



The Inestimable Blurb





PREZ'S PIECE

Befor I get into the club news can I please put in a personal note to a couple of members. namely Chris Charles, John Roden & Brian & Linda Rumohr, Many Many thanks to you all for the dependable and able assistance given to me at the recent RROC National Meet held in August, you all are without a doubt the greatest work crew any one could wish for, I realise I reached the stage of complete exhaustion but without your labour and support my job as Head of Registration would have been impossible, I raise my glass to the best friends and crew anyone could have.

OPEN LETTER TO THE CLUB WORKERS

OK OK I get the message so I am a slave driver,; to have to accept one resignation certainly brings it home but a mass exodus;; this brings it to the ridiculous, you could have told me to do it myself, stuff it in my ear, or what-ever, even told me to quit as you can do it better, did you have to leave me stranded?

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All kidding aside you all know by now that Doug Price resigned as Editor last June after many years of giving of his time & enthusiasm to the club, our thanks to you Doug for a job well done and may you enjoy your well deserved rest from printing deadlines.

John Roden has gallantly agreed to step in and give the job a try as Editor with many miss-givings at the thought of following in Doug's footsteps which I agree will be a hard task for John, he in turn has asked for all the assistance he can get from you our members, so how about getting those pens out, write letters, send news, photo's especially those members living far afield who cannot attend the Meets, like, how come I read a piece by George Fink in Minneapolis in the MOPS newsletter but we dont hear from him?. (Yes you too Collins, PLEASE)

Next in line was our Burser Linda Rumohr who takes it into her head to change careers and for the next coming months will be totally absorbed in study and adaption to her new life so therefor cannot devote the time to the club. Pauline Smith has offered to make a change from Regalia to Treasurer for which I thank her but this would still leave me as the only pick & peck to make up the membership lists/ mailing lists etc, we really could do with a volunteer proper typist to keep the records up to date, any volunteers??

To round this off, I also had been giving a lot of thought after a very hectic August to the fact that every year we see the same faces doing all the work at the Niagara Meet, With John being our new Editor, perhaps its about time we found other willing members to take over, not only the bookings of the event, but also the advance work of publicity, Registration forms and packets, arranging dash plaques, artwork, Trophies, and the Judging Team with a crew to work the weekend, thereby giving John, Linda, Pauline and myself the first opportunity in years to relax, enjoy the weekend too and chat with our friends, I am even willing to type up a guideline of whats needed & when for anyone interested and willing to help, how about it, perhaps we have reached the end of taking the few willing ones for granted and its time for others to step in and help too.

We certainly had the expected good weather turn hotter than ever for the Niagara Weekend and I hope all enjoyed themselves, it was certainly a memorable one with International flavour having Kathi Hoffman of THE Polish Morgan Club fame join us, otherwise known as the Wicked Woman from Warsaw, plus Klaus Spangenberg with whom I had been corresponding for several years and met in person for the first time in DC then at the 75th, and to top it off a flying visit on the Sunday from our own Ann Walters also seen the last time in Malvern at the 75th, boy these Morganeers sure get around and its great to have them join us our thanks to you all for coming.

My apologies for the delay in the calendar up-date but honest it really has been kind of hectic around here and as soon as this gets in the mail I shall start chasing others again as to what/when/where/& how, and get things going again on the phone.

For all that crush of volunteers I am expecting the phone # is Audrey Beer 416-857-3210 and the Letters to the Editor go to; John Roden 63 Dunvegan Road St Catharines Ont. L2P 1H9.

Audrey Beer.



Dorothy Morgan at Stoke Lacey in 1913 with her personal Morgan. (Photo kindly provided by J. Alderson)

OBITUARY

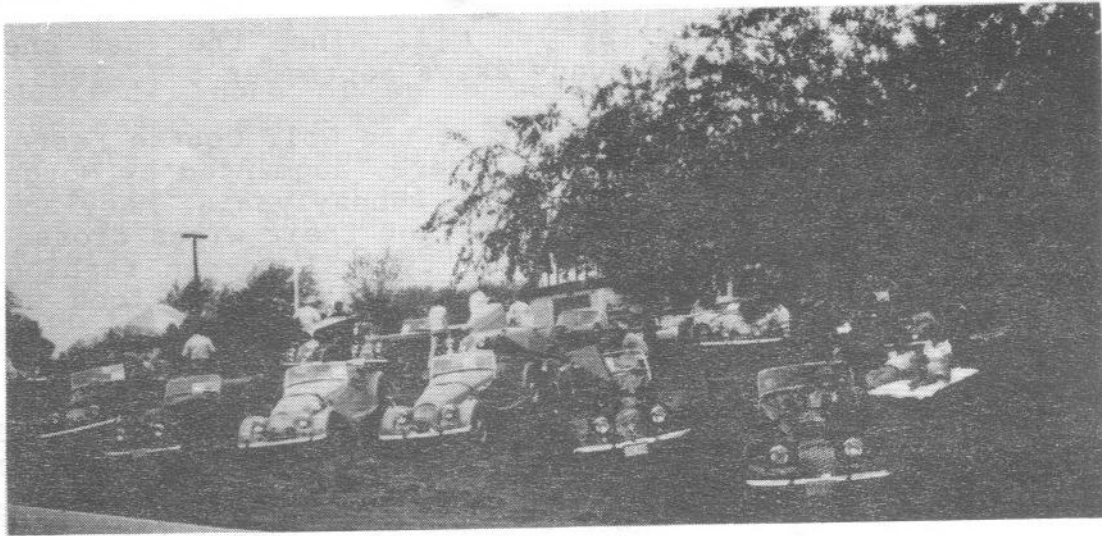
With sadness we have to announce the passing of Dorothy Morgan, youngest sister of HFS Morgan.

Born at Ramsgate on April 6, 1891 she died on August 26 aged 94.

She could claim to have been the oldest Morgan driver, having been at the wheel since 1912, and owning her own Morgan since 1913, a Birthday present from her brother.

She both passengered with HFS and competed herself in numerous trials.

She had always followed with interest the fortunes of Morgan Motors, many will remember her enthusiasm at the 75th celebrations last year.



NIAGARA '85

After months of planning (at least 12 since the last one) Niagara '85 was held under sunny skies September 5-7, 1985.

Friday night was 'Noggan n 'Natter at the Golf Course restaurant. The usual Hogmog crowd was there, augmented by Morgan folks from Ohio, Michigan, New York, Pennsylvania, Maryland, as well as Washington D.C. Somebody got their wires crossed, so no free food was available. In typical Morgan fashion, inner body space which had been reserved for the food was soon filled by the cool liquid being dispensed over the bar. There's a lesson there somewhere.

Saturday was a beautiful day--if you like sunshine, heat and humidity. The only one who really enjoyed the weather was Al Marsh, who is acclimated to the Washington summers.

If that's true, my wife wants to know why I spent the afternoon talking to him in the air-conditioned bar. Was it really that hot? Sure it was--it was so hot that it melted the wax in Sgt. Major Geo. Lafford's mustache. Coping gamely, Chief Judge Martin Reece, nobly assisted by Santa's helper, Katie Hofman (of Polnog) judged 34½ cars lined up on the golfcourse lawn under the sweltering sun. The rest of us relaxed in the shade, in the bar, wherever. Having been judged, most everyone had gone for a drive or a swim by 3:00 p.m., not to begin until cocktails at 7:00 p.m.

The awards banquet was highlighted by an inquiry into Superman's underwear, which leaves one wondering just where this issue arose, and why.

Presentations were made to Ed and Cinde Berre (Cincinnati, Ohio) for their recently restored green +4, a very worthy best-in-show, and to Richard Nichell (Toronto) for his '52 flat rad 4 seater which was voted "People's Choice". The longest distance award went to Cindy Mitchell, almost 500 miles from home. Also a winner (at least twice) was Peter McGowan of Toronto. His car (which was not identified by the judges) had been in storage for 19 years before this event. The story goes that he bought a battery, topped up the gas, oil and rad, turned the key, and started up and drove to Niagara. That's not remarkable. What is remarkable is that after the longest period of mental health ever displayed by a Morgan owner (the 19 years), he has again fallen victim to Morganmania. Pity!

Sunday brought the "best-organized Morgan tour ever." Nick Murphy organized and led the trek through the Niagara countryside, forcing all participants to answer a series of torturous questions, none of which were related to the tour. The tour ended, strictly by accident, at our house where food was eaten, drink was drunk, and a member of the local constabulary tried to rain on our parade. The rain held off, with an assist by Sharon. One surprise visitor turned up--Ann Walters, ex Toronto and ex Dallas Morgan cheerleader. No one who knows Ann will be surprised to learn that she has taken the Texans by storm, is founding Morgan clubs in droves and will shortly run for President.

The last Morganer left about 6:30 p.m. The last guest was Stg. Major Geo. Lafford (Royal Ancaster Constabulary or R.A.C.) whose foreign automobile betrayed him, and almost left him stranded in St. Catharines.

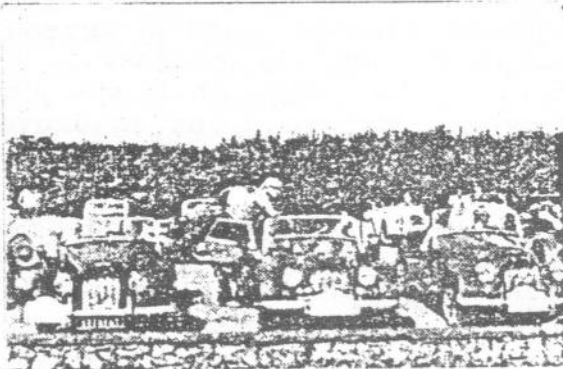
It was fun. It was so much fun that we will do it all again next year. Maybe Superman will return!



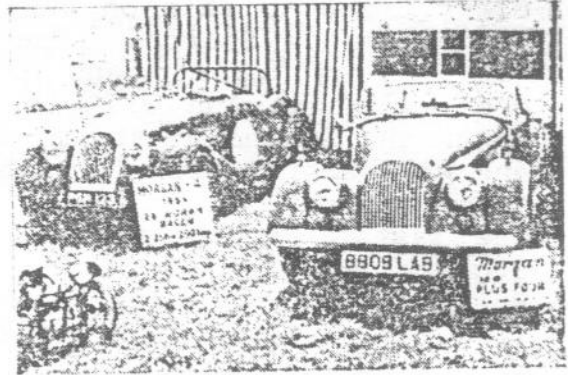
MORGAN PLUS 4

2 Litre Twin Cam Injection

DRIVING IMPRESSIONS



Prototype of a Prototype. Peter and Heather Morgan in the latter's personal car, at Mog Lorraine, September 1983. 4/4 badging with a 2 litre, carburettored, Fiat unit undergoing evaluation.



A pair of 'Works' cars with some 30 years separating them. The older car belongs to John Macdonald.

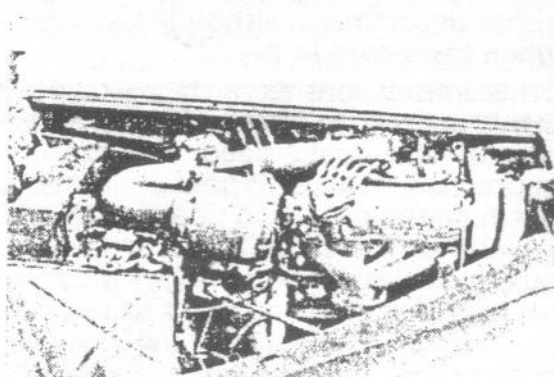
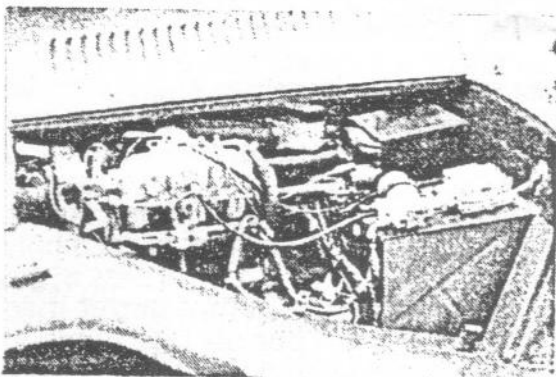
HOW IT CAME ABOUT

It started with a letter from member J. Walwyn of Frome. "Why doesn't 'Miscellany' test drive the new Plus 4 instead of members having to rely on outside reports in car magazines?" he asked. Why not indeed? It hadn't been done before but then that was no reason for not breaking new ground, particularly with such a significant step forward in the Morgan story. So it was arranged with the kind help of Mark Aston at the Factory. All that was needed was to recruit that leading exponent of the TR engined Plus 4s, the Rev. I. R. Drotcart (and he needed very little persuading I can tell you!), and we were in business. So, what follows are two sets of driving impressions with the Rev. taking the more technical slant on the new car's performance on the road and the Editor taking a — well, let's say an Editorial view of the beastie.

THE SCENE IS SET

It was a searing hot, sunny, open Morgan type of day. The Rev. took the wheel first. After a while he was beginning to find the ease with which the new car 'took out' tin top after tin top on the main Worcester to Leominster road a bit of a drag (with the exception of a delicious, very early Bristol that was wacking along at a good lick) so when I saw a sign for Martley, which is in Shelsley Walsh country, (where perhaps I made the first ascent of that famous hillclimb for the new model so that we could take some action pics.) he needed no further bidding to 'throw a right.' With a long, smoothish, very twisty and steep hill sitting there right before him the Rev's crusty old 'map' lit up. The Biggles-type moustache twitched, the teeth clenched themselves in readiness to deal the local fly population a mortal blow, the eyes gleamed and sparkled with a determined 'up and at 'em' look and the bit forced its way between those clenched teeth - his own he assures me. The right

sort of hill; a Morgan sort of hill! Zap, pow, wham — we were off as if the Mongol hordes were hard on our heels!



The aesthetically attractive looking Twin Cam. Note the untidy wiring on the nearside view is part of the Plus Eight's loom. The production cars have a purpose built one.

'THE SPEC'

So what of the Plus 4s 'spec' from a layman's point of view? The fuel injection 2 litre Fiat twin cam pushes out 122 b.h.p. - 132 b.h.p. if you instal the cams from the Abarth 130TC. For an increase in weight over the 4/4 of 10% you get an increase in power of 27% if you take the XR3s quoted power or a handsome 36% if you take account of the emission regulations' strangulation of the Ford unit. In performance terms you get a 0-60 in 8 secs. with a maximum of 116 m.p.h., all for 27½ m.p.g. overall. The car comes in 2 or 4 seat form on six inch wire wheels only (from India under Dunlop licence - a cast alloy wheel mould with a limited life sets you back £20,000 - upon which, for the first time, very grippy low profile 60 Series V.R. Avons are original equipment.

The bucket seats on the prototype test car, B808 LAB, have adjustable levers underneath - a great and welcome improvement on the twin winged nuts and bar on my 4/4 and no adjustment at all on the Rev's '55 Plus 4. Steering wheels are a personal thing and no doubt you can specify what you want. I'm used to a 'Brooklands,' but it was not the reduced diameter rather than the sheer thickness of the handgrip on the one fitted to the test car that did not appeal to me. There was no red line on the speedo I noticed.

The test car had Plus 8 triple wipers and wider sills to step over with the bit added on for the fatter tyres and wheels. The front bumper on the other hand is inside the outer edges of the wings to conform to current safety requirements towards pedestrians.

THE MANNER OF ITS GOING

As to the way it conducted itself on the open road, I approached the car with two preconceptions that were quickly dispelled. First the Fiat gearbox. Having tried a string of my Father-in-Law's Fiats with their notchy, rubbery, imprecise gear changes (that have admittedly become successively better with each new model) I was a bit apprehensive about a Fiat box on a Mog. I needn't have worried. Although getting into first while at rest was a bit stiff and, in the short time I drove the car I didn't fully master reverse - bang through to the right against the spring loading, lift and down to the right - I felt quickly at home with this box. The other preconception I had concerned the low profile tyres. They have a reputation of exchanging impressive grip and handling for the penalty of road noise and a

hardening of the suspension characteristics. Wasn't the latter a recipe for disaster on a car that hardly has a reputation for a high degree of softness? There again I was happily wrong where this Morgan was concerned. There was no penalty in either department, although the steering, and indeed the whole car, felt heavy, when compared to my 4/4.

Other impressions were that, except on long motorway journeys, the overdrive 5th is unlikely to be needed by an enthusiastic Morgan driver. There is all the oomph you could need and more in 3rd and 4th. Perhaps the overriding impression however is how undramatically the car delivers its power and puts its down on the road. Don't be put off though: the power is there alright, in copious quantities. The car is 'a real scorcher' as it happens and corners exceedingly quickly as if there were 'super glue' squirted onto its 'boots.' So effortless is the performance that you don't have to try too hard. It rides the bumps better than its narrower, lighter, less powerful baby brother and is not put off by a bump in mid corner. In fact so smooth was it on the main roads I could write notes from the passenger seat!

BEYOND COMPARISON

To sum up then. In December 1968 'Sports Car Graphic' (an American magazine) referred to the then new Plus 8 as 'Thoroughly Modern Morgan' in the title to the article - a play on the then recently released Julie Andrews film, 'Thoroughly Modern Millie.' This sentiment could equally be applied to this Plus 4 - it 'feels modern.' It is the latest statement of the art as seen by Morgan. A giant step forward for Morgan as the Plus 8 was at its introduction. It is a car that can be driven extremely quickly and enthusiastically for mile after mile on the right, Morgan sort of roads, without any dramas. On a purely personal (and prejudiced?) note I miss that drama, of being able to throw the lighter feeling 4/4 through a series of bends and catch it each time, although I have a sneaking feeling that I might be quicker with the Plus 4!

So, finally, how does this car compare with the former proud bearer of this name. In short, it doesn't, simply because we are dealing with two very different animals. The glorious reputation of low revving, torquey T.R. Plus 4s will not be harmed by this newcomer bearing its name. The 'newcomer' I feel sure will earn its own high reputation and bring further honour to the Morgan marque. Long live the old Plus 4; long live the new Plus 4!

CHRIS ROWE

PLUS 4 OR NOT PLUS 4?

It is amazing how Morgans bring out the best in people. Despite the severe warning in each month's Miscellany of the copydate, I had screwed up my courage and called the Editor, a few days after his deadline, to plead with him to include details of the 1985 Plus 4 Championship in the next copy of Miscellany. Not only did 'Ed' save me from having to do a full-blown telephone grovel by readily agreeing to squeeze a paragraph in at the last moment, but he emitted the memorable mumble "I'm going to be roadtesting the new Plus 4, and I think a traditional Plus 4 pilot should also give his driving impressions; would you like to help?" Help! It's not every day that the chance of playing with a brand new Factory prototype is made possible, in fact it's never happened before to me. Needless to say I speedily agreed.

After a false start when some Prince of the Realm took priority, the event took place on what proved to be a beautifully sunny afternoon, sandwiched in between some of the appalling weather that we experienced in June. A derangement in the differential gears of my trusty chariot looked as though it was going to prevent me from arriving flying the flag for the first and true Plus 4, but once again good nature prevailed, and the ever-generous Chris Adeney loaned 'Ethel,' his flat-rad four-seater, to ensure that I arrive as a proper representative of the Plus 4 contingent.

I have to admit that my, and indeed many Plus 4 owners', reaction to the prospect of a new car carrying the Plus 4 label but with a Fiat engine, was righteous indignation. Spluttering like red-faced colonels in a St. James' club facing some new outrage which would never have happened when Britannia ruled the waves and all was well from Putney to Poona, we herumphed, tut-tutted and generally disapproved. Thus my first reaction on learning that I was going to have a go in this new device, was to think of an exposé of all the ways in which the new car was not the same as a proper Plus 4. However, a moment's careful reflection revealed that this would really be the act of a buffer or what those curious people in the Big City and the Media call 'Young Fogies.' Whatever else we are concerned about, it is not spluttering over gin and tonics, it is about driving exciting and rewarding cars. So more mature questions seemed to be: firstly, what characterizes the old Plus 4 and its place in the Morgan range; and secondly how does the new Plus 4 fit into that picture. It seems to me that the Plus 4 came into being as a car which in its time was one of the best performing sports cars in the affordable range, characterized by a relatively slow-revving, beautifully torquey engine which would pull from virtually zero revs in top, but was also capable of producing extremely satisfying acceleration and exhaust noises. The more I conjured with that picture, the more I realised that the modern day equivalent of that car was clearly the Plus 8, which very satisfactorily fills that niche in the model range. By now I was feeling positively analytical and decided that the most appropriate approach to this road test was to give the impressions of the new car from the standpoint of someone steeped in its predecessor by name, and the following is an attempt to do that.

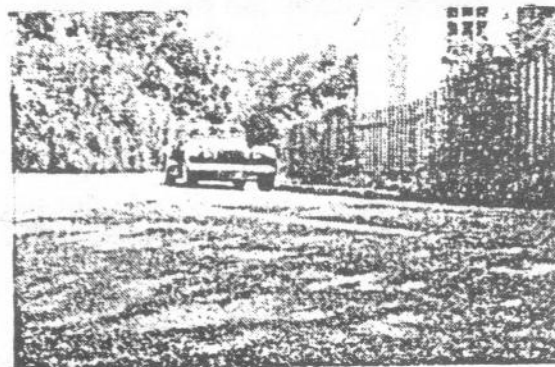
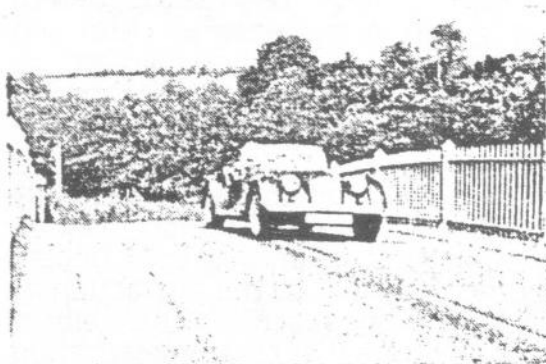
Safely arriving at Malvern Link and joining up with the illustrious 'Ed' we gratefully received our toy for the afternoon. 'Ed' is, I hope, going to give chapter and verse on the specification of the new car with the aid of the official Factory statistics, so I won't rattle off a series of numbers for fear of repeating information, and probably getting it wrong! The car, in a sort of gunmetal grey, which seems to be popular amongst modern Morgans, looked wide and low to my eye, with some very purposeful looking six-inch wide wheels. Now I've never really subscribed to the wire wheel enthusiasm, seeing them as a pain in the neck to clean and expensive to overhaul, but it must be mouthwatering for anybody already on wires, to see these new wider wheels readily available. After twisting 'Ed's' arm, he suggested that I should take the first drive, and so I slipped in behind the wheel and encountered the first notable differences.

The car felt very wide. A Plus 4 pilot naturally drives with his elbow stuck jauntily outside the car, and indeed the bearded wonders of Durham and London, insist on cornering with the whole of the right arm out of the car, drumming their fingers nonchalantly on the doorskin, and whistling tuneless ditties to the distraction of marshals and RAC officials. I found it was really quite a long reach to get my elbow out. The additional width also means that you don't have that chummy sensation of rubbing shoulders with your passenger, which may or may not be a good thing, dependent on passenger.

The second surprise was that I could not find the steering wheel. A Plus 4 driver naturally looks for a steering wheel just in front of his chest, conveniently placed to hang on to, so as to maintain a nice upright driving stance, and of sufficient diameter to enable one to lean the car round corners, by applying full body weight to the appropriate side. Such is a Plus 4 steering wheel, and it was missing. There was a sort of thing the size and shape of a black pudding somewhere near my knees, which I had been trying to ignore. It was here that the Editor's eyesight showed itself to be quite sharp, despite the evidence of his choice in paint, as he quickly noticed that said black pudding was in fact the steering wheel, and therefore some adjustment of the driving seat was necessary in order for me to get comfortably close to it.

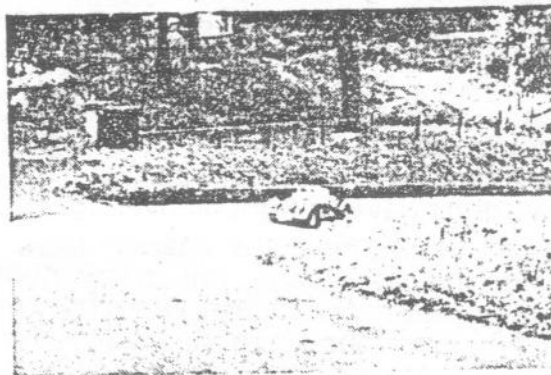
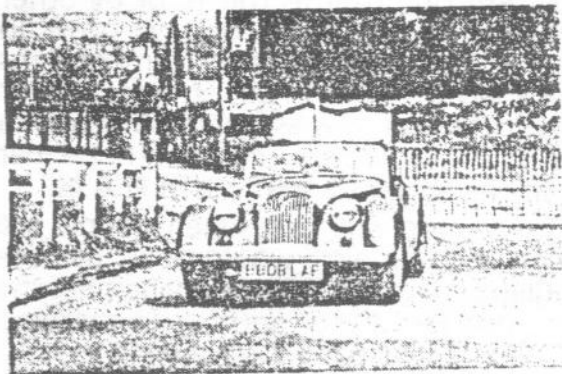
Obviously the other big difference was the five-speed gearbox which was somewhat lighter than a Moss but not having the same satisfying clunk. As always with five-speed gearboxes it is necessary to find its particular peculiarity for hiding top gear. This Fiat gearbox puts 5th in the top right-hand corner, opposite to reverse, but in fact the change presents no problems provided that you allow the bias on the lever to find the 3rd/4th gear plane for you instead of trying to get there under your own steam.

Underway and into the moderate traffic on the Worcester road at Malvern, the car behaved in an exemplary fashion, being smooth and light on the controls and with no sign of temperament at being forced to observe speed limits. Fiddling around with gears and revs showed the low speed performance of the Fiat to be surprisingly good even in fifth, which is a long-legged overdrive type of gear (giving about 21 m.p.h. per 1000 revs) in which the engine would pull uncomplainingly from 1,500 r.p.m. or lower. Again, underway in traffic, the width of the car was noticeable to one accustomed to the more perpendicular Plus 4 of yesteryear. Obviously crawling through the traffic was no way to test a Morgan since abilities which might be important in your standard European biscuit tin are irrelevant in a car which is meant to be driven with brio. We soon turned off with the vague idea of heading towards Shropshire but found the country roads in that direction still carrying enough traffic to prevent any enthusiastic driving. A mention of Shelsley Walsh reminded us that this was close by, and having just received an entry for the July meeting I was keen to remind myself of the layout of the hill. A chance selection of a likely looking lane enabled us to enjoy a quick burst up a delightful twisty hill and down the other side which brought us to signposts for the various Shelsleys, and without too much difficulty, rusty memories were stirred into bringing us to that famous hillclimb course. In doing so we finally had a chance to test the sporting characteristics of the Plus 4.



The Editor corners the car hard and a mid-corner bump is unable to unsettle the car's composure.

The engine pulls quite willingly and undramatically up to around 4,000 revs when, noise and a general air of things happening takes over. This seemed to be the point at which motoring got more entertaining, and on that type of country road, entertaining motoring was largely in third and fourth gears, with fifth gear being unnecessary. The handling was extremely surefooted, with the car cornering very quickly without a trace of drama. When really pressed the breakaway was at the rear, but very progressive and predictable. I unfortunately couldn't find a corner of sufficient tightness to test whether this car had the usual Plus 4 tendency to plough relentlessly on at hairpin bends, unless great dollops of bravado are employed to persuade the rear wheels to take notice of where the front wheels have been pointed.



Go climb a hill — the Plus 4 doing what comes naturally. A Classic Hill (Shelsley Walsh) plays host to a Classic Sports Car.

Having arrived at Shelsley Walsh we found the farmer, or one of his men, who suggested that nobody would take exception to us driving gently up the hill, which was what we did - several times - in order to take some photographs and put this new car in what seems like its proper setting. All Morgans strain to be used in competition like a greyhound against the leash, and this car is no exception.

Taking the passenger seat confirmed my impressions of this as a remarkably more comfortable car than the Plus 4 owner is accustomed to. This was so even while our illustrious 'Ed' investigated the car's performance from the 4/4 point of view. All too soon time was ticking by and we had to turn for home, pausing to take numerous photographs to try and convey to you the spirit of our day's drive as well as the appearance of this new model.

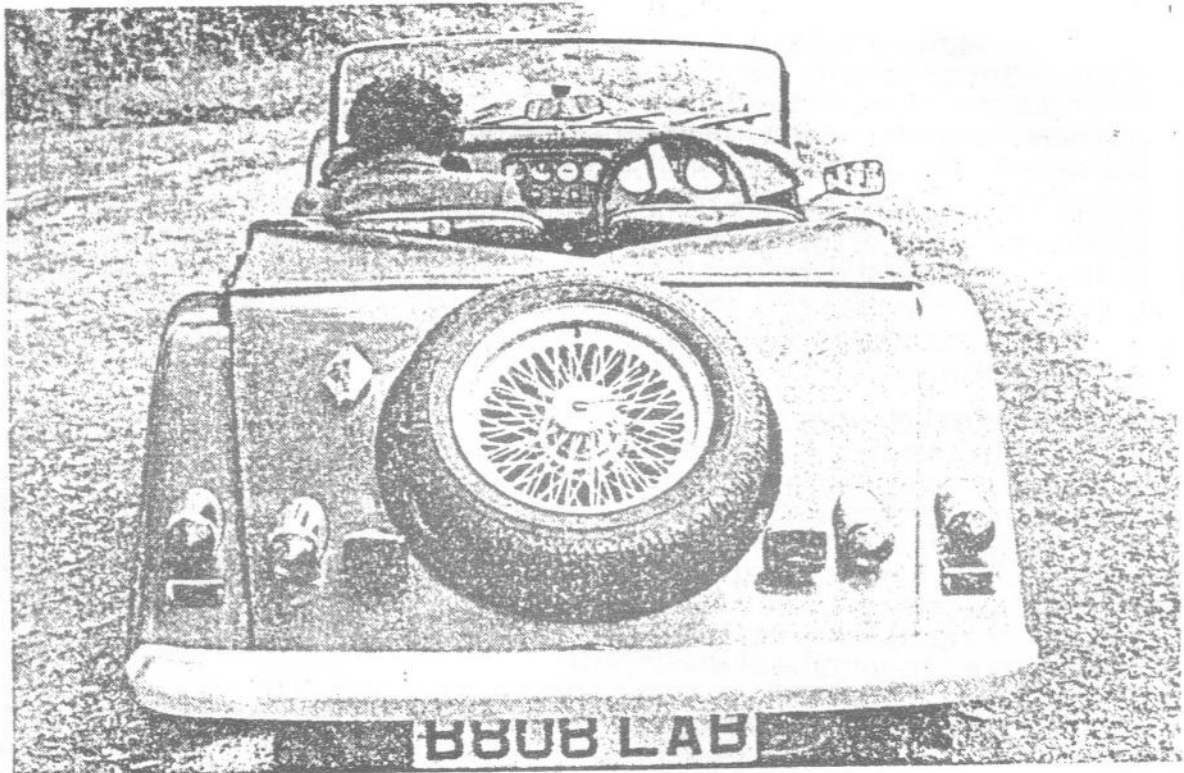
Another extremely educational part of the whole afternoon was to talk to Mark Aston about the genesis of this new model and in general about the difficulties facing Morgans as small-volume car producer beset by type approval regulations and the need to protect imbecilic pedestrians who want to walk in front of Morgans at speed from the consequences of their stupidity. I was left overall with a feeling that we have in Peter Morgan and his company an organisation which is prepared to fight every inch of the way to prevent the splendid car that is the Morgan being turned into something more akin to Vauxhall Astra, which apparently is the epitome of the pedestrian-friendly car. Die-hards like myself who tend to favour the hairshirt, maximum discomfort school of thought are ignoring the fact that even if Peter Morgan wanted to adhere to such a policy himself (and I like to think that deep-down he would) the regulations that beset him would make it quite impossible, and the fact that Morgans can produce cars which are still so recognisably descendants of the early cars is a tribute to his tenacity.

All in all, the question of whether this car is a successor to the Plus 4s that ended production in 1968 is an irrelevance. The true, dye-in-the-wool Plus 4 exponent is probably never going to buy a modern Morgan and neither is the likely purchaser of this new model going to be weighing it in the balance with a 20-year-old car. As a new Morgan for 1985, it is an excellent second best if the Plus 8 is out of your reach. I am sure that anybody with thoughts of competition will, if limiting themselves to four cylinders, plump for this version which as well as excellent basic equipment, must offer plenty of potential for producing a very rapid motor car with great ease.

This is the Factory's view as well, and they believe the split between the two sets of owners is such that there will never be confusion, even in terms of the model names being similar, and for that reason, the Factory is not planning to differentiate the new car, for example, by referring to it as the TC or by other initials that suggest themselves. My own feeling is that a distinction will grow up within the Club if for no other reason than for defining classes for competitions some means of distinction will be necessary. My own pet irritation was that for many years Plus 4s would be clumped in with 4/4s or Plus 8s, splendid beasts in their own way but inappropriate to be sharing the same class. I certainly hope that we don't have to fight all over again to split the ancient and modern Plus 4s.

But I think I have the answer: Mark Aston pointed out that when people are ordering spare parts, the chassis number, if nothing else, would point out the difference to the factory when they're fulfilling the order. The new Plus 4 has the suffix 'F' as opposed to the old Plus 4 which either had a 'P' or nothing. So there we are, the answer - the new car is an F-type! Funny, that has a familiar ring to it.

Rev. I. R. DROTCART



Taking to the passenger seat: The 'Rev. I. R. Drotcart' from his most flattering angle.

Editor's Ramblings.....

A noted sportswriter, Red Smith, said "Writing is easy--you just sit down in front of a typewriter and open a vein." That's easy? I can't even type!

For this first issue under new management, a few observations are in order. First, we owe a tremendous debt to our retiring (but not shy) editor, Doug Price. His wit, skill and imagination are going to be sorely missed. Secondly, no diamatic changes are planned for the Blurb. Third, the reader should be aware that not all future articles in Blurb will be factual. No further caution will be provided.

Letters to the editor are encouraged. (We need something to fill these empty pages). Requests for funds are not encouraged. Space permitting, letters will be printed on the editorial page. Contributions from readers are also encouraged--especially technical articles (your own or clipped from other sources), as well as Morgan articles in general. Photos and captions are also required.

As editor, I have become the recipient of several other Morgan club newsletters, as well as much publicity (usually late) for Morgan or sports-car events. Much of this material will make its way into Blurb. We will also include two calendars of events--one for upcoming events (very short), one for events past (very long).

Elsewhere in this issue, Madame President notes that the club is running short of volunteers. I concur. Get off your duff, folks, we need some help. (READ--WORKERS)

And talking about help, the RROC National Meet in August was great fun. It will also be my last--especially after Audrey reads my report of that occasion, in the next Blurb. There were some strange people at that meet!

John Roden

CLASSIFIED

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Reserve these dates now!! JULY 11 - 15, 1986

To celebrate 50 years of four wheeled Morgans, the Morgan Sports Car Club is arranging an international gathering based at the Three Counties Showground, situated amidst the glorious Malvern hills (home of our favourite sportscar!)

The event will be held from 11th to 15th July 1986 with activities for all Morgan enthusiasts and their families including the following attractions: barbecue, barn dance, a day at Prescott Hill Climb, concours d'elegance, gymkana, trade stands, regalia, attractions for those young in years as well as 'young at heart' and a test day at Silverstone.

More details will be released over the next few months and overseas contacts will be kept directly informed. Reserve the dates now and join fellow enthusiasts from all over the world to celebrate this unique occasion!

Provisional Programme

Thurs 10 July 1986	AM PM EVE	International arrivals in U.K. International arrivals in MALVERN WELCOME Cocktail Party in Abbey Hotel
Fri 11 July	AM PM EVE	Optional Tour : Jaguar Cars or Optional Tour : Webb Corbett Crystal Glass BARBECUE
Sat 12 July	AM PM EVE	PRESCOTT HILL CLIMB (with increased participation by club members) BARN DANCE at Three Counties Showground
Sun 13 July	AM PM EVE	The MORGAN 50/4 FAIR (Concours, Trade Stands, Gymkana, Fun for all INTERNATIONAL DINNER, Elgar Suite, Abbey Hotel
Mon 14 July	AM PM EVE	SILVERSTONE 'TEST' Day (near Towester, Northampton) Old English COLD BUFFET at ABBEY HOTEL
Tues 15 July	AM PM EVE	Breakfast & Farewells Optional Tour : MORGAN FACTORY MORGAN PUB NOGGIN

Hotel Accomodation

The celebrations next year will probably mean that hotel accomodation will be heavily booked. As a guide, for the weekend of the 75th last year there were only four odd beds that were vacant over the weekend throughout all the hotels, guesthouses and available accomodation in Malvern and the surrounding area!

Don't worry, the Abbey Hotel has already been booked for the 5 nights of the event and further details will be sent in the next newsletter. U.S. and Canadian enthusiasts have already received details of booking arrangements.



MOG 86 REGALIA

Car Badge;	Wings with Mapleleaf on black background	14.00
Lapel Pin;	To match above;	3.00
Notepads;	Full 8 X 11 size, Morgan wings at top "First & Last of the Real Sports Cars" along bottom of page;	2.00
Portfolios;	Vinal, Beige, Full legal size with club logo in lower corner,	6.50
T Shirts;	White with Morgan wings and trip in red, green or navy, Unisex, S in red & navy, Med. all colours, L, red only, Ex, L. all colours;	7.00
T Shirts;	Navy only with small Niagara 84 logo and Morgan Car. Childrens 10-12, 14-16	5.00
	Adults; 1 Small, several large and extra large	6.00
B.B.Q. Aprons,	black with Morgan Wings, reduced owing to slight imperfections on logo,	4.00
The "Damn Fool Morgan Game,	Great for Christmas gifts	8.00
Dash Plaques;	Niagara 82-83-84-85,	2.00
Gunston Hall Va. dash plaques	in brass	6.00
MCC-DC	Car club badge, 3 left.	25.00

Mail orders to Pauline Smith, Snelgrove Ont. LOP 1MO
plus postage & packing costs 15%.

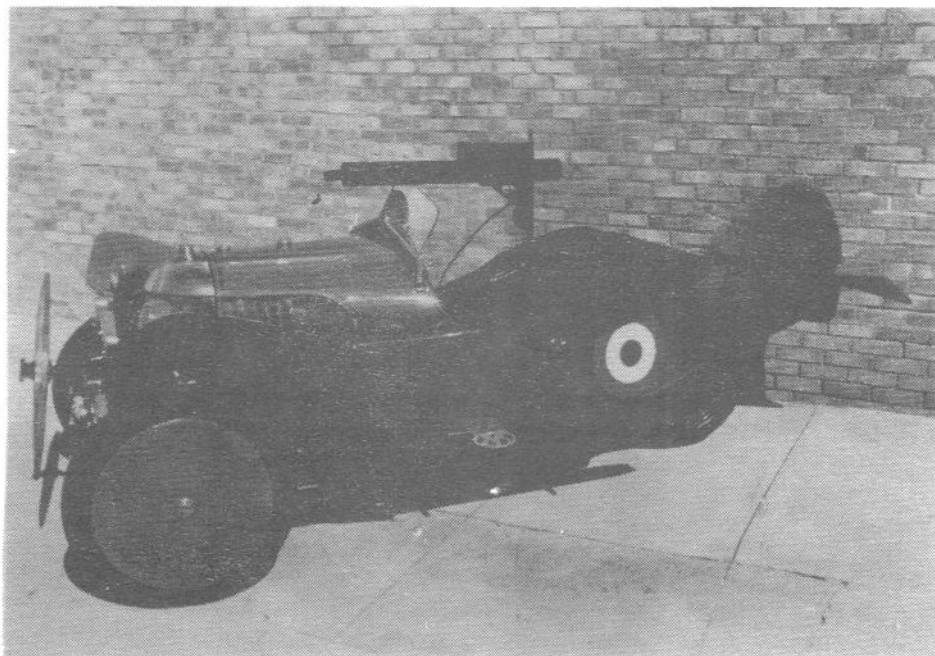
A MORGAN "AERO" FLIES AGAIN

Larry Threewayers

Recently a unique 1930 Morgan Aero model was found in the proverbial old barn. Its previous owner, having decided that seventeen years of ownership was quite enough, agreed to sell it (the Morgan, not the barn!). The new owner immediately set about locating necessary original parts and fabricating non-available bits to return the Morgan to its former glory.

An exhaustive search through the Morgan and the R.A.F. archives provided the correct history and a guide for proper restoration. Originally, the craft was built by the Morgan Aviation, Co., Ltd., Malvern Hills, Woostersauce, England, a fact confirmed by the faded lettering on the tail section. The "Aero" was intended for service as a reconnaissance machine over Brooklands, to guard the Morgan Aero factory and to insure that production continued unabated during the years 1930-1939. With the closing of the Brooklands, and the advent of faster aircraft built to serve the war effort, the Aero's usefulness ended. It lay in storage in various hangars until the early 1960's when it was shipped to the United States (what--not flown?), and has changed hands three times since then. Finally, it was returned to its early 1930's status, and is capable of being called into service as a provider of entertainment at various air shows and other exhibits around the country.

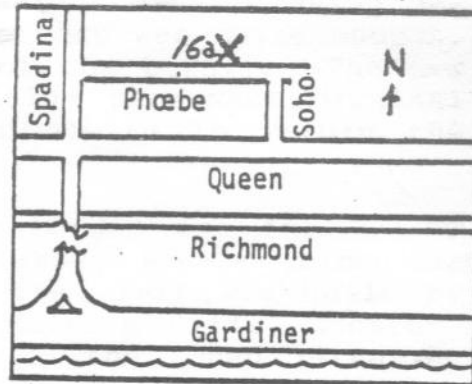
The "Aero" will no doubt continue to do its parts to bring smiles to the faces of those who gaze upon it, and to remind those of yesteryear how things were in the days of barnstorming, and "seat of your pants" flying. Keep your props spinning, laddies!



Calendar of Events



Get off the Gardiner Expressway at Spadina and park at the commercial lot at Queen & Soho (avoid the maze of one-ways)



SATURDAY, DEC. 14

CHRISTMAS IN SOHO, at 8 p.m. The Rumohr's home has been offered again at 16A Phoebe Street, Toronto just off Spadina & Queen St. W. As with all our meets it's potluck BYOB & mix. Best parking is the commercial lot at the corner of Queen & Soho Street, then a short walk north to Phoebe Street.

RSVP to Linda or Brian at 416 593-6687.

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