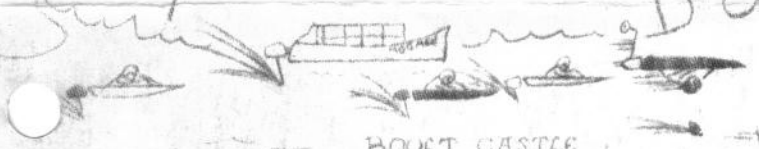


THE CORSDONS, OLD MILL, KINGSBURY

AUG 1968



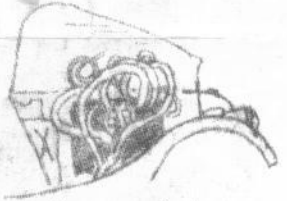
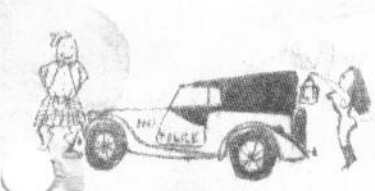
BOAT CASTLE
1000 ISLANDS



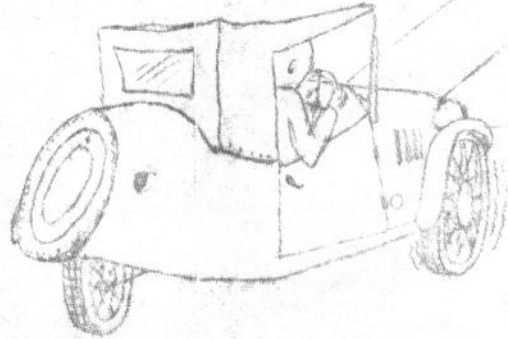
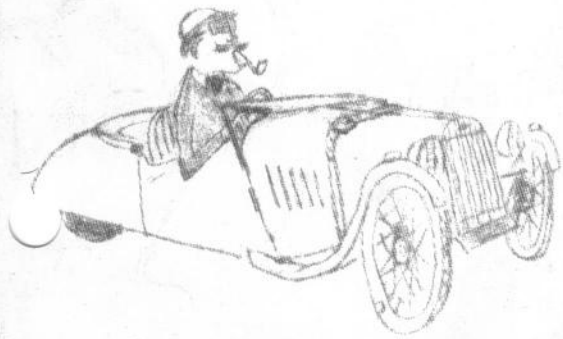
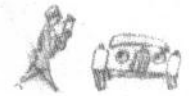
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MORGAN OWNERS GROUP TORONTO

NEWSLETTER DECEMBER 1968. - EDITOR - IAN CAMPBELL - TYPING - JEAN PAINTER

Merry Christmas all you merry Mogmen and by way of celebration we feature a not so short resume of the past season's activities by Doug (the Muffler) Price. - Ed.

But first these words from our sponsour.....

BADGES are now available from the badgesmith. Call Ian at RO-7-7411 and he prepared to cover his palm with a five dollar bill.

NEXT EDITION of the NEWSLETTER will appear sometime in the spring.

PLUS EIGHT - Ken Miles has written me a letter in which he gave his impressions of the new "+8". Since it will be of general interest, I reproduce it here.

Dear Ian:

I was in Malvern last Monday. The +8 is superb. They (Messrs. Boman & Acock) picked me up at Worcester in it and drove me around for awhile and then let me try it. Doing 70 in fourth I hit the gas and was doing a hundred before I realized it. Cornering at 85, it was quite at home. The car to me seemed to have much better stability than the write-ups said. I thought the cornering was better than the +4.

The car will do 40 in first with no trouble, 70 in second, and 104 in third. At present it red-lines at 5500 but Peter Morgan tells me that if I put in American tappets, as I think I shall, it will red-line at 6500. This would give a top speed of at least 146 mph. Also by putting on dual exhausts and reducing the manifold sizes the power will be increased. Rover is evidently working on this idea now and it might be ready in time for my car. Boman & Acock are checking into special carbs for me and will let me know; Peter Morgan also feels that these will help. The clutch in the +8 I drove is a competition type, however they are switching to a better racing clutch.

At present the car is not suitable for export to the U.S. because it does not have dual braking and a non-toxic engine. These should come soon.

Ken.

SKIING - It seems that some Morgan types are avid skiers. A group ski outing to Blue Mountain or elsewhere could be arranged. Interested skiers might give Doug Price a call at LE-7-4026 early in the season. Doug has the distinction of breaking his leg a Grenoble while watching the Olympics and is prepared to give lessons on this facet of the sport.

1968 REVIEWED:

The season kicked off with a joint Detroit-Toronto meet in Gananoque which featured a boat trip through the Thousand Islands. The captain's humour was a bit thick, however there were such distractions as barging through a speed-boat race course encompassed by swarms of howling racing-craft. A half-hour stop on the tiny American Heart Island permitted a quick tour through the ruined folly of Boult Castle. Dinner at the excellent "Golden Apple" finished the day for most of the Canadians who were returning to T.O. The tenor of the return trip was set early on when the editorial Drophead Coupe quite literally dropped its head a speed, leaving masses of dents on the rear deck. Then Alasdair Wallace's generator packed it in about 200 miles east of civilization. Attempts at repair at a service centre were fruitless and negotiations to purchase the generator from a Vauxhall were instituted (Alasdair viewed this source of parts with extreme distaste). In the end to the astonishment of the proprietor, Ian Campbell (who can smell a Morgan a mile away) found the correct new part in the spare parts room.

Not unmindful of the moral support of fellow Moggers in those grim wee small hours, Alasdair threw a bash for all a few weeks later. Returning the favour, the group turned up on a scorching hot day at the Old Mill to give moral support to Alasdair's '4 at the Jaguar Owners Club Concours. No one else had the face to enter except Brian Hingston with his 1936 MG J2. Incidentally one of our number met Sid MacKay, now in Toronto, former editor of the Morgan Three Wheeler Club's Bulletin. Free eats were on hand nearby at the writer's ancestral home and the beer strike was celebrated as the last hoard of beer in the Kingsway was consumed.

In July the Toronto Group toured up the Conestogo valley and into the hills to West Montrose to find Ontario's last covered bridge, and then dashed through the undulating Mennonite country to Stratford. A picnic lunch by the Avon River with the Detroit contingent and several of HMQ's swans preceeded the matinee performance of Romeo & Juliet. A dinner in the reknown German Baroque Room of the Walper Hotel in Kitchener completed an excellent outing remarkable for freedom from mechanical breakdowns.

Summer closed with Ken Miles setting off for two years on an Athlone Scholarship at Nottingham University and to pick up a Plus Eight.

In September the old crocks club held its very upper class concours at the Inn-On-the-Park. Ken Brown, having copped a first last year with his barrel-back 3 wheeler showed but did not enter. Dave Smith's beetle-back SS 3 wheeler was still undergoing the agonies of restoration. So it fell to George Ormsby to carry the colours with his unrestored 1933 Family Matchless MX S/V WC. Exploiting the judges' ignorance on the matter of Morgans, George garnered full marks for a faultless rear axle and for original brush-applied paintwork which if nothing else is certainly old.

The Great Lakes Group wound up the season with its traditional Annual Dinner at Haven Hill, Edsel Ford's woodland-retreat essay in Millionaire Rustic. The Toronto Detroit stage was completed in good order (with only a minimal number of stops to fix a tailpipe) and marked by a barbeque at the Frantz's. Then a leisurely tour with George's Family and Terry Fitzpatrick's 1936 F Type to thoroughly alarm the bourgeoisie of Merrie Olde Birmingham. After dinner the writer trotted out his film slides of 3 - wheelers at Prescott Hill and 4 - wheelers at Malvern. Impromptu hillclimbs were the order of the night giving the distant townsfolk good cause to wish the Ormsbys' barely muffled 3 wheeler had never crossed the Pond.

Next morning found the Hogtowners at the Henry Ford Museum inspecting Bugatti Royales and various Americana. The homebound convoy became separated when the ancient Drophead went a bit senile. By the time a new condensor was located from a Massey-Ferguson dealer in London a forest fire had blocked The Mac-Cartway and the rump of the convoy wended its weary way along the backroads.

The 1968 season closed with a lively day at the Strickers' which featured films of Canadian Grands Prix and that new classic "Ontariario". Peter Vickery arrived in a Meseratic Quattro Porte, the Sands in a Metropolitan Police Yellow 4 - seater - one of the last ⁺4's built. The highlight was Eric Dawson's 1932 aircooled JAP 3 - wheeler. M.O.G. traditions were upheld on the homeward trek when Dawson's rotor came adrift and the wee beast had to be towed home by a 4 - wheeler.

ACCELERATION TIMES

The following acceleration times have been compiled from published road-tests. In 1958 the "Motor" made the interesting point that wire wheels reduce speed by 3%. (Speed in mph, time in seconds, PK - Power Kit).

	0-40	0-60	0-70	0-80	0-90	0-100	TOP SPEED	
							MEAN	MAX.
1939 SS MX2 A.C. 990cc (Road & Track March 1957)	6.3	14.0	20.1				85.0	86.2
4/4 Series II 1172cc (Autocar 1956)		29.4					70.5	70.7
PK(Road & Track 1957)	8.0	20.5	28.8				80.0	83.2
PK(SP. Cars Ill. 1957)	8.7	20.4	30.3				77.5	78.2
4/4 Series V 1499cc (Road & Track 1963)	7.0	16.5	26.6					80.0
+4 Drophead Vanguard 2088cc (Autocar 1951)		17.9	28.0					85.5
+4 Drophead TR3 1991cc SP. Cars Ill. 1958)	5.3	11.8	16.5	21.9			98.0	99.6
+4 Tourer 1991cc (Autocar 1954)		13.3	17.5	24.5	35.9		96.3	102.0
(Road & Track 1955)	5.5	10.8	15.1	21.2	29.9		98.4	100.0
(Motor 1958)	4.6	9.7	13.3	19.1	28.5		100.3	101.1
(Road & Track 1959)	4.8	9.9	14.0	20.0	28.8		100.5	102.1
(SP. Car Graphic 1961)	5.2	10.9	15.7	21.3			104.0	
+4 SS (2138cc) (Road & Track 1963)	4.1	7.8	10.5	13.0	17.0	21.0		
+8 (3529cc) (Autocar 1968)	3.5	6.7	8.6	11.8	14.5	18.4	124.0	125.0

STOP PRESS: The team of Pigott and Price finished 7th out of 55 cars in The I.C.S.C.N.Y United Appeal Rally in a 1968 +4.

the paragraph describing the delightful day we spent at the Hingston Farm got lost in the printer.

Sorry ED.