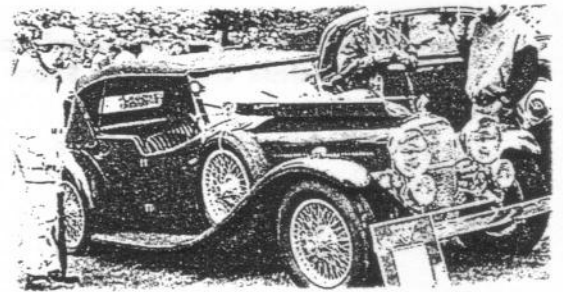
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AT 50 POINT 

Dear Sir/Madam.

On behalf of the organising committee of "Empire Day at 50 Point", which is Saturday July 5th. Allow me to take this opportunity to familiarise you with this event, and to invite you and your organisation to attend and participate with us in the first of what we hope will become an annual event.

Last year a small group of us "expats" who sail at 50 Point Marina, got together and discussed the idea of bringing together a number of aspects of the British way of life, for a family day, in the park and in this case, also at the beach. At this point I should mention that 50 Point is a rather unique place, in as much as it is a Conservation Area, a campground, a marina and it also has a very nice beach with excellent facilities.

The day will be primarily centred around vintage automobiles and classic motorcycles in the park. And watercraft, both power and sail that will be moored in the marina flying British flags. We are also attempting to bring in additional (British related) entertainment, that would be of interest to the entire family, throughout the day and into the evening. We have a lot planned!!!

For those groups that have attended events such as "British Car Day" at Bronte Creek, it is our intent to keep it much the same and quite informal. We don't care if your British car is pristine or a well loved driver, all are welcome. So bring your family, your lawn chairs and your picnic lunch, (or if you prefer you can eat British fare and drink British ales at the "Landing Restaurant",) they are located in the park, and are helping sponsor our day. If it's hot (which it probably will be) bring your swimsuits for a swim, or if you prefer just have a paddle at the beach.

Of interest to individuals or groups who plan to drive or ride your British vehicles to this event, it should be noted that all the primary roads and parking areas within the park are paved or surface treated (so you shouldn't get your car or bike covered in mud). We are also planning to give the first 25 vintage cars, 25 classic motorcycles, and in the case of boats the first 25 registered with the marina, a free British meal at the "Landing" (one per entry) and we will also be awarding plaques for the furthest distance travelled, in the case of boats a separate one for power and sail. On top of this we have already scrounged up a number of gifts for free draws, (and we hope to have a lot more by July) based on tickets that will be given with your entry. This is not a commercial event! your only cost will be the normal cost for park admission, So please plan to attend and help us make this work.

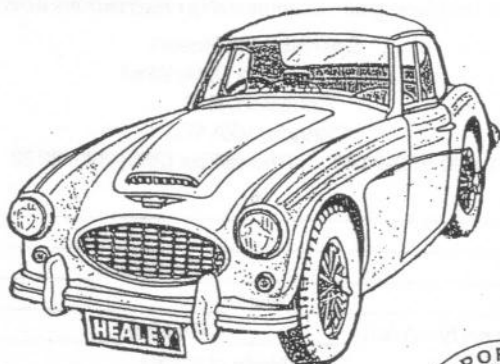
50 Point is located on the south shore of Lake Ontario, at Winona which is midway between Stoney Creek and Grimsby, and just off the north service road or the Q.E.W. at Fifty road. If you require it, please call the Conservation area for information about motels and B&Bs in the area or camping in the park. for additional info: Call, 50 Point at, (905) 643-2103, Phil Miller, (905) 877-0596 (bus) 877-4600 (home): or Ken Baker, (905) 877-0939.

And remember, if you have a "British Empire" flag, bring it and fly it!

WANTED!
PARTICIPANTS AND SPONSORS

FOURTH ANNUAL
LONDON
BRITISH SPORTS CAR

Classic



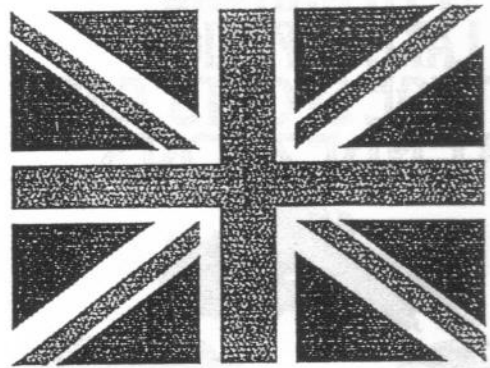
SATURDAY 7TH JUNE

1997

EAST PARK GOLF GARDENS



Empire Day



at Fifty Point Conservation Area

Saturday, July 5, 1997
"Memories of Over 'Ome"

◆ Watercraft ◆ Vintage British Motorcycles ◆ Vintage British Automobile

Location: Fifty Point Conservation Area & Marina 1479 Baseline Rd., Winona, Near Fifty Rd. & the Q.E.W. Exit #

For further information call: (905) 643-2103 or 525-2187

Fly your Flag! 

Join Us For a Grand Day Out! Entertainment & Refreshment

LOCATION - East Park Golf Gardens, 1275 Hamilton Road E. London

9.00 - 11.00 London Classic Go Kart Indy.
12.30 - 4.00 Car Show. Cars to remain in place until 4.00
1.00 - 3.00 Participant's choice judging.
3.00 Pig roast.
4.00 Awards presentation.
Dash Plaques - Goody bags - Freeby's for the first 100 registered

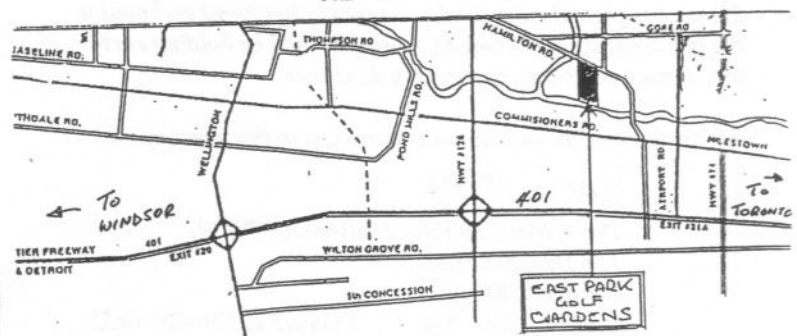
Our Sponsors for the day include the following, to whom we are grateful for their continuing support.

Grand Touring Cars, London	Labatts Breweries
Obsolete Automotive, Sarnia	TSC Stores
Moss Motoring	Lant & Co. Insurance Brokers Ltd.
KDC Ventures	Mothers Automotive
The Roadster Factory	B.M.C.
TC Electronics, London	Aquarium Services, London
Jaguar Cars, Canada	Vintage Auto Works, London
3M Canada	Canadian Tire, 1975 Dundas E. London
JMJ Renovations, London	Big V Drug Stores, Huron Heights, London

ALL BRITISH CAR CLUBS AND VENDORS ARE WELCOME

FEATURE MARQUE THIS YEAR IS AUSTIN HEALEY

INFORMATION - Contact ROD 519 644-1183
JOHN 519 661-0592



7TH ANNUAL LAKE SUPERIOR VINTAGE SPORTS CAR RENDEZVOUS



Registration and activities At The NorWester Resort Hotel Hwy 61
Thunder Bay, Ontario Canada
June 6, 7, 8, 1997

Prizes for all !!

Skill Tests, Knowledge Tests, Trivia

SPORTS CAR SHOW !!

Best In Class/ Oldest Sports Car/ Body Beautiful/
Long Distance Trophy/ Orphans & Ugly



Okanagan British Car Club

Rally In The Valley '97
Penticton, BC, July 4,5,6, 1997.

Dear Fellow British Car Enthusiasts,

Jan. 31/97

This year it is Penticton's turn to host that great Okanagan British Car event, the Rally In The Valley. We, the Penticton crew, are already hard at work getting every thing into shape. Our goal is to give you the most enjoyable time possible.

We will be based at the Spanish Villa Resort, 890 Lakeshore Drive West overlooking beautiful Okanagan Lake.

This year we plan to offer you a chance to ride the Kettle Valley steam train. Tickets are \$7.50 and space is limited. Please indicate on the Registration form if you would be interested. We also plan to video tape highlights of the three day RITV event. Copies will be available for sale if there is enough interest.

Please complete the attached two registration forms and mail to the two seperate addresses as shown. We will be holding early bird draws, so be sure to meet the deadlines.

We are looking forward to welcoming you to this great event.

Pat & Marg

Pat & Marg Murphy, Chairman RITV '97
158 Dauphin Place,
Penticton, BC
Canada. V2A 3S4 Phone/Fax 250-493-0435



7TH ANNUAL LAKE SUPERIOR VINTAGE SPORTS CAR RENDEZVOUS

Friday-Sunday, June 6 - 8, 1997
Thunder Bay, Ontario, Canada

Name: _____ Spouse/Guest: _____

Signature: Spouse/Guest _____ Guest: _____

Street: _____ City: _____

State/Province: _____ Postal/Zip: _____

Telephone: _____

Vehicle: Make: _____ Model: _____

Colour: _____ Year: _____

Club: _____

THE CUT-OFF IS 125 CARS SO GET YOUR REGISTRATION IN EARLY!

EVENTS REGISTRATION

Send registration form and make cheque payable to: Thunder Bay Vintage Sports Car Club, County Fair, P. O. Box 23006, Dawson Rd., Thunder Bay, Ontario, Canada, P7B 1K0.

REGISTRATION FEE - per vehicle

	CAN \$	U.S. \$	TOTALS
Before May 15th	\$ 25.00	\$ 19.50	\$ _____
After May 15th	\$ 35.00	\$ 27.00	_____

WEEKEND EVENTS FEES

	Adults - No.	Children -No.	Adults - No.	Children -No. (12 & Under)	
Saturday - Rally Package, including Breakfast, Driving Events & Lunch	\$ 8.75	\$ 7.25	\$ 6.75	\$ 5.50	\$ _____
Awards Banquet	25.00	15.00	19.50	12.00	\$ _____

FINAL TOTAL \$ _____

Children under 6 are free.

MAKE YOUR OWN ROOM RESERVATIONS REFER TO TBVSCC WHEN MAKING RESERVATIONS

Nor'Wester Resort Hotel (HEADQUARTERS)
Telephone: 1-800-528-1234

Valhalla Inn
Telephone: 1-800-964-1121

Rates: Single: \$73.00 Canadian + taxes
Double: \$78.00 Canadian + taxes

Rates: Single/Double \$74.95 Canadian + taxes

FANTASTIC WEEKEND!!!!

Accommodation Registration Form

THE SPANISH VILLA RESORT
THE ROCHESTER RESORT

Rally In The Valley '97. July 4 - 6, 1997.

Welcome to the official accommodation for the RALLY IN THE VALLEY '97. We offer newly renovated, air conditioned rooms with or without kitchens. We have a large heated swimming pool and beautiful Lake Okanagan beach is on our door step. Rental of bikes, sail boats, para-sailing, wind surfers and jet-boats is available. To ensure accommodation for THE RALLY IN THE VALLEY '97 complete and return this form along with your deposit by May 15/97 Early bird draw - May 31/97 for free accommodation for the R.I.T.V. Mail, Fax or telephone your accommodation reservations directly to:

Spanish Villa Resort
890 Lakeshore Drive West
Penticton, B.C.
Canada, V2A 1C1

1-800-552-9199 Phone/Fax (250)-492-2922

Name _____

Address _____

City _____ Prov/State _____

Postal Code _____ Phone _____

Number in party - Adults _____ Children _____

Arrival Date _____ Nmbr of nights _____

Standard Room - Smoking _____ Non-Smoking _____ \$49.00 plus 15% tax

Special requirements - call for information _____

Authorized deposit - 1st nights accommodation (including tax) _____

Cheque enclosed (Canadian funds) _____

Credit card & number _____ Expiry date _____

Signature _____

People have been arguing about whether automobiles can be art almost since there have been automobiles. Aside from the fervid work of Italian Futurists in the early decades of this century, little has come of this heated debate because, like most controversies concerning Art with a capital A, it is of principal interest to the persons who

worry about art rather than those who create it.

Well, there are exceptions. Among them, a 47-year-old former Navy brat from southern California and a 65-year-old college dropout from small-town Wisconsin. And if the former were not Donald E. Williams and the latter were not Kenneth E. Behring, their joint commit-

ment to cars as art would matter little to the world at large.

But because Don Williams is a man who, along with dealers like Rick Cole, Tom Barrett, and Dean Kruse, transformed the classic-car scene into a multi-billion-dollar global-commodities market during the last fifteen years, his belief in the automobile as art matters. Not least because it

THE BEHRING MUSEUM

Unite a rich land developer and a university, throw in a tax shelter plus some \$41 million, and you wind up with a lot of neat cars.

BY STEVEN L. THOMPSON

was Williams who, through a chance encounter, persuaded Ken Behring that some cars really are art. And Ken Behring, in turn, is a guy who can definitely do something about it.

Behring, you see, is one of the richest people in the nation, worth, according to *Forbes Magazine*, some \$330 million in 1992. So far, Behring has, by his own

accounting, poured more than \$41 million of that monumental sum into arguing the case for cars-as-art—in the form of the Behring Auto Museum in northern California.

Standing at the head of a 45-acre upscale shopping plaza in the Behring-developed community of Blackhawk, almost exactly 30 miles due east of San

Francisco's Golden Gate Bridge, the museum has been open since 1988. By any standards, Behring's investment is immense. The 63,000-square-foot building itself cost \$13 million, and Williams estimates the value of the 120 or so cars inside—some of them donated by Behring, some of them on loan—at \$100 million.

Most Americans who have heard

Behring's name know him as the majority owner of the Seattle Seahawks football team. He began amassing his fortune back in 1950 when he "leased a muddy lot at \$15 a month" to sell used cars. Six years later, he sold a Lincoln-Mercury franchise for enough cash to allow him to retire at age 28.

Except he didn't retire. Instead, Behring launched a career as a real-estate developer, operating on a massive scale. In 1973, he bought the Blackhawk Ranch in California's San Ramon Valley and planned 2400 expensive houses for its 5000 acres. He envisioned that the community would include a multi-use plaza with a "cultural" component. After he met Williams in Scottsdale in 1981, Behring decided on the spot that the core of the cultural component would be cars-as-art.

In 1983, Behring signed an agreement

with the University of California to set up what was known as the Behring Educational Institute, a non-profit corporation intended "to advance the educational and charitable purposes of said University." Of course, there is one other benefit. "You can take [as a tax benefit] what you originally paid [for a car] against your total tax," Behring explains, "so that if you give a million dollars, it's possible you can save \$250,000."

In one year alone, more than 91,000 people anted up for tickets to wander through two halls the size of football fields overflowing with cars like the Hispano-Suiza Tulipwood Racer, the Maharajah of Rewa's silver Daimler, and a Bugatti Royale. Still, Behring had to donate more than \$670,000 to help meet museum operating costs because the university does not pay anything to support the facility.

All that money buys a stunning showcase for the likes of Clark Gable's 1935 JN Duesenberg and what the museum calls fifteen of the most significant Ferrari front-engine V-12 road cars, on exhibit this spring. Are these Ferraris significant because they're art, or because of the other passions they arouse in hardcore collectors? Don't bother to ask Behring. "I'm not," he says, "what you'd call a true collector."

The Behring Auto Museum, 3750 Blackhawk Plaza Circle, Danville, California 94506; 510-736-CARS.

Hours: Tuesday through Sunday, 10 a.m. to 5 p.m.; Wednesday until 9 p.m.

Directions: From Interstate 680, take Sycamore Canyon Road east 4.1 miles to Blackhawk Road. Turn left into Blackhawk Plaza.

Membership Renewal:

Name: _____

Spouse: _____

Address: _____

Home: _____ / _____ Business: _____ / _____

Fax: _____ / _____



Morgan(s) owned:

Model: _____ Year: _____ SN: _____ Colour(s): _____

Model: _____ Year: _____ SN: _____ Colour(s): _____

Model: _____ Year: _____ SN: _____ Colour(s): _____

Model: _____ Year: _____ SN: _____ Colour(s): _____

Membership fee \$25.00 for the year: _____ (Payable January 1 of each year)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
Jenny Beer, Treasurer MSCCC, 39 Guest St, Brampton, Ontario, Canada, L6W 1T7

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Dues are payable before Jan 31 of each year to the Treasurer.

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Sharpenwessel
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Teching, Tibet (for now)
Phone: none
Duties: depends
Fax: not a hope!

Morgan

First of the real sports cars