



The Blurb



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PREZ SEZ

By John Roden



Strange winter. It has snowed so often that I have gotten into the habit of walking out of the house each morning, opening my car, hitting the garage door remote, grabbing the shovel and starting to clear our driveway, our neighbour's and our other neighbour's around the corner. Couple of times I had to leave the shovel and use the snow blower. All it took to break that habit was the thaw last week. No snow, no shoveling. With all the snow, I have not been able to start and drive any of our LBC's, and this after I installed a winter thermostat in the MGB, certain that it would be on the road throughout the winter. What happened to global warming?

We do have a project underway. Steve Bridges is putting the TR3 back together. You remember the TR3? We bought it from Steve in the fall of 1980, and it has served us well since then, even taking us on Morgan outings before and after we bought our 4/4. It needed painting, and an engine rebuild, so when we stripped it for painting, Steve took advantage of the engine being out of the car, had it machined and rebuilt. The engine is ready for installation, and things like the fuse holder, voltage regulator, solenoid switch and the windshield wiper motor and rack are back on the car. The tranny is next and hopefully won't need much work as it was working fine before we took the car apart. If that holds true, we expect to put the engine and tranny back in the car in the next couple of weeks. Of course this could be done faster--but it's our hobby. New clutch and throw-out bearing? Yes, along with new firewall grommets, a glove box [we always had the door on the dash, but never a glove box behind the door] as well as new carpets--but not a new interior. Hope to be on the road this spring, although there is still a lot of work to be done.

Long distance awards for 2010 are going to Ken and Pat Miles and to Vern and Amanda Dale-Johnson. The Miles qualified for the awards in 2 of their Morgan's, driving each for over 3000 miles.

And speaking of Vern Dale-Johnson, he sent photos of his new Roadster and wrote that driving home after picking up the car would be at least 2 days on the road, and perhaps part of a 3rd. A reminder of the distances in Australia, and the size of that continent.

And here's a reminder of the many differences between us and our friendly neighbours to the south. While driving to and from Auburn, and on our Frank Lloyd Wright outing last year, I was surprised to notice that American gas stations require their customers to pay for their gas before any gas can be dispensed. Not so in our part of the world. Here we drive up to the pump, put the nozzle in the filler, pump what we want or need, and then pay for our gas. A philosophical difference? A difference in attitude? Will we

change to the U.S. method.

The big topic at our February pub was the events calendar for 2011. Thanks to everyone who attended, we were able to put dates and events together. If you missed the meeting, 2011 shapes up like this in the Southern Ontario Morgan world. Our season traditionally kicks off in April with the Ancaster Flea Market, this year on Sunday, April 17. I know that not much is there for Morgan owners, but if it is a nice day, it's an excuse for a drive.

Second event will be the Wings and Wheels at Downsview Airport on Saturday May 28. Find your own way there, bring chairs, food and liquid refreshment and be prepared to enjoy an air show and a car show. Entry is free if you drive your Morgan and tell them that you are showing your car. We went last year, and while I hate the drive there, mostly on the QEW, 403, and 401, the show was worth it.

Next up is the British Sports Car Club of London's 18th Annual "Classic" car show. We have not gone to any of the previous "Classics", so why attend this year? Because this year, the London club has declared the Morgan the featured marque, and are hoping to get more than the 2 or 3 Morgans that they usually attract. We have been to some of their shows, and enjoyed them. Our plan is to drive to London on Friday, stay at a local hotel, enjoy dinner Friday evening with our London members and whoever drives in Friday, go to the show Saturday, dinner Saturday evening, and then either a leisurely drive home Sunday, or an excursion in the London area followed by a less leisurely drive home Sunday afternoon. The date for this event, you ask. Saturday, June 11.

Cost is \$20.00 per car, and that includes free coffee and do-nuts, dash plaque and a goodie bag. Plan to attend, and maybe we can work out a convoy from the Hamilton area.

Mark Saturday, July 9 on your calendar. That's the date of the picnic at the Lytle's, a date you don't want to miss. This has quickly become a tradition with our club, a tribute to our hosts, Allan and Cathy. Mind you, they also manage to throw in a surprise or two, such as falling tree branches and the occasional rain shower.

Two weeks later, on the 25th of July, we drive to Neustadt to visit the brewery. More details will follow, once the trip is finalized.

Our trip in August will take us to Mono Centre for lunch, then a drive around the area, ending at the Sand's in Palgrave. That's the plan. Details will follow

Finally, British Car Day in September--unless some hardy member proposes a run in October. A fall colours run? Maybe on the Forks-of-the-Credit Road?

Now for a dry, sunny day, and out come the cars. Got my fingers crossed



Editor's Message

By Rob Fournie



As I drove my daily commute from London to New Hamburg this week, it was quite obvious that Winter will soon be behind us. The rivers and streams are swollen with the runoff from the melting snow. A few more weeks and a few of the brave will be out in their Morgans.

Last weekend I decided to be one of the brave, it was time to bring my Morgan home from storage. With the freshly charged battery installed, anxiety rose in preparation for the first sounds of 2011... BUT, all that was heard was click, click click....HMMM a fresh fully charged battery. Recalling past experience and how sensitive the battery connections were, the battery connections were disconnected, cleaned, reinstalled and ensured to be VERY tight. A turn of the key and she started immediately! The fuel stabilizer had made a difference in how easily it started. (Read the article in this issue on ethanol blended fuel.) Even with it being a cold morning at - 2 deg C, the drive home on nice dry roads was automotive bliss.

Ethanol can cause problems with your older Morgans. This issue provides information on the 10% ethanol blended into fuel available in Canada. Ethanol absorbs water which presents a set of problems. Additionally it is not compatible with the rubber seals and hoses found in our Mog fuel system.

The new three wheeler has been making headlines and is now been unveiled at Geneva. Included in the issue are photos of the new Morgan as well as the formal news announcement by Charles Morgan.

The feedback from the BLURB readers has been very limited. I have tried to cover the latest news articles on Morgans, new products, technical articles, etc.

When you find a new Morgan product and ideas for improving your Morgan, please send me an email and the new product will be included.

I also have included technical articles. Granted a significant number of our members are driving fully restored Mogs, but there are a few members who are restoring their Mog, considering restoration, or are purely interested in tech articles.

In future issues, I plan to feature stories on the restoration of our members cars, if you have restored your car, Mog or other, please send me a story with photos before and after or even a photo essay.

I am also requesting a photo of each member's Morgan. These will be used in future editions, possibly a future calendar if the club decides to make another.

Your feedback is requested as well as your input. This is your club, lets hear about your Morgans.

Central Canada Morgan Events

- April 17 Ancaster British Car Flee Market, Ancaster Fair Grounds
- May 28-29 Wings and Wheels, Doncaster Airport, free with your British car
- June 3-5 Plunkett's Country Cruise-in, Plunkett Estate, London Ont
Contact Rob Fournie for details, see poster in this Blurb
- June 11 London British Car Club, Morgan Feature Marque, Bellamere Winery, London, Ont
Contact Ted Zuebrig or Ken Whiteman for details, see poster in this Blurb
- July 9 Lytles Morgan Picnic, Contact Alan Lytle for details at alanlytle@sympatico.ca
- July 24 Neustadt Springs Brewery Run, details to follow
- August ? Sands Run, Alan Sands - details to follow
- September 18 British Car Day, Bronte Provincial Park, Oakville, Ont
- September 25 Final MSCCC run for 2011, John Roden for details

Mystery Question

By Rob Fournie

December Mystery Question Answer



As everyone would recognize, this is a round-about. There is a significant difference to a standard round-about. These roundabouts are found in the Netherlands, this one at Batavia Stad, Bataviaplein, Lelystad, These roundabouts are called turborotonde.

The key to these roundabouts is that you must know before you enter the round-about which exit you are leaving the round-about. The right lane is taken to exit at the first right hand exit (right turn), you use the centre lane to enter the round-about if you plan on exiting on the opposite side of the round-about (straight through the intersection) or second exit. If you wish to exit on the third branch (i.e. left turn) you enter the round-about using the left side lane,

The basic shape of the Dutch turbo roundabout in the Netherlands, a relatively new type of roundabout, is built increasingly often. It provides a forced spiraling flow of traffic, thus requiring motorists to choose their direction before entering the roundabout. By eliminating many conflicting paths and choices on the roundabout itself, traffic safety is increased, as

well as speed, and as a result, capacity. A turbo roundabout does not allow travelling a full circle.

Several variations of the turbo roundabout exist. The basic turbo roundabout shape is designed for where a major road crosses a road with less traffic.

Turbo roundabouts are typically built with raised lane separators. Cheaper implementations with only road markings exist, but hurt the efficiency (regarding safety, speed and capacity) of the design by enabling users to cheat the system.

According to micro-simulation, a two-lane roundabout with free right turns should offer 12-20% greater traffic flow than a conventional, three-lane roundabout of the same size. The reason offered by authors Ir. Isaak Yperman and Prof. Ir. Ben Immers is that there is less weaving in a turbo, making entering and exiting more predictable. Because there are only ten points of conflict (compared with 16 for a conventional roundabout, or 64 with a traffic signal), it is expected that these new designs will be safer, as well. At least 15 have been built in the Netherlands, while many turbos (or similar, lane splitting designs) can be found in southeast Asia.



March Mystery Question

For March we have another road rule which we may face if we visit this place.

Where would you find this traffic sign?

Note: Rules changed in 2003, so think about your answer



Newest Morgan in the MSCCC fleet!

By Stuart Harvey

Hi group...

We picked up the new Morgan Roadster on Monday (attached with Chris van Wyk, Melbourne agent). Seems we picked the hottest week of the summer to make the run back to Sydney via Sale, Eden, Bega, Cooma, Canberra (staying in Sale and Bega overnight, visiting friends in Melbourne and Canberra on the way).

What a great machine. Still totally "Morgan" with the idiosyncrasies we've come to love but modern as well. We included air con in the specs (thus the top is up in the photo of Amanda at the top of the pass running from Bega through to Cooma). This kept us cool and Amanda's makeup in place!

Likes include the performance, every bit as powerful as a Plus 8, nice exhaust burble (for those who said I'd miss the Plus 8 sound), easy up hood that is actually relatively water proof (we did travel through some downpours). Dislikes... still obviously hand made with small quibbles about the way things had been finished - we have a gorgeous walnut dash but they attached with a couple of zinc plated flat head Philips screws! You'd think they would have least used stainless steel! Ah well, if I didn't have some things to tinker with it wouldn't be a Morgan

Happy Morganeering

Vern



Our New Addition, It's a Girl!

By Amanda Dale-Johnson

As Qantas Flight 641 to Melbourne taxied away from the terminal at 8.45am, anticipation gave way to reality that within a few hours we would be driving our new Morgan! It was 5 months since the snap decision last September to just go for it. After a lifetime of kids, houses, careers, all those things that tend to tie us down, it was Vern's turn. He knew how to win me over. Two simple words did the trick - "air conditioning". When choosing the colour, Vern indicated I could have any colour I liked, so long as it was green. My husband has had a life-long fetish with green - anyone who has seen Vern's emerald - green suede driving shoes, will recognize the syndrome.

With carry-on bags only, we walked off the plane straight through Arrivals, to find Chris van Wyk waiting to take us straight to the showroom. As we walked through from the parking lot, we could glimpse our car in the distance parked centre stage under the bright lights of Chris' state of the art facility. I admit to being nervous at that point wondering how a Classic Roadster would look in the very non-traditional colour of "Aston Martin Californian Sage Metallic". We were not disappointed. With our first walk around her, we knew the choice of Black Mohair hood and Muirhead Magnolia leather interior was a great combination.

While Vern was almost certainly doing a technical appraisal in those first few seconds, I was struck immediately with just how graceful and elegant this car is. While our Plus 8 was certainly testosterone packed, this beauty is absolutely a female. She has beautiful curves and the fancy wheels adorn her like jewellery.

There is a lot of paperwork involved with a new Morgan and Chris spent a lot of time going over every detail of the car with us. We also were shown the myriad of 'extras' available. Yes, we did succumb to a couple of items, but managed to hold off on the glorious wooden steering wheel which at some \$700 was resisted with great restraint.

When Chris took us to lunch we learned that he has taken 9 x Classic orders of which 5 have been delivered. The model mix of these 9 comprises 5 x Roadsters and 4 x Plus 4's. By State, Victoria leads the way taking 6, NSW x 2, and WA x 1. Then there is another Aero Supersports for Tasmania bringing the Aero sales to 10. The model breakdown is 5 x Aero 8's, 1 x AeroMax, and 4 x Supersports. By State the Aeros went Victoria x 4, West Australia x 2, South Australia x 1 and NSW x 1.

As things stand, due to mandatory Federal Government Electronic Stability Control legislation, no more Classics



The Sage Lady



Our New Addition, It's a Girl!

By Amanda Dale-Johnson

will be able to be registered as from November 2013.

What a shame ...

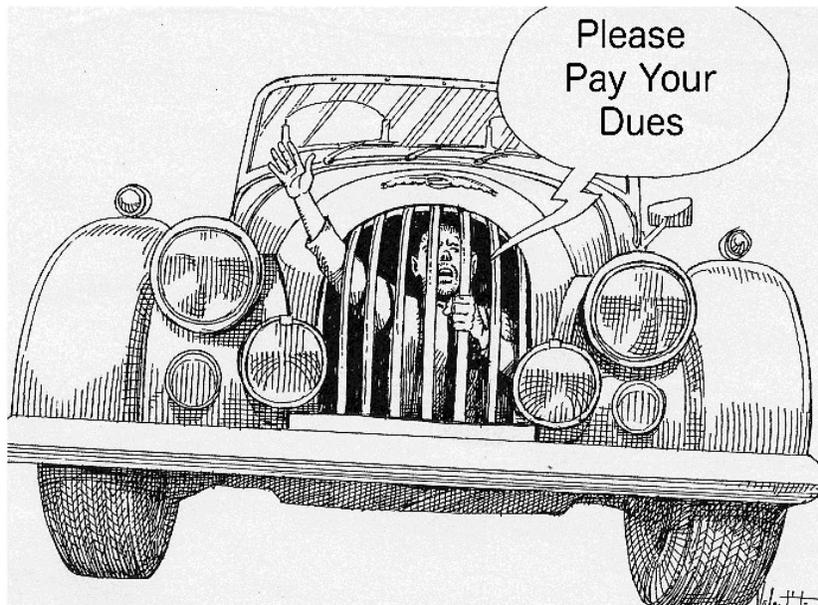
Chris waved us off as we headed out to visit Vern's second/third cousin in south east Victoria. They live on a property and within an hour of picking her up, here we were on the gravel road of a farm. We thought we would die as we heard the crackle of flying stones under us. The heat of the trip out of Victoria was horrendous. I am not saying we will use the air con all that often, but believe me long distances in 40°C heat, hood up, air on was the only way to go. She had done 69 Kms by our collection, and at exactly 169 Kms, *the first interior bolt fell off!* After the heat, we had torrential rain coming out of Canberra where we had been visiting friends. No leaks, thank heavens! For those of you who did the Canberra weekend a couple of years back in support of the Arboretum, you will remember Sherry and Gavin McArdle - English who are Morgan owners and farmers in the area.

Their newly instigated truffle business produced 16 Kgs last season and they say 'rule of thumb' is double the amount every year. However, it is anyone's guess how big this year's crop will be. Sherry does a talk on truffles with an optional meal to follow in Canberra every July ... perhaps a good opportunity for an excursion.

During the trip home, we came up with the moniker 'Sage Lady' for our car. This is in reference to her colour, her elegance, and also in keeping with the fact that we were in this age of 'wisdom' when she came to us. We couldn't refer to her as 'The Roadster', as in Sydney circles, this name belongs so clearly to the Mitchell's burgundy-red beauty.

We can actually hear each other speak in the Sage Lady even with the hood down - a new experience for us ... laughingly we said we should have got a CD player installed too! The seats are so comfortable and I seem to have gained considerable extra room under the dash. The walnut dash with modern dials and buttons lends me a certain new confidence that we may not break down. This is not logical I know, but then again I am a woman. Another notable is I can now see the speedometer and can helpfully inform Vern when he is driving too fast! I am sure this is going to be appreciated. However, even with these modern conveniences, we still know we are driving a Morgan. There is enough shake, rattle and roll to continue a very familiar experience.

It is official, the D.J. 's are in love ... with a beautiful Classic Lady. We look forward to happy times with you, our friends, sharing the journey on long open roads in our Morgans!



**Please send your Payment of \$25 to
Mrs. Cathy Allen,
201 Penn Drive,
Burlington, Ontario , L7N 2B6,
(905)-634-4704**



Charles Morgan

... The boss of the eponymous English sports-car maker has kept it in the family - he's the grandson of the founder. Morgan, 59, tells us how taking control saved him from life in a war zone.

December 2010 - Car and Driver, By Mike Duff

C/D: *Were you always aware that Morgan was the family business?*

CM: Absolutely. When I was born, my grandfather [company founder, H.F.S Morgan] was still alive. He'd retired in '57 when I was six, and my father had taken over. I vividly remember going to the factory and riding in cars with my father when I was a child. Once, he took me along to test the sister car to the one that had won the two liter class at Le Mans. We were trying some maximum-speed runs on the motorway, and a tire shredded itself. We must have been doing about 130, but he safely stopped somehow. That was pretty exciting for a boy of 10.

C/D: *But you found yourself in a very different career.*

EM: I got sidetracked [in college]. I was really into film, and I ended up working for ITN (a British news broadcaster). I started at the bottom, working in the film library, but they recognized my enthusiasm, and I got to shoot some silent stuff. Anyway, I was in the office one Sunday when the first big conflict in Lebanon broke out. They had to rush a crew out, and there was nobody to send but me. Twelve hours later, I was being shot at in Beirut.

C/D: *You spent a decade as a war cameraman until your father retired in 1985 and you were called back to take control of the company. Did you regret leaving the adventure behind?*

CM: To be honest, I think I got out at just the right time. Shortly after I stopped, some of the war zones started to get very ugly and people began to target news crews. I was in Afghanistan during the Soviet invasion, and the Mujahideen welcomed us into the Panjshir Valley with open arms - I can't see that happening now.

C/D: *Morgan must have seemed tame by comparison.*

CM: If anything, it was more exciting - there was so much to do. We recognized that we had to change the way we did things. When the (Buick/Rover V-8-powered) Plus 8 was introduced in '68, it was one of the fastest cars in the world. But by the '90s, we were a way off the performance that people could get from other cars. So we started to develop what would become the Aero 8.

C/D: *That car featured bonded aluminum construction and a BMW engine radical departures for Morgan. How did that sit with your traditional buyers?*

CM: Some of the existing customer base were definitely a force against change. But that conflict actually created quite an interesting dynamic because we ended up with a new model - which appealed to new buyers - while realizing we still had demand for the existing lineup.

C/D: *And the "traditional" cars, which are the bulk of your business, are still partially made out of wood?*

CM: Actually, all our cars use wooden frames. It's not part of the structural strength of the chassis - it's what comes between it and the bodywork. I think wood is a great material - it's light and strong and doesn't corrode. And it's great at absorbing energy in an impact.

C/D: *You took the Aero 8 racing - and Morgans are still competitive in GT racing - so why did you also embrace the Gumball Rally? Isn't it just for those rich guys who can't drive on a track?*

CM: I think that's unfair. It's an audience - it's as simple as that. I went to the start of this year's Gumball in London, and there must have been more than 100,000 people there. Nobody else would be able to do that for an event that involves cars, and it's a great way to get in front of a new generation.

C/D: *Okay, so now you're planning to make a new four-seat coupe, the EvaGT. That's gotta be another radical departure for the brand ...*

CM: Well, yes, it is. We've never done a practical car like this, something people can use every day. But it's driven by the same philosophy as the rest of the range. It's going to be light, it's going to be efficient, and it's going to be extremely well designed. If I'm honest, the inspiration behind it isn't a modern car at all, it's something like the old Bristol 403.

C/D: *The Eva is also named after one of your kids - is that one of the perks of having your own auto company?*

CM: Ha! I suppose so. The AeroMax was named after my son Max, and my daughter's called Eva, which just seemed perfect. I can't name cars after all my children, unfortunately. I've got a daughter called Harriet, but I don't think the "Morgan Harriet" would work really, would it?

C/D: *So, do you have any regrets?*

CM: No, I don't think I do. At least, not yet. I think if I were given the same cards again, I'd play them pretty much exactly the same way.

Morgan Spotting



Morgans are often found in film.

This film clip is from the ABC series *The Bachelor* which concluded March 2011.

In the photo bachelor Brad Womack uses a 1952 Morgan Plus 4 for a romantic drive from the Santa Maria, Calif., airport to a winery in Cambria.

The yellow Morgan, according to Morgan West who supplied the car, is one of 80 flat-radiator Plus 4 four-seaters ever built by Morgan. It has a Vanguard engine rated at 68 horsepower with a four-speed manual transmission.

Possibly we could see it again in future seasons of *The Bachelor*.

Lighter Side



Flying car set to take off - This could solve your commute home when the QEW or Don Valley becomes the rush hour parking lot

A flying car is to go into commercial production after manufacturers were given a special exemption by US aviation officials.

The Terrafugia Transition is designed as a 'light sport' aircraft, the smallest kind of private airplane under FAA classification.

But manufacturers found it impossible to keep under the 1,320lb weight limit, once they had added safety features -

such as airbags, crumple zones and roll cage - required for road vehicles.

Uniquely, however, the FAA has granted the Transition an exemption - allowing it to be classified as a light sport aircraft despite being 120lb over limit, reports the *Daily Telegraph*.

Light sport aircraft licences require just 20 hours' flying time, making them much easier to obtain than full private licences. The two-seater Transition can use its front wheel drive on roads at ordinary highway speeds, with wings folded, at a respectable 30mpg.

Once it has arrived at a suitable take-off spot—an airport, or adequately sized piece of flat private land - it can fold down the wings, engage its rear-facing propeller, and take off. Its cruising speed in the air is 115mph, it has a range of 460 miles, and it can carry 450lb. It requires a 1,700-foot runway to take off and can fit in a standard garage.

Terrafugia says that one of the major advantages of the Transition over ordinary light aircraft is safety - in the event of bad weather, it can simply drive home instead of being grounded or flying in unsafe conditions.

The car is expected to retail at about £130,000. The company says that 70 people have already ordered the car, leaving a £6,650 deposit each.

Morgan Oasis Garage

By Cuthbert Twillie

Friends

Been hearing from Button about a drawing he had seen years ago. The drawing was a reasonable copy of a Morgan Trike, but using a BMW motorcycle for engine, transmission, and rear drive. Some of you may be familiar with BMW motorcycles. If you are NOT conversant with these Bavarian beauties, allow me to run on a little. The models to which I refer are the opposed twin cylinder with a propeller shaft and a bevel drive to the rear wheel. No chains, no noise, and a wonderful reputation for good machinery, and long running. When Morgan was building trikes they used many varieties of engines. Most were V twins of around 1100 cc engine size, with the engines out in front with each cylinder tipping outboard. If you were to replace the V twins with a BMW opposed twin, each cylinder would stick out of the bodywork allowing the air to cool the cylinders. When Morgan built trikes they could be fitted with many different engines such as Anzani, Blackburn, MAG, JA Prestwich (JAP) and Matchless.

The reason that BMWs appeal to me is they are such sweet engines, powerful and quiet, and the drive train is very good stuff proven over countless miles racing. The drive train on the motorcycles is as follows; the engine and gearbox in one lump, and a short propeller shaft to a bevel drive at the rear wheel. All good stuff, enclosed in a clean and neat housing. To make this work in a Morgan style trike the propeller shaft would be replaced with a longer one and a couple of pillow bearings. What could be simpler ? And all good dependable machinery.

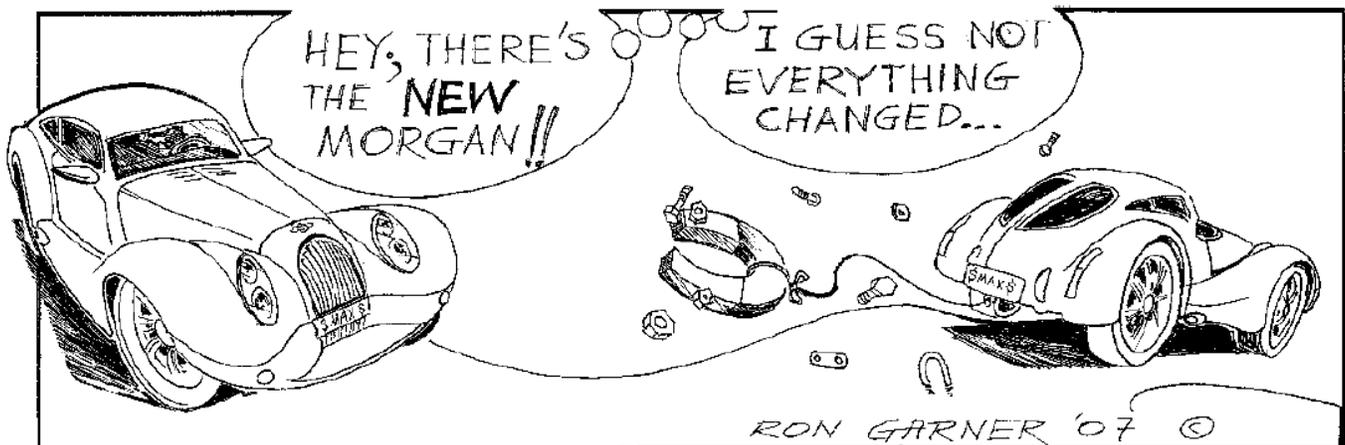
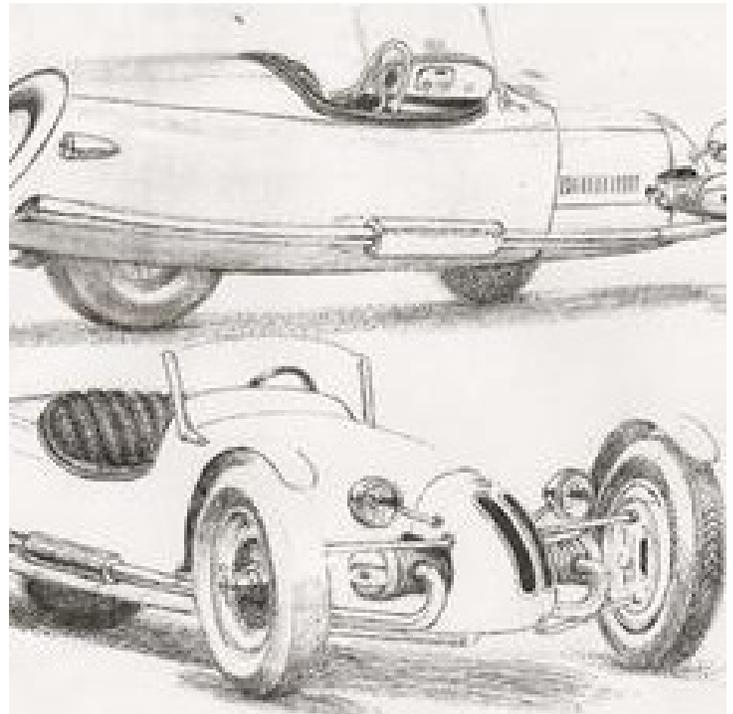
Now that Morgan is getting back into building trikes again, I see they are NOT using the sliding pillar front suspension. The noise you aren't hearing is HFS and

PHG Morgan rolling over in their graves. PROGRESS?

If one were to build a trike the old sliding pillar business can be built or a modern IFS could be easily accomplished. I 'suppose one could copy an IFS from any good handling car; like a LOTUS 7 ?

One last note here. One of the drawings leaping from my drawing board is a sort of trike Drop Head Coupe. A little bore elbow room, a bunch more elegant, and easier to mount.

Stay tuned Cuthbert



Ron Garner, E-Mog, 16 March, 2007

Morgan Pick-up

By Daryl Beech, Charleston Import Auto

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 9/07

The black '64 4-place next to my car belongs to Daryl Beech, the owner and energy behind the local Brit car repair shop... yes, it's the only one. Very nice and sincere guy, who's responsible for most of the Brit cars here being on the road at all. Daryl inherited the Morgan from his father, who had it for many years and showed the car at the same show a couple years ago... he died only a little more than a year ago, or so... I enjoyed meeting Daryl's father at the car show just before then and parking next to his Plus 4.



Daryl's father crafted a clever and unique soft top that made the car into a pickup truck configuration, leaving a nice coupe up front. The car was rarely driven without the top, and Daryl seems to have adopted the practice. **John**

Photos from Daryl Beech's Web <http://www.charlestonimportauto.com/images/index.php?>

For Sale: 1978 Plus 8 SN8435

Roadster arrives in early January. I need the parking space!

New Price... asking A\$69,000 ono.

Your chance at an incredible +8 at a bargain price!

Info:

- RPI 4.6L Rover, new in 2007;
- electronic ignition bits;
- custom SS headers & mufflers;
- 5speed;
- rack & pinion steering;
- 2 sets of wheels;
- upgraded brakes;
- most systems rebuilt
- (including new wiring in 2009).
- 3 tops –
- Rutherford hardtop (A\$6000 option),
- softtop,
- suntop –
- as well as tonneau,
- side curtains and
- wind wings.

Vern Dale-Johnson

(02) 9527 4818, 0416 397 124,

verndj@optusnet.com.au

(Located in Sydney, Australia... purchaser must arrange and pay for all shipping costs)



Scariest speed camera of all...

By Luke Salkeld, The Daily Mail, UK, 3 Nov., 2010

... It checks your insurance, tax and even whether you are tailgating or not wearing a seatbelt

Even the most law-abiding driver might feel a shiver down the spine when spotting this speed camera at the roadside. For as well as detecting speeding, it is packed with gizmos that check number plates to make sure insurance and tax are up to date.

It also measures the distance between vehicles to spot tailgating and takes pictures of the inside of the car – to make sure you are wearing a seat belt. The latest weapon in speed camera technology can capture footage from 150ft away.

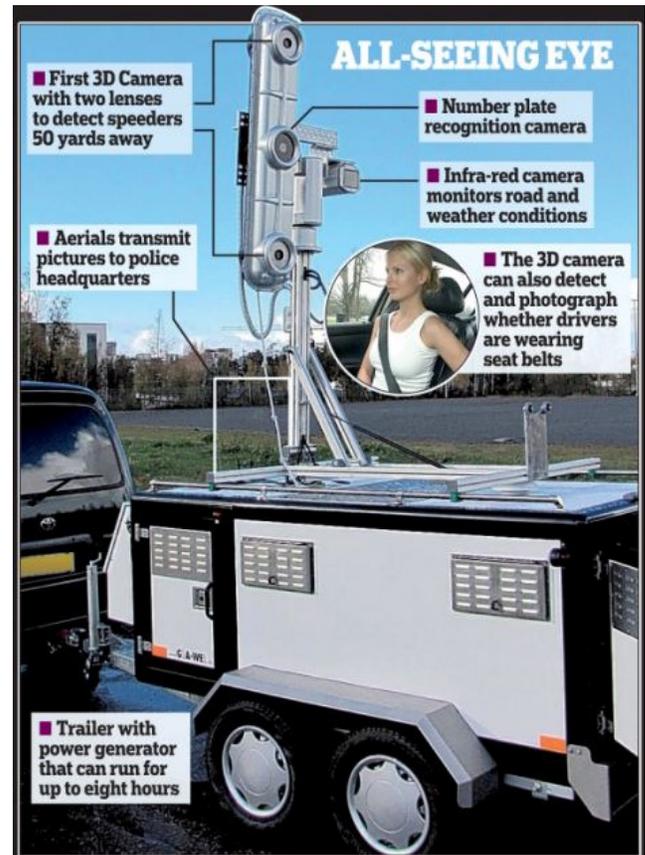
It is the first to detect multiple offences at the same time and is connected to police computers via satellite, so that prosecutions can be started within seconds of any offence.

Development of the system, known as Asset – Advanced Safety and Driver Support for Essential Road Transport – is being funded with around £7million of European money. It is undergoing testing in Finland and is expected to be deployed across Europe from 2013, with each unit costing £50,000.

Motoring organisations gave it a mixed reception. AA president Edmund King said: 'Tailgating is more dangerous in most cases than speeding so I think most motorists would welcome it. 'But it needs to be a safety measure, not a money-making machine.' Campaign group Speed Cameras Dot Org said the device should not become a replacement for traffic police.

A spokesman said: 'We cautiously welcome a device that can detect several potential offences, but it remains to be seen how accurate it is and how fairly it will be used. 'It's a pity that the main actions that cause the most accidents, namely not paying attention to the road, misjudging distances and other drivers' intentions, cannot be detected by a device of any sort.

'More police patrols and better driver education are the only ways to reduce accidents.' The Asset test project is running until December 2011 with the aim of improving traffic safety. The 'Big Brother'-style set-up takes various pictures before filing details back to a central database via a GPS system. The equipment automatically destroys images over a month old and those in which no traffic violation is evident. Its testing comes at a time when the Government has cut central funding for speed cameras and reduced the road safety budget by £38million.



The Asset camera is being tested by the VTT Technical Research Centre in Finland. It is currently mounted on a trailer but it is eventually expected to be converted to fit inside police vehicles. Matti Kutila, senior research scientist at VTT, said: 'The main intention is to support traffic police so that drivers follow traffic rules such as wearing seat belts, keep to the speed limit and maintain sufficient distance to the vehicle in front.

'This, of course, is beneficial for road safety.' Britain currently has separate cameras to detect speeding, tax and insurance violations, but Asset is the first to be able to spot a number of offences. One of the first counties in the country to switch off its speed cameras is to turn them back on again – after speeding soared. Oxfordshire deactivated its 72 fixed and 89 mobile units on August 1 after the county council withdrew its funding to Thames Valley Safer Roads Partnership.

Shortly afterwards the partnership claimed the number of drivers speeding past deactivated cameras had increased by up to 88 per cent. Yesterday it emerged that the police and council were nearing a deal to turn all the cameras back on.

Better Mouse Trap — Morgan Ideas

By Lorne Goldman

After several years of trying just about every possible combination of luggage strapped to the rear rack of our Morgan we always had the same frustrations:

1. It blocked the rear view which is never a good idea
2. It obscured the high level brake light which makes you liable to an on the spot fine in some countries.
3. Waterproofing was always an issue.
4. Whenever we stopped for lunch we were always concerned that somebody might interfere with our case.

And so we developed the MogBox , a light, 7kg, grp box which fits securely to the carrier in seconds without the use of tools.

1. It has a capacity of 70 litres but you can easily see over the top of it.
2. It has an approved LED brake light integrated into the lid.
3. It is totally rainproof.
4. It is fixed securely to the rack and is lockable.



We have used the prototype MogBox for thousands of miles in all weathers. We use it like a boot. In other words, we put anything from dirty walking boots to rucksacks, to shopping in it. If it gets a bit mucky inside I just take it off and hose it out.

<http://www.hillsalive.co.uk/page39.shtml>



You can see over the top of the MogBox

Weather cover

Covers cockpit area and bonnet vents for that added protection. * 100% waterproof durable 4oz nylon. * Lightweight. * Supplied complete with handy storage bag 10" x 12". * Stows easily behind the seat 'well' or on rear storage shelf. * Available colours Black, Dark green, Navy blue and Red. Suits 4/4,+4,+8,Roadsters, Aero 8 * Can be used with side screens attached, hood and wind deflectors. (roll bar models are made to order). * Quality custom made and highly recommended by customers Worldwide. Please state Model and Colour when ordering.

Available from the Morgan factory store.



New Products and Ideas

By John Roden and Ken Whiteman

RUST REMOVAL

As I was preparing this issue, with the Sunday afternoon auto programs in the background, I observed an review of a product on the program "Two Guys Garage". <http://www.twoguysgarage.com/>

In the November Blurb I included an article on Electrolysis to remove rust from your parts. The demonstration on Two Guys Garage featured "Metal Rescue" a rust removal bath which is non-toxic and safe on your bare hands. I am not recommending their product other than to say it appears to be another way to remove rust safely from your treasured Morgan parts. Details about Metal Rescue can be found at: <http://www.metalrescue.com/home.aspx>



Added Security for Your Valuables

From Librands website: <http://www.librands.co.uk/home.html>



We have designed this product to enhance your enjoyment of the Morgan in two ways.

To make your passenger feel more comfortable and secure with an angled surface to rest their feet on and stop them sliding down the seat. To provide a locking compartment in which to keep valuable items such as cameras, passports etc.

The Librands passenger foot locker is strongly made in brushed stainless steel with new cork facings (as used on boat decks) for your feet. Available in two widths, 10" & 12", it fits both traditional cars and Aero 8's. It comes fully assembled with two keys and is easily bolted through the floor.

As a guide, the 10" wide version fits the older Morgan, the +8 and the Aero 8.

The 12" wide version fits the Roadster and all the late traditional cars. If you are not sure, measure the width of the passenger footwell at the front.

The stainless brushed finish is easily cleaned of finger marks etc with household polish, Mr Sheen etc.

£149.50 Price shown for delivery in the UK. Contact us for everywhere else.



With Old Cars, Noise is the Only Safety Measure

By Jay Leno , National Post, Friday June 6, 2009

You have to be pretty cocky to turn on the radio in an old car because you are so afraid it will drown out any other sound that's made ... For me, the worst sound you can hear is 'bonk, tinkle, smash'

Parts don't fall off new cars. It's something we take for granted because use modern, cars are just so good. When you drive an old car, you listen for certain things. If you hear "dink, donk, diddly dee" that means a bolt has fallen off from the engine, run along the chassis rails and then gone out the back.

I had an incident about 15 years ago. I bought a '38 Lagonda and I was going down the road and I hear "de dink" and see something silver going over my head. I go, "Oh, that looks like a wheel knock-off from a sports car."

Just then, my rear wheel passes me as it comes off. As that one comes off, the other rear wheel falls off. What had happened was the guy I bought the car from – who had never driven it - had, put the drums oil the wrong side so, as I drove along, they were unraveling. I managed to get it to the side of the road and escaped with the indignity of having to walk a mile to get the wheel that had rolled off. So, you learn to listen to certain things.

Recently, I took a Type 38 Bugatti to a car show. This car had won Pebble Beach. Anyway, I was driving along and it was making all the right noises ...until I heard a "de doo." I thought, "Uh-oh," stopped and looked under the hood, but I just couldn't see anything. I knew, something had fallen off, but I couldn't figure out what.

Anyway, I kept going and eventually pulled off the freeway.

*I don't think anybody really
listens to noises
anymore*

As I went up a winding road, I turned the wheel and the car just went straight, right across the oncoming lane. I got out and realized that the bolt that goes through the steering column and connects it to the steering box had come out. Luckily, I found a street sign, took it apart and used the bolt to fix the steering so I could get to the car



show. There is a great deal of satisfaction fixing a car by the side of the road and there's a whole generation of people who don't appreciate this.

Another time, I was driving my Morgan three-wheeler that has the spare tire in the centre at the back. It's the kind of car that makes people shout out, "Hey, you lost a wheel ..."

And I say, "Thank you, hah, hah, hah." Anyway, I was on Mulholland Drive and a guy pulls alongside and goes, "You lost a wheel." I say, "Thank you, I know all about it, thank you ..."

And he goes, "Aren't you going to get it?"

I, go, "OK, thanks" (thinking he must be crazy). So I get home and realize the whole back end of my Morgan has fallen off. My license plate, rear light ... and the wheel! I went back but never did find it, so I had to have a whole new wheel made.

With old cars, you learn to identify noises. I don't think anybody really listens to noises anymore. It doesn't help that the entertainment systems play so loudly. But with old cars, the noise is your only real safety measure. You have to be pretty cocky to turn on the radio in an old car because you are so afraid it will drown out any other sound that's made ...the sound of the radiator overheating or the sound of the radiator fan expanding and rubbing against the radiator itself.

With Old Cars, Noise is the Only Safety Measure

By Jay Leno , National Post, Friday June 6, 2009

For me, the worst sound you can hear is "bonk, tinkle, smash." That means you've broken something, and that glass has broken and something else has smashed.

It's not always noises that alert you to problems. I was driving my Lamborghini Miura down the highway. It was a perfect California day.

I looked in the rear-view mirror and went, "Uh, it's raining.' It was raining all over the rear window of the Miura. But as I looked up, I thought, "It's not raining in the front ..." I realized that one of the fuel lines was spraying fuel all over, back and forth like a wiper.

"Aarrggghh!" I screamed and pulled over, opened the back and heard "ding de ding ding ding" as the gas is hitting the exhaust! I am standing there with my jacket rolled up to snuff out the flames, but, luckily, it never did catch fire. .

Of course, the cars that make the most and varied noises are steam cars. It is much more of a living thing. It most resembles a horse in that it has a gait to it. "Chuff, chuff, chuff".

Sometimes, no noise will prepare you for something about to happen. I had been riding with buddy of mine who had a '78 Ducati SS with the magnesium wheels. We had been tearing up the hills on the way to The Rock Store. We were parked up, looking at our bikes when one of the five spokes on his bike went "per-ding" and fell out. The magnesium just shattered and the tire went "phoooshh."

Metal fatigue is something modern car drivers or bike riders need not worry themselves about. But listening to your car is a disappearing art form. For me - and I speak from experience as you can tell - listening to my Cars is almost as important as actually driving them.





THE NEW MORGAN 3 WHEELER: POD RACER/FIGHTER PLANE/SPEEDING BULLET OR CAR?

DESIGN

When did you last regard a journey by motor car as an adventure? The Morgan 3 Wheeler is launched to bring the fun and passion back to personal transport. Lift the safety catch from the “bomb release” starter, hear the massive twin cylinders detonate and choose your favourite destination.

The iconic design of the Morgan Threewheeler has been updated with 21st Century technology. The powertrain is a V Twin fuel injected engine mated to a Mazda 5 speed (and reverse) gearbox. This provides smooth “get in and drive” convenience with the thrill of extreme performance. The car is a fusion of old and new.

Safety is paramount with a reinforced tubular chassis and twin rollbars for driver and passenger. A sturdy V belt provides traction to the reinforced rear tyre.

Some things have not changed. The Morgan Threewheeler still holds long distance speed records for one litre cars set in the 1930’s so why change the shape? The pronounced bullet shape and the exposed chassis and aluminium tub are accompanied by the aeroplane profile of the car’s sides. The shape is of a gentle yet powerful missile at the front leading to a beetle back tail at the rear.

From the design viewpoint, the focus was set on making the car as close to an aeroplane as possible, while retaining handy extra space for driver, passenger and a holdall in the rear. But above all the Morgan 3 Wheeler is designed for one purpose alone, to make driving fun. A leather padded cockpit complete with aircraft instrumentation adds to the sense of flying on the road. The car is easy to control with compact dimensions offering a perfect view ahead and to the rear. The car seems to respond as much to thought as physical input.

Dynamism is further enhanced by what the Morgan design team calls a sporty “race on Sunday” design philosophy. The car’s lines do not end abruptly but instead flow organically and echo the smooth shapes of a racetrack. The smooth profile makes the car look sleeker and lower. The sculpted bonnet and boot enhance the aerodynamic feel and the short overhangs front and rear emphasize the sports car sense of purpose.

CHASSIS AND DRIVING DYNAMICS

Morgan chassis experts have worked on the driving experience of the new Morgan 3 Wheeler with the same passion given to the development of any new Morgan. The result is a driver’s car with properties that do the sporting appearance full justice. The weight of the engine is counterbalanced by the mass of the passengers and the car has a planted feel with a very low centre of gravity to ensure it remains glued to the road.

During the development process, the chassis team worked on the new 3 Wheeler in parallel with the forthcoming Morgan EvaGT. The result is a solution that features changes and refinements to virtually every single detail that affects a car’s cornering capabilities.

ENGINES

During its first year of production, the new Morgan 3 Wheeler will be available with a V twin from specialist engine builder S&S. The car is approved by US and European road transport authorities for safety and emissions. With an economical 115 horsepower the motor provides maximum power at minimum revs. Big torque spells effortless hillclimbing ability. The current focus of the Morgan Motor Company to cut CO2 emissions and low fuel consumption is very much part of the rationale behind the launch of this car. The time is right for Morgan to take a new look at the combination of acceleration, on road performance and economy. The time is right for Morgan to relaunch the 3 Wheeler.



Price £25,000 before tax

Bespoke extras

Bespoke leather and paint are available at extra cost as on the classic Morgan. A Polished engine, stainless steel tailpipes, cowl, polished cowl, headlamps and roll hoops are also extra cost options for a more classic look.

Exciting graphic packs to compliment the Sport “race on Sunday” philosophy

High quality decals are available to give the owner the opportunity to boost the sporty attitude of the new Morgan 3 Wheeler. These include special designs including US military and British Air Force inspired logos, oval racing numbers and stripes, a fearsome shark nose, chequered winner’s bonnet, official national flags and the Morgan wings.

Charles Morgan

For more information please visit www.morgan3wheeler.co.uk



The Morgan 3 Wheeler Ltd.
Pickersleigh Road, Malvern Link, Worcestershire, WR14 2LL
Registered in London: 723804 Directors: T. J. Whitworth, S. D. Morris, C. P. H. Morgan



Ethanol Issue ...

British motoring Winter 2010



Gasoline containing ethanol has become the new standard for fuel, and it presents a new set of challenges and work for classic car owners. You've got to be vigilant now to ensure a good running engine and prevent damage to your cherished car.

What's the problem, you ask?

Ethanol, made from corn or grain, is added to gasoline to oxygenate it, replacing the older additive, MTBE. Names for gasoline mixed with ethanol include E10, gasohol, corn fuel, alcohol fuel, and reformulated or renewable fuel.

The key problem is that ethanol absorbs water from the atmosphere. In fact, fuel with 10 percent ethanol absorbs up to 50 times more water than standard gasoline. Older gas tanks found in many classic cars vent to the atmosphere, increasing the likelihood that moisture will be absorbed into the gas tank at a rapid pace.

The end result of water in the fuel is phase separation. The fuel separates into two distinct layers: a thick layer of gasoline mixed with a little ethanol on top, and a thinner layer on the bottom consisting of water mixed with most of the ethanol. And it doesn't take much water for this to happen—phase separation occurs in a gallon of 10 percent ethanol blend with just 3.8 teaspoons of water.

Fuel Phase Separation Problems

What happens to your car and its performance when water causes fuel phase separation?

Reduced fuel longevity: A gasoline/ethanol blend absorbs water until it triggers phase separation. The blend has a 90-day product life in a closed tank, but lasts just 30 to 45 days in a vented tank often found in classic cars. With 10 percent ethanol blends, owners are supposed to replace the fuel in vented tanks about once a month by driving or draining, taking into consideration the humidity in the atmosphere and temperatures.

Lower fuel octane: The ethanol in a gasoline blend provides some of the octane rating. When phase separation

occurs, the octane rating of the remaining fuel can drop by as much as three points.

Poor engine performance: The fuel pump could easily pick up a slug of the water/ethanol slurry at the bottom of the tank, interrupting the flow of gas to the engine. This will cause the engine to miss, run rough and possibly stall altogether.

Corrosion and rust: Water in the bottom of the fuel tank and inside the fuel lines will cause corrosion and rust, and the solvent properties of the ethanol will loosen that up, along with bits of sediment and deposits. The resulting debris floating in the fuel could clog fuel filters, fuel lines and carburetor float valves.

Specific Parts Affected by Ethanol

Fuel tank: Ethanol could dislodge sediment and deposits in older gas tanks and fuel lines. Loose debris in the fuel could clog the fuel filter, or cause engine flooding if the carburetor float valve sticks.

Fuel pump: Rubber diaphragms inside the fuel pump may have problems with ethanol exposure.

Carburetor float valve: Float valve needles on early cars were brass, and these were replaced with plastic needles or brass needles with Viton (a specific type of rubber) tips. Ethanol can cause the plastic needles to swell up and stick either open or shut, which causes either massive flooding or starves the carburetor for fuel. Some owners have resorted to shaving down the plastic needle to get it to ride smoothly and seat properly. Instead, you can install an all-brass needle and seat, or a Viton tipped needle if available for your car model, which are not affected by lower levels of ethanol.

Carburetor floats: The Zenith-Stromberg floats found specifically/only in the TR4 and 4A made of foam covered with a skin may deteriorate when exposed to ethanol. Other plastic floats, like those used by SU, may also be affected.

Hoses: Ethanol could dry out or deteriorate rubber hoses.

Seals: Ethanol could shrink, swell or deteriorate seals, depending on the material.

Gaskets: Ethanol may deteriorate the rubber in rubber/cork composite gaskets. Fiber washers and gaskets are not affected.

Aluminum and aluminum alloy parts:

Aluminum and alloys fare fine with 10 percent ethanol, but are damaged by 25 percent ethanol.

Avoiding Ethanol Problems

Run your engine on fresh fuel from a major supplier in a location with lots of traffic. Add fuel stabilizers when you put gas in your car to lengthen the life span of the fuel. Buy higher-octane gasoline to be certain your engine gets the minimum octane necessary for good performance.

... Ethanol Issue

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Keep track of the dates you buy fuel, how much you bought, and how much is in the tank when left sitting for a period of time. Keep a log book for reference.

If you have a closed tank, make sure it is truly closed. Listen for a hiss of air escaping when you take the gas cap off after driving.

Test your gas tank periodically to see if water is accumulating or phase separation has occurred. Treat accordingly.

If you don't have a fuel filter before the carburetor (many British cars only have a screen), consider installing one to catch loosened rust and sediments from the gas tank before it clogs engine components. Moss offers one with a glass bowl for at-a-glance inspection, yet it features a period-correct look (Fuel Pressure Regulator/Filter #377-435). Check your fuel filter often.

Consider adding a second fuel filter between the tank and the fuel pump to protect the fuel pump from damage from loose debris from the tank (Moss part #377-310). Keep engine parts well lubricated to counteract the solvent effect of ethanol.

Regularly inspect all fuel system components, seals and connectors from the tank to the carburetor. Ensure there are no leaks and the system is in good shape.

Vented or Closed Fuel Tank?

Not sure whether your British car has a vented or closed fuel tank? You need to know this detail in order to

have a feel for how long the gas in your tank will remain good. A sure giveaway of a closed tank is the presence of a carbon canister, which was added for pollution control purposes along with the closed fuel tanks. It's often located at the back of the engine compartment, on the passenger side. To verify what it looks like and the positioning in your car, look at the diagram of the engine compartment for your car model on the Moss website, mossmotors.com. Note that some after-market gas caps are vented, so they can render a closed system open to the atmosphere.

Full or Empty?

Trying to decide whether you should keep your fuel tank completely full or near empty? The answer isn't clear. It all depends on how you're using your car, the humidity where you live, the type of tank found in your car, and your willingness to closely monitor the situation.

During the driving season:

Some British car owners keep very little fuel (treated with fuel stabilizer) in their tank, and when they take it out, they first stop at the gas station to put in about the amount of gas they think they will need. That way they are always running fresh gas, and they park it back in the garage with a small amount of treated fuel to minimize the amount of gas that could go bad and separate. But British fuel gauges are notoriously inaccurate, so you could run the risk of running out of gas on the way to the gas station.

Other owners keep the tank completely full, which means the surface of the fuel exposed to the humidity in the atmosphere is restricted to just the diameter of the fuel filler neck rather than the larger surface area inside the tank. Of course absorption of water by the ethanol is affected by whether the tank is vented or not, and by the humidity at that time of year. But considering the short life span for ethanol/gasoline blends, you'll have to add fuel stabilizers and drive the car enough to regularly burn up the gas so your whole tank of fuel doesn't go bad.

During the winter:

Whether you're storing your car over the winter or driving it every once in a while in cold temperatures, your strategy for your fuel tank may be different at this time of year. If you leave a vented tank full, even with fuel stabilizers, you'll have phase separation and water in two months. That means draining the tank every two months to eliminate the bad fuel and harmful water. If you leave it until spring, you could have to deal with the effects of rust and also still have to drain the tank. If you're lucky enough to have a closed tank, you may be able to get through the winter with fuel stabilizers, which gives the fuel a six-month life span. You could



... Ethanol Issue

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drive out of the garage come spring unscathed. To be sure, test the tank for the presence of water first, and emulsify or drain the tank contents if necessary. If you leave your tank near empty with just a bit of treated fuel in the bottom during the winter, you won't have much ethanol to absorb water into the tank or much gas to go bad. But the steel walls of a near-empty fuel tank will condense with the shifting cold-warm temperatures, creating more water in the tank and potentially rusting the side-walls, as well as the floor of the tank where the water accumulates. This condensation would happen in both vented and closed empty tanks.

Editor Note:

Now you can make an informed decision. A list of Non-ethanol fuel stations can be found at: <http://pure-gas.org/index.jsp>
No Ethanol;
Shell Super V - 91 octane
Esso—91
Ethanol:
Petro-Canada SuperClean 91 Octane gasoline does contain Ethanol.



Why Ethanol is Not Recommended

Federal Chamber of Automotive Industries—Australia



FEDERAL CHAMBER OF AUTOMOTIVE INDUSTRIES

Federal Chamber of Automotive Industries

<http://www.fc.ai.com.au/publications/all/2006/6/3/can-my-vehicle-operate-on-ethanol-blend-petrol->

REASONS WHY ETHANOL BLENDED PETROL IS NOT RECOMMENDED FOR USE IN SOME OLDER VEHICLES

Introduction

The following information outlines the key reasons why vehicle manufacturers do not recommend the use of any ethanol/petrol blended fuels in vehicles made before 1986. This information is also applicable to post-1986 vehicles listed as unsuitable to use ethanol blended petrol.

Ethanol has a number of important chemical and physical properties that need to be considered in a vehicle's design.

Carburettor Equipped Engines

Vehicles made before 1986 were predominantly equipped with carburetors and steel fuel tanks.

The use of ethanol blended petrol in engines impacts the air/fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure.

Vehicles with carburettor fuel systems may experience hot fuel handling concerns. This is because the vapour pressure of fuel with ethanol will be greater (if the base fuel is not chemically adjusted) and probability of vapour lock or hot restartability problems will be increased.

As a solvent, ethanol attacks both the metallic and rubber based fuel lines, and other fuel system components.

Ethanol also has an affinity to water that can result in corrosion of fuel tanks and fuel lines. Rust resulting from this corrosion can ultimately block the fuel supply rendering the engine inoperable. Water in the fuel system can also result in the engine hesitating and running roughly.

Fuel Injected Engines

In addition to the issues mentioned above for carburettor equipped engines, the use of ethanol blended petrol in fuel injection systems will result in early deterioration of components such as injector seals, delivery pipes, and fuel pump and regulator.

Mechanical fuel injection systems and earlier electronic systems may not be able to fully compensate for the lean-out effect of ethanol blended petrol, resulting in hesitation or flat-spots during acceleration.

Difficulty in starting and engine hesitation after cold start can also result.

Exhaust And Evaporative Emission Levels

Lean-out resulting from the oxygenating effect of ethanol in the fuel may affect exhaust emissions.

Of more concern is that fuel containing ethanol can increase permeation emissions from fuel system components, particularly those that have aged for nearly 20 years. Therefore the increased vapour pressure of fuel with ethanol (if the base fuel is not chemically adjusted at the refining stage) will lead to increased evaporative emissions.



Ethanol Take Caution ...

Moeller Marine Products, Inc

Ethanol Take caution when using Ethanol enhanced and other Blended Fuels

DID YOU KNOW...

The EPA is responsible for setting Federal Guidelines that regulate the content of engine fuels. With a governmental push for blended fuels and bio-fuel development from renewable sources, ethanol has gained the energy spotlight as a fuel additive solution.

Ethanol is a refined grain alcohol produced by the fermentation and distillation process of such renewable crops as corn, sugar cane, and sugar beets and has the potential to produce cleaner engine emissions. Ethanol is also an oxygenated hydrocarbon with the useful potential to increase the octane rating of unleaded fuel.

Currently the EPA is allowing the blending of ethanol with gasoline in quantities of up to 10% for common use. Blended fuels containing any higher percentage of ethanol than 10% are unacceptable for general engine use at this time. With a movement toward higher ethanol percentage fuel use and The Energy Policy Act of 2005 requiring ethanol production to nearly double in the US by 2012, many manufacturers are working diligently to produce ethanol compatible engines. The potential effects of ethanol-blended fuels on existing boat fuel systems however is one to remain wary of.

HERE'S HOW IT WORKS:

Engine fuel requires a certain octane rating in order to prevent the premature ignition that causes damaging engine knocking. Gasoline alone has a tendency to ignite prematurely during engine compression, which is why additives with a high octane rating must be blended with it.

MTBE, Methyl tert-butyl ether, a common fuel additive in some areas of the country, is gradually being eliminated due to its contamination of ground water systems and soil. Ethanol is a more environmentally friendly additive taking its place. Unfortunately, ethanol has a BTU energy value of nearly 30% less than gasoline, causing an overall decrease in fuel efficiency and engine performance. Additionally, the effect of ethanol on the overall octane rating of blended fuels and the effect of octane on engine horsepower makes it necessary to choose fuels blended with ethanol carefully.

There are currently two main ethanol and gasoline mixtures in use: E-10 and E-85. The E designates the presence of ethanol in the mix, while the number indicates the percentage of ethanol. Thus E-10 represents a mixture of 10% ethanol to 90% gasoline and E-85 that of 85% ethanol to 15% gasoline. E-85 blends should only ever be used in engines manufactured specifically to handle this high ethanol content, such as Flexible Fuel Vehicles. While ethanol may not pose the environmental hazards of other gas additives, the chemical properties of ethanol

are much different than those of other fuels, giving ethanol blends the potential to cause severe damage to some engine systems.

1. Ethanol is a hygroscopic substance, meaning it mixes very easily with water – more easily than with gasoline in fact. The presence of ethanol in fuels may contribute to decreased fuel surface tension, promoting increased fuel tank condensation from air moisture. The increase in water, combined with ethanol's potential to separate from gasoline and mix with available water, can cause fuel separation and octane imbalance, leading to serious damage to some fuel system components. Water separating filters like Moeller's Clear Site™ with Hydro-Shield™ can help the process of fuel system water removal for better fuel system maintenance.

2. Ethanol increases the electrical conductivity of fuels, which can lead to galvanic corrosion of metal engine components, especially in aluminum gas tanks. Ethanol also acts as a detergent that can cause rust and other system contaminants that might otherwise remain relatively inert in a fuel system to detach, including some layers of older fiberglass tanks, causing plugged filters, engine malfunction and potential leakage. Moeller's full line of corrosion free polymer fuel tanks provides a perfect solution for ethanol blended fuels.

3. Ethanol's ability to cause swelling of common gaskets and O-rings materials, such as XX% of Buna-N and XX% of Nitrile, increases fuel flow restrictions causing poor engine performance. Moeller's forward thinking fuel system components have been designed and engineered to withstand many of the harsh deteriorating effects of ethanol blended fuels.

YOU NEED TO KNOW

- **Exposure to ethanol causes the leaching out of stabilizing fuel system plasticizers and polymers**, causing rigidity, brittleness and shrinkage, which effects tolerances that can create a leak path - Moeller's new two prong male fittings and fuel system components **have been designed with blended fuels in mind - Monitor fuel systems and components annually for signs of water buildup**, as well as wear and breakdown that could lead to environmental hazards or engine damage

- Moeller's new Clear Site™ filters with Hydro-Shield™ **can ease the process of fuel system water removal** **WARNING some manufacturer warranties may be voided by the use of certain blended fuels due to power head failure and engine system capabilities. Check with your engine manufacturer for the octane rating recommended for your engine.**

www.moellermp.com



What is Bioethanol

<http://blogs.princeton.edu/chm333/f2006/biomass/bioethanol/>

Ethanol is a two-carbon hydrocarbon with a hydroxyl group. Ethanol, itself, is a clear, flammable, colorless liquid that is miscible with water, as its hydrophilic hydroxyl group is capable of hydrogen-bonding with water molecules. **Bioethanol** refers to ethanol that is produced from biomass such as corn or sugar cane. It can be procured from biomass via fermentation of sugars and starches that result from the processing of harvested crops.

Ethanol is used industrially, and in other manners, as a mixture of 95% ethanol and 5% water because this is the composition that results from total distillation. Although ethanol's boiling point (78.3 degrees centigrade) falls well below water's (100 degrees centigrade), ethanol can not be further purified beyond this mixture (called an **azeotropic mixture**) by distillation because the vapor contains the exact same alcohol/water composition as the liquid at this point.

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If you own an antique, classic, or special interest automobile our **Silver Wheels Plan™** is ideal for all your insurance needs.



British Sports Car Club of London Presents the 18th "Classic" June 11, 2011



Morgan Featured Marque

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www.britishsportscarclub.webs.com

Registration to All Makes and Models of British Cars

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Spectators by donation.



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June 3, 4 & 5 2011 London, Ontario, Canada

Multi-charity event presented by The Plunkett Foundation, 9282 Elviage Dr., London, ON, Canada.
For more information on any aspect of the show please call Steve at: 519-657-9040.
Evening Show Tickets: Centennial Hall: 519-672-1967 www.centennialhall.london.ca

DON'T MISS THIS ONE! Car Show is now two days. (Saturday AND Sunday)-----

Friday Evening: **BEACH BOYS** Dance Show

Theatre Seating \$55.00 each (Food Available)

Book early as this will sell out quickly!



Saturday Daytime: (Gates Open at 7AM)

STREET RODDER Magazine Road Tour Destination.

George Barris – King of the Kustomizers.

American Graffiti stars Bo Hopkins, Candy Clark.

Square Dancing Tractors – “Team Farmall”,

Amphi-Cars + over 3,000 classics, hot rods, specialty vehicles.



CHEVROLET This Year's Featured Brand... Details to follow on website.

Saturday Main Feature: **HAPPY DAYS STARS REUNION**



Featuring the largest reunion of the actors ever.
Henry Winkler (“The Fonz”), Marion Ross (Mother),
Erin Moran (“Joanie”), Anson Williams (“Potsie”),
Donny Most (“Ralph Malph”).

Saturday Evening: Dinner/Dance Show - \$89.00 each. (Catered meal)

Featuring Canada's own **LIGHTHOUSE** Original 70's 10-piece Rock Group.

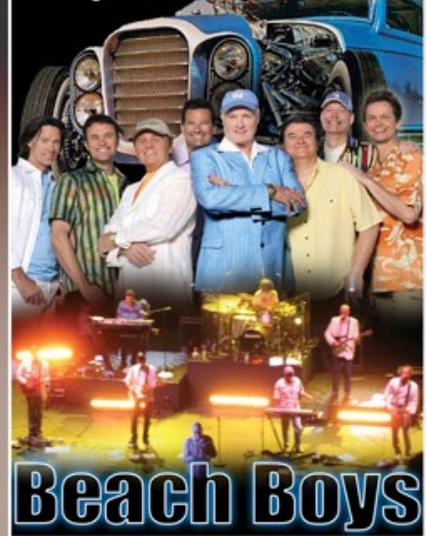
Sunday: 7AM - 3PM Car Show cont'd... featuring celebrity favourite picks. (Awards)

Tour the stunning Auto Salon... open all weekend.



www.fleetwoodcountrycruizein.com

Friday Nite:



Sat & Sun - 2-Day Car Show



Hot Rods, Classics,
Specialty Vehicles



Saturday Nite:





Newsletter

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New Rutter Web Site

After a huge amount of work by Speedster-IT (www.speedster-it.com) and myself, that started well before Christmas, we have now gone live with our totally new interactive Rutter web site.



Please drop in and have a look here » » www.melvyn-rutter.co.uk



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



Membership fee \$25.00* for the year. Payable January 1st of each year.
*Canadian \$ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
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