



The Blurb



Mary Shier, a RHD Morganeer tries to get comfortable in your editor's LHD Morgan.

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MORGAN SPORTS CAR CLUB OF CANADA



Prez Sez



Alan Lytle

What a great Club 50th anniversary year we have had! Thanks, of course, to the many people who participated and those who organized our many events culminating in the August weekend celebration in Burlington. Dave Farmer has covered these events in this Blurb, and Sharon Roden has produced a 50th Anniversary photo book to provide memories for those who wish to savour them longer.

This is my last Prez Sez. It was at the AGM five years ago that I was "shanghaied" into this position by a nomination from the floor by Alan Sands! In the vote there was only one abstention and so the deed was done in a couple of minutes. When I recovered from the initial shock and got into the job I quickly became appreciative of the opportunity and have done my best to keep the club friendly to all and providing opportunities for the Morgan drivers in Canada to communicate and enjoy their Morganing, with a dash of humour!

The last year has been unusually busy, and enjoyable, as we joined with four other British car clubs in the area to review and revise our club liability insurance. We found that there were gaps in the

standard club liability coverage which did not cover events a car club regularly held. Thanks to Tom Cooper from the MG Car Club of Toronto taking the lead we were able to secure a policy from Intact Insurance that covers the liability of the club, the officers and directors and the volunteers for all club events. This is a great relief to all of us as given the litigious nature of today's world there was a real possibility that clubs such as ours could possibly cease to exist if such coverage could not be found because nobody would be able to accept the personal liability of course.

As a result we will be increasing our 2018 annual membership to \$35 to allow us to cover the increased premium from our operating expense. As this is the first increase since 1981, we are still under the rate of inflation for the last 36 years. We will be asking all of you to sign our 2018 Waiver Release for events and the Drivers Insurance Acknowledgement form to confirm that as a driver you hold at least \$1 million liability insurance on the car(s) you are driving in or to an event. This has worked well during the last six months or so and I look forward to your continued acceptance of this new process.

So, with these moves I think we are well set for another 50 years, or at least as long as gas driven cars are allowed on the road!

With Best Wishes for the future of the MSCCC and many thanks for allowing me the privilege of being your President for the last five years. ... alan

Central Canada Morgan Events

Dec. 3rd

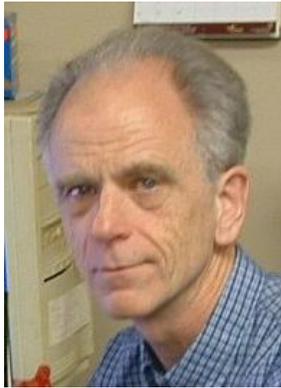
AGM & Christmas Party, @ the Lytle's

Don't forget - Monthly Club meetings, first Sunday of every month,
Queens Head, Burlington, 12-2

Check for updates and other events of interest and maps to the events on our web site at:
<http://morgansportscarclubofcanada.com/events.php>



Editor's Message



Dave Farmer

Good timing for the Summer edition, when I started this issue we had just had our first heat wave of the year here in Southern Ontario.

It was a cool summer but with all the Morgan activities we managed to keep ourselves warm.

Terry Brown organized another well attended, great run on the east side

of T.O. On the other hand I was the only Morganaut to show at the Brits in the Park in Lindsay. Then there was the fabulous 50th weekend in Burlington. And in September both the Great War Flying Museum open house and British Car Day.

Keith Powell was following me on one of the

50th weekend runs and reported to me that he could not see my rear lights unless he was too close. Paul Guild had recently posted on mog-group about converting to LEDs so I got an article about it from him and now have a winter project, to light up my car.

Bill Sullivan, our lone member from Winnipeg sent a souvenir program from the Winnipeg Sports Car Club's Vintage Race Weekend with an article for me to publish to introduce himself to the rest of us.

Glen, who is on the mend after getting a stent inserted after a heart attack, has supplied a Membership Matters column and I sort out some impossible looking math.

The AGM is coming up soon, at the Lytle's this year. Alan is looking to pass the presidential reins or should that be reigns? So nominations are open and event ideas are welcome.

Letters to the Editor

so how goes it Gents and Ladies???

Greetings from sunny and warm (well at least today) Burlington.....

Happy to report that I am feeling greatly improved and am able to walk over to Sioux Lookout Park with Gabby and hounds - have a wee seat on the bench and enjoy the lakeview - then walk home with them and all feels good. First outing was today as Gabby took me for my haircut (I was getting too tall) - good trip and we decided to head up Guelph Line to Wundeba and have Gabby's belated birthday lunch - sitting out on the back patio. Food was excellent and we shall return again.

Just wondering how the last Sunday Toy Run went - have not seen any Moggie pics....
Weather looking good so far for Sunday Pub.

Hope Alan & Kathy are having a warm sunny

trip in England.

Thanks
Glen

Re: so how goes it Gents and Ladies???

Hi Glen,

Very good to hear you are on the mend. Are you 100% yet or will it take time?

I was planning on going on the Toy Run and we had bought toys but in the end I was too tired plus Barbara wasn't 100% so we gave it a miss. I'd been down to Canfield to work on the 37 on the Saturday and got back around 9pm and was knackered. The drive back from the west into Toronto now has become a real chore, all because they have closed the ramp off the QEW to Yonge/York and the fact it is



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down to 2 lanes from well before Spadina until after Jarvis. I forget how many years it is going to be like this but it just ridiculous. Doesn't matter what time you come into the city now, it is always like this.

John and I worked on trying to fit the exhaust system I had delivered to BCD. I managed to track down where to buy the 1 1/2 inch diameter flexible metal hose and John did a superb job of silver soldering it to the downpipe from the engine. John happened to have two old brackets

which we adapted to hold the clamps which hold the exhaust and John is making the third one from some virgin strapping. we had to put an 'S' bend in the pipe and this has involved some cutting and John will be getting that MIG welded at some stage, but it look very nice. Next thing I think, is starting on the wiring loom and maybe even putting the instruments in.

Craig came over on Saturday as well with a whole bunch of parts for his MGA which he picked up from the previous owner. We were joined by Mike McGraw too who wanted to see the MG. I must say, I think Craig has got a bargain there, the car is very very solid. he has the rebuild bug but I think we have persuaded him just to get it on the road for next season and enjoy it and put his money into the proper car..... his Plus 4 Drophead!

he can tart up the MGA in the future. I've told him he can drive his MGA in Morgan events, it does have three of the letters in MorGAN after all!

Colin

Plus 4 SUs

Air cleaners or no air cleaners ... How many Plus 4s drive around with no air cleaners and have NO PROBLEMS?

I've left it a bit late to mount the bonnet scoop before paint, so is this a major mistake or a minor inconvenience? Or not an issue at all? After all, the car seems to have gone 35k miles without any But maybe the air was cleaner between 1962 and 1979?

Mike McGraw

Re: Plus 4 SUs
Hi Mike,

Most Plus 4s of our vintage don't have air filters. The cars never came with them. Some cars you can fit thin ones, thinner than the normal ones used on TRs. It all depends on how the bonnet was made that day. John Fitchie reckons you can sometimes sort of bend your bonnet a bit in that area and you can get thin ones in. It is probably worth having some mesh mounted on a plate that bolts on to the intakes. I had these on my car originally but didn't bother putting them on. This will stop pebbles going in.

I've heard a lot of people worry about this over the years but I really don't see a problem here. I've never heard of any Morgan owners complaining about their engine getting worn earlier than normal. The TR engine is famous for taking a lot of abuse and lasting a long time.

Colin

Re: Plus 4 SUs

No air cleaners here either Mike. Sixteen years after the rebuild I do top up the oil occasionally during the driving season, maybe two liters worth. I don't shy away from gravel roads, but don't go looking for them either.

Dave



Membership Matters

It is a cool and damp Saturday am as I hunt and peck away at the keyboard – really must get this article together as poor Dave is waiting to publish. I was hoping to roll the Morgans out of the garage and give them a wash this morning– but Mother Nature has precipitation on her mind and we cannot mess with Mother Nature.

Membership currently stands at 86 – as Dr. Stapleton did not renew since his 4/4 was acquired by Gilles & Martine and Steve Sherrif did not renew. Hard to believe we will be starting renewals again at the AGM in December and hoping to get everyone renewed by the end of January 2018. Alan Marsh, Stuart Payne and Mayo Moran are already paid up for 2018 and Bill Sullivan our lone Manitoba member is paid through 2019.

Membership flash... we have two new members who have just signed up and are paid for 2018. We welcome Rob & Brenda Varey of Port Dover Ontario – they are hard at work their 1956 Morgan +4 in a great colour Ivory and bearing chassis number 3401. Rob & Brenda are looking for advice on parts and wiring as they return their Morgan to the street as it was campaigned as a Vintage racer for a few years. Please also welcome David Stephen of Victoria BC – David owned a 1967 4/4 about 10 years ago and is wishing to acquire another Morgan. But David's real quest is to find a 1965 4/4 Series V Competition that was sold by G.B Sterne to Russ Hollingsworth and then owned by Dave Kirk all of BC. David last saw/heard of the Morgan in the early 70's – so the quest begins.

We had a fantastic turnout of members and Morgans at the 50th with 28 Morgans on show at La Salle Park – from Dave and Pauline's 1933 3 Wheeler Super Sport right up to Tony & Josephine's Aero 8. There were 8 Morgan 4/4s, 1 Morgan 4/4 Competition, 3 Morgan 4/4 4 seaters, 8 Morgan +4s, 5 Morgan +8s and 1 Morgan Roadster V-6. It was a wonderful sight to see all the Morgans arriving at the park and

driving the twisty road through the trees. By all accounts everyone seemed to enjoy the time at the park admiring the Morgans, relaxing in the shade or taking a walk around the park and hearing about the Trumpeter swans that like to live near the park. Donna suggested we come back in the winter and see the swans as they winter – might be a great activity for February and a walk after our Pub lunch. After the Morgan show at the park there was a short scenic drive up Snake Road and then a lunch stop on the back patio of Wundeba restaurant on Guelph Line just south of Mt. Nemo – what a great little spot and wonderful food service and “refreshments”.

We did have some additional Morgans join us for the Saturday night at the Warplane museum and the spirited Sunday am drive a 4/4, a 4/4 4 seater, two +4 4 seaters one of those was Stu and Ria's Flat rad, the +4 DHC and two more +8's one of those being Lorne and Audrey Goldman in their blue and blue +8 that they had driven all the way from Mt. Tremblant – they missed the Morgans at La Salle Park but were able to join us for lunch at Wundeba before heading east again for a family gathering in Ottawa. Great to meet the man behind Go-Mog and impressive that their +8 had just woken up after a couple of years sleeping in the garage and was loving being out on the road again.

News from the Treasurer is all good and the club bank account is still in excellent standing and all being well we should be good for another 50 years or so....Can't give you all the details here else you may skip the AGM for my full financial report.

Hope there are a few good top down sunny fall days ahead and we can all get the Morgans out for another drive or two before we admit that winter is coming back. With any luck it will be a repeat of last winter – not much snow and warm enough that I was able to keep the daily drivers looking clean. Push the one shot and away we go.....

Glen



Meet Bill Sullivan

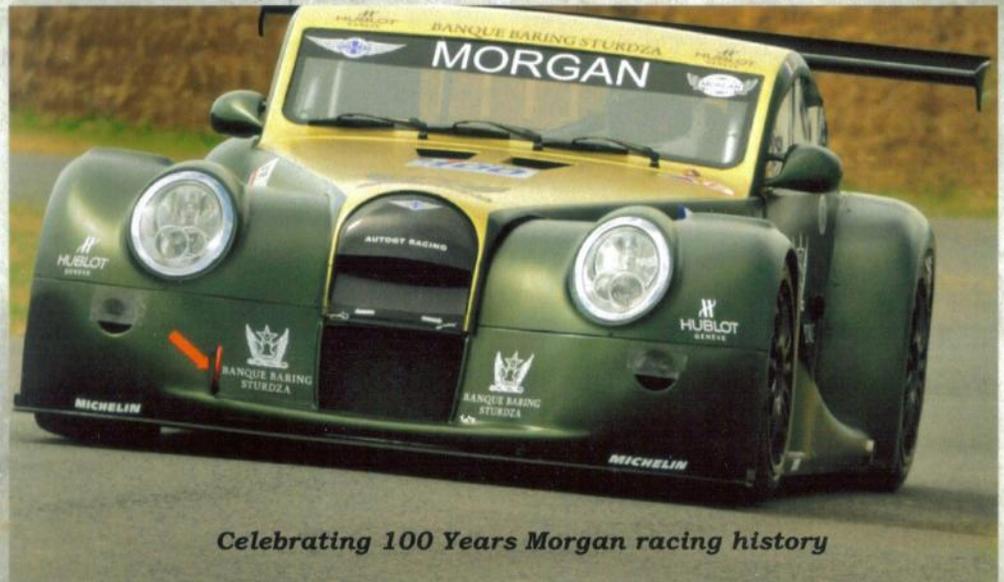
Bill mailed this booklet and as soon as I saw Gimli I remembered there had been an automotive event going on when the Gimli Glider came in for an emergency landing. I had to ask and Bill replied, “Yes it delayed our racing until the next day as we emptied our fire extinguishers on the glider.”

2017 SOUVENIR PROGRAM

19th ANNUAL

CLASSIC MOTOR WORKS

VINTAGE RACE WEEKEND



Celebrating 100 Years Morgan racing history



GIMLI MOTORSPORTS PARK
MANITOBA, CANADA



Bill Sullivan “Connoisseur of fine whiskey...”

Bill was seventeen years old when he rode along with George Chapman to the inaugural meeting of the Winnipeg Sports Car Club in 1952. This first meeting was



held in a Church on Elgin avenue. Bill became member number 35 and that began a life long involvement with our club and motor sport.

Over the years Bill held every position on the Club’s executive including President in 1968 and 1969. Bill named the club newsletter the “Aficionado”, intentionally dropping one “f” from the Spanish word to add distinction. He wrote and published the newsletter for many years. Bill also served as competition chairman for the Prairie Region of the Canadian Automobile Sports Club.

Bill has participated in road racing, Time Speed Distance rallyes, hill climbs, slaloms, and ice racing. He has won the Tour de Manitoba when it was a major three-day rallye. He finished 4th in 1960, 2nd in 1961 and 1st in 1962 competing in Class D Prairie Region road racing. Bill has continued as a competitor, still ice racing as recently as 2015 at the age of 80 years.

In addition to his interest in motor sport, Bill has participated in canoeing, cycling, cross country skiing and



down hill skiing. For many years he has volunteered as a certified ski patrol member.

Bill had an extensive collection of premium Irish whiskey “until one day I realized that I was 80 and that I better start drinking them rather than just collecting them”. Bill worked as a mechanical engineer and was involved with many large mining projects during his distinguished career.

Bill purchased his 1958 Morgan Plus 4 new in early 1959 and has just passed 100,000 miles in the car.



Drop by and say hi to Bill as he is planning to attend this weekend's festivities and will have with him the Morgan he raced in the 1960's.



The Summer Events

Whitby Run



On July 8th Terry Brown invited us over to Whitby for another tour of GMRs (Good Morgan Roads) in the Durham County area.



We stopped in at the Archibald Winery for a tour and tasting. It seems that I was the only one to remember to utter the secret word “Morgan” to get a 10% discount when I bought a couple of bottles of their wine.

The next stop was straight up Liberty Street from Archibald’s at the Tyrone Mills where we sampled some baked goods and I got some ginger candy. Looking at their web site, <http://tyronemill.net/> there is a lot more to see there like a wood working shop and a blacksmith’s.

After enjoying some more GMRs we stopped for lunch at the Famous Haughen’s Chicken and Ribs.

The main event came after some more GMRs at Jack Innes place. He, like Terry, is a hundred year old car owner. He has an eclectic collection of machinery. First he demonstrated a ‘hit and miss’ engine and I finally found out how they work. When it fires and opens the exhaust valve, the valve stays open so the engine with its two fly wheels can free wheel until it slows. When it slows enough the exhaust valve closes and the engine will then pull in another charge of fuel and air, and then fire again. Some modern car engine are using the same concept to improve their fuel economy. He has a small steam boat that might hold six or eight people. In one of the many buildings on his property was a prototype amphibious troop carrier that proved to be so water tight that it was too com-



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plicated to service, so it never went into production. Behind that was a huge single cylinder engine for powering a pipe line pump. Another building housed, among other vehicles, a Harley Davidson scooter and a 1903 Ford Model C, if I remember correctly. This Ford was manufactured at Ford's Windsor plant that

Henry Ford used to try out ideas. So this card had a couple of features that appeared the next year in the Detroit built models.

We did not have time to go the barn with about 60 more cars, but had to rush off to our dinner stop at the Brooklin Pub & Grill.





Brits in the Park



Another beautiful Morgan day a week after the Whitby run, where some other members had said they would be here too. But the only other MSCCC people were John and Joy Collins, who were there as spectators without the Morgan. This led to two concerns. One was that with just that red Sunbeam and my Morgan in the Sunbeam, Stag, and Morgan class I got a second place award that should have gone to someone who would have at least washed their car before attending the show.





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More importantly, to me, they introduced a British Car Craft competition this year. I brought two of my wooden Morgan models. But without any Morgan support a plaque of a rubber bumper MGB got the most votes.



The Collins and I had a good visit and lunched in one of the local restaurants. The Morgan finally got a good wash after the show while I drove along highway 7 to Perth in a downpour.



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Coming home from Perth I went exploring. Having seen the Shelter Valley Road sign from the 401 hundreds of times I decided to drive it. On the way I found myself in Morganston, a town so small they cannot afford a town sign.

(D.F.)





50th Weekend



The weekend for our club's 50th celebration was perfect. We had sunny weather from August 25th to the 27th for the drives in spite of the rainy summer we had this year. The food

was good, the conversations flowed. Everyone there enjoyed themselves immensely Right from the Friday evening welcome at the Burlington Holiday Inn to the Sunday lunch stop.





Saturday morning we paraded from the hotel to LaSalle Park for a show 'n' shine. Twenty eight cars in total showed up. One curious note, a badge bar showed up before its owner did. They were happily reunited at the park.

Several of us walked down to Hamilton Bay to hear about the Trumpeter Swans that winter there and see a handful that stayed over the summer. They must be tough birds if this is as far south as they go in the winter.

Then it was off for a drive along the Niagara Escarpment on roads with apt names like Snake and Twiss(ty).





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While we were driving the back roads Glen was escorting Dave Smith and his 3 wheeler back to the hotel where he found that Audrey and Lorne Goldman had arrived. This was the Phoenix's first drive in two years. They all then joined us at the lunch stop, the Wunderba.



After lunch the eight Morgans that were to be in the hangar during the dinner had to get to the War Plane Heritage Museum. The rest of us started showing up around 5:00pm for tours, a drink, and to chat.





The buffet opened at 7:00pm and everyone sat down and got too busy eating to take pictures. Afterwards Alan started the official business, getting people to draw names from a hat for door prizes which were all Morgan related. He also introduces our speakers starting with Ken Wightman who related the story of the grilling and then help we got from the Washington DC police when he stopped there the day before a big protest rally. The three earliest members spoke as did the past club presidents and the previous Morgan agent Chris Charles. Each had an interesting story to tell and they kept us entertained. Even the picture show I put together (thanks for all your contributions) got

involved. When Martin Beer started to talk about his father Reg rebuilding Audrey's Morgan from a wreck, the picture of the wreck came up on the screen followed by an early picture of the finished project.





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Sunday's drive and lunch stop.





The Great War Flying Museum

Our club had eight Morgans plus a TR6 and an MGA in the crowd at the Brampton airport on September 10th.



Two of the custom motorcycles had some links to Morgan. One had an S&S engine as used in the new Morgan Three Wheeler. And another used a lot of wood.





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Dave Smith indoctrinating a newbie.



A backup speedometer for a Morgan?





British Car Day

There was a record number of Morgans at Bronte Creek Park this year. Enough that a late comer had to park off the edge of the field by himself.



The awards went to Dave Smith (1st) , Fred Woods (2nd) for another 3 wheeler, and Tony Burgess for his Aero SS.





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Conversion of My Morgan from Incandescent to LED Light Bulbs

by Paul Guild, MSCCC, Morgan Historic Registry and MSCC #1467

If you have ever driven at dusk behind a Morgan with original incandescent bulbs in the rear lights then you likely understand the primary motivation for converting to LEDs: for safety, to enhance our visibility. This new technology is much brighter, consumes far less power, and should operate with much longer life. Moreover, a Morgan owner who is concerned about preserving absolute originality will be able to perform this conversion such that it is completely reversible.

The opinions expressed below are based on one person's experience with a recent LED conversion to O'Blue, a 1969 Morgan 4/4 4-seater. For sure, other solutions are possible and the number of automotive LED suppliers is increasing every year. While my sources were from far away, by now it may be possible to find many of the parts from such local suppliers as Canadian Tire or Princess Auto. Suggestions that follow are made without 'conflict of interest' — I do not benefit from any sales — but with the aim of making our cars safer on the road.

During this conversion, I learned by doing; however, I also had a most excellent mentor in the person of Bob Smith of the Waterloo British Car Club (WBCC). In addition to being a mighty fine fellow, Bob spent his career developing expertise in automotive electrics. Fortunately for us, he is quite willing to share this expertise and my Morgan, and many other cars in WBCC, have benefited greatly from his depth of knowledge, his problem-solving powers, and his highly skilled hands.

At the outset, Bob would say that the general condition of a car's wiring contributes a lot to overall electrical performance. Always ensure solid ground connections to the chassis (my car, like most Morgans, has negative ground or earth), test for the quality of conductive links on the supply side, and clean the sockets on all lamps. The rest of the LED conversion will proceed more effectively when working from such a solid foundation.

Rear tail lights are ON, Brake lights are OFF.
Right rear signal is ON, Left is OFF. →



Front left signal is ON, Right is OFF.
← Both wing lamps are ON.

My successful shopping experience was with three suppliers:

- (a) Moss Motors (US, at www.mossmotors.com/ and 1-800-667-7872),
- (b) 4Sight Lighting Co (UK, at www.bettercarlighting.co.uk and 011-44-121-773-7000 - ask for Gil Keane who is a car guy); and
- (c) Banggood is a relatively low-cost supplier of many things including automotive LEDs for external use (China, at www.banggood.com/search/led-1156-cob.html). From these sources, seven lighting sub-systems were located.



1. Front Side Wing Lamps

My car has the early style Lucas L516 bullet side wing lamps. Last year, my initial LEDs (BA9S) that I inserted into the L516s were too long so that they touched the back of the lens, and within one year, vibration caused one LED to fail. Thus, I went looking for an LED with a shorter barrel.

Acting on a tip from Mike Pullen of Morgan Historic Registry, I located 233 COBs 12V 1.5 watt uni-directional bulbs from The 4Sight Lighting Co in UK. These fit the L516s with ample clearance and create very bright and warm light. I am very pleased with the result.

- www.bettercarlighting.co.uk and search for 233 COB

Alternatively, a low-priced solution was found from Banggood in China, from where I bought six 12V super white 0.4 watt bulbs and all six work fine; these are quite bright and hard to beat for the price.

- www.banggood.com and search for COB BA9S

As a replacement gasket for the L516 lens, I acquired O-rings from a local hardware store (25mm ID x 30mm OD x 2.5mm) and trimmed them slightly to fit the lamp bezel.

2. Rear Tail and Brake Lights

My choice was to use a Moss Motors conversion kit (US \$ 99) for this two-function Lucas part L549. It did require a simple modification to remove the socket on the base but it was easy to install. The fit of new parts to the old base was very good and the resulting performance of the two critical functions is outstanding.

- www.mossmotors.com/Shop/ViewProducts.aspx?PlateIndexID=110647&SortOrder=10

An acceptable alternative to this solution of the Moss kit may be to use the existing bulb socket with Type-1157 LED bulbs (two-elements, one for brakes and one for tail lights). Type-1157 (and the single element Type-1156, as used in indicator lights) use bayonet connections just like the original incandescents. The recommendation is to select an omni-directional LED (emits from end and sides) and choose a red-coloured unit (not white) to avoid a 'pinkish' hue to the light after passing through the red lens of the L549.

- www.banggood.com/12V-Red-1157-Four-COB-LED-Brake-Turn-Signal-Rear-Light-Car-Bulb-Lamp-p-1001752.html?rmmds=detail-top-buytogether-auto

3. Front and Rear Indicator Lamps

These parts are standard Lucas L594 Lamps (and take LED Type-1156 (one element, two wire) omni-directional bulbs. Spare orange, red or clear lenses for the L594s are easily found at 'swap meets'. For both front and rear, I decided to go with four orange Type-1156 LEDs such as the Moss Motors part number 170-936. On the front indicator lamps, with orange LEDs fitted behind clear beehive lens on the original L594 lamp sockets, the result was to achieve intense amber turn signal lights.

On the rear, for reasons of aesthetic preference (i.e., to limit lens colours), I opted to use a red beehive lens in the L594 unit along with orange Type-1156 LEDs; this produces an intense reddish-amber indicator light, with enough orange colour to be distinct from the intense red of the tail light / brake light combination at the rear. White Type-1156 LEDs were tested but were found to produce a pinkish light when behind a red beehive lens. In sum, if using red, orange or clear beehive lenses, my preference is use orange LEDs. Further, on my car, ballasts were not required because of how it is wired at the dashboard with a single flash indicator bulb rather than two separate left and right indicator circuits.

Note that it is necessary to change the original flasher to one with an electronic (two-pin) flasher. Such electronic flasher units are designed with micro switches rather than current resistance switch via a bi-



metallic strip — the LED bulbs simply do not create enough heat to open the flasher switch.

- www.bettercarlighting.co.uk/index.php?act=viewProd&productId=318
- www.mossmotors.com/Shop/ViewProducts.aspx?PlateIndexID=69145&SortOrder=120#top
- www.youtube.com/watch?v=auLY6lYeqcl

I confessed to my friend Bob Smith that I sometimes forget to cancel the manual signal switch on the dashboard, resulting in a prolonged and potentially misleading signal to traffic. The next time that he stopped by he had a DIY tiny beeper (removed from an 'expired' smoke alarm) ready to be wired into my flasher circuit. He even added an isolating switch under the dashboard so that if the beeper became annoying to the driver, relief is just a click away. Not only clever, Bob is very thoughtful.

4. Licence Plate Lamps

A noticeable improvement for lighting my licence plate was to use two Lucas L467 Number Plate Lamp Assemblies. These are mounted vertically on a custom aluminum plate to either side of the licence. Each L467 takes two Type-1156 bulbs, thus four are needed in total, in pure white colour and omnidirectional design. Now the rear of my car is easily visible at night.

- www.banggood.com/1156-BA15S-33-SMD-5630-LED-Auto-Car-Vehicle-Reverse-Turn-Tail-Light-Bulb-p-991231.html?rmmds=detail-left-hotproducts

5. Headlamps

While LED headlights are a possibility, I opted for a P700 Tripods Headlamp Set (a similar set from Moss costs US \$ 140) and fitted with halogen bulbs. These are used in conjunction with a relay mounted in engine compartment so that relative high power does not go through the switch on the dashboard; thus, my original toggle switch on the dashboard is linked to the relay. High-Low Beam switching is via the original firewall switch but mounted to the back of the wooden dashboard for easier access. The P700s are very bright and so are carefully adjusted as not to 'blind' on-coming drivers.
www.mossmotors.com/Shop/SearchResults.aspx?SearchText=p700&WebCatalogID=0

6. Dashboard Warning Lamps and Gauges

There are at least two viable options for these dashboard lamps: 1. don't touch them — leave the incandescent bulbs as they are; or, 2. remove the bulbs, perhaps the dash plate and gauges as well, and inspect the bulbs, sockets and grounding wires. Note: I found that I had to leave the generator bulb as original incandescent to allow the impedance match of this circuit to work properly with the generator circuit.

I went with the second option by fitting my Dashboard Warning Lamps [Lucas 99-1207 red; 99-1208 amber; 99-1209 green] and Instruments with LED Mini Bulbs for the multi-gauge, speedometer, tachometer, and temperature gauge.

- www.ebay.com/itm/TRIUMPH-NORTON-BSA-281-BA7S-12V-2W-WARNING-LIGHT-BULBS-PN-281-/351076015397?vxp=mtr&hash=item51bdc2dd25

It should be noted that Morgan dashboard mini sockets may vary: some being screw-type, some being bayonet with pins, and some being bayonet with 'ears'. Mine were a mixture but mostly bayonet sockets with pins. In the case of any specific Morgan, the best approach would be to remove the bulbs, perform a close inspection of what is needed, and then place an order for LED replacements.

The single dashboard bulb that I left as original incandescent is the generator 'low power warning bulb' because, if this were to be changed to LED, the new relatively low operating current could give false indications of 'low charging'.



7. Reversing Lamp

I departed from the original lamp and opted instead for a weather-proof 16-LED array that is intended as side marker lights for trucks and trailers. On this four-seater, I mounted the unit behind the spare tire, up high so as to be out-of-sight, aimed through the spokes of the spare, and down at the road. This lamp array is activated with a switch under the dashboard and it is effective to cast a pure white beam when it is needed.

· www.banggood.com/16LED-Side-Marker-Indicator-Light-For-Bus-Truck-Lorry-Trailer-Red-White-Yellow-DC12V-p-1013942.html?rmmds=search

Conclusion: What would I do differently if again?

The combination of LEDs and other lighting accessories on my Morgan is very much to my liking now. I would use the same solutions but concentrate my order through just one or two suppliers: Moss Motors (US) for the LED tail light / brake light conversion kit; and 4Sight Lighting Co (UK) for the LED warm white COB BA9S in the Front Side Wing Lamps. Either can supply the required number of Type-1156 and 1157 bulbs, and most likely the small LEDs for the dashboard. Combined orders will likely result in lower shipping and handling charges. Perhaps 'old school' but I have found that initiating orders by telephone will increase the likelihood that I receive what I expect.

After converting to LEDs, if following Ol'Blue at dusk, have your shades within reach!

"Keep Calm and Drive Your Morgan"
PDGuild © September 2017



Happy Birthday Ken



Morgan Math?

Or prove $x - x = x / x = 10x + x = x^2$

I was reminded recently that there was someone on the old emog discussion group who would go on a rant if anyone referred to the Morgan Four Four Series I as a 4-4. I realized that I had a source that would clear up how it was named, Ken Hill's book, *The Morgan The Art of Selling a Unique Sports Car* Ken Hill Copyright 1996 Blandford Press Ltd This book has copies of the ads the company ran in various papers and magazines over the years. The first advertisement for a Four Four is from 1936, where it is called a '4-4'.

14 OCTOBER 1938

The New Morgan high-performance Ten embodies much of the experience gained in the design and construction of our racing three-wheelers. The illustration shows the smart and distinctive appearance, and it will undoubtedly appeal to the many motorists who prize a lively performer, stability and ease of control. The driving position is low and comfortable. Luggage space is provided behind the squab, which also accommodates the hood when lowered. Two spare wheels are carried. Specification includes 4-cyl. water-cooled 1,122 c.c. engine, overhead inlet valves, three-bearing crankshaft, independent front wheel suspension, four-speed gearbox, Girling brakes, Stevenson jacking system, 12-volt 5-lamp lighting set, attractive fascia board with generous equipment. Also two spare wheels with tyres. Colour is British racing green. May we send you full particulars and specification?

Not until the series II is introduced in 1955 do I find '4/4'. QED

21 OCTOBER 1955

Introducing a New low price
Morgan 4/4 series II
2 seater tourer powered by 10 h.p. Ford engine

- ★ New low price
- ★ Availability of spares for Ford 10 h.p. engine
- ★ Ultra-light weight —only 12¼ cwt.

	RETAIL PRICES FOR 1954		
	Basic	Purchase Tax	TOTAL
MORGAN 4/4 SERIES II 2-seater Tourer 10 h.p. Ford Engine	£450	£180 (2.6)	£630 (2.4)
MORGAN PLUS FOUR 2-seater Tourer T.R.2 Engine	£585	£249 (0.10)	£834 (0.10)
MORGAN PLUS FOUR 2-seater Coupe Vauxhall Engine	£810	£235 (5.10)	£1,045 (5.10)
MORGAN PLUS FOUR 2-seater Coupe T.R.2 Engine	£840	£247 (15.10)	£1,087 (15.10)
MORGAN PLUS FOUR 4-seater Tourer Vauxhall Engine	£580	£242 (15.10)	£822 (15.10)
MORGAN PLUS FOUR 4-seater Tourer T.R.2 Engine	£610	£255 (5.10)	£865 (5.10)

See these attractive models yourself on **STAND 117** MOTOR SHOW EARLS COURT

MALVERN LINK, WORCESTERSHIRE

In 1938 the ad uses 'FOUR . FOUR' the dot product or 4 squared. An undated ad has '44'.



MORGAN SPORTS CAR CLUB OF CANADA



MSCCC AGM & Christmas Party
Sunday December 3rd 2017

Party Starts at 3pm ... AGM at 4pm
At the Lytle's
1471 Fairmile Court, Mississauga,
L5J 3E9
Please bring a starter or dessert,
BYOB

Please RSVP to Alan & Kathy
alanlytle@sympatico.ca



Reg Beer Coachbuilders Corp.
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To Vintage Automobiles
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MORGAN SPORTS CAR CLUB OF CANADA

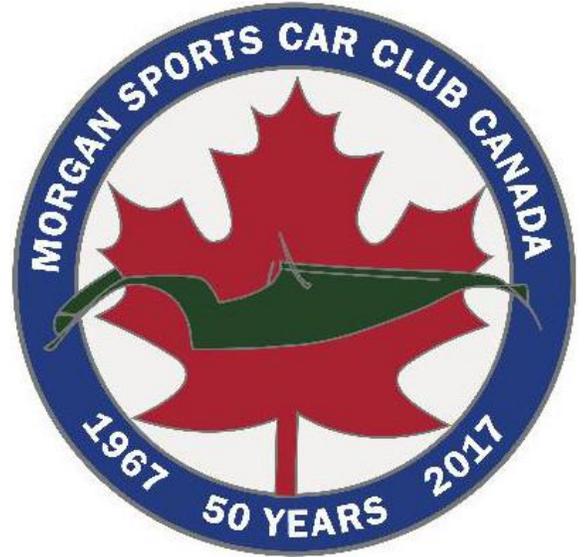


Membership Application / Renewal

Name: _____
 Spouse: _____
 Address: _____
 City/Province: _____
 Postal Code: _____
 Email Address: _____
 Tel. Home: _____ Business: _____
 Morgan(s) owned:
 Model: _____ Year: _____ SN: _____
 Colour(s): _____
 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:
 Glen Donaldson,
 145 Breckondale Court
 Burlington, Ontario
 L7N 1X6,
 (905)-635-2532



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