

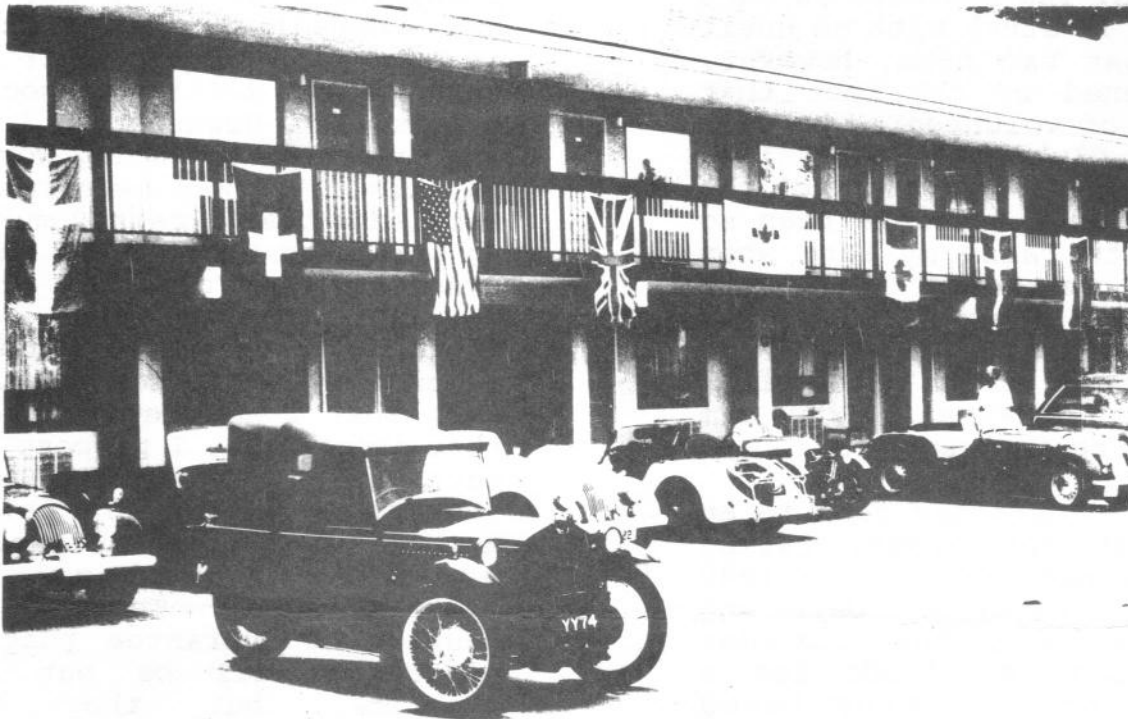


THE PRICE LESS BLURB



NOV/DEC 1990

MORE NIAGARA PHOTOS



THE PREZ SEZ!

In order to maintain a tradition begun in the January 1988 Blurb, the first I edited, I publicly tender my resignation as President of the Morgan Owners Group effective December 31, 1991. That is the good news. The bad news is that the Club is stuck with me until then. That bad news, however, is leavened by the fact that the team of volunteers who will keep the Club going in 1991 is a strong one. Were that not the case, I would not have been so rash as to raise my hand when Audrey's umpteenth call for a volunteer for President appeared to be producing no response at Brian and Linda Rumohr's Christmas Party cum Election on December 15.

Audrey's tenure has come to an end after ten years, having begun at the December 13, 1980 Christmas Party at Dave and Pauline Smith's. The Club owes Audrey much gratitude for a long and distinguished contribution, during which we have been put on a sound financial footing, and have earned and enjoyed a reputation as a "fun bunch" throughout the world of Morgan Clubs. There were times when Audrey literally kept the Club going literally - when she stepped into the breach to edit the Magazine in 1987, and she has turned her hand to most aspects of the Club's functioning over the years. She is "one of a kind", and I make no pretense that I will in any way take her place.

In fact, now that Audrey has

stepped down, it's high time that the Club be made aware of the true role of a President. According to COD (the Concise Oxford Dictionary), a President is a "Head of temporary or permanent body of persons, presiding over their meetings and proceedings". To "Preside" is to "Occupy chair of authority at meeting of society or company". Nowhere can I find any reference to "doing work of any kind". It was safe in this knowledge that I raised my hand at Brian and Linda's. My job as President is, clearly, to do nothing but preside over meetings, which, I suppose someone has to schedule. To show that I am prepared to go that extra mile, I propose that meetings be held at all HogMog events, and that any paid-up Member present be allowed to make suggestions or recommendations. There is, of course, no guarantee that any of these will be put into practice, but they will certainly be considered. The volunteer officials exist to serve the Club, not vice versa, and, as far as I'm concerned, every reasonable effort will be made to implement whatever worthwhile suggestions come forth. If you can't attend an event, but have a suggestion, contact whichever "Official" you choose, and let them know your views. As I have said many times in the past, it's your Club..... your contribution can help ensure it's a club you are glad you joined.

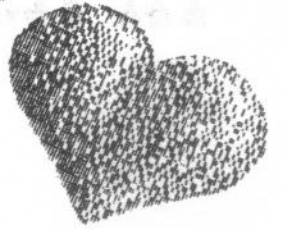
John Collins.

CLUB MEETING February 17, 1990 PRELIMINARY AGENDA

1. Future events, including Niagara 91. Should we have Niagara 91, should the format, venue, date be changed?
2. Regalia - what do we have, what do we need?
3. Finances - what assets do we possess, should the membership dues be changed?
4. Any other business. (1)

UP COMING EVENTS

FEB. 17, 1991 12:30 p.m.



Post Valentine Day Brunch

Will be held at Sharkey's On The Water
2084 Lakeshore, Burlington Ontario

Brunch is \$13.95 per person. There is a terrific selection
of hot and cold foods plus a fabulous dessert table.

Sharkey's over looks Lake Ontario and has a great view of
the Burlington Skyway.

For all you Morganeers who are feeling a little cooped up &
out of sorts due to Morgan Withdrawal please join us for a
very pleasant Sunday afternoon of Mog Reminiscing.

PLEASE RSVP BY FEB. 1. 1991.

THE RESERVATION WILL BE MADE FOR THE TOR. MORGAN CLUB.



MAR. 16, 1991

ST. Patty's Day Hay or Sleigh Ride (depending on the
weather).

To be held at The Ranch

5111 Highway #25

Milton, Ontario

the cost is \$7.00 per person and a minimum of 10 people is
required. After the sleigh or hay ride we will retire to a
local pub for lunch.

Please RSVP by Feb. 20, 1991. If there isn't enough interest
this outing will be cancelled.

MAY 4, 1991



APRIL
→

PRIVATE WINE TOUR OF HILLEBRAND WINERY

The cost is \$5.00 per person includes a tour of the winery,
pate, cheese, crackers and wine of course.

The wine tour will be followed by a country drive a Texas
Chili Beer Bash at Lynn & Fred Kuzyk's. BYOB PLEASE

For this run I need all RSVP's in by March 20, 1991. We do
need a minimum of 15 people. If the interest isn't there
this tour will be cancelled.

Everyone is welcome family and friends lets try to start the
season off with a bang instead of a fizzle.

APR. 21, 1991



ANCASTER FLEA MARKET

How about meeting prior and entering the fairgrounds as a club?? Display our club banner and mascots?? Any suggestions??

Go We Always Did

Renewing car license plates today is a real pleasure. The majority of drivers don't realize just how much this procedure has been improved over the years. Now older types can recall when all licenses had to be renewed annually before the end of February.

We all remember that nobody bought or even considered buying license plates much before mid-February (my Grandfather excepted). And by then it was too late to do anything except wait in long lines outside the front doors of the local License Bureau. And who can forget the weather. The first of March would be warm and balmy and we would have had a mild spell the beginning of February but Mother Nature would always bless us with below normal temperatures and stronger than average winds for the latter part of February.

Today's tale will take us back to my impressionable years when license plates had to be renewed annually and every winter was a test of skills to keep the buggy running.

Those days a car to a city bound teenager was not as important as it was to his rural counterpart. If you lived in the country you had to have a car.

Rural fellows resorted to all types of tactics both fair and foul to have a car. Everyone had a car during the summer months. But the colder months separated the walkers from the drivers. The simple truth was that in the wintertime special considerations had to be made to keep a car running. I had a few friends who stopped driving with the arrival of the first snow because they didn't want the wintertime aggravation. But not I. I met this challenge head-on.

The first winter requirement to be considered was antifreeze. If you expected to drive the car through the winter months then the purchase of a gallon of antifreeze from C.I.C. (using the catalogue wrapper discount coupon naturally) was warranted. However, if you expected the car to last just up to license plate renewal time you considered two alternatives. The first alternative was to drain the radiator nightly. The second alternative was to use stove oil in place of antifreeze. Draining the rad was simple but using stove oil was somewhat scary. The radiator and heater hoses would slowly disappear and quickly the car would begin to smell like a dirty cold and damp garage. Riding in a stove oil car one always paid special attention to this smell. As the smell became stronger the risk became greater of oil pouring onto the hot manifold. And the combination of stove oil and the hot manifolds were just right for an under-the-hood fire. Although there was always a chance of fire, the cost advantage of stove oil outweighed this fear. Needless to say I have driven and ridden in many a stove oil car.

Once the decision was made either to buy antifreeze, to drain the radiator or to use stove oil, the question of tires could next be answered. There is nothing wrong with bald tires in the summer other than being bald. But the same tires in the winter spell spins, skids and slides. Fortunately tires did not present a problem that could only be resolved with money. There was always someone who was willing to barter a matched set of tires from a wreck.

The next problem was a battery. Lead acid batteries do not like the cold. And older the battery the weaker it is in the cold. Now in all the years I drove my 1948, 3/4 ton G.M.C. I bought C.F.C. antifreeze, did hauling jobs in exchange for tires but couldn't organize a good battery. But then I don't think it was truly necessary. In summer or winter the battery could only turn the engine over twice and the engine would always start on the first crank over.

Now I don't mean to imply that I did not use cold weather starting tricks such as taking the battery into the house each night or using a squirt of Quick-Start into the breather each morning. But I will elaborate on these ingenious techniques and explain the consequences of some of them in a future article.

But for the moment I'd like to continue on with the last major consideration a rural type driver had to make and that was License Plates. The problem with license plates was their cost. And there were many different angles to get around this problem of money. Two friends of mine always drove the same model and year of car and split the cost of the license plates. Each chap got one plate. They did this for years.

Another fellow I knew had scrounged so many different years of license plates from wrecks that he could literally match with the aid of some dirt the new year's plates to any of the old ones that he had. Another lad bought wrecked cars that had new license plates. He would transfer the plates onto his own car and then resell the wreck to get his money back. Unfortunately all the gambits I've just described are not quite approved by the Ministry of Transport.

Now my buddy and I had a different approach. We bought our plates. And if Lady Luck smiled upon us we would earn the necessary cash all for a morning's work. The morning was that of the last Saturday in February and the work was to stand in line in front of the License Bureau. There were always those hurried people who would pay a buck or two to someone near the front of the line to buy their plates. And we offered this service, and I must admit with great pecuniary success.

My next article will be on a more serious note. Nat needs refit and upgrade. It is our hope daughter and Dad to fit a stainless steel exhaust system, add air filters to the carbs, rebuild the front bales and cosmetically clean the engine compartment. And instead of blathering about the past this article will foretell of the future. A belated wish for a Prosperous and Happy '91 to all.

P. George

MORGAN: A SUITABLE

Visualise the ultimate motoring fantasy - a soft-topped, hand-built Morgan sports car cruising effortlessly along miles of open road. Morgan have been making people's dreams come true since 1909. Now their craftsmen are enlisting a little help from AutoCAD, as Michael Pollitt reports

As most car enthusiasts know, Morgan are one of the first and longest-lasting of the 'real' sports car manufacturers. The earliest model, the Morgan Runabout, was a simple three-wheeler produced in 1909. Using manufacturing methods which have changed relatively little over the last 80 years, Morgan Motor Company Ltd currently produce around 10 sports cars per week.

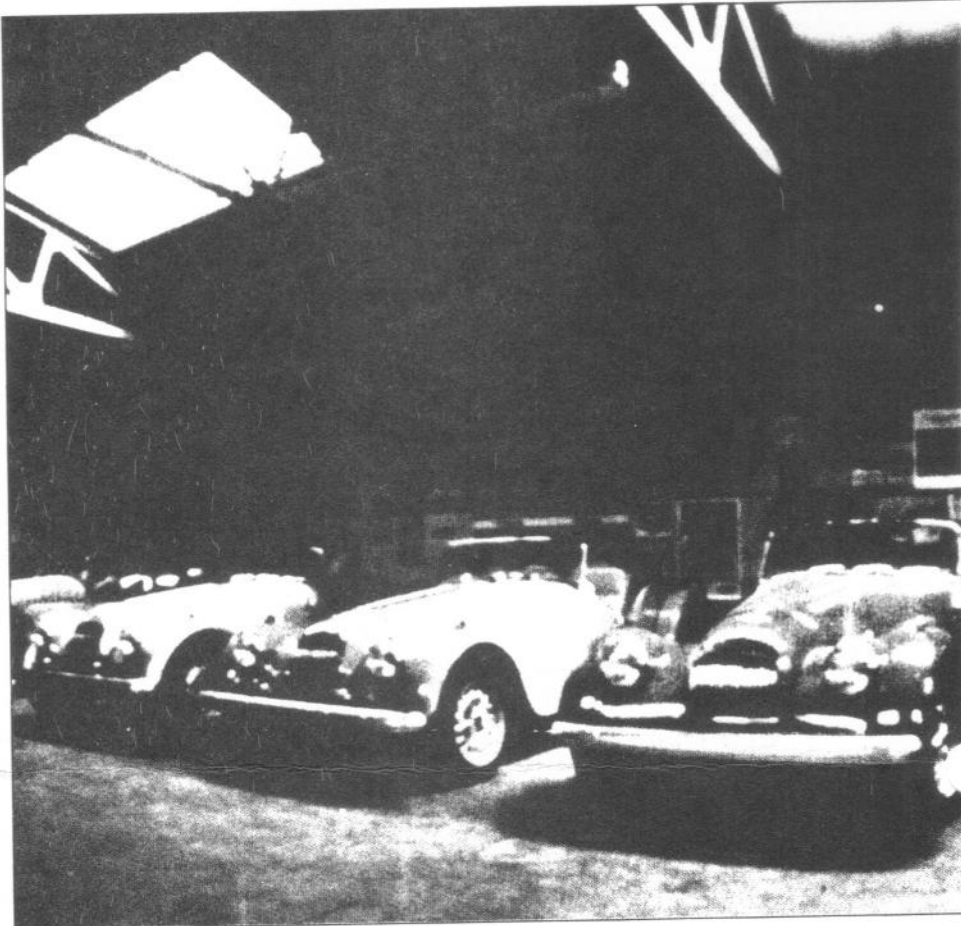
Every Morgan that leaves the factory at Malvern Link in Worcestershire, UK, is hand-built. The cars are assembled on a steel chassis and an ash framework. Aluminium or steel body panels are then fitted. Cars are built to customer's individual requirements and virtually any colour can be provided. The end result is a much sought after high-quality sports car with an impressive eight-year waiting list.

There are currently three models available: the £22,000 3.9 litre Plus 8; the £17,000 2.0 litre Plus 4; and the £14,000 1600cc 4/4. Each car takes around seven weeks to build, from the laying down of the chassis to the final 20-mile road test. The manufacture of each car draws on a wide range of skills including woodworking, metalworking and engineering.

New investment

While Morgan depend heavily on the traditional skills of their 120-strong workforce, modern materials and processes have not been neglected. These include engines with electronic management systems, the latest rust-proofing techniques and the use of special acrylic paint. The most recent introduction is Computer Aided Design in the form of AutoCAD, running on a powerful 386-based PC.

Production director Charles Morgan says that CAD is not intended to have a major design role: "I don't see CAD re-



placing our existing activities, but complementing them. I would hate people to get the impression that we are going to redesign our car on a computer. There is absolutely no question of that."

Design work normally involves the building of prototypes. Computers cannot tell you how a new Morgan will handle on the road - a prototype is necessary. Performance and handling qualities are very important for cars like the powerful Morgan Plus 8. This 130 miles per hour two-seater can accelerate from 0 to 60 miles per hour in a little over five seconds. However, CAD may eventually play its part in the design process.

"I still think there is need in the car industry to make prototypes. On the other hand it may be easier to package things on a CAD system to find out whether it is worth making a prototype in the first place," continued Morgan.

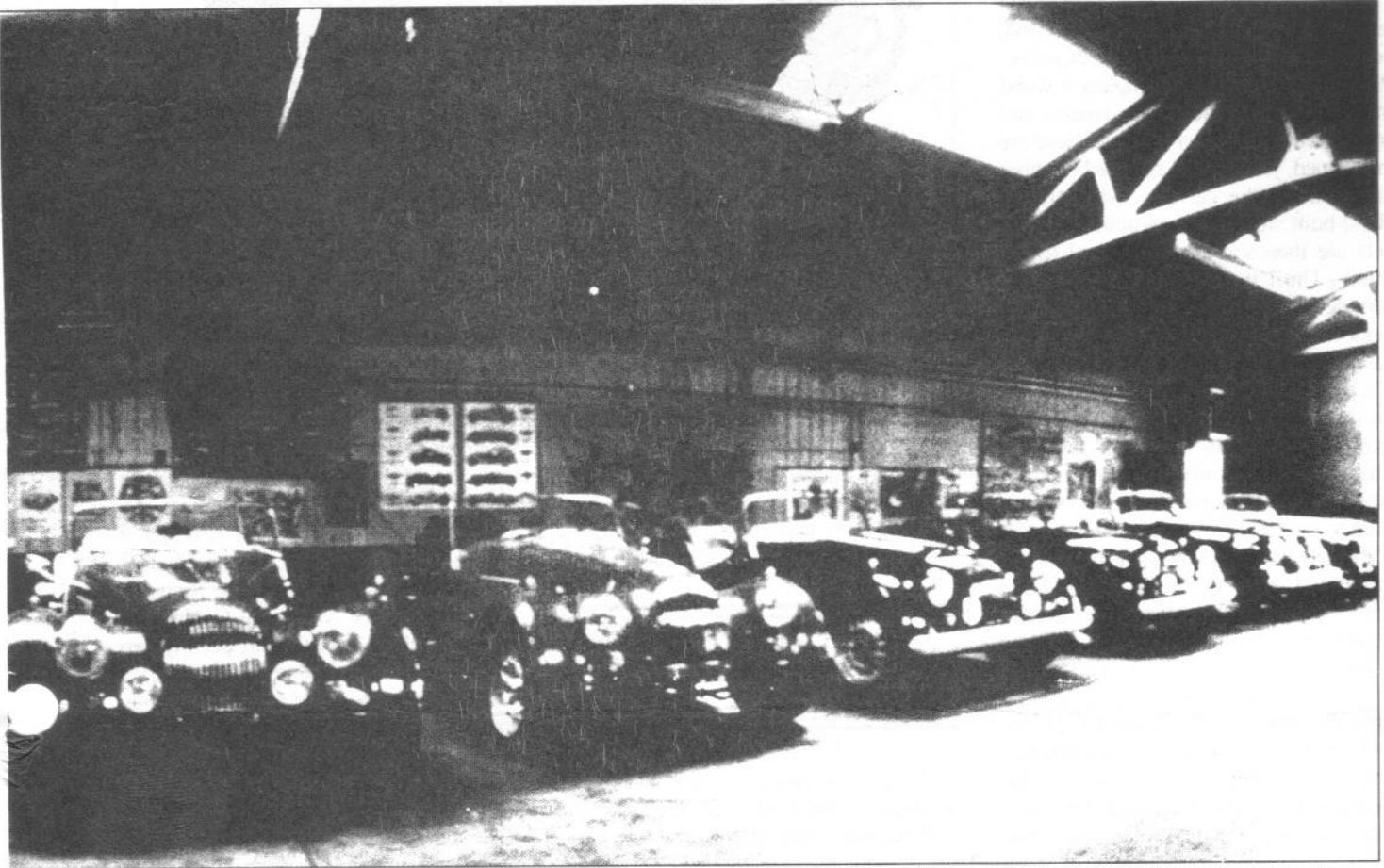
Morgan have invested in CAD mainly for production rather than design reasons.

Each car begins life as a chassis upon a trestle table to which the engine, gearbox and running gear are added. Some major components are bought in. For example, Morgan currently use the Rover 3.9 litre V8, the Rover 2.0 Litre M16 and Ford Escort 1600cc engines for its Plus 8, Plus 4 and 4/4 models, respectively.

Once the wheels are on, the rolling chassis is then wheeled around a series of workshops for further assembly. Morgan make many of their own components including brakes, suspension, radiators, fuel tanks, pedal assemblies and body panels. Designs are simple, yet very strong and easy to maintain. In an age of built-in obsolescence, Morgans really do last.

What may be surprising to many people is that many parts are not described on drawings. Engineering drawings exist for mechanical components like stub axles, hubs, brake discs and drums, which are all turned and manufactured parts. However, in the case of the coachwork, Morgan

CASE FOR SUCCESS



PRIDE OF MORGANS: Around a week's production of Morgans get ready to join their new owners

craftsmen work almost exclusively from patterns, templates and jigs. These are kept as the only record of a particular design. This is the real reason why Morgan have decided to implement CAD.

The importance of drawings

The company say that there is nothing unusual about the lack of drawings - it stems from the original method of car design. In the early days, a life-sized drawing of the car was made on the workshop wall. This would then be used by the pattern makers to produce an original pattern for the manufacture of production parts. Tools and jigs are also needed in this process.

Current production of the coachwork is based on this method. Few parts are documented and virtually no drawings have been produced for several years. However, Morgan have kept the patterns for all the components used in the manufacture of four-wheeled Morgans for the last 40 years. Drawings produced with Auto-

CAD will enable this wealth of material to be classified and logged accurately.

Some of Morgan's employees have been with the company for 30 or more years. Their knowledge, experience and skills play as much a part in assembly as does the original design. Without patterns or people, the knowledge required to build a Morgan would be lost. Yet despite all this, Morgan's system has worked successfully for over 80 years. New drawings on the CAD system will safeguard this heritage and make sure older vehicles can be kept on the road.

The decision to look at CAD was largely that of Charles Morgan, son of the current managing director Peter Morgan and grandson of H.F.S. Morgan, the company's founder. As production director, one of his responsibilities is to introduce new technology to the production process.

Following this year's Which Computer? exhibition at the NEC, Birmingham, UK, Morgan invited supplier KGB Micros to

demonstrate AutoCAD Release 10. After a month's evaluation, which ended in August, Morgan opted for a Compaq Deskpro 386/25e fitted with an Artist Graphics XJ10 graphics processor, a Philips 20-inch colour monitor, a Kurta IS/ONE digitiser, with four-button cursor, and an eight-pen Roland DPX 2500 A2 flatbed plotter.

Software includes AutoCAD Release 10 with AutoShade and Cyco's AutoManager. The latter has been implemented so that Morgan can look at and manage AutoCAD drawings without entering AutoCAD. Other software in use includes a word processor, a spreadsheet and front-end menuing. AutoCAD Release 11 is awaited with interest and the use of AutoSolid for structural analysis work is a distinct possibility.

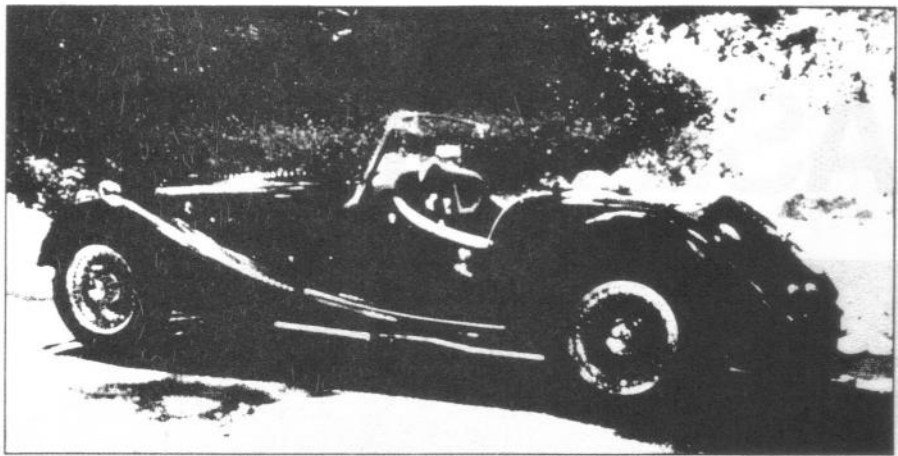
Important issues, resolved during evaluation, covered ease of use, performance, reliability, training and on-going support. AutoCAD is Morgan's first venture into

the use of computer technology in manufacturing. Practical responsibility has been given to an experienced toolmaker, Dave Goodwin, whose hobbies revolve around an IBM PC. Goodwin has made rapid progress and fully-dimensioned drawings have been produced in a comparatively short time.

One of the first projects tackled has been to produce drawings for all 100 components of the car's hand-built ash frame. Parts are made in the company's wood mill, using jigs which guide routers and saws to cut the correct shapes. These are then glued, jointed and screwed together to assemble the car's wooden frame. Hand-built steel or aluminium body panels are then screwed or pinned to the frame. Until these CAD drawings are complete, the only design records are the wooden jigs or patterns, plus a few out-dated drawings.

In the upholstery shop - the last stop for every new Morgan - production is again almost exclusively based on patterns. These, as in the wood mill, are hung around the workshop walls. All Morgan's leather-seat covers, side panels, carpets and hoods are cut out by hand and stitched or glued. CAD will enable all these designs to be fully documented and secured against any eventuality.

Once a design has been drawn up with AutoCAD, paper copies can be taken from the Roland DPX 2500 pen plotter and given to the relevant departments. Any design changes, perhaps from prototyping work, will be documented and new drawings produced. Morgan may then turn their attention to thousands of spare part designs. Owners can buy off-the-shelf spares for Morgans dating back to 1950. However, Charles Morgan says the first priority must be current production: "It's very early days yet, but the idea is that



Green with envy: a 1600cc Morgan 4/4 relaxes off the beaten track

within six months we should have everything we make drawn up for the existing model range."

The first real effects of AutoCAD are likely to be felt in production. Apart from safely securing the company's priceless designs, drawings of any part or assembly will be available to all departments. There will be less dependency on a few key individuals holding detailed manufacturing and assembly knowledge in their heads. New designs will also benefit.

As soon as you go from prototype to production, that's when the CAD system will become really useful

"As soon as you go from prototype to production, that is when the CAD system will become really useful. You will have the drawing of each separate part and its location. I see it ultimately leading to much greater efficiency in the production of items for the car," says Charles Morgan.

Beyond full documentation of currently-produced parts lies the idea of a database.

This will allow Morgan to produce detailed parts and assembly listings, manage drawings, document design changes and possibly monitor production and materials costs. CAD will become part of an important Morgan 'databank' upon which to build new systems for further efficiency and quality gains.

CAD is also described by Morgan as an important springboard for the future. An obvious possibility is CAM (Computer Aided Manufacturing). While Charles Morgan says that there is scope for using CNC (Computer Numerical Controlled) machines, this is undoubtedly a costly step to take. Hand-built traditions cannot be set aside for wholesale automation. Despite these misgivings, Charles Morgan says a limited use of CNC might help to boost production efficiency.

First impressions of the Morgan factory give some visitors the feeling that modernisation of this type is long overdue. However, spend a couple of hours there and it all falls into place. Morgan are only successful because of their hand-built tradition and the superb qualities of their sports cars. Everything about the factory is geared to producing Morgans rather than mass-produced cars. Comparisons between the Morgan Motor Company and many other firms are really not in order.

Morgan have already coped with significant changes within the motor industry involving tough new pollution controls and ever tighter safety legislation. Although CAD is a great technological leap forward, over the next year it will eventually become fully integrated into current working practices.

The bottom line for Morgan has always been quality rather than labour content, cost or numbers of cars produced. Computer Aided Design will do nothing to change that underlying philosophy. □

Michael Pollitt is a freelance writer



Tools of the trade: CAD operator and toolmaker Dave Goodwin at action stations



MORGAN SPORTS CAR CLUB

PRESIDENT - P. H. G. MORGAN, ESQ.



PLEASE REPLY TO THE ADDRESS SHOWN

MOG 91...A "DOUBLE RUBY ANNIVERSARY"

40 Years of the MORGAN SPORTS CAR CLUB.
40 Years of the PLUS FOUR.

12 Burnt Oak Drive,
Parkfield Road,
Stourbridge,
West Midlands. DY8 1HL

ALL MORGAN ENTHUSIASTS are invited to celebrate this double occasion at MALVERN from the 4th JULY to 9th JULY 1991.

The Event will open with the MSCC Sprint Meeting at Curborough (Near Lichfield in the Midlands) on Saturday 29th June, followed on Sunday 30th by a gathering in Kegworth (Leicestershire) where the Club was founded exactly 40 Years ago on Sunday 30th June 1951 !

The MOG 91 Weekend will commence on the evening of Thursday 4th July with a Welcome Noggin at the Abbey Hotel, Malvern.

On Friday there will be choice of Tours and excursions (including a Limited tour of the Jaguar Cars Factory), followed by a Civic Reception given by Malvern Council in the Winter Gardens, Malvern. On Saturday there will be a Choice of 'Scenic Runs', all ending at a typically British 'Manor House & Gentlemans Residence' in Herefordshire where there will be a Country Fair and other entertainment in the extensive Grounds.

Following a run back to Malvern there will be a Barn Dance at the Three Counties Showground .

On Sunday the Event is Centred on the Three Counties Showground with Concours, Gymkana, a 'Pit Stop Challenge' and other activities followed in the evening by the Ruby Anniversary Dinner which will be a more formal (Silver service) Dinner for up to 600 people.

On Monday 8th there will be a 'Test Day' at Castle Coombe Racing Circuit with possible alternative attractions followed in the evening by an event at the Abbey Hotel, Malvern.

Tuesday will see a Mystery Scenic Tour in the Morning, followed by Lunch and then 'Farewells'.....

We hope that many of our Morgan Friends from Overseas will join us for this occasion, to celebrate yet another 'Milestone' in the History of the Morgan Marque and once again to renew Friendships and Acquaintances made between Morgan Enthusiasts Worldwide...something almost unique among Car Clubs across the World !

Further details will be published over the next few Months but should you require further help, or information the following people will be pleased to hear from you:

The MSCC Overseas Liaison Officers: John & Carolyn Donovan.
(0279 842620)

The MOG 91 Committee Chairman: Malcolm Lamb. (021 454 7677).

Or of course..Ourselves, John & Jean Worrall.(0384 375189).

Looking Forward to welcoming you all to MOG 91,

JOHN WORRALL. CHAIRMAN. MORGAN SPORTS CAR CLUB.

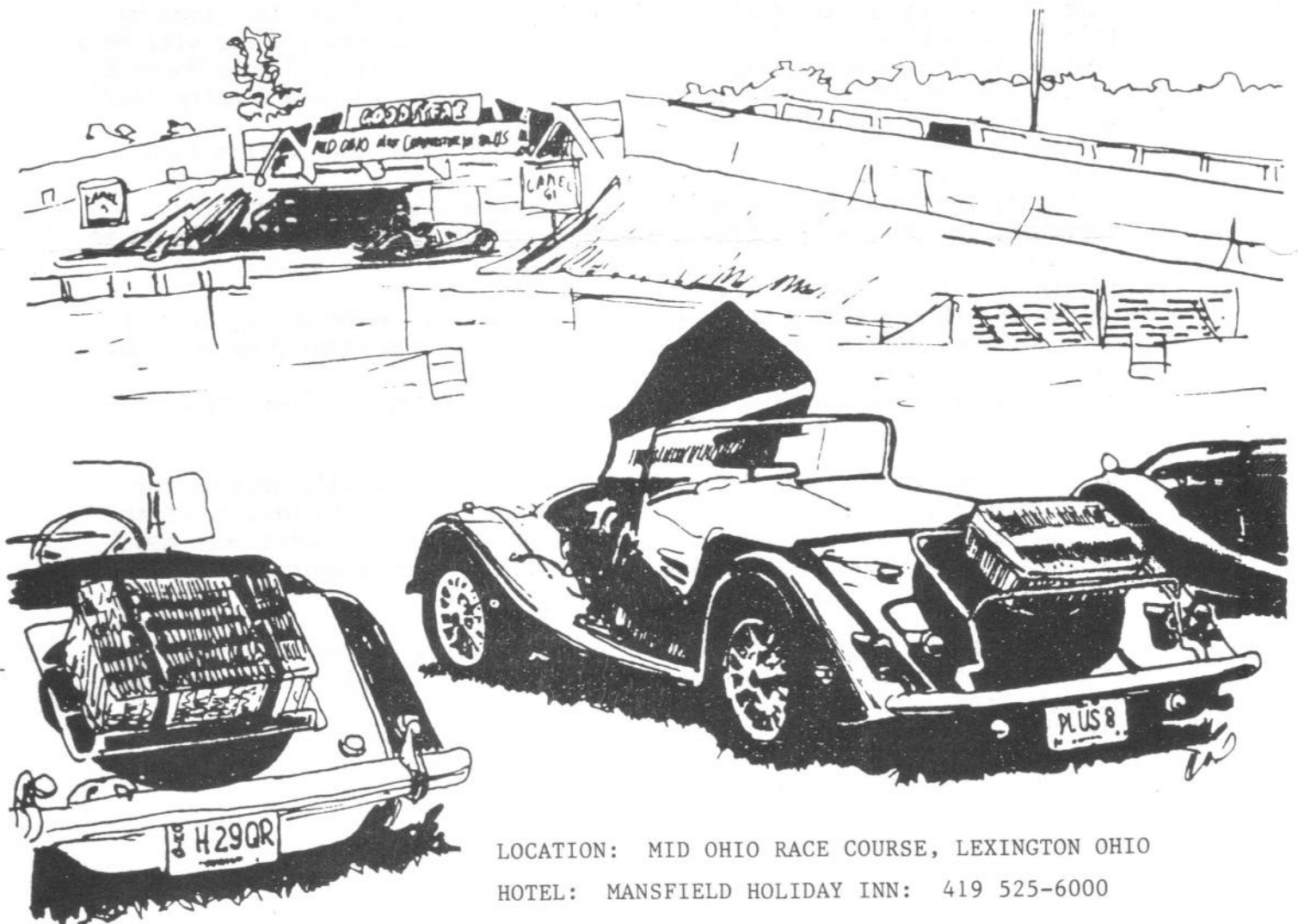
JOIN THE OHIO MORGAN OWNERS GROUP (OH MOG) FOR:

"MORGANS AT MID OHIO"

JUNE 21, 22, 23 1991

SPECIAL GUEST: CHARLES MORGAN
DIRECTOR
MORGAN MOTOR CAR COMPANY

CHARLES MORGAN WILL -
COMPETE IN OUR ALL MORGAN MARQUE
RACE --- A USA FIRST!
BE KEYNOTE SPEAKER AT JUNE 22 BANQUET



LOCATION: MID OHIO RACE COURSE, LEXINGTON OHIO

HOTEL: MANSFIELD HOLIDAY INN: 419 525-6000

MEET REGISTRATION & BANQUET: ROB BOETGER W. 216 951-2222 H. 216 285-4823
OR
CHAS WASSER W. 513 332-7947 H. 513 779-0871

ADDITIONS TO THE MOG 91 DOUBLE RUBY (p8):

I have not added the Rate & Reservation page. For anyone who is interested, I'll send some copies to the February meet, or you can write or phone me, and I'll send you a copy. Rooms at the Abbey will be allocated on a "first come, first served" basis.

ADDITIONS TO THE MORGANS AT MID OHIO (p9):

The Ohio Morgan Owners Group has succeeded in having Morgan chosen as the Featured Marque at the Mid Ohio SVRA June race meet. This is one of SVRA's largest events with over 300 competitors. Several UK and European competitors have been invited to bring their cars to America and challenge the colonials.

There will be a Morgan pavilion with significant cars on display, a concours car show and a series of receptions. Rob Boetger is coordinator for meet registration, and anyone wishing further information is asked to contact him at 10615 Northwoods Circle, Chardon, OH 44024.

SPORTING CLASSICS MAGAZINE

In December I had a glance at a new magazine, Sporting Classics: Canada's Classic Sporting Car Magazine. Initially it will be published bi-monthly and will feature restoration articles, marque profiles, price and race results and much more. Small mention has already been made about the Morgan, that of the recent Canadian dealer change, and work is in progress on a feature article. Look for this magazine at your favourite newsstand, or you can get subscription information by writing to: J&E Classic Sportscar Enterprises Inc., P.O. Box 779, Stn. B., Ottawa, ON, K1P 5P8

THE MORGANIZER

Also received, was a copy of the Morganizer: The Newsletter of Morgan Owners Register of Eastern Ontario. If anyone is interested in being listed, please contact Edward L. Burman, P.O. Box 268, Carp, ON. K0A 1L0

MANNA MANUAL

Copies of the MANNA Manual are available now to Morgan club members. MANNA is the Mog Aid Network of North America and is intended to enable Morgan owners and enthusiasts to offer voluntary assistance to fellow Morgan drivers in the event of difficulty or mechanical breakdowns or other Morgan related problems while away from home. The manuals are \$4.00 U.S., and can be ordered through the MCCDC Bookstore Proprietor: Mark Braunstein, 8116 Bard Street, Mason Neck, VA., 22079. Cheques made payable to MCCDC.

If you wish to be included in the Volunteer Listing or have your current data corrected please contact: Michael Mulrone, Villanova Law School, Villanova, PA., 19085.

NEWS

Tony Morgan-Tipp was killed in a road accident on Sunday 4th November while returning from a weekend spent with many of his Morgan friends at the Midland Centre Production Car Trial.

Although involved with Morgans and motor competitions since the mid 60's, it had only been during the last couple of years that Morgan owners in the Great Lakes area had been able to get to know him, as he would get together with us when here on business. He was quite involved with Morgan racing and various rallies in England and on the continent, and was quite successful in these ventures. As the obituary in December's Miscellany quotes, he was great company, ultra-enthusiastic and very competitive - the epitome of the gentleman Morgan driver. Our sympathies go out to his family.

George Beatty Sterne died as a result of a heart attack on Monday 15th October at the age of 78. George helped the Morgan cause in North America by starting to race them in 1954, and continuing on to win over 400 trophies before his retirement from racing in 1976. He became the Canadian West Coast agent and continued until his son Bob took over in 1976 and he retired from active business. He will be long remembered for all that he did for Canadian and American owners, and we extend our sympathies to his family.

BRITISH CAR DAY

The day dawned dark and dismal and we delayed our departure. We finally put on our leather jackets and motored out to the British Car Day at Bronte Creek Provincial Park. It was still damp and cool when we got there and we opened our thermos' of hot coffee. No less than 15 Morgans appeared during the course of the day. The weather got better as the day wore on, and by lunch the sun was out. Many different classes of cars were lined up with great and not so great examples of each for the people to see. When the awards were presented trophies to the Morgan owners went to Brian Rumohr, and Jim Snyder and Pierre Noel, members who drove up from New York state. Well done folks! see photos p 13

BRITISH CAR AUTOJUMBLE

In the middle of November, the first annual British Car Autojumble was held at the International Centre in Mississauga. Our club had a booth second in the from the main entrance, and a large number of people stopped by to say hello. The hall itself was quite busy all day and most club booths and flea market vendors appeared to have a lot of interested people keeping them out of mischief. Not many people had their cars out so late in the season, but as the weekend was forecast as clear and cold, we told the prez we'd take her car - after all, Reg had just cleaned and prepped

it was for storage for the winter - only problem - it wouldn't start. Finally we got it going and so did we. Fortunately we only live about 20 minutes from the hall, but that's far enough in an open car with no heater. It was a great day, and fun to see all the faces familiar and new. I'm sure most people there felt the day was a success and hope for more of these events.

CHRISTMAS BASH AT THE RUMOHRS

It was the stuff nightmares are made of. There it was, a Morgan meet - a Christmas party, no less - and we were still without half of our Club's executive. this was it - now or never - what if no one stepped forward this evening? Sure, a few people had previously expressed interest but now it was the last chance to stand up and be counted, would anyone? I think the plan had been made before we sheep had arrived - let them come in, get comfortable then lead them to the slaughter - ok, ok, who volunteers to be... and before you knew it hands shot up. When the dust had settled, we had all positions filled, and several volunteering to help out. Everyone's appetite seemed even greater after all that work and the great pot-luck dinner was quickly consumed. Christmas music played upstairs while Morgan videos played downstairs. All too soon it was time to leave. Many thanks, Brian and Linda for a job well done.

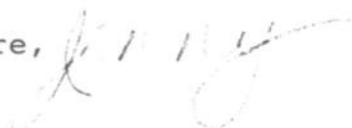
EDITORIAL

Well folks, this may be it. If your name has a coloured highlight over it, this is your last newsletter, and unless you want it that way, you'd better hurry up and renew your membership.

It certainly seems as if we are well on the way to a Morgan year packed with activities - and a whole wide range of them too. Stay tuned to these pages for details of forthcoming events and reports on ones past. Speaking of reports, I would love to see other people doing these, the job of being editor is time consuming enough, without having to write everything in the blurb as well. I hate having to nail someone at the event itself and asking them to do a write up - but I might have to start. I will not be at the next two meets, so there's a perfect opportunity for someone else to take over - I don't need anything fancy, just something to let people know the event happened and that people showed. So folks, why not try your hand?

One item that isn't a club event is the Toronto International Auto Show at the Metro Convention Centre running from the 14th of February to the 24th. Among the various attractions, booths and vendors will be the Canadian Morgan agents. If you are going to the show, why not drop into the SkyDome and say hello.

take care,





BRITISH CAR DAY



S. Beer photos

On the road with 1968 Morgan a bonding experience

BONDING — as in male bonding, father and son bonding — is, if you subscribe to the beer commercial version of reality, sitting around with "a boys" after "La ballgame" and telling "La lies."

Father and son bonding, according to the psychologist's view of reality, involves doing meaningful things together, without Mom around to interfere.

I've just gone through bonding of another sort — Morgan bonding. My experience with one of these anachronistic, 1930s-style British sports cars involved 1,260 miles of unbearable noise, a bone-jarring ride, soaked blue jeans and backaches, as my son and I ferried our newly purchased burgundy two-seater from Halifax to Toronto.

But boy are we, the Morgan and I, bonded now.

My 11-year-old son Jonathan, however, after 2½ hours in the car, spread over 2½ days, now speaks to me in monosyllabic grunts, and makes the sign of the cross when he goes into the garage to get his bicycle.

A Morgan has been penned in at the top of my automotive wish list for more than 20 years, but the search for an affordable one had proved disappointing.

A chance meeting with the editor of the Morgan Owners Club newsletter recently, however, resulted in a call to Chester, N.S., following up a two-month-old for-sale ad. The car, still unsold, sounded right, and the price was close enough that we gambled and flew down for a look.



AUTOS
By Robert English

What we found was a 1968 Morgan 4/4 sitting in a garage on the edge of picture-book perfect Back Harbor.

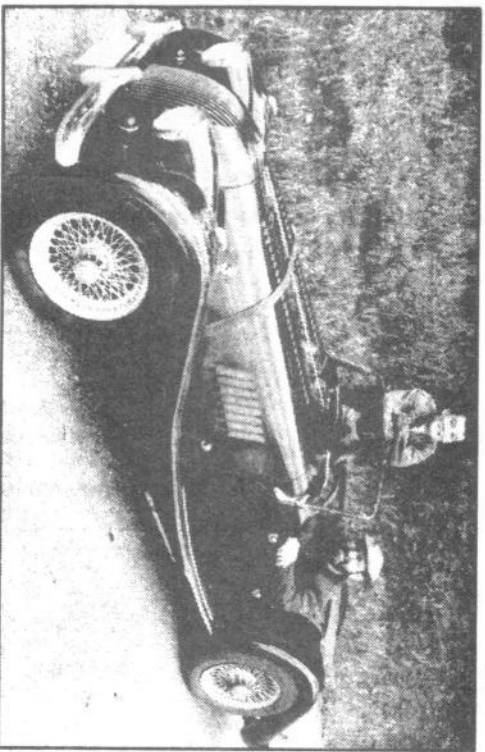
The car wasn't pristine — the paint was chipped, there was a bit of corrosion, a seam in the passenger seat had come unstitched and the leather was cracked.

It had, however, only covered 45,000 miles in its 22-year life. The motor sounded healthy, it was sitting on wire wheels, and had a leather strap across its long, low-vented bonnet.

We were sold. The mandatory dickering over the price was laughable. Halifax businessman and boat builder Frank Flinn knew he had me.

The 4/4 was the first true car Morgan ever made — in 1935. The 4/4 stands for four wheels and four cylinders. Before that, Morgans had come with only three wheels and a front-mounted, motorcycle power-plant.

By 1968, the 4/4 had acquired front-disc brakes and a 1,600-cubic-centimetre Ford Cortina GT power-plant, but other than these concessions to modernity, little else had changed.



Jonathan and Bob English after bone-jarring Morgan trek

Since the 1930s, the bodywork has become a little lower and wider, but it is still formed by hand from sheet steel, and tacked to an ash framework that rests on two solid steel chassis rails.

The front suspension is the same independent, sliding-pillar design that wowed the techy-types on the first three-wheeler back in 1909. You lubricate it every 100 miles by prodding a button, which squirts oil from the engine onto the kingpins. Out back is a solid axle suspended on hefty, multi-leaf cart springs.

Low-cut doors give access to a snug interior. A large-diameter, wood-rimmed steering wheel is mounted knuckle-brushingly close to the solid plank of wood that serves as the dash.

A panel in the centre of the board

holds half a dozen toggle switches, and a knob that seems to have some tenuous connection with the odd little round heater mounted in the passenger footwell.

There's also a leathercloth top, suspended by three folding tent poles, and almost opaque plastic side-curtains that clip onto the doors. Morgan tradition has it that the top must only be used in the most extreme circumstances.

The prospect of 1,200 or so miles of motoring was deemed extreme enough for us. We erected the tent — uh, top — before we made our start for the registry office in Halifax on Friday morning.

With the paperwork completed, the Morgan's former owner and I said our goodbyes. I climbed into the car, fired up the motor and the

exhaust pipe promptly fell off. Flinn, looking somewhat abashed, helped me wire it back on, and we set off.

The run across Nova Scotia and up the Saint John river valley to Edmundston took us the rest of a bright, clear fall day.

Driving a 4/4 is pure exhilaration. The steering is incredibly direct, the suspension rock hard.

With an all-up weight of about 1,700 pounds, it accelerates effortlessly.

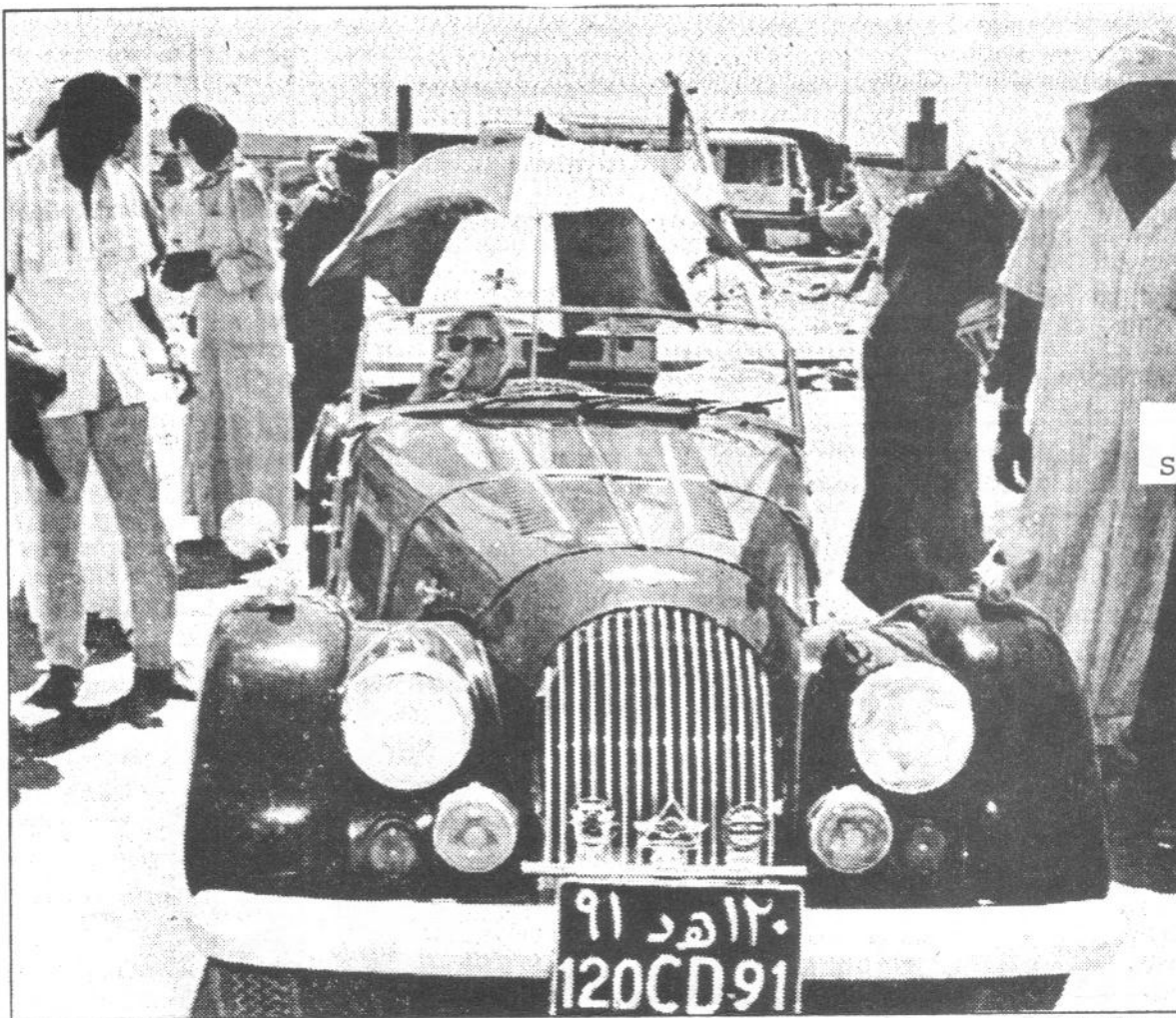
A 7 a.m. start on Saturday saw the 4/4's bonnet pointed homeward again, heading for Montreal on a rough, bumpy four-lane. Running through intermittent rain, we discovered the Morgan is less than watertight.

Crossing the Pont Champlain in Montreal, in yet another rainstorm, the Morgan's exhaust broke again.

The noise level escalated our suffering to new heights. We also hit a deep puddle that blew out the wooden plug in the floor that the jack fits through, sending a fountain of water up into my lap.

Three long-suffering hours later we pulled into my parents' home near Belleville, Ont. Sunday morning, we fixed the broken exhaust with a coffee can, a coathanger and a hose clamp.

The burgundy Morgan now sits safely in my garage, while I contemplate a few more sunny fall afternoons of driving, a winter fixing and fettling and, now that we're bonded so closely, a long and happy relationship.



VARIOUS CLIPPINGS

SENT IN BY MEMBERS,

THANK YOU

REUTER PHOTO

BORDER CROSSING: Dagmar Just, an Austrian, sits in her British Morgan convertible as she waits for her husband to complete passport formalities at Ruweished, Jordan.

Morgan convoy Sunday

After a whirlwind trip across the United States, a convoy of Morgan sports cars will be in town this weekend for a brief visit.

Twenty of the prestigious British-made automobiles have spent the last few months driving across the U.S. after being shipped from Europe to San Francisco.

Members of the Toronto Morgan Car Club and several U.S. affiliates are expected to arrive in Niagara Falls to greet their European counterparts.

A Morgan is an unusual automobile in that the body has rarely changed since it was introduced to the public in the late 30's, said Nick Murphy, director of engineering at the Niagara Parks Commission and an active member of the Toronto club.

Mr. Murphy is the owner of a 1965 Morgan that he affectionately calls his "little toy," which is currently under restoration.

He was attracted to the sports car because it was old and looks like an antique.

"I liked the unique look of the car," Mr. Murphy said. "I also bought the car because it was something that no one else had at the time."

A new automobile can cost anywhere between \$50,000 and \$60,000. They're also difficult to find in Ontario, because only two or three cars are imported to Canada each year.

Anyone not familiar with a Morgan will get a chance to see for themselves what \$60,000 can buy these days by visiting Queenston Heights Park on Sunday between 11 a.m. and 2 p.m. An estimated 60 to 80 cars will be on display.

'Doomed' car firm's last laugh

ORDERS for Morgan sports cars shot up **300 PER CENT** after the firm was slammed on TV by top industrialist Sir John Harvey-Jones. The former ICI boss attacked the company on his BBC Troubleshooter show for using "pre-war production methods."

He warned: "If Morgan ignore my advice, I think the car will disappear in ten to 15 years."

But in the two months since the show, 406 orders have been taken — four times more than the same period last year.



A classic tale of chills and thrills

THUNDER BAY — Dec. 15, 9

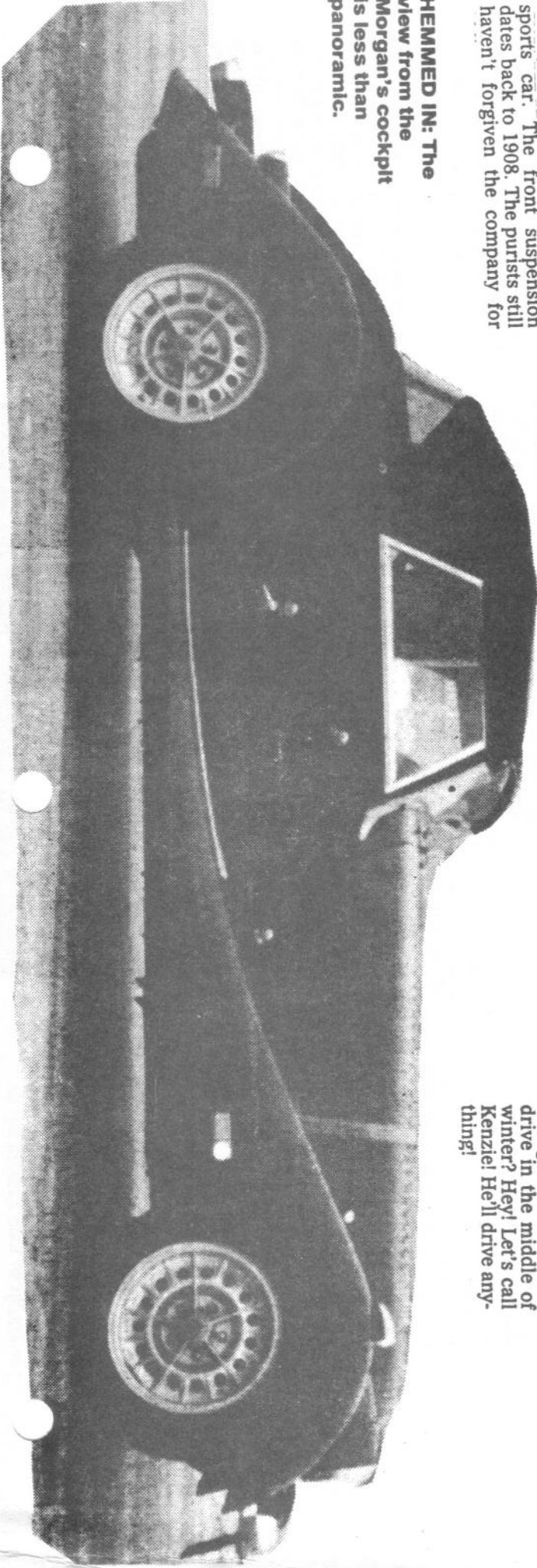
a.m.: This didn't even seem like a good idea at the time. Drive a Morgan, the sports car that time forgot, from Thunder Bay to Toronto in the dead of winter. I'm not sure I like that figure of speech.



Carte Blanche
Jim Kenzie

This job isn't always French Riviera in the middle of May. Sometimes it's Wawa in the middle of December. The Morgan is the quintessential old-style British sports car. The front suspension dates back to 1908. The purists still haven't forgiven the company for

HEMMED IN: The view from the Morgan's cockpit is less than panoramic.



adding a fourth wheel in 1932. The last significant styling change was in 1954 when they added an "aerody-

namic" grille cover. Hah. This thing has all the aerodynamic properties of an ice cream carton. Other similarities too, which I'll get to in a minute.

Dr. Paddy Weir, a long-time Morganatic, bought this Plus 8 brand new in 1988. The Rover-built V-8 engine, the one British Leyland bought from General Motors back in the 1960s, has an alumni-

KENZIE DRIVES A MORGAN RAGTOP FROM THUNDER BAY TO T.O. — AND LIVES!

num block, electronic fuel injection — pretty impressive stuff for what looks like an old car. It has 190 horsepower and 220 pounds-feet of torque, weighs about 954 kg (2,100 pounds). Fast? I guess so: 0-to-100 km/h in a shade over five seconds. The Avon

Turbocharged performance tires look to be about a foot across. Perfect winter car. Ho-ho-ho and that's not Santa Claus talking. Weir just didn't drive it much in

the two weeks of bad skiing that constitute a Thunder Bay summer. He wanted the car to go to a good home. (Morgan owners think like that.) So he arranged with Reginald, Steve and Martin Beer, the father-and-sons team that is now the official Morgan agent in Canada, to sell his car on consignment. Figuring it would sell easier in Toronto than in Thunder

Bay, the only problem was — how to get it to T.O. Who would be stupid enough to risk this drive in the middle of winter? Hey! Let's call Kenzie! He'll drive any-thing!

I look like Bibendum, Michelin man. I'm wearing every piece of clothing I own: thermal pants, thermal boots, neck, sweater, warmup pants, thermal boots, official Bob and Doug Mackenzie take-off-you-hoser toque. Question: Can I get into this thing? Nadia Comeneci would have to return to her Olympian proportions to squeeze in here.

Ooo-oo-mpfh. There. Gosh, the steering wheel is set low, the bottom half of the rim threateningly close to, well, you figure it out. Those with giant thighs need not apply. And there's very little space to operate the pedals. If only Greb-Kodiak made a ballet slipper.

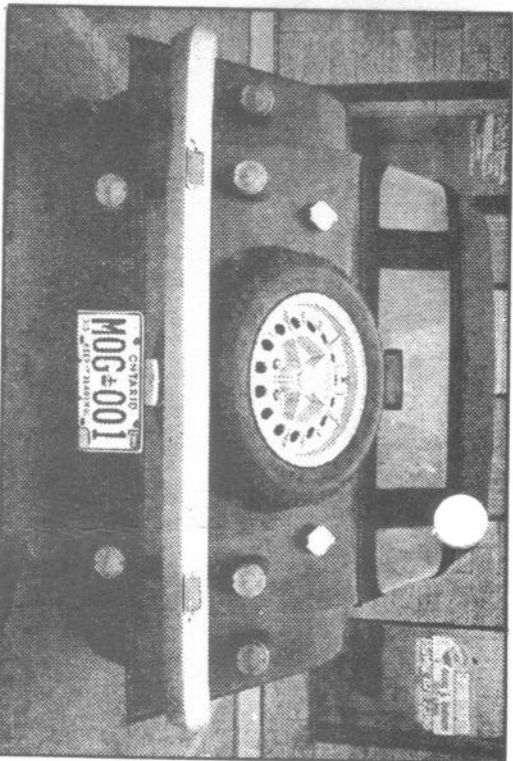
The instrumentation is classic British sports car: black dials, white markings and needles. A row of handsome toggle switches runs across the dash, which is covered in (optional) black leather, as are the seats. The individual seats, surprisingly un-bucket-like, have little lateral support but are nonetheless comfortable. The finish is terrific.

The paint job is also classic British Racing Green, with — what else? — chrome wire wheels.

All controls fall readily to hand mainly because there's nowhere else for them to fall. The wiper stalk is on the left side of the steering column, the turn signal/high beam switch on the right — the reverse of normal procedure, just like my old BMW. I'd switch them if it were my car.

Here's the Morgan owner's handbook on turn signals: "Direction Indicator Monitor: The lefthand top indicator glows green when the steering column combination switch is moved to signal left hand turn, the right hand indicator operates for a right hand turn." Only Morgan would deem it necessary to describe turn signal tell-tales to its owners.

The view through the tiny windshield — excuse me, windscreen — is dominated by two lovely rows of louvers on the hood, oops, bonnet. But it's like driving a mail box, peering out through the slot. The rear three-quarters view is pretty tough too. The tiny side-view mirror helps a lit-



THOROUGHRED: Powerful Plus 8 is scary fast

JIM KENZIE FOR THE TORONTO STAR

tle, but I wish there was one on the right side too. Either that or a huge curb feeler to help in lane-changing.

10 a.m.: Terry Fox memorial, just outside of Thunder Bay: Photo to op. I'd forgotten how gorgeous this car is. Long, low, sleek; undeniably old, but perfectly proportioned. The Plus 8, with its low-profile tires, looks especially mean and nasty from behind. Wonderful.

I'm going to perish in the same spot that Terry gave up his heroic run across Canada. The owner's handbook says there's a heater. On full speed it wouldn't blow out a candle.

But that's not why I'm freezing to death. The minus 10 degree wind blows into this car like it was made of Swiss cheese. The worst draft comes from the upper left corner of the windscreen where the canvas top doesn't fit very well. I'm bringing some hand-me-down clothes from sister-in-law for my kid; maybe I can stuff this pair of jeans in there.

Cool ride

10.30 a.m., Rosport: I pass a guy in a Mazda Miata. He's trying to look cool in his imitation British sports car. Arriviste. Dill-lante. Get a real British sports

up the driver's door as tightly as I can while still being able to open it. I can see the headline now: "Wheels car reviewer asphyxiated in air-tight Morgan!"

It's getting moderately comfortable in here. I'm going to lose the hat and gloves.

Marathon has a Robin's Donuts, the chain that's whipping Tim Horton up here. I discover that unlike a lot of other so-called "driver's cars", the Morgan does have a place to rest a coffee cup! Robin's Jumbo Thermal Mug fits snugly on the transmission tunnel, wedged between the shift lever and the parking brake handle. BMW, do you read me?

4.30 p.m., Wawa: Wish I had a dime for every photo tourists had taken of the goose statue. Oh, all right, it'll only take a minute. Mr. Kodak just earned another dime. Now that I'm warm, I can begin to figure out what this car is like. I had been told that the Morgan's suspension was so hard that you could drive over a penny and tell whether it was heads or tails, and, if the latter, what year it was minted. Actually, the car's compartment over small road irregularities is remarkably good. It doesn't seem as harsh as, for instance, most General Motors' sporty cars.

It's only when you need a bit more suspension travel — say, a sixteenth of an inch — that you run into trouble. On those bigger bumps, the car rides like a skateboard. Whoops! ka-CHOING! Think I'll drive over in this lane for a while.

(By the way, when a road sign in Northern Ontario says "BUMP", it ain't kidding. The road is all bumps, if it's serious enough to warrant a sign, hang on to your fillings.)

Another plus compared with older Morgans is the rack and pinion steering. It has about two flicks of the wrist lock-to-lock; little more than a wish is needed to change direction. Very heavy when stationary, but okay once you're rolling.

To be continued
Next issue

Calendar of Events

Feb 14-24	Toronto Auto show	Metro convention Ctr
Feb 17	Post Valentine Brunch	see page 2
Mar 16	St Patty's Day Ride	see page 2
Apr 21	Ancaster Flea Market	see p3, and forthcoming
May 4	Wine tour	see page 2
June 21-23	Mid Ohio Vintage Races	see page 9
June 27-30	SVRA Vintage Festival	see forthcoming
July 4-9	MOG 91 Double Ruby	see page 8

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THE PRICE LESS BLURB

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