

February • March 2010



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its members and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

Club Officers 2010

President • Kathy Tollworthy
(925) 462-6378
Trikenut@comcast.net

Vice President • Bob Schmidt
(510) 792-4157

Treasurer • George Tollworthy
(925) 462-6378
Trikenut@comcast.net

Secretary • Elaine Fisher
(925) 930-6037
togetelaine@astound.net

Activity Chairpersons • Phil & Elaine Fisher
(925) 930-6037, mailto:phil@astound.net or
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Board of Directors

Phil Fisher • Linda Cannon • Bob Murray

New Membership • Audrey Haines
(916) 652-5679, audrey.haines@ncbb.net

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The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:

- 1) event; 2) date of the event;
- 3) names of all persons appearing in photos;
- 4) name of publication (in the case of a reprint);
- 5) names of authors and photographers.

The **DEADLINES** for receiving ads, photos and articles:

- **April 16** for Apr-May issue
- **June 18** for June-Jul issue • **Aug 20** for Aug-Sept issue
- **Oct 22** for Oct-Nov issue.

Classified ads placed by members will run one time. Please notify the editor if you wish to place the ad again.

The **Morgazette** is now available in an on-line format as a web PDF. It can be downloaded at the club website or contact the editor.

Welcome

NEW MEMBERS

James Newell	Bryan Yeh
2 Gravatt Drive	156 Arlene Drive
Berkeley, 94705	Walnut Creek, 94595
510/848-2221	925/945-7540
work 415/217-4271	work 510/466-7190
cell 925/381-7193	cell 925/949-6682
jgnewelljr@yahoo.com	thermodyne@aol.com
1960 red +4	
	Edward Berghino
Richard and Shelley Katz	1268 N. Flores
310 Tait Avenue	West Hollywood, 90069
Los Gatos, 95030	323/654 5637
408/489-2881	work 310/788 0888
rkatz2552@aol.com	cell 323/889 9046
	edberghino@yahoo.com
	1935 blue Trike Super Sport

The Morgazette Online
<http://morgancars.us/msccnc.html>

Cover Photo: *On the Run for Oysters, a dramatic look through the windshield, but showers were intermittent. by Gordon Craig*



Raceway at Sears Point, CA. generalracing.com

10TH THURSDAY • **Morgans Over America V**
Departure Banquet. Fisherman's Wharf Holiday
Inn- Elaine Fisher

27TH SUNDAY • Palo Alto Concours d'Elegance.
www.paconcours.com

* MSCCNC Club Sponsored Event

Other events are listed for information only
Please let Activities Co-Chairs, Phil & Elaine
Fisher, know if you would like to host or promote
an event on the Calendar. (*Contact info pg.2*)

MARCH

Flyer

***20TH SATURDAY • St. Pat's Run & Dinner.**
Meet at Taylor's home at 10 am for bagels, etc.
Leaving by 11 am SHARP! Visit San Martin Air
Museum (\$5 donation) & then an early Irish Pub
Dinner at Fiddler's Green on El Camino, Millbrae.
MUST RSVP by March 16 for the Pub dinner.
Call Marj(408-254-8912) or Jim(650-559-9778)

APRIL

***18TH SUNDAY • Hamilton's Run.** Details TBD.
Coordinated by Doug & Joyce Hamilton.

30TH - MAY 2ND FRIDAY-SUNDAY • All British
Extravaganza at Buttonwillow Raceway Park.
Concours, Slalom, and VARA Races. For more
info, Larry Ayers or www.vararacing.com/

MAY

***DATE TBD. • Murray's Mid-Week Tour.** Bob &
Thorley Murray.

16TH SUNDAY • Mid-Peninsula Friendship Day.
Canada College. www.olderide.com/events/7468506.html

16TH SUNDAY • Marin-Sonoma Concours
d'Elegance. Marin County Fairgrounds, San
Rafael, CA. www.marinsonomaconcours.org/

23RD SUNDAY • All British Car Day. Yolo Country
Fairgrounds in Woodland, CA. www.ubsc.org/CarShow.htm

JUNE

3RD - 6TH THURSDAY-SUNDAY • Sonoma Historic
Races (formerly Wine Country Classic). Infineon

JULY

Flyer

* **16TH - 18TH FRIDAY-SUNDAY • MogWest**
Cambria, CA. Co-Coordinator: Audrey Haines
& Gerry Willburn. Also end of MOA-V

17TH-18TH SATURDAY-SUNDAY • Gualala Arts
Festival. Concours & Auto Art Show. MSCCNC
member contact: Russ Hardy rwhardy@mcn.org

AUGUST

12TH - 15TH THURSDAY-SUNDAY • Monterey
Historic Races. www.hmsausa.com/

***13TH FRIDAY • "Morgans on the Flood Plain"**
traditional BBQ. Loren & Annette Steck.

15TH SUNDAY • Pebble Beach Concours
d'Elegance. www.pebblebeachconcours.net

SEPTEMBER

25TH SATURDAY • Ironstone Concours d'Elegance
in Murphys, CA. www.ironstonevineyards.com

OCTOBER

***1ST - 3RD FRIDAY-SUNDAY • FLOG MOG -**
Northern California. Coordinator: John Grosetto

***16TH SATURDAY • Oktoberfest,** Marj Scooros &
Bart Weaver. 1-day run, Dinner & Talent Show.

16TH - 17TH SATURDAY-SUNDAY • California
Autumn Classic in Morgan Hill, CA.

NOVEMBER

***13TH SATURDAY • Gobble Wobble Tour.** Co-
coordinators: Bill & Teresa Wilson, Gordon &
Maggi Craig.

DECEMBER

***11TH SATURDAY • Holiday Banquet.** Oakland
Yacht Club. Coordinator: Kathy Tollworthy.

***26TH SUNDAY • Boxing Day + Baron Roche**
Mem. Run. Wendell Bain and Gerry Gurley

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JUST ARRIVED!

2009 Allard J2X Mk II



2010 Morgan
Aero Supersports



2010 MORGAN AERO SUPERSPORTS // order yours now! As few as 150 will ever be built to meet US import compliance. Certainly one of the most beautiful, sensuous new cars ever designed and offered by any manufacturer at any time. Breathtaking to behold, breathtaking to drive. Own one!

2007 MORGAN AERO 8 Blue Sprint Metallic Series III, 1 of 8 US cars. Factory side exhausts. Stainless steel mesh in rear lower valence. Alpine stereo CD with satellite antennae. Black ravenwood ash dash and door cap trim. 2,100 one owner California miles.

2005 MORGAN AERO 8, Rolls Royce Garnet exterior/caramel colored leather piped in cream; dark red mohair softtop, 2,900 miles, one local owner from new, stainless steel rear valence mesh trim, Factory side exhaust, Alpine stereo CD, As new.

2005 MORGAN AERO 8 BMW Cool Blue exterior Magnolia leather with blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot with contrasting piping, 8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition BRG body/Black Wings Tan leather interior Tan mohair fabric top and weather equipment Stainless steel wire wheels w/double eared knock offs Stereo CD Stainless steel luggage rack & badge bar w/3 badges 3,119 miles, one SoCal owner from new Rare Factory Air Conditioning dual Lucas driving lamps, Factory photo build album

2003 MORGAN PLUS 8 35th Anniversary Edition Merlot metallic exterior w/ two tone light grey and black leather interior. Grey Saville Row Gabardine mohair top,

pipied in dark red. Ultra rare factory AC! Black leather bonnet strap backed in black mouton. Stainless wire wheels, double eared knock offs. Badge bar dual Lucas driving lamps Stereo CD. Stainless inside door lock covers and stainless threshold plates 8.8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. Badge bar with badges, tan mohair top, bonnet strap with mouton, hood/bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

2002 MORGAN PLUS 8 Fountain Blue metallic exterior, Blue leather with grey piping, Blue mohair top w/pale grey piping, Blue wool carpets w/ pale grey piping, 2,000 original, one owner, SoCal miles, Stainless luggage rack, Alpine stereo CD, Absolutely as new.

1965 MORGAN PLUS 4 Sage/Champagne wings 5513 miles since rebuild. 2.5 litre GM 4 cyl. two 45 Webers added by Robert Couch as well as all aluminium body aft of doors. 160 bhp. New chassis and tub in 1988. Five speed.



100 Years of Morgan by Toye, Kenning and Spencer, est. 1635 AD, makers of the finest enamels and cloissene and chrome. Limited number 001-100! US \$145.00 + P/P + sales tax To order, email: Suzanne@morganwest.net

1956 MORGAN PLUS 4 Roadster British Racing Green Exterior. Black top and weather equipment. Tan leather. Stunning restoration. Very correct. Not available for viewing until April.

1955 MORGAN PLUS 4 Roadster Twin Spare Serial Number 3390, commissioned October, 1955, dispatched from the factory December 10, 1955

1954 MORGAN PLUS 4 Roadster Twin Spare Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinspares, fold down windshield; you can buy this car for 1/2 the price of restoring one! // **Large Price Reduction!**

1953 MORGAN PLUS 4 Four Seater FlatRad Frame up restoration with new rubber, leather, top side curtains and tonneau. Yellow with black wings

1948 MORGAN 4/4 Series 1 Roadster BRG body/dark BRG wings/Black leather; recent restoration by Light Car and CycleCar Company, Birmingham, UK; correct EZ clean 17" wheels // **Big Price Reduction**

1934 MORGAN MX FAMILY Black UK/2nd owner; nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

other marques

'68 JAGUAR E Type

'65 AUSTIN-HEALEY 3000 Mrk III

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DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405 | DENNIS@MORGANWEST.NET

9PM Feb 17 2010

A Message from Our President



Members, here it is the year of the TIGER.... So gear up your engines and roar to events. You can contact Activity Chairs Phil & Elaine Fisher. They will help you with the dates and get your event roaring. We have lots of fun and this year lets make it more so! Coming up is the St. Patrick's Day Run and Dinner, the Mine Tour with the Hamiltons'; Buttonwillow racing; & our BIG EVENT, MOG WEST. See the whole schedule in our calendar, every issue it changes with more information and ongoing Club and British Car events. Watch for flyers too for up to date notice.

As you read this you will have received your Morgazette along with the 2010 Roster. Have you ever figured out who does what? Well as to the Roster: Bob Koupal last year for renewal made out a new form; this way he can get all the right information to all members. Also he keeps up with the mailing Labels and additions and changes to the roster. Audrey Haines is our New Member coordinator, she also sends out welcome notes to new members and encourages them to come join us. So it is not the GOOD FAIRY, instead Members like you make all our information and events happen. If you would like to host an event, it is very easy; contact Elaine Fisher @ togetelaine@astound.net. It does not need to be fancy – just a gathering of like Morganeers to enjoy the ride.

So check out the Calendar of events to see what is coming up, dates are available. And we will see you on the Road.

Cheers, *Kathy Tollworthy*, President

Lost and Found?

1964 MORGAN PLUS 4, 4 seater.

CHASSIS #5776. ENGINE# CT 34919

Dear Morgan Friends in the USA

Paul Dunningham, an MSCC Cranmog member in the UK is interested to know who now owns the 1964 Morgan Plus 4, 4 seater in the USA (referenced above) that he once owned.

History: Car was first registered on November 3rd, 1964 and rebuilt in 1982/3. In August 1984 it was sold to Bob Maronsky who was then serving in the US military, living at 4 Cuckoo Close, RAF Bicester, Oxfordshire, UK. The seller believes that Mr Maronsky took the car back to the USA.

Do you know where the car is now? Is Bob Maronsky still the owner? If the car owned by someone in your club in the USA?

If you know or have any useful information please contact Paul Dunningham by

email at: jandunningham@yahoo.co.uk

Many thanks and best regards to all US Morgan owners and enthusiasts.

Roger Moran

February 24th, 2010

Hey, Racing Enthusiasts!

Mark your calendars

APRIL 30TH thru MAY 2ND

FRIDAY-SUNDAY

Attend the

All British Extravaganza

Awards for British cars in Concours & Slalom. And watch the VARA Races, incl. PreWar.

For more info, contact Larry Ayers or look up online www.vararacing.com/

Buttonwillow Raceway Park
1 mile west on the Lerdo
Highway exit off I-5

The Lerdo Highway is 10 miles north of the Buttonwillow Truck Stop – and that's where lodging is available, too.

Letter to the Editor

I just read M. Anthony's nice piece on the so-called sliding pillar suspension and have a question perhaps Michael or someone else can answer. Once a well known Morgan expert told me that Lancia paid patent royalties to Morgan for use of the suspension design. Meanwhile, a well known Lancia expert told me that Vincenzo Lancia was way too creative and independent to ever pay royalties to anyone. He even made his own nuts and bolts. Does anyone know the truth of this matter? If royalties were paid, were they also paid by Nash?

Most folks don't know that **Nash series 40s** (or 600s) had sliding pillar suspension in 1941 and 1942. The system was more like Morgan's than that of the Lancia in that the damper was a separate unit while Lancia incorporated it into the pillar. Of course the Nash was more sophisticated than Morgan (Isn't everybody?) in having an inclined kingpin and roller bearings on the sliders top and bottom. It was also sealed with boots and used a rubber bottom stop rather than a rebound spring. I have never seen one of these so I have no idea how successful they were. I suspect they were only used for two years because they were much more expensive to make than a few rubber bushings. Diagram of the Nash system follows.

Dick Tuttle

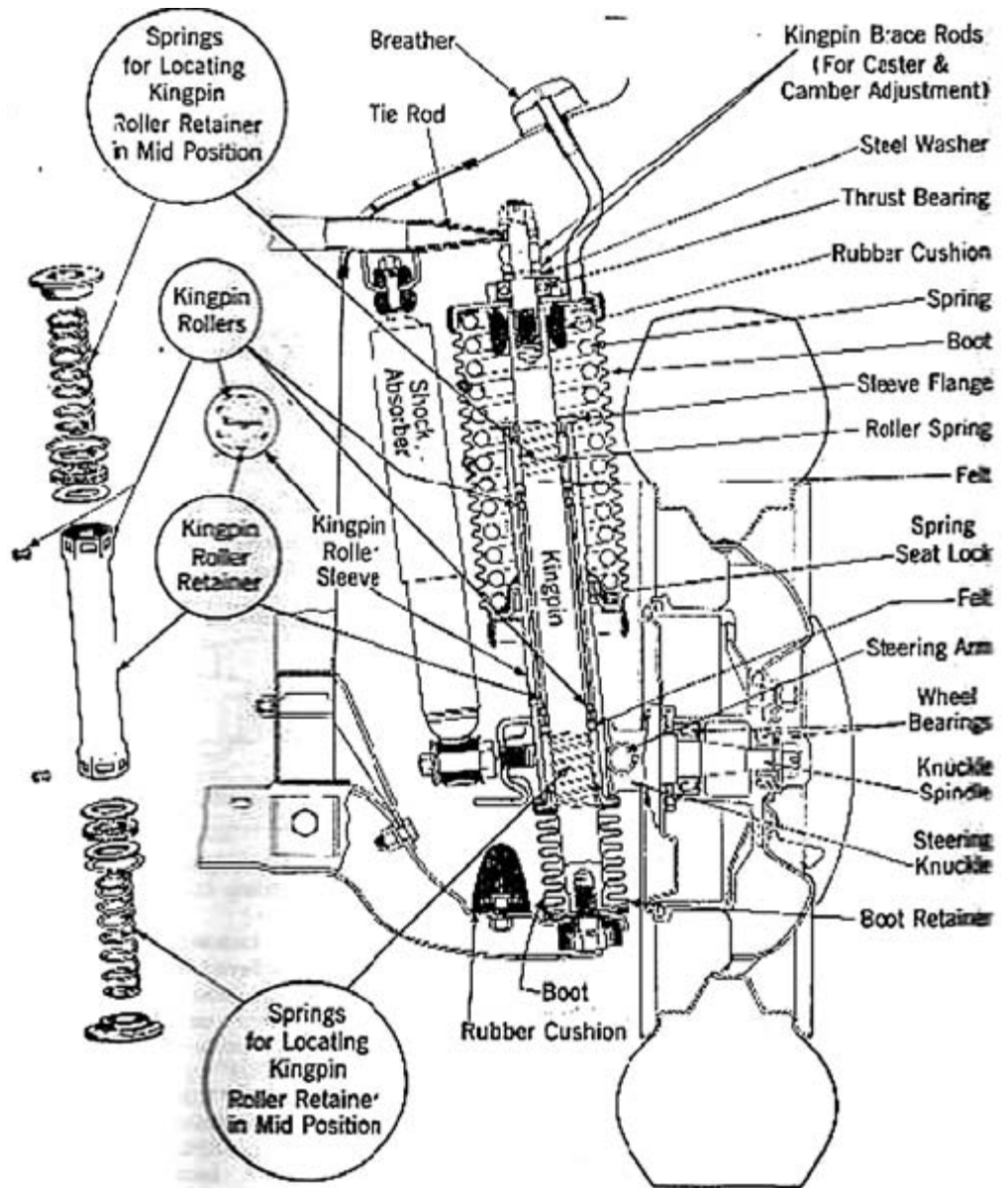


Fig. 51 Front suspension, 1941-42 "600"



1941-42 Nash

Winter Trip to Malvern

Story & Photos by Elaine Fisher

For the ninth year, Philip and I made our annual February sojourn to Malvern England for the Annual General Meeting (AGM) and Dinner Dance week-end of the Morgan Sports Car Club, Ltd (UK) www.mscc.uk.com, and to exercise Tallulah, our 1999 4-4 4 seater Morgan that we store at UK dealer Richard Thorne's. This year we extended our usual 5 day trip to 14 days.

The official AGM weekend is held at the Abbey Hotel, www.sarova.com/abbey where a very favorable package deal is available which can include 2 dinners, three breakfasts and 3 nights lodging for a very reasonable rate. Official events include: 1) the Annual General Business Meeting of the MSCC Corporation held on Saturday afternoon, 2) the formal dinner dance on Saturday evening with dancing and socializing, 3) a "spares faire" plus other booths on Sunday morning, and 4) a lunch at the Swan pub on Sunday.

Because of our Morgans Over America participation over the last 25 years, we have developed friendships with many British Morgan owners, so are fortunate to have other activities for our visit with them. This trip we visited old Hong Kong friends in London, and **MOA friends** in the following fun towns: Weymouth where we visited the Olympic site for sailboat racing; Ledbury, a fun market town; well known Stratford upon Avon; and more. **Pauline and**



Friends Peter & Pauline Camm

Peter Camm spent 2 days with us at Portmeirion, Wales www.portmeirion-village.com where we enjoyed a wonderful Morgan run over the Berwyn Pass over Snowdonia mountain. Weather for the week was very chilly (0 degrees C) but mostly dry.

We encourage others to join us on this annual trip. Airfares are about ½ the price of summer time, hotels have great bargains, as do car hires.

There are also a few openings for anyone who wishes to join us on the entire trip of Morgans Over America V, Over the West Again, which starts June 11, 2010 from San Francisco through the Rocky Mountains, Canada and back down the coast to Cambria, returning to Oakland/SF on July 19. Please contact me for further information. Participating in these events opens up your Morgan love to beyond the Bay Area.



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- Steering ●
- Sidescreens ●
- Suspension ●
- Switches ●
- Tonneau ●
- Transmission ●
- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●

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The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
Tel: 00 44 1279 725725 Fax: 00 44 1279 726901 Fax: 00 44 1279 600498 (direct parts dept)

Member Classifieds

FOR SALE: 1961 MGA Coupe

1600 cc engine, 5 speed gearbox

California car, completely restored by 3rd (and present) owner in 2002, rust free, body straight, no accidents, 7,800 miles since rebuild. Original body panels, new front spoiler below bumper. All good, original chrome, new rubber gaskets for body and glass. Painted "Paprika Red" (Jaguar color). New clutch slave and brake master cylinders, 2004. Pictures and further information upon request.

Asking \$25,000 USD

Contact Viggo Riddersholm, vriddersholm@yahoo.com or Gordon Craig, lismoregordon@sbcglobal.net.



Price Reduction on a beautiful car!

1957 Morgan Plus Four, Four Seater.

Frame-up restoration 2004-2005. all original parts.

One Mod: R & P steering that you will love. Not 100 points but close for a driver. Blood Red with Black wings and interior leather.

Chrome 60 spoke wheels with 165/15 radial Tubeless Tires.

Original leather top and weather curtains. Maintenance historical data plus additional items of Morgan interest.

M. Hershey 510-652-7140 (or) m-hershey@sbcglobal.net

\$20,000 takes it all.

Out of Africa ~ Trike Buyers Be Aware

There has been an ad on the internet recently to sell three Morgan trikes in Harare, Zimbabwe. However, the declared owners could not prove ownership or come up with the legal paperwork to sell the vehicles.

I think it is very important to verify who you are dealing with when conducting business over the internet. Buyer beware, if those stating they have ownership and selling rights cannot prove those points and then, after you have an accepted deal with them, tell you they then wish to deal with someone else so they don't expose themselves further. Such was the case in this instance.

Any potential buyer should also have someone verify that whatever provided paperwork is the genuine article as counterfeit documents are becoming more commonplace and easy to duplicate with modern technology.

It is also a good idea to touch base with the Morgan Three Wheeler Club (M.T.W.C.) and verify information through the Club's Registrar when considering any trike purchase.

I would be happy to provide more details on this matter to interested parties on an individual and private basis.

Good luck in your Morgan searches and please exercise good judgment and common sense in your internet dealings.



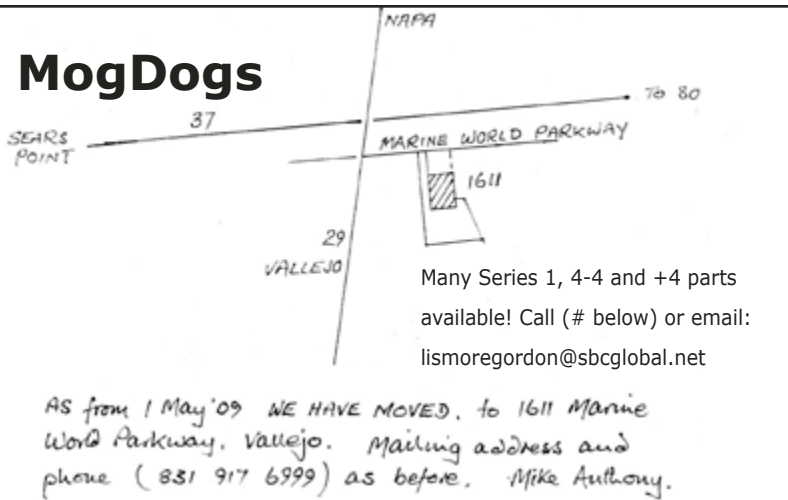
Being able to acquire, at a reasonable price, a 1918 Gran Prix as part of a lot of 3 trikes, was a very attractive internet offering.



Best wishes, Larry Ayers

Classifieds, cont'd

MogDogs



FOR SALE: Ford Focus SVT Complete Conversion Kit for +4 or 4/4

The kit includes: motor mounts, computer, ignition, and wiring, aluminum flywheel, oversized clutch, custom aluminum oil pan, aluminum water runner, and a broken SVT engine with all bolt parts in running order.

Asking \$1200.00 (a real bargain).
call Grant Larsen 650-593-6335.

Donna and Larry performed a sun dance for the OR 16 event, but as it happened the timing was off by a day for the good weather. No matter, 14 vehicles, including 5 Morgans arrived at Denny's in Corte Madera for the annual drive to Tony's Restaurant to partake of succulent BBQ oysters and other delightful seafood.

At the driver's meeting, Donna explained that the run's game was "navigator swap." All navigators were asked to ride in a different vehicle in each of six segments (including the one that brought them to the start) and to rate their experience as either hair-raising, uncomfortable, agreeable, thrilling, or bliss. Any car with a heater and a top had an edge on "bliss." In addition to securing the different rides, the navigators were given extra credit for catching a ride aboard a Morgan. After all, it was a Morgan event.

Everyone was fortified at the outset by cranberry/apricot "oyster bread." The bugle announced the departure at 9:45 from Denny's. First to the north, then west toward the Pacific, we arrived in Nicasio at 10:15. The port-a-loos across the road seemed inviting, but those clued-in visited the inside facilities. New rides were chosen, the bugle sounded, and off we went through the scenic countryside traveling through redwoods, past reservoirs, arriving in Pt. Reyes Station next to the Western Bar. Bar flies were in evidence as the bugle blew, new rides were secured, and the journey continued to Tony's Restaurant on Tomales Bay in Marshall.

Doug Hamilton was waiting for us at Tony's. Paul and Lisa Marchant caught up with us, and Paul Cowley and Sal Marino joined us for lunch. Anton, Tony's owner, allowed our group to enter before the 12-noon scheduled opening, and we ordered drinks and gathered in the back room with its scenic water views, awaiting our turn to order oysters. Seated so close to the sizzling oyster grills, many couldn't resist the aroma and sight of sizzling oysters being prepared in their half shells.

Following a leisurely lunch, the bugle reverberated to the sounds of revving motors. Navigators secured a new ride and we headed north to the turnoff to the Marshall Petaluma Road and headed toward the Cheese Factory. Mea culpa for the



L-R: Gordon, Dan, Maggi, Bob, Thorley, Bob, Elaine, Bart, Phil, Ma
Norma, Wendell, Donna.



And the winners were: Thorley with the Bronze shell Pinot Grigio, Gordon w
Donna and Larry were winners becau

Run XVI

a D. • Photos by Gordon Craig



...rj, Larry, Doris, Stewart, Marj, Linda, Mike, Linda, Bob, Bill, Kathy,
... . . Where'd George go?



... with the Gold shell Chardonnay, and Norma with the Silver shell Chardonnay.
... these people came and enjoyed the run!

errant mislabeling of one of the roads that had changed its name from Wilson Hill Road to Hicks Valley Road and wasn't caught in time to make route map corrections. However, this small hiccup only resulted in one or two drivers (and their invited navigators) making a slight travel adjustment. After a visit to the Cheese Factory loo and some brief shopping, a new ride was grabbed for the last leg of the journey. Our final stop, Moylan's Brewery and Restaurant in Novato. Eighteen of our group arrived here safely.

We took over the darts room at the end of the bar for our beverages and grading of those event sheets that Norma called "dance cards." If you partook of the establishment's "kilt lifter" ale, you may have called them something else! The awards were bottles of wine adorned with either gold, silver, or bronze labels, oyster shells and ribbons – all in recognition of 2010 – a Winter Olympic Year.

First Place – Gordon Craig with 3 Morgan rides

Second –Norma Rhathagan with 2 Morgan rides

Third – Thorley Murray, 1 Morgan ride

After the awards, a brief business meeting was conducted by Kathy Tollworthy, our club President. More socializing followed before heading home, reflecting on an interesting day, and hoping to



+8+ following another +8+ = Bliss

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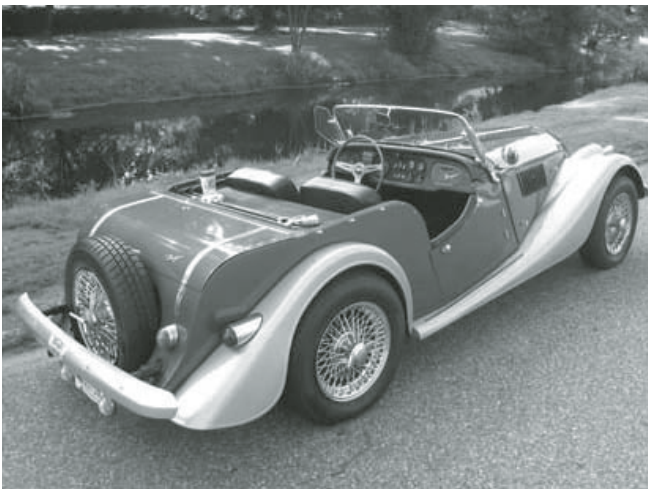
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1965 Morgan Plus 4

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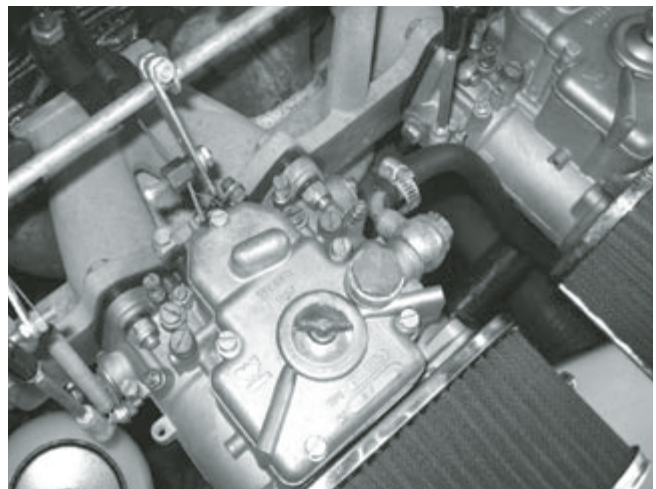
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Oyster Run XVI, *continued*

participate in another Oyster Run in 2011. Thanks to everyone for attending on this day of inclement weather. Most everyone seemed to have enjoyed a good time with no incidents.

Cheers,

Larry & Donna

Paul and Lisa Marchant arrive at Tony's in a +4 SS



Participants:

Wendell Bain & Norma Rhatigan – Honda

Stewart Slipiec & Doris McKnight – '60 Morgan +4

Gordon & Maggie Craig – Sentra

Bob & Thorley Murray – Morgan +8+

Bart Weaver & Marj Scooros - Mini

Bob Schmidt – Toyota

Robert & Allene Sieling – '03 Morgan +8

Michael & Linda Rubin – Volvo XC70

Marj Naughton – '57 Morgan +4 DHC

Bill Fink - Morgan +8+

Phil & Elaine Fisher, Linda Cannon – Honda Pilot

George & Kathy Tollworthy – GMC

Dan Roberts – Pontiac Solstice

Larry & Donna – Subaru Forester

Paul Cowley & Sal Moreno – Rolls Royce
(newly acquired)

Paul & Lisa Marchant – Morgan SS

Doug Hamilton – tin top truck



Above: Stewart probably rated a "thrilling" – or doesn't it look like "Bliss"?!



Driver's meeting.

Postcard From France

Our Excellent Summer Adventure • Story & Photos by Christopher Bushell King

(Just to get us in the mood for moggin' this coming Spring, our friend and correspondent in France, CBK, wrote us of this lovely little – and hot – tour. editor)

Bonjour,

Back from holiday yesterday. We had taken the Whizzer for a week in the Creuse then a week in the Savoy Alps.

Below, some thoughts and observations.

Where to go and what to do is easy, go to the Limousin and drive its lanes, treelined and hedgy with beautiful views of very green pastures dotted with red Limousin cattle. Then have a near death experience driving 350 miles east to the Alps – the heat was something to be fought, the maximum being 36 degrees according to the display on a roadside panel. Not the sort of thing one wants to know really, I mean as long as no-one tells you how hot it is, how can you really be hot, hmm? I had blocked off the heater air inlet, as per Tim Harris's suggestion, which limited the damage, but it was only on the way back that I touched the heater box behind the dashboard (well, you do, don't you, when you're bored stiff with the 11 ½ hour drive back home) and D*mn nearly burned myself. The air couldn't flow through the heater matrix but that didn't stop it radiating a lot of heat. I am going to lag the heater box tomorrow! A postscript – I have removed the heater fan and cut out a double layer of windscreen insulation (the stuff you use when you leave the car in the sunshine, bubble wrap enclosed in foil). I cut it 20 cms. Square and taped two pieces together. They fitted nicely into the heater box and the heater fan went back in to hold everything in place. N.B. I had disconnected the fan before dropping it down and did not reconnect

it afterwards, to avoid switching it on by mistake and showering passenger and self in chav, whose place is up in the skies and not in the Whizzer.

Still re. heating and cooling, we drove with the hood up because with the Whizzer being a 4-seater, with the windows out, the breeze blows in and stops the sun grilling us. Having experienced a day's driving with the hood down, we know that at the end you are as if you had spent the day sitting on a cafe terrace, grilled and dried out. At the risk of going on for too long about the heat, it has to be realised that the engine heat flows towards the rear of the car, a fair bit of it heating the firewall before it goes downwards and outwards. The Whizzer's aerodynamics draw most of it into the cockpit. The heat that flows under the car heats the tunnel and the floorboards. The result is pleasant in cool weather unpleasant in hot weather and downright harmful in the sort of temperatures in which we were driving.

Mechanically, and this in light of it being the first series of long runs since Kevin Vernon of Tudor Motor Body repairs had converted the Whizzer from a 1987 Ford CVH engine of 1.6l and something less than 100BHP to a 2008 1.8 litre VVTi engine putting out very near 150BHP at the wheels, the only ripple on life's otherwise smooth surface was Emma getting some hot water dropping on her feet during



the afternoon, when the temperature gauge was for once, climbing. I stopped and the water showed itself to be coming from the two expansion tank hoses. I tightened the clips and that was the sum total of the necessary mechanical interventions for the whole holiday.

When you get to the Alps, blink and blink again because coming from the plains of Northern France, it appears impossibly big, but big it most definitely is! Fantastic. We had a week of walking through the hills at about 2000-2400 metres which leaves one breathless to start with but you do get used to it (usually). That being said one is going to work on one's silhouette this winter because there are about 10 kgs. too many hanging around one's waist and having to carry them everywhere gets to be tedious.

Driving in the Alps is a pleasure. Down in the valleys, in ours at any rate, the motoring population is pretty heavily Italian, due to the proximity of the frontier, Turin being up to the top and down the other side, as it were. The top is the Col du Mont Cenis, a magnet for bikers of all nationalities



although the large majority of them are Italian. Whether driving up to the summit or down from it, one is never far from an Italian bike, some quite fast, some flat out but none doddling. At times I would have appreciated having a stick with which to beat them off, it really became rather confusing.

That being said the two sides of the Col were interestingly different. The French side is laid out in a relatively orderly fashion, with hard hairpins liked by relatively long straights through the pinewoods. The Italian side is steeper and seems to have been thrown together, sharper bends and straights which weren't and bikes, bikes, bikes. Luckily the Italians ride them quite well, because they don't seem to have a word for 'overtaking'. When they come up behind another vehicle they drive round it, simple as that. If something's coming the other way, they just accelerate so they can get round and not have to wait until the road's clear. Lord knows what the accident rate is. On the Italian side, the road from the Col runs into Susa, which is worth a visit, as it Sgr. Zizi who sells alcohols at reduced prices. There are two routes available on the Italian side, one classic and direct, the

other via Novalles – also well worth a visit – and its monastery. This one is a ripper, narrow, mostly blind and steep. The Whizzer grounded on one bend, but only one! We went up behind a Picasso being driven enthusiastically by a pal who thought he would show the ancient car what the modern car could do. When we got to the top, his clutch was smoking, mine wasn't, didn't even have the needle past 90 degrees. I have no idea what it would have been like when powered by the CVH but the VVTi had her belting up the hill like nobody's business. There is torque for sale in that car now, a real pleasure to drive, confirmed time and again over the holiday.

Another hairier climb is from Termignon up to the Lac Blanc. Steep and deliciously narrow with only intermittent guard barriers. The feeling engendered when the car is on the outside of the bend and you are seated on the outside of the car and there is no guard-rail and the first thing you'll hit if you come off is at least 50 feet below you (just before a 200 foot drop) is excellent for the concentration.

An insight into global warming. The Lac Blanc is called Blanc (white)

because you could see glacier on the other side of the valley reflected in its surface. The glacier has all but disappeared and the surface of the Lac is no longer Blanc.

After using the Whizzer in this variety of circumstances, the overall impression of the VVT is that it performs exactly as it should, excellent torque in the lacets and a steady 80 mph on the autoroute. A higher speed would still have been legal but the wind was still about acceptable at 80. I think one of the petrol receipts blew away but have a distinct impression that on the autoroute the mileage was at or very near 40mpg. The torque also had us roaring from the toll gates. While the others were still putting their cards and receipts away, the Whizzer was off and away. I refuse to consider the rate at which this used fuel nor when we were haring up to the col. One point came out of this trip, that the Whizzer is no fun to drive on autoroutes, too noisy and too windy. So in the future, our longer trips are going to be on main roads, which is no great sacrifice, because it is a much nicer way to travel and more in keeping with the Morgan's character. It'll take longer and no doubt require a night in a B&B en route but then that can be built into the whole thing.

Voilà, there you have it. If you're going on your own tour de France, you must include the Alps. To get there from the coast, keep to the East – Reims, Dole and Troyes – leave the autoroute at Amberieux and go overland across the Bugey – very pretty – to Chambéry then take the Autoroute again to Modane and the Maurienne.

And don't forget the Limousin either.

My glasses have been repaired, sitting on them during the drive home didn't do them any good.

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The Basics of Classic Car Insurance

The following article was submitted by Bob Panero.... it's good, basic information about insuring your Mog, and on what basis. editor.

Classic Car Insurance

Classic car insurance has been available for over 50 years for owners of classic, collector, antique, exotic, and custom automobiles. Yet, more than half of the owners still insure their vehicles through a standard insurance company even though they may be paying a more costly premium and have less coverage. Some estimate that using a company specializing in collector car coverage can save up to 75% and have a less restrictive policy. A major reason for specialty insurance occurs when having to make a claim. Most standard claims adjusters will not understand why using a specific repair shop or using original parts is so important to protect the value of your car.

Basic Requirements for Classic Car Insurance

While each insurance company has their own requirements, most contain the following items in common:

- Most cars must be older than a set number of years (15 to 25).
- The car can not be used for commercial transportation.
- You must own at least one other car for "daily driving".

Generally collector car insurance involves covering an older classic, collector, or antique car. There are now a few underwriters who will cover exotic and customized cars, regardless of the vehicle's age. If you qualify, premiums are usually a fraction of the cost of a standard insurance policy. Insurance company underwriting guidelines may include driving usage, special care for the car (such as how it is garaged), good driving records, and few if any youthful drivers. Some brokers market policies nationwide, often including coverage for spare parts and towing. You are not required to insure your "daily driver" with the same company. You will want to insure your regular car with a standard insurance company and use the specialty insurance for the collector's car.

Types of Coverage

There are three basic types of coverage. Understanding the differences and selecting the best for your needs will play a very important role should there be the unfortunate need to file a claim. They are:

- Actual Cash Value (ACV)
- Stated Value (SV)
- Agreed Value (AV)

Insurance companies will use one of these three different policy forms. These methods of determining the value of a loss for each is different, misunderstood, and frequently misrepresented by insurance agents.

Actual Cash Value: This is the typical type of coverage in a standard insurance policy and pays a "depreciated" value in the event of a claim. As the vehicle gets older, its value decreases. The insurance claims adjuster decides what the car was worth at the time of the loss. Disagreements can sometimes only be solved with litigation.

Stated Amount: This is the type of policy is often used for collector car policies and is frequently misunderstood. Many "Stated Amount" forms state the insurance company will pay the lesser of: The Stated Amount or The cost to repair the covered auto not to exceed the "Stated Amount" or The "Actual Cash Value". The "Stated Amount" only serves to set the maximum amount that will be paid. It does not guarantee you a settlement amount that reflects the value of the car when a loss occurs. The "Actual Cash Value" language allows the claims adjuster to settle your loss for an amount less than the "Stated Amount." Sadly, most insurance agents are unaware of this detail. Most agents, unaware of the actual policy language, will insist if your collector car is stolen or totaled, you will receive the stated value. Wrong!

Agreed Value: This is the type of coverage you should purchase. With this policy you are guaranteed in writing the amount you would actually receive if your car is stolen or totaled. There should be no "Actual Cash Value" clause in the policy. The "Agreed Amount" policy should state that the insurance company will pay you the lesser of: The "Agreed Amount" or the cost to repair the car, not to exceed the "Agreed Amount". The "Agreed Amount" should be reviewed carefully with your agent.

before the policy is issued. Your agent and you must agree together upon the "Agreed Amount" before the policy is issued. The "Agreed Amount" should represent the true market value of the car at the time the policy is written. If the market value changes during the policy period, the "Agreed Amount" can be changed by endorsement. Before policy renewal each year the "Agreed Amount" should be changed, if necessary, to reflect current market value. Most standard insurance companies do not offer an "Agreed Value" policy.

Additional Coverage: Some insurance programs will allow you to cover specific special equipment with exact replacement from the same manufacturer. Most policies will specify the maximum miles of driving allowed annually and may even restrict you to driving to special events and car club events. Also, as with standard automobile insurance, the deductible amount for coverage of physical damages can vary. Make certain you fully understand the limitations of the coverage before purchasing the insurance.

Claims

Statistically, you are more likely to file a claim for repairs than for total loss from theft or being totaled in a wreck. Make sure your policy allows you to select a qualified repair shop and to use original parts if available. Be aware that insurance company claims practices vary widely. It is very important to have an Agreed Value policy and an agent with claims authority who understands the insurance risks involved with classic and collector cars. If your car is stolen or totaled, you need to know in advance how much you will receive.

What is a Collectable Car?

The answer is not as clear-cut as it used to be. In addition to the obvious classic cars, many insurance companies are now covering hot rods, muscle cars, vintage pickups, vintage race cars, and exotic sports cars. If you have a vehicle that you are preserving for future value and is rarely driven, contact a company that insures specialty cars and inquire. You save both some money and

perhaps future aggravation should you have a claim.

Determining Value: For many of the classic and antique cars, determining the value for insurance purposes is fairly simple. There are several very good price guides both in book form and on-line. Placing a reasonable value on a custom or recently restored vehicle can be more difficult. Keeping receipts for the original purchase plus receipts and records for all work done will prove to be very helpful. Professional appraisers are available who can help resolve the differences of opinion between a car owner and the insurance company. Just make sure this is settled before purchasing the coverage.

Purchasing a Collector Car Policy

First, make sure your policy will be underwritten by an insurance company licensed by your state insurance department. Insurance companies are rated based on their financial condition by Best's Key Rating Guide. Avoid any company that is not rated "A". Your policy should be written using policy forms approved by your state insurance department.

Be sure that liability and uninsured/underinsured motorists coverages on your collector car policy is at least equal to the coverage limits on your standard policy vehicle(s). A few unethical or uninformed insurance agents will tell you not to obtain a separate collector car policy because their auto policy or personal umbrella/excess policy will not allow it. This is misleading and simply not true. If necessary, ask the agent to show

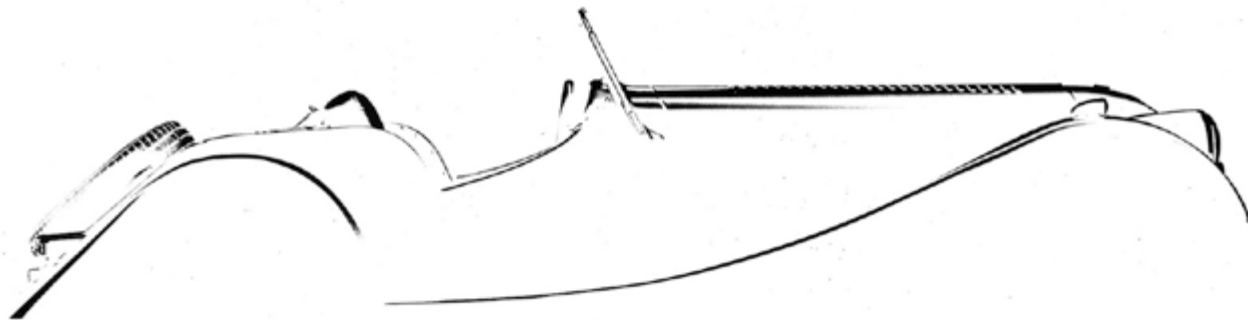
you where their policy states you cannot secure a separate auto insurance policy for your "Collector Car."

One of your most valuable sources of good information and advice is your local car club dedicated to the type of vehicle you want to insure. Look for car owners who have had the misfortune of filing a claim. Ask if they would use the same insurer again. Also, many agents who specialize in collector car policies are active member of the local clubs and perhaps own cars themselves.

Article courtesy of Leland-West Insurance Brokers, Inc.

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