



# The "orphan" Blurb

April 87



# Calendar of Events

1987

- March 8; PUB LUNCH: Duke of Marlborough 1PM. Mississauga, look for the Cherry Hill Restaurant at 680 Silvercreek BLVd just off Cawthra Rd north of #5 (Dundas St) and the Duke is downstairs.
- May 23; SPRING RUN: A return trip to Kincardine is being set up, this time to include Sunday lunch at the Erie Bell of their famous Fish, n, chips, plus arrangements for those wishing to join a fishing trip to book via the Sutton Park Inn, more details later.
- July 25; Pipers Hill Picnic; Our annual visit to the Sands farm usual format BYOB plus a Potluck dish.
- August 15; MOG ROUND UP; Return visit this year to the McCowan Farm in Stouffville format as above.
- Sept 11-13; NIAGARA 87; Details to follow. we are negotiating a new Motel for accomodations at special rates plus confirming site and Banquet bookings.
- Oct; 17; Octoberfest Cambridge, Host Chris Charles.
- Dec; Christmas Party date and location to be announced.

## PLUS: PLUS: PLUS:

- July 2-5; MOG SEVENTEEN: MCC.DC. Harrisonburg Va. Details and booking arrangements inside. A Canadian contingent is already booked to return after missing last year (only Steve & Nora made the trip)
- July 11-12 SHANNONVILLE FESTIVAL: VARAC. Vintage Racing, Concours, Flea Market and Test Day; Public laying sessions at a nominal fee. Contact; Steve Beer. 857-3210 453-9304

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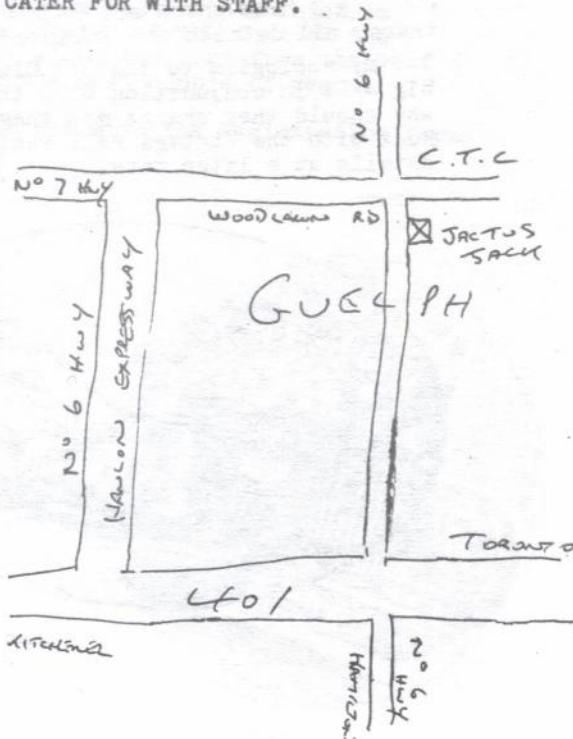
# SPRING RUN KINCARDINE MAY 23<sup>RD</sup>

SUTTON PARK INN: OVERNIGHTER: BOOK YOUR ROOMS NOW:  
PHONE # 519-396-3444. State you are with the Morgan club for the special rate of \$85.00 per couple for 1 Double room, plus full Dinner on Saturday evening your choice of Rib of Beef or Chicken Corden Bleu, all taxes and gratuities included.

Deep water fishing can be arranged at the time of booking your room at the Sutton Park Inn Front Desk approx cost \$50. per person. Two or Three have already stated interest in an early Sunday morning trip.

We hope to have a group booking for lunch for the famous Fish-n-Chips so enjoyed last year by those who chose a little more than a liquid refreshment last year after the morning drive.

Start of the run to Kincardine will be from Cactus Jacks Restaurant in Guelph (map below) with a Brunch booked for 11-30am Saturday, this location should be a good central gathering place for our drive to Kincardine. PLEASE CALL AUDREY BEER AT 857-3210 IN ADVANCE SO WE CAN CONFIRM WITH CACTUS JACKS HOW MANY TO CATER FOR WITH STAFF.



PREZ'S PIECE

The last appeal for volunteers brought results, we now have an offer of a regular column for the future, plus another offer of assistance which has yet to be determined as to what sort of participation it will be. Great, Thanks to both of you.

A third offer was made by phone for a future tentative date which included a maybe, if, when, possibly, perhaps, from one of our more affirmative participating members who in return received a reply of great, thanks, certainly, its a deal, positive, yep, for sure, we can wait, really appreciate your offer.

Next step is to try and con some other members into sending in letter, questions, suggestions, beefs, or what-have-you, we are on our way to getting somewhere and perhaps some fresh blood and ideas going. Come on folks it is your club. What do you want in the way of Meets, are you willing to give a few hours now and again to assist in a Meet, who wants to be Head Judge at Niagara?

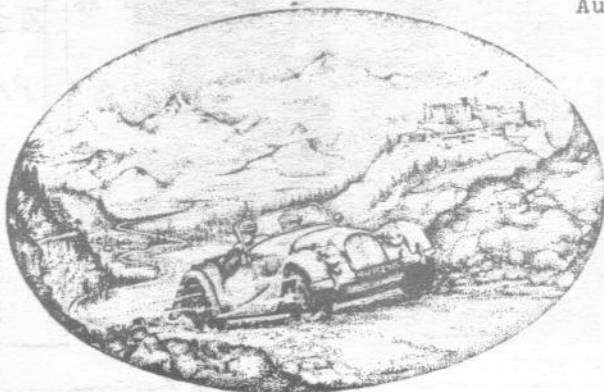
The British Sports Car Flea Market at Ancaster certainly brought out the people last Sunday, I think I met more Morgan owners there than I had seen all winter, my congratulations to the organisers plus apologies on not being able to come up with some participation as requested from our club but at least our members were well in attendance.

The VARAC Shannonville Festival could be a good opportunity for the Ottawa members to meet those from the Toronto area, from what I have seen of the advance publicity it looks like being a good weekend, any of you who do decide to attend we would appreciate hearing all about it in a letter or even some photo's.

Dont forget to get your bookings in for the Spring run, .. !  
I hear there are 2-3 talking of a fishing trip while up there, all details are included in this issue.

My apologies to the 3/4 Club NY for stating they had their big meet in conjunction with the Serengiti Cup at Watkins Glen, why should they change now they always have their Meet at Lime Rock with the Vintage Fall Festival, sorry about that, more details at a later date.

Audrey Beer





NIAGARA 87:

News advance notice; The Shady Rest has gone; raised; On receiving notice of this coming event last Sept, tentative plans were made to find a new lodging for us in Niagara with Mr Joe DiCosimo at the Days Inn.

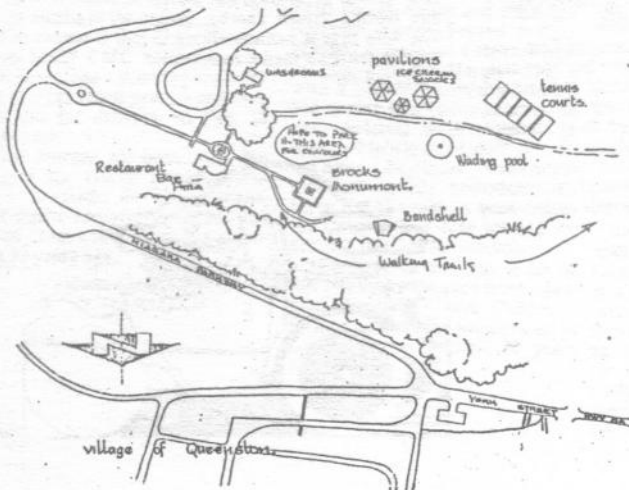
We can now confirm that a new Travelodge Motor Hotel will be opening in May 87 at the site where the Shady Rest used to be. Rooms have been booked for the Morgan Owners and friends in the new Motel which includes a Restaurant, Pool, Sauna, Whirlpool & excelent parking, no guarantee at this date that the indoor Pool will be open too, but the rest is.

Group bookings are set at \$40.00 per night for the 2 nights, with 2 double beds per room and fridge. Plus a full breakfast 2 mornings at \$3.99 each for Morgan Owners.

Any wishing to make advance bookings should call Mr Joe DiCosimo at the Days Inn (416) 356-6666 up until the end of May, after that date the Travelodge will be open and the phone number changed, sorry but its not available at this date. Be sure to mention Morgan Club and The Travelodge. or you might find yourself down the road at the Days Inn.

The site for the Concours and Banquet has also been booked and we will have both at the Queenston Heights Restaurant, which is part of the Niagara Parks Commission located at the foot of the Brock Monument just a little further along the road from the Golf Club which has been the location for the past couple of years.

Full details and maps will be sent out with the Registration forms in a few weeks.



# Driving classic Morgan is like no other experience on earth

By Ajasdair Wallace  
Special to The Star

Beyond the Bluemells steering wheel stretches the long louvred hood.

A quick double-declutch into third, hit the throttle, swing out the rear end, and the Morgan Plus Four straining at adhesion's ragged edge, screams out of the corner.

East the lurking pre-dawn police cruiser.

"Just wanted a look," says the officer peering down at this green anachronism. "What year MG is it?"

I explain that this is a 1964 Morgan, little different from the first four-wheel car introduced in 1936 in Malvern Link, England, where the methods of manufacture have changed minimally since H.S.F. Morgan built his first car, a tiller-steered three-wheeler, in 1909.

"Mind if I look under the hood?" I unfasten the heavy leather strap that secures the centre-hinged hood. Two twin-choke Webers hiss their impatience. Beyond the snake-like manifold, the exhaust grumbles for the road.

"Pretty fast, eh," he comments, returning to my side and spying the 140 m.p.h. (225 km/h) speedometer.

I nod. What am I supposed to say?

"Keep the speed down," he cautions.

I ease the car back onto the narrow winding road as the sun rises like an answered prayer beyond the maples.

Driving a Morgan is akin to no other experience. For five glorious years, like an addict, I got my daily fix by cranking up those willing horses, all 110 of them.

Only if it was dry of course. The TTC or a \$100 Chevy sufficed in bad weather.

Just sitting in the Morgan was exciting. The row of black toggle switches and massive Smiths tachometer lay before you, set in walnut. Horn button logically placed at the finger-tips in the centre of the dash below the narrow windscreen; stubby gearshift atop the centre-mounted Moss gearbox with its banshee first gear whine and marginal synchro, which demanded double-declutching. The practical fly-off hand-brake for hill-climb and autocross buffs. Not for the faint-hearted.

## Eat dust

The modified Triumph TR4A engine would propel 1,800 pounds (800 kilograms) of car at highly illegal, adrenalin-injecting speeds. At the stop-light grands prix, everything but the most brutal Detroit iron ate dust. On the winding road or at the hill climb, the Morgan was king.

During those long Canadian winters, the entire car was readied for that heady April midnight when the insurance again came into force and the pestilence of salt had succumbed to spring's showers. Crank her up. Hit the open road. Breakfast in Huntsville.

Back in those days, six months' anticipation and \$3,000 would buy you a new Plus Four. Today you'll need to mortgage your house.

But what other car can boast a frame of solid English ash? The dry summer squeaks can still be cured by tightening the wood-screws or by washing the car. What other vehicle has a frame so flexible that the doors are guaranteed to open only when the car is parked on a level surface?

The Morgan ride was a real seat-of-the-pants experience. The time-tested sliding pillar front suspension, "developed by Morgan in 1909 and used by them with every satisfaction since" was lubricated from the sump with the patent "one-shot" button on the firewall.

One soon learned to kick the button when the engine was cold to retain the oil where it was needed and keep those wire wheels clean a couple of days longer.

Coupled with the ultra-firm rear springs and the very live rear axle, it was a system that guaranteed excitement at every unexpected road irregularity — an excitement tempered but marginally by the pneumatic seat cushions, the pressure of which could, of course, be adjusted to the driver's nether sensitivities.

## Halcyon days

Getting into the car had its own delights. Mini-skirts were the practical vogue of those halcyon days when gentlemen assisted their ladies. One stretched down and into the Mog, one leg at a time to snug between the leather-covered chassis members and the large transmission tunnel.

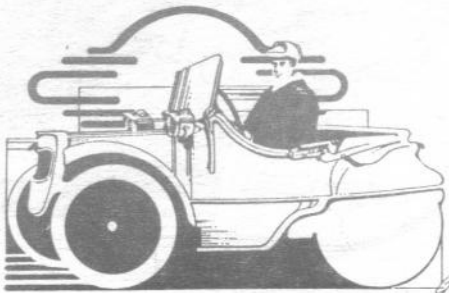
The cutaway doors provided an intimacy with the road surface a scant two feet beyond one's elbow. The plexiglass sidescreens and convertible roof invariably occupied most of the storage space behind the seats.

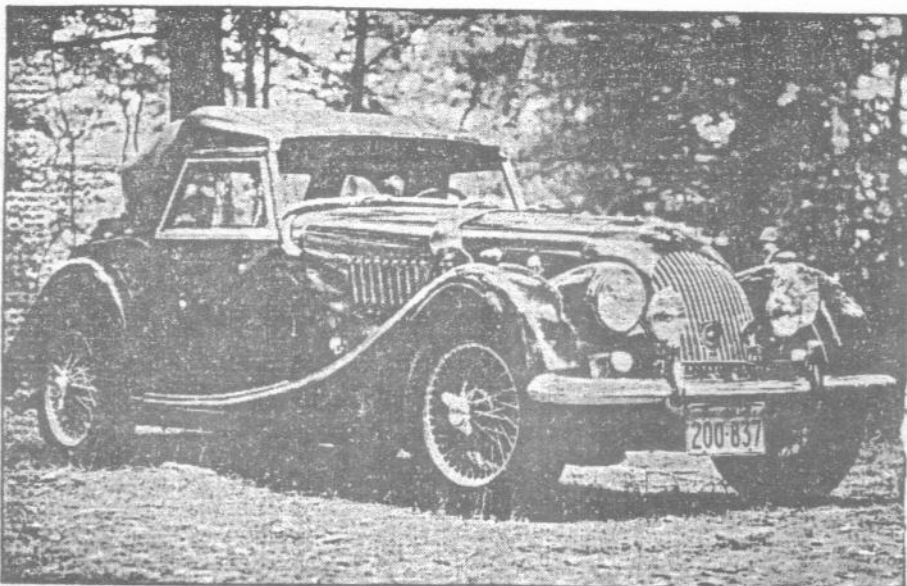
They offered but marginal protection; the heater provided but the illusion of heat. True climate-controlled, white-knuckle stuff. Besides, the marque demanded top-down driving. Morgan owners revelled in a certain inner glow and pride to keep them warm; they were a breed apart. Creature comforts and Morgans were anathema.

A visit to the Morgan factory in Malvern Link is a journey into the past. Little has changed since 1964. The cars are still hand-assembled on saw-horses located on painted marks on the floor depending on the model being assembled. One hundred employees work for Peter Morgan. Fourteen of them are carpenters. This year's production will total about 450 cars.

Now that the kids are close to leaving home and while my juices are still flowing, I have this recurring dream of selling the Dodge and finding myself another Mog. The wife says it has something to do with the male menopause.

I'm not sure.





**Marvelous Morgan:** The beautiful classic styling of this English thoroughbred has changed little over the years. This is the 1964 Morgan Plus Four with a Triumph TR4A engine — today's equivalent 4/4 is powered by a European Ford Escort engine. Price then was \$3,000. Today it's \$37,900.

## Beating the waiting list: but only in Canada, eh?

By Dennis Morgan  
Toronto Star

If you were living in Britain and ordered a new Morgan sports car today, it could be 1991 before you took delivery. The waiting list is that long and the yearly production that small.

But here in Canada, you could order one today — and receive it in three months, provided you act quick and have the money.

The reason is that Chris Charles, who heads CMC Enterprises of Kitchener, has a standing order for six Morgans each year — and they are due for delivery on Feb. 23 next year.

The Morgan has been called the last of the classic British sports cars. It retains the classic shape, the classic radiator grille and the wood chassis that made it a stand-out 30 years ago.

### Six for Ontario

It is still handmade in a tiny factory in Malvern Link, Worcestershire, in England. And every model takes three months to complete.

Today, there are basically three versions available: the Morgan 4/4 with a 4-cylinder, 1600cc European Ford Escort engine and a Merkur (German Ford) 5-speed manual gearbox in 2-seat or 4-seat configurations, and the Morgan Plus 8 with a 3500cc fuel-injected Rover V-8 engine in a two-seat body. All are roadsters with a manually-operated fabric soft-top.

Three 4-cylinder two-seaters (one has already been sold) and three V-8 two-seaters are destined for Ontario. The 4/4s will sell for \$37,500, the V-8s for \$49,000.

"We have to do quite a bit of work to make the cars meet Canadian standards," says Charles, a former banker who immigrated to Canada from England 30 years ago.

"First we have to strengthen the chassis to fit stronger bumpers front and rear. Then we build steel bars into and behind the doors, fit a roll bar behind the dashboard connected to a chassis cross-member and then add a number of 'safety' items.

"These include retractable seat belts, a seat-belt buzzer, headrests, sun visors, backup lights, side-marker lights, and a third rear brake light.

"We even install a heater/de-froster that actually works," says Charles.

The result of all this work are Morgans that are more solid than the ones sold in Britain — without changing the looks (except for the third brake light).

Both engines are considered "clean" enough to pass Canadian emission standards without the use of a catalytic converter, although future V-8s may be equipped with them as Britain adopts unleaded gasoline in 1989. Morgans sold in the United States have to be powered by propane because they cannot meet that country's tougher pollution standards.

### Very fast

Morgans, despite their antiquated looks, are fast. Very fast. The four-cylinder has a top speed of 186 km/h (115 m.p.h.), while the V-8 has a recorded 0-to-60 m.p.h. time of 5.3 seconds, making it one of the fastest accelerating "production" cars anywhere in the world.

"A potential buyer does not have to worry about spare parts, either," says Charles. "I have \$100,000 worth of parts in stock, and anything I don't have can be air-freighted here."

If you want to be the owner of a brand-new Morgan, you can contact Chris Charles at CMC Enterprises, 41 River Rd. E., Kitchener, Ont. Tel: (519) 743-2491.



THE 9<sup>TH</sup> ANNUAL VARAC INTERNATIONAL



SHANNONVILLE MOTORSPORT PARK  
JULY 11, 12, 1987

VINTAGE RACING • CONCOURS D'ELEGANCE  
AUTOMOBILE FLEA MARKET • TOURING LAPS  
SPECIAL HONDA/MICHELIN FEATURE RACE



PATIO WAREHOUSE





## 1987 VINTAGE FESTIVAL

### 1987 Festival Concours

The 1987 VARAC Vintage Racing Festival will take place on July 10th, 11th and 12th at Shannonville Motorsport Park, near Belleville, Ontario. As well as exciting vintage racing, a large automotive flea market, and touring laps of the track for the public, the third annual Festival Concours will be held on the Sunday. This, the largest inter-marque judged Concours in Canada, has become a very popular feature of the weekend.

In 1985, the Festival Concours was changed from its original format as solely a peoples' choice selection to a properly judged event, although the popular peoples' choice classes were retained. In 1986, a parade lap of all the Concours class winners was instituted during the mid-afternoon break in the race schedule, allowing all the spectators the opportunity to see and hear these lovely cars on the track.

For 1987, we are retaining the above activities, and introducing the Masters Class, open only to the class winners from the judged events of 1985 and 1986 Festival Concours, thereby maintaining the competitiveness of the open classes A through D. Also new for 1987 is the Car Club Concours Challenge - with each Car Club challenged to enter a five car team, the best three of which will compete for this award, based on their total Concours points scored.

Classes for the 1987 Festival Concours remain the same as in previous years; three peoples' choice classes, plus the judged events:

- Class A - Import and Domestic - up to 1957, open and closed cars
- Class B - Import and Domestic - 1958 to 1973, open cars
- Class C - Import and Domestic - 1958 to 1973, closed cars
- Class D - Import and Domestic - 1974 to 1984, open and closed cars

Trophies and awards for 1987 consist of silver Winner and Runner-up prizes in the Masters Class, engraved silver goblets for first, second and third places in the judged classes A through D, trophies for first and second in the peoples' choice selection, and plaques for each member of the winning Club Challenge team. Altogether, more than \$1,300.00 worth of trophies and awards will be presented.

Passes for the VARAC Vintage Racing Festival are priced as follows:

3 day pass \$25.00 at the gate (\$17.50 before June 15th)

2 day pass \$20.00 at the gate

Sunday only pass \$10.00 at the gate

Please note that there will be an additional \$3.00 charge for each car entered in the Festival Concours.

We look forward to the 1987 VARAC Vintage Racing Festival being the best ever, and invite you to be a part of it!

Associated with



For further information, please contact:

Steven Beer (416) 453-9304

Malcolm Elston (416) 485-9232

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## NIAGARA '86

If you did not attend Niagara '86, eat your heart out. Hog Mog has finally arrived!

Ever since the fall of Ferdinand Marcos, manilla envelopes have become somewhat passe, and would have been totally unsuitable for the rare and coveted registration material supplied to those discriminating Morganistes at Niagara. Accordingly, they were discarded in favour of tasteful zip-lock folio cases in pure virgin vinyl (textured, with simulated suedette finish), having the HogMog logo discretely displayed in the bottom right-hand corner. These are sure to become collectors items in next to no time.

Unfortunately, I was unable to spend the whole of Saturday afternoon admiring my new acquisition, having been pressed into service as a judge for the Fun Concours by Steve Beer, as were Gary MacFarlane and John Roden. I was tempted to suggest some innovative new categories for the more valuable prizes, such as "Best Blue 1968 4/4," or "Finest Hand-Crafted Wooden Luggage Rack", but something told me these seeds would fall upon barren ground. Instead, I thought, I'll just wait for one or two of the serious contenders to grease my palm to ensure favourable consideration. I finished up with a greasy palm all right - somehow I was allocated the task of

checking the engine oil and brake fluid. At least the sun shone, and it warmed up nicely as the afternoon wore on.

The eight o'clock banquet featured Beef Wellington at the Ramada Inn, after which proceedings were turned over to the MC, MB, as Martin Beer introduced the winners and presented the awards. Al Sands won a Moxy award for daring to use the Yellow Submarine to haul a trailer (needed for the regalia and other items, since it was Marlies who did a fine job of the organization this year). He also claimed to have a patented electrical device (which looked as though it had fallen off an Ontario Hydro truck), to "cool the spark" to provide more fuel efficiency and better performance. No doubt his next refinement will be snake-oil in the crank case.

The other Al, Marsh that is, won an award for "Best Use of Available Space", having packed his Morgan to the extent of including a gas container above the firewall. He was given a reflective warning triangle to be used in case of an emergency breakdown.



Against my better judgement, but in the interest of journalistic fidelity, I reproduce Martin and Al's exchange on this subject.

- M.B. "With all the other stuff in the car, we just wondered if you could get it in."
- A.M. "Not only will I get it in, I'll erect it first."
- M.B. "That's it folks - 1 AM, Al Marsh's room, to watch him erect it and get it in."

For some reason, most people found this amusing! I would be grateful if any readers who can understand why would send a letter to the Editor, and explain it, for my benefit, at least.

There was also an award to Ray and Mary Shier for the "Most Improved Morgan", a very nice restoration on their 4/4, completed with minimal professional assistance. Peoples' Choice went to Brian and Linda Rumohr, for their fine Drophead, and, just for a change, Judges' Choice went to Steve Bridges's for his 4/4.

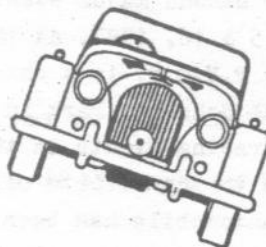
Thereafter, the banquet broke up, some people going back to Steve Bridges's for refreshment, some to the Bar at the Angel in Niagara-on-the-Lake, for a pint or two of the real stuff, and others, no doubt, elsewhere. Presumably Al Marsh went back

to his room - I never did find out.

I understand that a small party of the irresponsible lunatic fringe of Morgan owners, who get the rest of us a bad name, went for a 7 AM wake-up run on Sunday morning. I've no doubt these ageing juvenile delinquents enjoyed themselves, though I am, of course, unable to report this event at first hand.

The Morgan Majority assembled at the Shady Rest at 10:30 AM, or thereabouts, for a sedate, legal run to Nick and Linda Murphy's for a hamburger and hot dog lunch "beneath the shedding walnut trees". In contrast to 1984, they did not cause bodily injury, as the wind was a little lower on the Beaufort Scale this year. It was quite chilly, though, and the specially procured, spicy hot dogs were much appreciated by those who attended Niagara '86 who ate to their hearts content. Finally, HogMog departed.

JOHN COLLINS





ROB BOEJGER  
10615 NORSHWOODS CIRCLE  
CHARDON, OHIO 44024  
216/285-4823

Audrey Beer  
RR 3, Bolton, Ontario  
Canada L7E 5R9

Dear Audrey:

I would like to take this opportunity to personally invite you and all other members of the Toronto area club to all or any of the events sponsored by the Ohio Morgan Owners Group.

As our events are spread throughout the state of Ohio, and sometimes others, certain events may be geographically more convenient than others, but rest assured we are a sociable lot and would warmly welcome you when ever or where ever possible.

While I've enclosed a schedule of the years events, there are two in particular that I would like to bring to your attention.

Our major event of the year, OhMOG IV, will be held May 29, 30, & 31, 1987. The meet headquarters will be the Richfield Holiday Inn located between Cleveland and Akron Ohio, with excellent access to interstates 90, 71, 271 & 77 as well as I-80 the Ohio turnpike. It is an automobile oriented, full feature Holidome. Our concours will take place Saturday May 30 at Hale Farm & Village, a working, reconstructed Ohio village of the 1800's, owned by the Western Reserve Historical Society.

This meet promises to be one of our best, and the Holidome facility will enable us to have an enjoyable meet rain or shine.

Our second major event will take place in Pittsburgh, Pennsylvania August 15 & 16, 1987, at the Pittsburgh Vintage Grand Prix.

The P.V.G.P. is a charitable event run through the streets of beautiful Schenley Park in downtown Pittsburgh, one of the premier vintage racing events in the Midwest.

Due to the efforts of OhMoggers Wayne Hall and Chas Wasser, the Morgan automobile has been chosen as the featured "Marque of the Year" for the fifth running of this race.

As a result, a Morgan will be featured on the cover of the program, a special parking area will be designated for Morgans, and parade laps will be taken with the Morgans, during which a commentary will be



ROB BOEJGER  
10615 NORTHWOODS CIRCLE  
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broadcast over the public address system pertaining to the historical significance of the Marque.

There is heavy media coverage of the event. Last year attendance was approximately 120,000 and Jaguar as Marque of the Year, turned out 69 cars, as well as the group '44 IMSA race car and team transporter.

In addition to the races, the vintage and classic car show drew approximately 230 automobiles.

OhMOG will be handling all arrangements pertaining to "Marque of the Year" and would very much appreciate your support and attendance, particularly with your Morgan, rain or shine.

This is a rare opportunity for all Morgan enthusiasts, so please plan on joining us for a fun filled weekend of special significance.

More detailed information will be available in the near future for both of these events, but I would greatly appreciate you informing your membership of these events as soon as possible. Thank you.

Warmest regards for a great '87,

*Rob*

Rob Boetger, President -OhMOG

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1987 OhMOG EVENTS

Event	Contact	Date
Spring Icebreaker Cincinnati, OH	Ed Berre 513-272-0118	April 25
OhMOG IV Richfield, OH	Rob Boetger 216-951-2222 (B) 216-285-4823 (H)	May 29,30,31
S.V.R.A. Vintage Races (Mid-Ohio) Mansfield, OH	Clay Bixler 419-522-0632	June 27,28
Pittsburgh Vintage Grand Prix Pittsburgh, PA	Wayne Hall 412-566-3643 (B) 412-443-1028 (H)	August 15,16

# MALVERN'S MARVEL

**Grahame Bryant's Morgan may be old-fashioned and unaerodynamic but on a race track it will outrun Porsche, Ferrari and Lamborghini exotica. Jeremy Walton went behind the wheel**

The view through the diminutive screen and over the rounded bonnet would have satisfied any supporter of the Morgan marque. As Silverstone's GP circuit whipped past our flapping sidescreens, any extra pressure on the peculiar roller ball accelerator reeled in another Porsche 911 or Ferrari 308 for sacrifice.

From inside this extraordinary device the antics of the enthusiastic 69 members, in celebration of a de-restricted day on Silverstone's sunny acres, were wonderful to behold.

The club had rented the track and we were privileged to join them in the Morgan, as their well-used machines (competition, rather than concours . . .) explored the design limits of exotics. There was a suprising number of Fords, including several then-brand-new Cosworth Sierras.

Watching Britain's fastest road-attired sports car setting supercar standards of acceleration and flexibility within Silverstone's spacious surrounds had left me unprepared for the thrill of actually conducting the epitome of a sporting Morgan owner's aspirations.

When SCI Roadgoing Sports Car Champion Grahame Bryant and the 6ft 4ins of *Autocar's* Andy Kirk were crammed into the hardtop cabin, it had the feeling of a casual Sunday

outing. The two-tone blue machine's pristine leather upholstery and the gentle chuffing of that rebuilt V8 at its 600rpm idle hid ferocious performance.

Just the odd whimper from startled BF Goodrich rubber and the deepening eight-cylinder wuffle told tales on the remarkable figures achieved. To summarise, the Morgan equals Lamborghini's 48-valve V12 at some points between 0-30 and 0-60mph, before firmly outrunning the Italian exotic by the 70mph mark.

Of course, aerodynamics (a Malvern agnostic might query the use of that word and Morgan in the same sentence) interrupt such surprising comparisons as three-figure speeds are reached. At 100mph Lamborghini's honour and the worth of 455bhp in 5.2 litres are enforced, albeit by a margin of just 0.9sec.

However, we understand from Charles Morgan at the factory that Morgan aerodynamics are not quite as bad as the previous paragraph could imply.

After the immortal opening quote: "They think our flat bottom is terrific," Morgan explained: "We have been looking at some aerodynamic details. MIRA's wind tunnel revealed that the flat surface beneath our car lowers the friction between it

and the passing road surface.

"It is no secret that the top speed of a Morgan increases by 10mph if an aero screen is used, but it is also obvious that people buy our cars because they like the look of them. So extensive use of spoilers, or the deletion of bonnet louvres, are not really on," Morgan concluded.

Nobody is pretending that even this competition-orientated Morgan is going to exceed 149mph, whereas Italy's pride was timed at 178mph by *Autocar*. The 149mph for the Morgan is theoretical on a race track: the most this owner has seen is the equivalent of 145mph at Snetterton, and our pace was indicated at 10mph slower.

Because of its high power to weight ratio, and supremely flexible 3.9 litres, the Morgan gets back on par with Lamborghini's 5167cc in many flexibility tests.

From 50-70mph, perhaps the most useful performance band to a British

road user, the Morgan is actually quicker in third, fourth and fifth. It is also a fine performer in the 80-100mph band.

More relevant in racing terms is the sheer speed of this aluminium-bodied legend. In combat with the AC Cobras that tend to dominate on Silverstone's simpler Club triangle, the Morgan has been seen to hold its own. The car's class lap record is around 62secs, while the best of the Cobra dips into the 61secs bracket.

Consider the cost of an authentic Cobra today (beyond £30,000) and the Morgan makes considerable competition sense. Bryant brought his second example in 1977 for "about £5000. It came complete with the optional alloy body and Minilites," he remembers.

Charles Morgan confirmed the current cost of a Morgan V8 as £15,435.88 including VAT. "About

50 per cent of our customers now opt for the alloy body. That costs another £260 plus VAT while we offer the option of buying an engine built by JE Motors at Coventry. There is a choice of injected or carburettored units at £2000 for 230bhp and £4000 to duplicate the unit tested."

Describing a successful season, Bryant said: "This year we have spent about £5000, which includes £100 on fuel for every meeting as we take along a motorhome. An engine rebuild at the end of the year will account for £1500, but the gearbox takes only about £100 each season."

As a realistic rider he added: "But this year has been a lot easier than previous seasons, for we had a lot of trouble with the engine in differing forms, prepared by others before we went to John Eales. Even fitting fuel injection was no answer, and that is why we have stuck to carburettors."

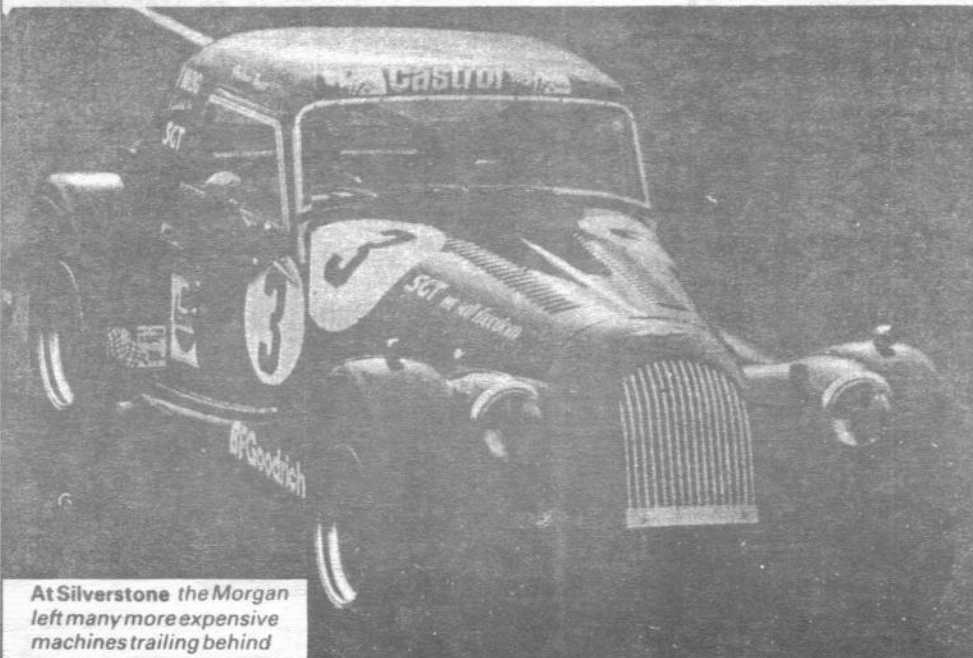
The effort was worthwhile. In 1986 the Morgan set four new lap records to add to the quartet it had already established. More importantly

Bryant won the championship for roadgoing sports cars referred to earlier, following two years as a class winner and the achievement of winning 16 of 18 races started.

The owner outlined some further costs of Morgan motoring. "The competition Koni shockers on the car were bought ages ago for £80 and the big front brakes from Girling were about £170.

"This winter we will probably add rear discs too. The present set-up may have reached its limit! Not so much in sheer stopping power, because the car is quite light, but just in the balance (which is adjustable) between front and rear. It can get a little twitchy on the limit."

By a loyal Morgan owner's protective standards, that mildly critical statement means it is a real handful. This stranger who is about to drive it allows for understatement in this area, as well as that of the steering, which is dismissed as: "Can be a bit vague. You may be surprised how much lock is needed on the way into



At Silverstone the Morgan left many more expensive machines trailing behind

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corners." Astounded is the word I chose!

Bryant continued: "Most of the other work on the car is done by myself and some helpers at home, and always has been." From other sources you learn that this 37-year-old property developer from Buckinghamshire is a real enthusiast. He also owns and races a Porsche Carrera 2.7 RS in the Giroflex series, while the Morgan has also enjoyed success in the Morgan Sports Car Club Challenge.

Bryant has a working collection of cars and bikes that encompasses the appropriate BOX 512-registered Ferrari, George Brough's 3.8 E-type Jaguar (GB 1001), "a selection of highly desirable motorcycles" and a Toyota MR2 that attracts a great deal of affection from this connoisseur.

When you snap together the Morgan's full harness, turn the key and open negotiations for pit-lane steering lock with the study rim of the triple-spoke Motalita, mild Mog is transformed. It becomes Mog the Magnificent, destroyer of Ferraris and Porsches.

The gearbox is not the most attractive feature of the car, but its notchy action is trustworthy and no changes were missed in its plodding selections. I later discovered, during some road miles, that the clutch may be heavy, but it is precise—at least to the point of engagement at which each 17/32ins Janspeed exhaust primary pipe seems to be handling a pulse per minute . . .

The enlarged alloy V8 naturally loves to bound around Silverstone, its capacious torque curve rarely needing a downshift to third, even allowing the chicane to be tackled in fourth. That torque curve reveals 200lb ft just beyond the idling rpm (1000 revs); 220lb ft at 2500rpm, building to that 4600rpm/290lb ft crest.

The slowest corner, Becketts, is exited at 85mph in third, so you have to change immediately into fourth for the flight down Hangar straight. It is at this point that the majority of Ferrari and Porsche owners do a double take. The broad torque of the 3.9-litre Morgan pulls it out of that slow corner fast enough to hang on to the straight-line advantage all the way down Hangar.

As you exchange fourth for fifth at 120mph (I used 600rpm less than Bryant in the gears) the fantasy fades slightly. A Porsche 911 Turbo begins to edge into view again, just as the Morgan is being buffeted to a slower rate of acceleration.

However, the Porsche and its companions, turbocharged or otherwise, regain very little. As soon as you aim the Mog at the next fourth gear right-hander (Stowe), it regains the initiative.

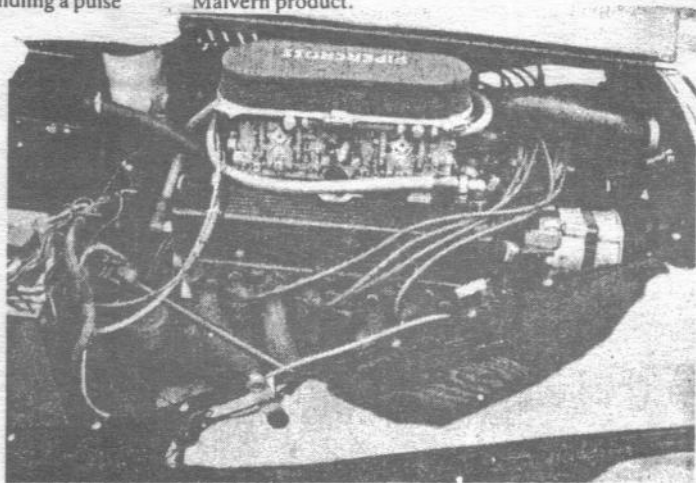
Drivers of powerful Porsches are reluctant to make 110mph mistakes and passing in a Morgan becomes a formality as our track companions become acclimatised to the modified Malvern product.

The drivers of new Ford Sierra Cosworths, however, were prepared to give their all. I watched as one demonstrated that an armful of full lock at Becketts could save an apparently inevitable excursion. The Ford was forced to let the Moggie pad by on the exit of the corner. Less than a lap later he was invisible in the Morgan's mirrors.

Bumping and pot-holing our way over the surrounding Silverstone lanes, the Moggie's ability to whine through the gears at a steady 1500rpm and 40mph was admirable.

That 340bhp was perfectly tractable in the slowest traffic conditions, idling evenly at 600rpm. Always there was the seductive possibility of pushing the accelerator to the floor. After taking the roof off, sound effects to delight the V8 aficionado become prominent.

Whereas the steering makes properly weighted sense only as the tail starts to slide on a race circuit, road use highlights the fact that it is actually an extremely direct system.



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**Power comes from a highly modified, quadruple carb V8 producing 340bhp**



The pulling and grabbing over cambers would become wearing in constant use, but for a 100-mile motoring tonic, such informative controls are acceptable.

Just as for the brakes, the steering seems more attractive on the road. Only when trying to pull a circuit advantage over a four-wheel-drive, disc-braked opponent that has chassis principles rather fresher than the Morgan's are any limitations underlined.

Provided the torso can resist a diet of B-road bumps, and your clutch foot is hardy enough to tame the

clonking transmission, there is no reason why the exhilaration of driving this adapted road car should not be regularly enjoyed.

Note the distinction; this is not a racing car tamed for public highways, but a sports car uprated for circuit use that still provides its owner with thousands of pleasurable road miles.

The view ahead was dominated by tiny triple wipers flipping back and forth. Britain's climate producing rain the instant we removed the hard top.

The Morgan works with stunning ability, as we have demonstrated, but



Top speed of this Morgan is just below 150mph. Its steering and chassis manners take a good deal of getting used to . . .



Walton (at the wheel) is given some advice by owner Bryant

its steering and chassis manners take no prisoners: you are either entranced or horrified. After its Silverstone performance I was simply breathless with a combination of admiration and apprehension that only a winning AC Cobra had previously generated.

Incidentally, if you feel that Morgan V8 motoring might be for you, here is Charles Morgan's description of the current order book.

"Delivery times do vary from agent to agent, but the average is three to four years. We are not happy about

the queue of waiting customers, but there is no doubt that customers want us to continue making our cars in the traditional Morgan manner.

"We are trying to ease the backlog by modest production increases. In 1985 we made 410 cars and that was increased by 10 per cent in 1986, but the shortage of skilled craftsmen has hit us particularly badly. At present we are working our way through a large back order 'hump' placed in 1979-80, and we suspect many of these orders will prove to have been speculative. After that, things should get better."



Removable hard top conceals sturdy roll-over bar

Is there another motor manufacturer in the world who demands such understanding from its customers? We think not, but demand (as for Caterham's Seven) continues to grow each year, with increasing overseas custom for this, the most British of conveyances whose total production since 1916 totals only 5000.

Bryant's dual-purpose Morgan, earning its owner's loyalty among a selection of the world's most exciting two and four wheelers, demonstrates just how deeply a Mog's appeal can permeate. It also emphasises that the age of the genuine high-performance road and race Morgan is far from being over.

## SPECIFICATION

### MODEL

#### ROAD/RACING MORGAN V8

##### ENGINE

Longitudinally front-mounted aluminium V8 drives rear wheels. Enlarged bore version of Rover SD1 V8 power unit by JE Motors, Coventry, water cooled.

Bore 93.5mm, stroke 71.1mm, capacity 3907cc.

Valve gear pushrod operation, two valves per cylinder. Compression ratio 11:1. Quadruple downdraught Dellorto 48mm carburettors.

Max power 340bhp at 6300rpm. Peak torque 290lb ft at 4600rpm.

##### TRANSMISSION

5-speed manual, Rover SD1-based with Triumph TR8 competition close ratios.

Gear	Ratio	mph/1000rpm
Top	0.83	22.61
4th	1.1	18.76
3rd	1.3	14.43
2nd	1.61	11.65
1st	2.33	8.05

Final drive, hypoid bevel; ratio 3.7:1. Morgan Salisbury live axle. Salisbury limited slip differential.

##### SUSPENSION

Front, independent coil springs and sliding pillars, negative camber, Koni telescopic competition shock absorbers.

Rear, live axle, Panhard rod with production Plus 8 semi-elliptic leaf springs, Koni telescopic dampers.

##### STEERING

Production worm and nut, three-spoke Mota-Lita sports wheel.

##### BRAKES

Vented disc Girling competition front discs, four-piston calipers and 2430

pads. Production rear drum brakes due for disc replacements.

##### WHEELS/TYRES

Revolution split rim alloys, 15ins diameter. Test trim, front rim width 7ins, 8ins rear (9ins available for dry use with reduced tread depth tyres). BF Goodrich Comp T/A II road tyres, full tread depth for test: 205/50 VR 15, rear 225/50 VR 15.

##### BODY

Morgan optional alloy, wider wings. Connolly leather seat and interior trim from Morgan, Britax full harness. Safety Devices rollover cage, removable glass-fibre hardtop. Weight, circa 1500lb.

## PERFORMANCE

### MAXIMUM SPEEDS

Gear	mph	km/h	rpm
Top	149	238	6600
4th	124	198	6600
3rd	87	139	6600
2nd	77	123	6600
1st	53	85	6600

### ACCELERATION FROM REST

True mph	Time (secs)
30	2.1
40	2.8
50	3.8
60	4.9
70	5.9
80	7.8
90	9.4
100	11.5
110	13.9

### ACCELERATION IN EACH GEAR

mph	Top	4th	3rd	2nd
20-40	—	4.7	4.2	2.8
30-50	5.9	4.4	3.3	2.0
40-60	5.7	4.1	2.8	2.0
50-70	5.2	3.8	2.7	—
60-80	5.2	3.3	2.8	—
70-90	4.8	3.5	—	—
80-100	4.7	3.8	—	—



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