



1/2000

THE BLURB

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



HAPPY NEW YEAR MORGANEERS

May the roads rise up to meet you -
wherever you go in 2000!



MSCCC Toronto Area Christmas Party, December 11, 1999:

Thank you to Russ & Sylvia Balfour for hosting this year's **MSCCC Christmas party**. Attended by the Shier's, Beer's, Knight's (with daughter and grandson), Toma's, Glenn Nigh & friend, Morgan's, VDJ (without family), Balfour's, Sand's, & Birch's. Hope I've not forgotten anyone as my memory in mid January is a bit foggy! We missed the Kuzyk's as Lynn was fighting off the flu. The event started during the late afternoon both to allow for additional drinking and chat time before we got into the heavy eating and time to move most of the alcohol through the system before hazarding the drive home. Getting to the Balfour's this year was a challenge as the major highway was blocked up for miles in each direction due to a serious (read fatal) accident. Those who were listening to the reports hit the secondary routes and enjoyed the scenery.

New Year's with the Aussies:

The DJ's were off to Australia for Christmas and the Millennium celebrations. Sydney was more akin to Vancouver – great place for ducks (it rained most of our stay with only one brief visit to the beach). Regardless, the relaxation and family time was most enjoyable. For New Year's Amanda & Vern were on Sydney harbour (just across from the Opera House for those who were watching the festivities). We were with 3 other couples in a water taxi, a civilized and luxurious way to spend the evening as we were able to enjoy a lovely evening meal complete with great Australian wines then walk down to the wharf to catch the taxi about 10:30 – enough time for a couple of glasses of champers before welcoming the new year. The immensity of the celebration was too much – from the huge barge-

Thanks to Sylvia also for her efforts to get the 6 issues of the Blurb out during 1999. Despite some "teething" issues with printers (our apologies for the poor photos and stapling) and not enough personal time to make the Blurb what Sylvia would like to see, the efforts are very appreciated. And, for those who have asked for a print size increase instead of having to resort to a magnifying glass, this issue has been increased a font size – hope it helps! Keep those cards and letters coming....

Pub Brunches have been sparsely attended. In December "The Prez" enjoyed lunch on his own while catching up on all the MOG newsletter gossip from around the world. No word on attendance, if any, at the January Brunch. Next Brunch is Feb 6. See you there?

mounted "fish" lanterns, to the crowd on the water, and then there was the 30 minute display of fireworks from several points on the harbour! We were between the main fireworks at the Harbour Bridge/Opera House and the display towards the heads. What a blast! Topping it off was the CNN coverage of celebrations in Tokyo and Seoul (at 2 am) and Beijing (at 3) before we retired to get up in time for Paris, Rome, and London then a break as New Year's celebrations worked their way around to St. John's Newfoundland. Sorry, but after that the CNN coverage was primarily on US cities and we lost interest after New York. Needless to say, we were prepared to stay in Oz should the Y2K bug have caused some major problems!



A call to Stan & Jenny Jodeikin of the Morgan Owners' Club of Australia resulted in a visit with them, along with Rudi & Sylvia Rencoret, for the usual swapping of regalia and stories – Stan gave me a copy of Bryan Reading's cartoon booklet, some are new to me and will make publication in future issues of the Blurb. We had more than our share of catching up to do as it had been close to 2 year's since we last met. This was not the only Morgan encounter however. On New Year's eve, while walking around Cremorne Point to view the crowds gathered for the midnight festivities, I stepped back for a photo and noticed the fellow closest to me had a Morgan crest on his shirt. A quick look took in a traditional green and white golf umbrella as well. It was Max Scott of the Australian club with family. We quickly realized we knew each other from previous visits, in fact Max "owns" one of the sterling silver buckles Greg Kaufman had made a couple of year's ago. Truly a small world!

And the usual plea – **please pay your 2000 Dues!** We're asking for \$25 (Canadian Beaver Bucks for those in Canada, US Greenbacks for those in the US and overseas) so we can keep this party rolling! Check the mailing label on the front of the envelope. If it says "99" after your name this means either you haven't paid your dues (in which case please sit down right now and write out your cheque) or, have paid but the accounting info hasn't caught up with the label maker yet (in which case *thank you* and expect to see the needed "00" after your name on the next mailing). Those who have not paid by the end of February will bring the wrath of Morganeering upon themselves as we will strike them from our membership and mailing lists.



Several members have asked for a **listing of members names and phone numbers**. Some years ago it was decided this list would not be made public. We have, over the past year, issued information on email addresses (updated list enclosed, please email Vern DJ if your address is not included or is incorrect). As this

has not caused any known complaints, we are prepared to issue a complete list of members names and their city. If you do not want your name on this list please advise Vern DJ or Sylvia B before the end of February 2000.

Coming events:

Y2K TREK UPDATE (May 19-22, 2000):

There is considerable excitement developing for our **first run of 2000 – the Queenston to Tobermory Y2K trek**. Mary has been working on the accommodation and rest stops while Ray has been analyzing all known maps of the area to find the most appropriate route paralleling the famous "Bruce Trail".

The schedule is looking like this:

Group photo at The Bruce Trail cairn in Queenston Heights Park at 8:30 am on Saturday May 20; departure from park at 9:00 am; 30 minute stop at the Welland Canal; Lunch at a winery TBA; a 30 minute stop at Mt. Nemo for a spectacular view; a pit stop in Limehouse.

Saturday accommodation in the Orangeville area at the **Hockley Highlands Inn and Conference Centre** just east of Highway #10 off the Hockley Valley Road. Website is: www.hockleytrails.com **Please reserve before April 1 at 800-767-8071** addressing your enquiries to Reservations under the Morgan Sports Car Club of Canada. Room rates are: \$75 for a regular room with 3 - piece bath or \$80 for a deluxe (larger room with 4 - piece bath) One building accomodates pets. Dinner will be \$30 pp while a

buffet breakfast is available at \$10 pp. Mary's friend highly recommends the cuisine.

Another early start on Sunday with accommodation in Tobermory at the **Princess Inn**. Please call before **April 1 at 877-901-8282 anytime after 10 am and speak to Shirley or Carol**. Refer to MSCCC. Rooms will be \$80 (smoking or non). Dinner and breakfast will be \$50 for 2 people (taxes & gratuity included).

And of course a group photo op at the northern cairn of the Bruce Trail in beautiful downtown Tobermory before dark.

On Monday May 22, you can either head back down "The Bruce" or board the Chi-Chi-Maun for a Manitoulin Island experience. Some websites to surf in your spare time:

<http://www.niagara-on-the-lake.com>
<http://www.bruce trail.org>
<http://www.escarpment.org>

More details will be available as they happen.
 Mary & Ray Shier 905-877-1427 shier@bserv.com

MOG South 25th Anniversary, April 14-16:

For those who just can't wait for May, check out **Charlie King's Mog South 25th Anniversary event coming up in Charleston April 14-16**. Charlie and Carolyn King attended our last MSCCC Fall Weekend and it would be a fitting gesture to have some of the Canadian group

return the visit. **Headquarters for the meet will be The Hampton Inn Riverview. Charlie is the organizer of this event and can be reached at 843-762-4545.**

MCC DC MOG 30, June 30 – July 3:

First information on **MOG 30** is starting to trickle in from the Washington DC club. This year's event will feature Morgan trikes (first time since MOG 23 in Charlottesville). This year's event will be at the **Shawnee Inn** on the Delaware River near East Stroudsburg on the Pennsylvania – New Jersey border (Northeast of Allentown, Southeast of Scranton). **Events start Friday June 30 in the afternoon with a concours & rally on Saturday July 1, autocross & gymkana on Sunday July 2. For those staying over for Monday there will be a driving tour of the area or a canoe trip on the river.** The Shawnee Inn was built in 1916 so offers not only fine accommodation but plenty of nostalgic charm. 65 rooms have been

reserved under the MCC DC. Call early at 800-SHAWNEE. Rate is \$110 + 16% tax per night. Room have also been reserved at the nearby Ramada Inn (East Stroudsburg ??) 800-2RAMADA also under the MCC DC name. Rate is \$100 + tax and service. Rooms will be held until May 30, 2000.

As has been the custom for past MOG's, the MCC DC has kindly offered a concession to Canadians attending – a reduced registration fee. As this year's MOG is several hours closer to Toronto, Ottawa, and Montreal it would be great to see a significant Canadian "Rumble of Morgans" attend this year. For more info call Ed Geiger at 703-620-0659 or email Ed at efgea@aol.com

4th British Car Drivers Week, May 20 – 28, 2000:

You will notice that both opposing weekends are included this year for more driving time for those of you who are more likely to get your cars out and drive them during the weekends. You will also notice that the word "Drivers" has been added to the title.

As many of you may already know, next spring marks the fourth annual British Car "Drivers" Week. This is a worldwide event for all British marques with the intent that it will continue to grow in popularity as the years go by. This "awareness" week is intended for all British car owners to get their cars out on the roads in their locality, to have some fun with them, and promote them for all to see and appreciate,

own part of the world that these unique, charming, fun cars are still around and doing well, thus hoping to create some new or renewed interests in them to help keep our hobby and related clubs and businesses going strong.

This past May, I noticed an upsurge of British cars driving around my home town during BC Week as well as some classic German and Italian models that I hadn't seen before the week started, and haven't seen since the week ended. Maybe we've got some competition!! Thanks for your time, and hope to see you on the road. Scott Helms Visit the web page: <http://members.aol.com/Trmgafun/britishcarweek.html>

By getting our cars out on the roads at the same time during this week, we can create an awareness in our

MOA III 2000 "The Eastern Experience":



I'm still looking for co-drivers! If your interested please email or call me. You don't have to commit to the entire trip as long as you're willing to make your own arrangements to catch the group en-route. I expect I'll be leaving for the drive to New Orleans about Sept 3. Plan at this time is to take our Morgan on a trailer towed

by the Isuzu so the convoy has the use of the trailer when and if needed during the run. This does assume we have at least two valid drivers licenses available at all times as I don't plan on trailering OLBDII's over the entire route!

More details of the run are trickling in. The organizers, Steve Roake, Kathy Tollworthy and Elaine Fisher have developed a "logo" (with the help of Peter Schmidt of the Norther California MSCC) while Kathy is working on a badge and other regalia with the help of Steve Kellerman. Elaine is working to develop a web page.

Current plan is to meet in New Orleans on Thursday Sept 7, leaving New Orleans on Saturday Sept 9 and finishing up in Hershey Pennsylvania at the Antique Automobile Show on Friday Oct 6 with the final banquet on Saturday Oct 7.

Morgan clubs along the route are being contacted to invite them to meet up with the "rumble" or to join in activities. If you can offer assistance (in Canada, the route is Montreal through to Halifax) cotact Steve Roake at the phone or email address listed below.

On this side of the pond contact Kathy Tollworthy (925-462-6378, trikenut@aol.com), Steve Roake (415-864-2260, togetsteve@aol.com), or Elaine Fisher (925-930-6030), elainef@ibm.net or Elaine.fisher@jmmmdhs.com.



Central Canada Morgan Events:

- March 5 **MSCCC Pub Brunch**, Queens Head Inn, Brant St, Burlington 12 noon (VDJ 416-530-4599)
- April 2 **MSCCC Pub Brunch**, Queens Head Inn, Brant St, Burlington 12 noon (VDJ 416-530-4599)
- April 16 **Ancaster British Car Flea Market**
- May 7 **MSCCC Pub Brunch**, Queens Head Inn, Brant St, Burlington 12 noon (VDJ 416-530-4599)
- May 19-22 **Y2K run from Queenston to Tobermory**, Ray & Mary Shier (905-877-1427, shier@bserv.com)
- June 18 **Classics Against Cancer**, Georgetown
- June 30-July3 **MOG 30, Shawnee Inn Penn**, Ed Geiger 703-620-0659, efgea@aol.com

West Coast Events for MSCCC and MOG NW:

- Feb 13 **MOGNW Notherne Centre Hearts & Tarts Run**, Steve & Liz Blake 604-943-6416

Eastern Canada Events for MSCCC and GoMoG:

- May 7 **GoMoG Annual Spring Brunch**, The Tea Room in Pakenham. Ed Burman 613-839-3140
- May 27 **Old Port of Montreal Car Show**. Ed Burman 613-839-3140
- May 28 **Oxford Mills Car Show** Anglican Church in Oxford. Ed Burman 613-839-3140
- June 25 **The Richmond Car Show**. Ed Burman 613-839-3140
- July 1 **Canada Day Car Show**, Arnprior. Ed Burman 613-839-3140
- July 15 **The Trembling Tremblant Run**, Mt Tremblant. Ed Burman 613-839-3140
- Aug 12 **The Hurst Marina Boat and Car Show**. Ed Burman 613-839-3140
- Aug 27 **Moggies on the Grass**. Ed Burman 613-839-3140
- Sept **Quyón/Healey Cornroast** naturally held in Quyón (date TBA). Ed Burman 613-839-3140
- Oct 21 **La Runne de la Grosse Citrouille**. Ed Burman 613-839-3140

Other Events of interest:

- April 14-16 **MOG South 25th Anniversary**, Charlie King 843-762-4545
- May 20-28 **4th British Car Drivers Week** (get out and exercise the beast!)
- Aug 17-21 **MOG 2000, Canterbury** (U of Kent Campus plus trip to Le Touquet France) info tel: 01306 887046, fax: 01306 884562 or check the website <http://www.itmc.net/mog2000>
- Sept 10 **18th Annual Battle of the Brits**, Sterling Heights Mich, Sue Snyder 810-9794875 snydley@home.com
- Sept 9-Oct 8, 2000 **Morgans Over America, The Eastern Experience** (see above)

Morgan Memorabilia:

Our run of millennium badges has sold out. We do have a good supply of "pins" available (these are mini-badges – high quality and only C\$12 each!). Silver belt buckles (from Greg Kaufman or Vern Dale-Johnson) are again available at a price of \$200 each. Also, don't

forget the MCCCC crest can be embroidered on clothing of your choice. Other regalia – the input has been tremendously non-existent however we are considering some high quality pewterware or crystal objects d' art. Direct all input and enquiries to Vern Dale-Johnson.



The 3/4 club has asked if we'd advise Morganeers of a new embroidered "patch" they have available. 2.5 inches high by 3.5 inches wide (wingtip to wingtip). Gold with white wings, black "+" and gold lettering on a green triangle. Price is US\$10 or 3 for US\$25. Order from Jim Dickson, 690 Plympton St, New Milford, NJ 07646.



Notes from the East:

Ed Burman (elburman@cyberus.ca)

Ed, our "Interclub Coordinator" has been getting very lonely so.... The following is his plea to Morgan visitors to our fair shores for use of his services:

DO YOU LIKE MEETING INTERESTING NEW PEOPLE WITH A COMMONALITY OF INTERESTS? If you answered either YES or MAYBE to this question, please get in touch with me! The plan is to set up a network of Canadian Morgan owners who are willing to host visiting Morgan owners from other parts of Canada, the USA, Mexico, or from overseas. This would be a two-way street of course, since we hope to establish a network of contact people who are willing to reciprocate for Canadian visitors. You would merely have to contact your "Interclub Coordinator" who will, hopefully, provide a contact for you at your travel destination.

Edward L. Burman (1969 Morgan 4/4 four seater)
PO Box 268, Carp, Ontario. K0A 1L0
Email: elburman@cyberus.ca
Phone: [613] 839-3041

...Morgan ownership can bring both Joy and Pain, but it's worth it !...

Afternoon Vern. The summer events that were scheduled for GoMoG are as follows.

May

- Annual Spring Brunch, Sunday the 7th May at The Tea Room in Pakenham. A marvellous location resplendent scenery, antiques for sale and we are going to savour the grub.
- Old Port of Montreal Car Show 27th May.
- Oxford Mills Car Show, 28th May at the Anglican Church in Oxford. A very homey show where the exhibitors don't pay and the Ladies Auxiliary prepare the culinary delights.

June

- The Richmond Car Show the 25th June at Richmond, Triumph organized and that says it all.

July

- Canada Day Car Show the 1st July at Amprior, a Kaufman tradition. A fun day for the car enthusiast.
- The Trembling Tremblant Run, the 15th July at Mt Tremblant. A day of golf, dogs and lounging in any order you wish.

August

- The Hurst Marina Boat and Car Show the 12th August at Hurst Marina. Vintage boats and vintage cars, what a combination.
- Moggies on the Grass the 27th August, location to be confirmed.

September

- Quyon/Healey Cornroast naturally held in Quyon, date to be confirmed.

October

- La Runne de la Grosse Citrouille 21st Oct, starting location and destination still a secret, we don't want the Triumphs to schedule this run for September.

For further information please contact, the Magnificent, Omnipotent and Almighty Edward Burman (The Modest/Humble) at 1-613-839-3140 or E-mail elburman@cyberus.ca

In December "The Prez" received a call from a young lady indicating her mother was visiting Toronto from Riga, Latvia and that her father owns a Morgan. A visit was arranged with the opportunity to expand our circle of Morgan friends into Eastern Europe. Shortly thereafter the following arrived on "The Prez's" computer:

Dear Mr. Dale-Johnson, Thanks to my friends [daughter & son-in-law] in Toronto, who visited you, I learned about you and your MSCCC. Thank you for the souvenirs - I received your badges [crest and lapel pin] and 2 copies of The Blurb, one of them with a photo of your Morgan +4 (# 4/99).

For 18 years already, I am an honorary member of the MSCC in the UK. I own a Morgan 4/4 (1936). It is one of the first four-wheel Morgans with the Coventry-Climax engine. It is the only one in the vast areas of the former USSR, so I do not have colleagues here. Beside Morgan, I have a Bedford B-6 (England, 1925), DAS "Victoria" (Germany, 1907, a replicar), and several cars and motorcycles from 1943-60 (USSR, Germany, Czechoslovakia, Hungary), mostly, from the so-called Stalin era.

I live in Riga, the capital of Latvia. It is a former Soviet republic, now an independent state. I am a member of the Latvian Antique Car Club (AAK), with owners of various cars and bikes as members. Riga has one of the biggest antique car museums in Europe with a nice display of vintage cars and motorcycles.

I would be happy to learn more about you and MSCCC. My address: 41-2 Janogu St., Riga LV-1063, Latvia.

Merry Christmas and happy new Millennium to you and all the Canadian Morgan enthusiasts!
Best regards, Gennady Michailov



Notes from the West:

Ron Theroux (ronsmog@home.com)



The annual "Robbie Burns Run" took place on January 23rd. Sorry a suitable representative from the Eastern executive couldn't be there this year folks - know you will have had great weather (while we froze our @\$#\$ in Toronto) and enjoyed the "Flying Beaver".

Mike Powley's Seasons Greetings from Canada were truly meant to cater to all sexes, all religions and all nationalities. In their entirety:

"Please accept with no obligation, implied or implicit, my best wishes for an environmentally conscious, socially responsible, low stress, non-addictive, gender neutral celebration of the winter solstice holiday, practiced within the most enjoyable traditions of the religious persuasion of your choice, or secular practices of your choice, with respect for the religious/secular persuasions and/or traditions of others, or their choice not to practice religious or secular traditions at all."

"May you have a fiscally successful, personally fulfilling, and medically uncomplicated recognition of the onset of the generally accepted calendar year 2000, but not without due respect for the calendars of choice of other cultures whose contributions to society have helped make Canada great, (not to imply that Canada is necessarily greater than any other country), and without regard to the race, creed, colour, age, physical ability, religious faith, choice of computer platform, or sexual orientation of the wishee."

"By accepting this greeting, you are accepting these terms: This greeting is subject to clarification or withdrawal. It is freely transferable with no alteration to the original greeting. It implies no promise by the wisher to actually implement any of the wishes for her/himself or others, and is void where prohibited by law, and is revocable at the sole discretion of the wisher."

"This wish is warranted to perform as expected within the usual application of good tidings for a period of one year, or until the issuance of a subsequent holiday greeting, whichever comes first, and warranty is limited to replacement of this wish or issuance of a new wish at the sole discretion of the wisher."

Couldn't have said it better.
Thanks Mike!



Notes from the Web:

From: BARTHAM@aol.com [SMTP:BARTHAM@aol.com]
To: morgans@autox.team.net
Subject: Need Morgan Opinions

I'm a "First Time Listener", "First Time Caller". I just joined the list because I've found in the past that this is not the place to find shy and retiring people that don't like to share opinions. I'm in the hunt for my first Morgan (I'd list previous cars but there is an electron shortage on the web). This is a dangerous question but I'd like to get preferences from people that own MOGs about 4's vs 8's and old vs new. I'm almost certain that I'll go with a +8 (non-propane, no offense) but new vs

old is still up in the air. This car will get driven although not in the winter or in REAL bad weather. I've owned a lot of English sports cars and it's time for a MOG.

I've really just started the hunt and I'm looking for information to narrow my selection. I'm sure that most of the people on the list would be bored by much of this (or it could start a very hot thread) so replies off-list are welcome. Thanks, Bart

Bart,

I have read the many replies to your request for comments and I thought I would throw in my 2 cents worth as a first time plus 4 owner. I also have owned

many British cars in the past and I can say I have had fun with all of them. However I can also say that I am having great fun with the Morgan. I find the difference is

kinds of crazy things that I didn't really get the urge to do with my other British cars. Maybe I am entering my second childhood, but I am having fun. I have now even become very interested in racing. I was interested in watching vintage racing when I had my other cars, but with the Morgan I want to race it.

My car is a 67 plus 4 and I spent last winter taking it apart. It was supposedly restored, but that definition varies greatly from person to person. I ended up taking apart the engine, trans, radiator, gas tank and rear end. I also totally rebuilt the brakes since before that I felt I was pushing my foot through the floor to stop the car. Anyway it has been great this past summer and I did not break down even once. However I did smoke some wires in early November when I was heading to an autocross. Apparently my headlight wiring shorted and I

ended up having to totally rewire that circuit. Luckily I shut off the head lights before those wires melted into other critical wires. Now I get almost as much pleasure from working on the car as I do driving it. I love to tinker and rebuilt things so this car is an excellent fit.

I have never driven a +8 and only drove a 4/4 once, but I am sure they are all similar and great fun. I have read considerable discussions about "hot" 4/4's and it has made me think that may be the next car I look for.

So anyway what I believe is great about these cars is that they are fun to drive and there is always something to do on them, either to fix something or making it run better/faster/etc.

Phil Roettjer 67 +4 & 67 MGB

Good luck in your search,



Vern:

As for Fred K I understand the web sites, email, Club positions, etc coupled with his wife's health in recent years led to the decision to drop out & sell their Morgan, which has gone Stateside. He told me he has sold 2 cars & bought a new 4x4 (and probably will go off roading with the Land Rovers! He's happy that some people have chosen to make some enriching contributions at the "Morgan Sports Cars International" website. He did say that he "misses you too" (Awww)! By the way, Fred Sisson has republished his "Morgan Bedside Reader".

Well as you know I did the deed and sold my Mog. Had to really as Claude Jacque's offer was really very good. A very traumatic parting after 13 years of ownership. I am consoled by thoughts of building up a +8 to the same level as the +4 but with cubes!!!! I'll use the same engine builder and have some fun. Keep your eyes open for an 8. Yeah I know I have to stand in line behind the Pres himself.

I have been on line a lot with the guy from NY who bought the Kuzyk's Comp 4/4. Geoff Wheatley (the buyer) is trying to put a Spax gas shock kit on the car and asked me for advice. I referred him to you and told him to think twice about dumping the Selecta Rides. You will probably hear from him. Keep in touch. Just because I sold it doesn't mean I don't care!!
David Rees-Potter



You do not read "Road & Track" to find out about sedans? You read "Consumer Reports" to find out about sedans. You read "Road & Track" to find out about Sports Cars (and read Dennis Simanaitis' column).
Gerry Willburn

The January 2000 issue of Road and Track lists the 1936 Morgan and all subsequent models among the top 100 cars of the past 100 years. Now the rest of the world knows what we've known all along!

Check out the Jan 2000 issue of "Classic & Sports Car". There is a full comparison of 5 +8's from 69, 76, 86, 94, and 99. Great comparison. Also the Jan 2000 issue of "British Car" has a good pictorial of Morgan's at Pebble Beach and a "how to" from Malcolm Terry on building a 327 hp +6 from a basket-case 59 +4 roadster.

Could this be the next retro-mobile, the resurrection of the Morgan 3-wheeler disguised as a "Merlin"? Note that waterfall grill.....

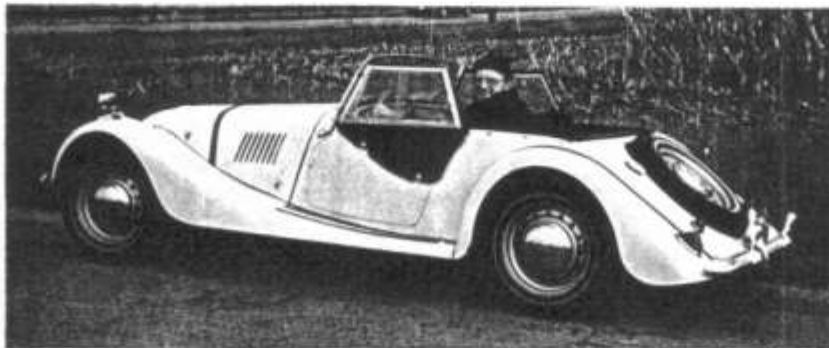


TED ANDRILDE FOR THE TORONTO STAR

For Sale / Morgans Wanted:

THE TORONTO STAR Saturday, January 15, 2000

1970 4/4, 2 seater, 43000 miles, BRG. Older restoration, engine rebuilt in the past 5000 miles. Very good condition, full wood dash and door panels, wire wheels, lots of Mog bits (mirrors, lights, badge bar).
Cdn\$28,000. Photos available. Call Brian Wallace (604) 534-7651, wallace@istar.ca



And you thought you knew everything...

The US (and Canadian) standard railroad gauge (distance between the rails) is 4 feet 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England and English expatriates built the US railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge? Because the people who built the tramways used the same jigs and tools they used for building wagons and they used that wheel spacing. Okay! Why did the wagons have that particularly odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England because that was the spacing of the wheel ruts. So who built those old rutted roads? Well, the first long-distance roads in Europe (and England) were built by Imperial Rome for their legions. The roads have been used ever since. And the ruts? Roman war chariots made the initial ruts and everyone else had to match the width for fear of destroying their wagon wheels and wagons. Since the chariots were made for, or by, Imperial Rome, they were all alike in the matter of wheel spacing. Thus, we have the answer to the original question. The North

American standard railroad gauge of 4 feet 8.5 inches derives from the original specification for an Imperial Roman war chariot.

Specifications and bureaucracies live forever. So, the next time you are handed a specification and wonder which horse's ass came up with it, you may be exactly right. Because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses. And now, the twist to the story.... When you see a Space Shuttle sitting on the launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid fuel rocket boosters, or SRB's. Thiokol makes the SRB's at their factory in Utah. The engineers who designed the SRB's might have preferred to make them a bit fatter but the SRB's had to be shipped by train from the factory to the launch site. The railroad line from the factory runs through a tunnel in the mountains. The SRB's had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as two horses asses. So the major design feature of what is arguably the worlds most advanced transportation system was determined by the width of a horse's ass!



Thinking of Spring....
Photo from Marlies Sands

BRITISH CAR DECEMBER 1999 - JANUARY 2000

First British Car Show on Prince Edward Island, Canada

The first-ever British Car Show in Atlantic Canada was held July 17 on Prince Edward Island. It was an unqualified success with 80 cars on display for over 800 spectators, more than twice what organizers had expected. The event was sponsored by the PEI Antique Car Club and the British Automobile Touring Association of Nova Scotia. Trophy winners included a 1953 Sunbeam Talbot MkII Saloon owned by Bob Hamilton and a 1968 Morgan 4/4 owned by Stuart Clare. An even bigger event is already being planned for next summer. *Brian Jones*



Band	Earl & Janice	eiband@juno.com
Bain	Malcolm & Avril	bainclan@home.com
Balfour	Russ & Sylvia	ycw@golden.net
Beer	Jenny & Steve	sj.beer@sympatico.ca
Blair	Richard	richard_blair@bc.sympatico.ca
Burman	Ed & Margaret	elburman@cyberus.ca
Cavers	Glen & Julie	glenscave@globalserve.net
Charette	Luc, Danielle Grenier	chagren@sympatico.ca
Clare	Stuart & Allison	clarest@gov.ns.ca
Clarke	Tim & Carol	tclarke@niagara.com
Dale-Johnson	Vern & Amanda	vern_dj@msn.com , vern.dale-johnson@medtronic.com
Dawson	Oliver & Lisa	lisajohn@interlog.com , oliverco@interlog.com
Desjardins	Serge	multimages@videotron.ca
Doyle	Tony	jadoyle@niagara.com
Driver	Ed & Margaret	edriver@sk.sympatico.ca
Dwyer	Andrew	a68morgan@sympatico.ca
Farmer	David & Paula	farmedav@idirect.com
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Goldman	Lorne	goldman@cil.qc.ca
Holtz	Mike & Marion	holtzm@home.com
Hughes	Mike & Linda	mlk123@idirect.com
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Yep	Carlos & Sylvia	cyep@ctfinance.com
Young	Neil & Ruth	nyoung@aztec-net.com
Zurbrigg	Ted & Lily	tz@mail.lac-mac.com



A MYSTERY TO DIE FOR:

Sherlock Holmes and Dr. Watson went on a camping trip. After a good meal and a bottle of wine, they decided to retire to their tents and promptly fell asleep.

Some hours later, Holmes awoke and went to his faithful friend's tent and gave him a good nudge. "Watson, look up at the sky and tell me what you see," said Holmes.

Watson replied, "I see millions and millions of stars." "What does that tell you?" asked Holmes.

Watson pondered for a moment; "Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Astrologically, I observe that Saturn is in Leo. Horologically, I deduce the time is approximately a quarter past three. Theologically, I can see that God is all powerful and that we are small and quite insignificant. Meteorologically, I suspect that we will have a beautiful day tomorrow. What does it tell you?"

Holmes was silent for a moment. Then he spoke, "Watson, you idiot, some bastard has stolen our tents."



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and faded in one spot on hood.
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has never been off frame.





A row of late 60s MGs.

British car day . . .

by F. Lee Marquette

OAKVILLE, ON - The Toronto Triumph Club advertised September 19, 1999 as cause to celebrate the 30th anniversary of TR6, 40 years of Mini and Herald, 75 years of MG, and 90 years of Morgan. What a glorious Sunday. This group really knows how to pick great weather for this annual auto show and swap meet held at Bronte Creek Provincial Park. Vendors were set up this year in a much more visible up front location and a happy mood was observed early in the day. Up with the canopies and arranged carefully selected "off-shore" literature, we looked forward to a busy day on the aisles.



Our location on the main roadway offered us two wonderful parades, early morning and late afternoon. Elegant Rolls-Royces and Bentleys, Minis, Jaguars from saloons to full race, the sponsoring Tri-

umph Club with a collection of TRs and others, Lotus, MG, Morgan, to name a few.

Flea marketers, (auto jumbler) offered publications, books, restoration services, parts, clothing, sales literature, and auto club information. Murray Cutler gave his Old Autos spiel to many and he had a productive day for this valued publication. We commandeered Richard Spiegelman, auto photographer, to assist us on this busy day. Lloyd Brown, the usual correspondent was unable to attend because the wife "got tickets!" We'll sent you next year's date early, Lloyd. A long list of awards were presented late in the afternoon and the exodus held us in awe, one more time.

Congratulations to the operators on a job well done. We'll look forward to Y2K and one more special gathering of these exciting imports for all to enjoy.





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2000 SULL'ORME DEGLI ORSI

In the Footsteps of the Bears

The 2000 Edition of the Rally which traditionally starts under the emblem of Biella - the well known international textile centre - featuring the brown bear and visit those alpine regions once an uncontaminated paradise where the brown bear roamed and where it is now regarded as the animal symbol will be even more exciting than usual: a variety of enjoyable tests and regularity sections on a breathtaking route, three wonderful days of driving through Italian and Swiss Alps, the arrival point of the most important leg being Gstaad, accommodation in long established Grand Hotels and a rich final prize-giving ceremony will make the event unforgettable... Don't miss it! The closing date for entries is March 25th.



In the Footsteps of the Bears 1999 Edition

Organisation:

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For further information and for the Official Brochure of the Event with the Entry Form contact:

Comitato Organizzatore "Sulle Orme degli Orsi"
 ("In the Footsteps of the Bears" Organising Committee)

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DID YOU KNOW

NICK BALDWIN



THE WYCHE Cutting, where early three-wheel Morgans were factory tested on the 1:3 gradient over the Malvern Hills, was recently stormed by three generations of the Morgan family, driving their latest cars.

The hill, which is now used solely for access to local houses, was opened up for the demo runs by VSCC members — as part of the Club's 65th anniversary celebrations. As well as Morgans, numerous other light cars took part in the ascent.

However, some of the more primitive cyclecars had problems reaching the summit including a unique rear-engined AV Monocar, driven by Mike Bullitt, which just managed to make it, thanks to a friendly push from the course marshalls!

Other memorable demonstrators included 88-year-old Edward Riddle, who drove his GN with great panache — as the highlight of a 300-mile round trip from his home in Dorset.

Left: The crowds cheer Charles Morgan and his family who retraced the Morgan test run.

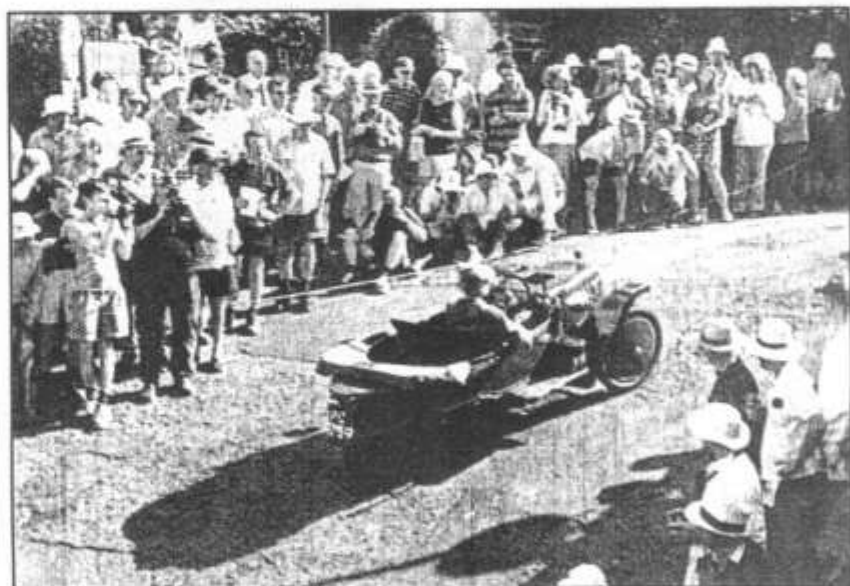
The Wyche takes its name from the ancient word for salt. This vital commodity was carried by packhorse from the Cheshire salt mines, over the Malvern Hills, to the southern markets. — until motor transport allowed an easier route, via Worcester.

The AV Monocar was named after its backer, a Mr. Avey of Teddington, Middlesex. GN stood for Godfrey and Nash and, apart from the Morgan, it was the most successful of the 1910-1925 crop of cyclecars. A GN was the basis of aeroengine firm Salmson's first foray into car manufacture. The Nash of that enterprise was nothing to do with the American car of the same name, built between 1917-1957. He was actually Archibald Frazer-Nash: in 1922 he left GN to make the famous sports cars bearing his surname.

By the time that production started to dwindle in the Thirties, AFN — Archie's firm had become known — belonged to the Aldington family. They began to import BMWs which were sold under the title Frazer-Nash-BMW.

After the second world war HJ Aldington, by then a director of the Bristol Aeroplane Co, hired BMW 328 engineer Fritz Fiedler to create the Bristol 400 car. This was initially to have carried the Frazer-Nash name as well, but instead AFN went on making its own cars, the last of which (with BMW V8 motor), was sold in 1957 — by strange coincidence the same date as the end of the American Nash. By then AFN had become the British concessionaire for Porsche, which it still sells today, along with Lamborghinis.

Frazer-Nash briefly had a sportscar sister, as a result of the Aldington family also owning Aston — the Martin in 1931-2. Archie Frazer-Nash continued his engineering experiments that had allowed his cars to operate successfully with different chains and sprockets instead of gearboxes. He also came up with a mechanised gun turret that saw active service on thousands of aircraft in the second world war.



NICK BALDWIN marks some Morgan 'moments.'



Right: A vintage Morgan three-wheeler scales the Wyche hill during the recent VSCC rally.

Just because Morgan's time-warp styling continues year after year, decade after decade, people tend to think that nothing ever changes. Think again. This quintet of Plus 8s reveals just how much Morgan's rocketship has altered in specification and driving character through its 30-year lifespan, even if the basic building blocks – separate chassis, ash body frame, V8 engine and sliding-pillar front suspension – have remained. If you've ever fancied buying a Plus 8, here's the low-down on how the character of this quintessentially British evergreen has evolved over the years.

1969

The original Plus 8, launched in 1968, is the fastest carburettor-fuelled version, owing to its particular combination of lightness, gearing and power. The 0-60mph time of 6.7 secs, achieved by *Autocar*, is quicker than any production E-type, although superior aerodynamics allow the Jaguar to pull away above 90mph.

Driving this example, the 36th built, shows how Morgan tailored the car for acceleration. Although the engine is brilliantly flexible, close-ratio gearing and the V8's seductive exhaust note encourage you to use the four-speed Moss gearbox to the full, even if it doesn't have the snappiest change. The lever's crisp action and short throw suit a sports car, but sluggish synchromesh means that shifts can't be hurried – and the way the knob is tucked under the dashboard makes it awkward to reach. Nowadays the vintage character of the Moss 'box adds to the desirability of early Plus 8s, but at the time Morgan was forced to use it because Rover initially mated the V8 to automatic transmission only.

Compared with later versions of the V8, this one sports a 10.5:1 compression ratio – a high figure made possible by the availability of five-star petrol. These days there can be some hesitancy at low engine speeds, but everything clears from 2000rpm to give wonderful thrust up to the 5200rpm red line, equating to 115mph in top gear – *Autocar* must have over-revved to clock a 124mph top speed. Maximum power is 151bhp at 5200rpm and there's 210lb ft of torque at 3000rpm. One amusing under-bonnet feature is the cylindrical air-filter box: Morgan had to whack a big dent in the top to make it fit below the bonnet hinge.

Handling is just what you'd expect from archaic suspension, by leaf springs and lever-arm dampers at the back and trademark sliding pillars at the front. When the road is smooth and dry the Plus 8 behaves predictably, with controllable power oversteer on demand – but it's perilously easy to unstick the back in the wet. Hit a bump in mid-corner, though, and you quickly know about it: the car becomes skittish and easily knocked off line. Cam and peg steering adds to the vintage feel, having little self-centring and some free play. But the car's narrow build makes it easy to point.

Climbing aboard can be a struggle because there's so little knee room below the standard Astrali steering wheel, but the shapely seat is cosy. Only the rev counter is seen through the wheel, as other instruments and switches are gathered in a central panel, with the speedometer furthest away so that it can't be seen with a half-tonneau in place. Unlike all later Plus 8s, the heater is a 'fug-stirrer' ahead of the

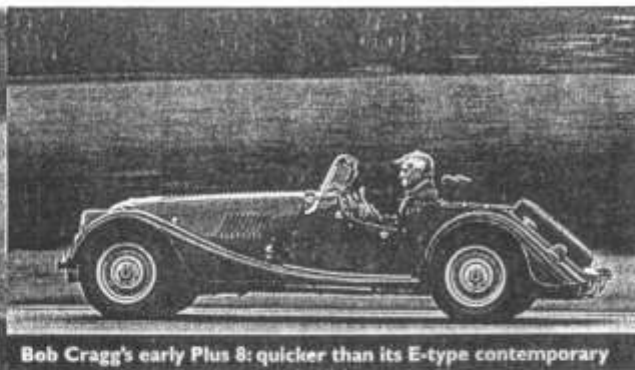
MICHAEL BAILLIE



BROADER APPEAL

Now eight inches wider than the original, Mark Hughes charts the evolution of Morgan's character-building Plus 8 tourer

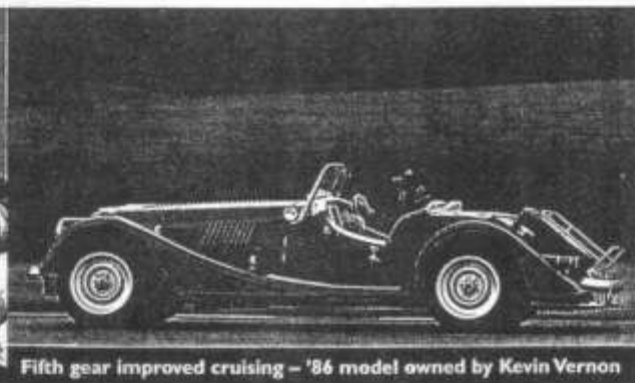




Bob Cragg's early Plus 8: quicker than its E-type contemporary



Twin exhausts (from '71) give fruity burble on Paul Parken's car



Fifth gear improved cruising - '86 model owned by Kevin Vernon



Yet more torque with 3.9-litre engine, Colin Peters at the wheel



And Jeremy Lewis' current Morgan can spin its wheels in third

passenger's feet, a location that frees the engine side of the bulkhead for a full-width toolbox.

1976

The significant change on this Plus 8 becomes apparent the moment you pull away. The Rover four-speed gearbox (introduced in 1972) feels more modern, with a lighter lever action and a lift-up collar for selecting reverse, although gearchanges aren't as precise or short in movement as the Moss 'box. A distinct contrast in driving character also comes from altered gearing, created on two fronts by wider ratios within the 'box and a longer-legged final drive of 3.31:1 instead of 3.58:1. This Plus 8 makes lighter work of motorways, although through-the-gears acceleration isn't quite as vivid. There's also a slight loss of pace because of the engine's lower compression ratio, down to 9.35:1 to suit four-star petrol. Power output at 5000rpm dropped to 143bhp, while torque fell to 202lb ft at 2700rpm. Compared with the 1969 model's single-pipe exhaust, though, a dual system (introduced in 1971) gives a fruitier burble, making this Morgan sound more exciting. Externally the car is 2in broader because the chassis rails were moved apart to suit the Rover 'box.

This is the first of four increases in width (all represented in this group) resulting in the latest Plus 8 being fully 8in wider than the first. On this 1976 example the wings are wider, but the difference is mainly seen in the increased distance between headlamp pods and radiator cowl. The front bumper looks too small for the body because it wasn't altered, while this car lacks the optional rear bumper. Morgan, then as now, is notorious for the length of its options list: other mundane extra-cost features on this car are exterior door handles and a second rubbing strip on each running board. The cabin is broadly unchanged, except that the dashboard top is padded for safety and the pedals are more cramped because the Rover gearbox has a wider bellhousing. Thanks to a Gemmer recirculating-ball steering box, a post-1983 feature that has been retro-fitted to this car, feel through the wheel is lighter and more accurate, with stronger self-centring.

1986

While steering and gearbox are the main mechanical changes for this model, the instantly visible difference is the dashboard, which was redesigned for 1977. Now the main instruments - a different design from VDO - are ahead of the driver, with a column of warning lamps (cheap-looking units of BL/Rover origin) between them. A central rectangular panel contains four smaller dials and a row of rocker switches, while wipers and washers are now activated by a second column stalk.

The standard steering wheel, which is rather crude and plasticky, connects to a new rack and pinion system specially supplied for Morgan by Jack Knight; this was optional from 1984 but became standard in 1986. Compared with earlier cars, this unassisted steering is so effortless when manoeuvring that it feels powered, but isn't short of accuracy or feedback at speed. Handling on twisty roads is more responsive, even though suspension basics are the same.

Overdrive hadn't been available on four-speed Plus 8s, so this model's fifth gear (introduced in 1977) transforms the car's cruising ability. The Rover 'box has essentially the

same ratios as before but for having direct fourth supplemented by an 0.79:1 fifth giving 27.6mph per 1000rpm, allowing a loping motorway gait and improved fuel consumption. The gear lever is easier to reach because it's nearer the driver, a consequence of chassis revisions allowing the powertrain – by now supplied by Rover as a complete assembly – to be moved backwards, giving better weight distribution and underbonnet clearance.

Sitting at a crossroads in Plus 8 evolution, this particular car still has carburettors, which changed from twin SUs to Strombergs in 1981. With the adoption of the five-speed 'box, Plus 8 specification fell into line with the Rover SD1 family, to which the fuel-injected Vitesse was added in 1983. So Morgan was able to offer a fuel-injected Plus 8 as an option from 1984, and standard from 1987.

This Plus 8 lacks a brake servo, the Girling Powerstop unit fitted to earlier cars having been deleted in 1981. Noticeably more pedal pressure is needed, but otherwise the Girling braking system remains unchanged from the earliest models, and more than adequate for the car's performance. Discs are fitted only at the front, drums sufficing at the rear – as they still do on current Plus 8s.

One detail about this car epitomises the quirkiness of Morgan history. Although built after April 1986, it lacks the scuttle-mounted side indicator repeaters that became mandatory at that time. Apparently a good nine months went by before the company realised it was building cars that weren't strictly legal...

1994

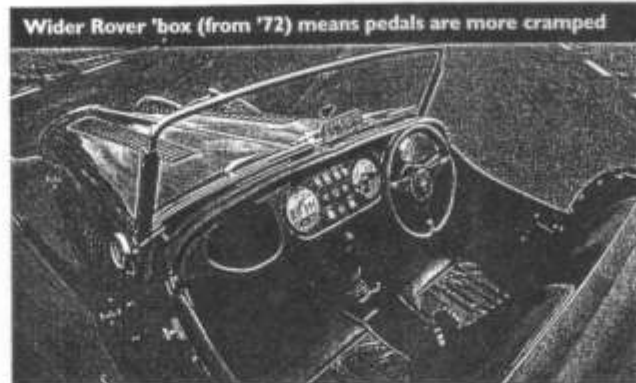
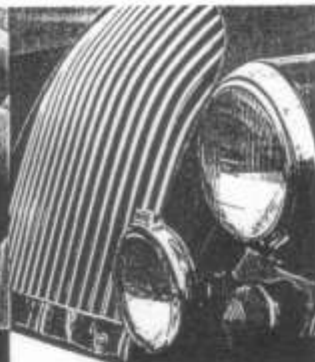
The big difference here is in performance, for this car has the 3.9-litre Range Rover engine introduced in 1990, complete with fully mappable 'hot-wire' fuel injection. By 1994, all Plus 8s were fitted with a three-way catalytic converter, which brought fuel-system changes that caused torque – this engine's defining feature – to increase from 220 to 235lb ft, the peak occurring at 2600rpm in both cases. Such pulling power at low revs is a distinct difference from the earliest Plus 8. That car thrives on good use of the gearbox, but flexibility is so enhanced with the 3.9 that gearchanging, if you want to drive lazily, can be all but abandoned once on the move. Flooring the throttle at 30mph in top gear makes this Plus 8 leap forward with almost as much force as in the lower gears, and at higher speeds the surge is electrifying. While 0-60mph is the best Plus 8 figure yet at 6.1 secs, the most telling statistics are incremental direct-gear comparisons with the Moss 'box version: 20-40mph is 4.2 secs against 5.0, while for 80-100mph the margin widens to 6.1 secs versus 7.4.

One minor change introduced with the catalyst is a sealed fuel tank with only a single filler, on the right-hand side of the tail panel. Previously there was always a second filler, which had the twin advantages of giving speedier refuelling (thanks to the venting permitted by opening the second cap) and enabling the car to be filled from either side.

Handling is more assured on this Plus 8, thanks to the long-overdue introduction of telescopic rear shock absorbers in 1990. These anchor the back end much more securely, especially on bumpy roads, but do nothing for ride quality, which remains sportingly firm – but not harsh – on all but the smoothest surfaces. So



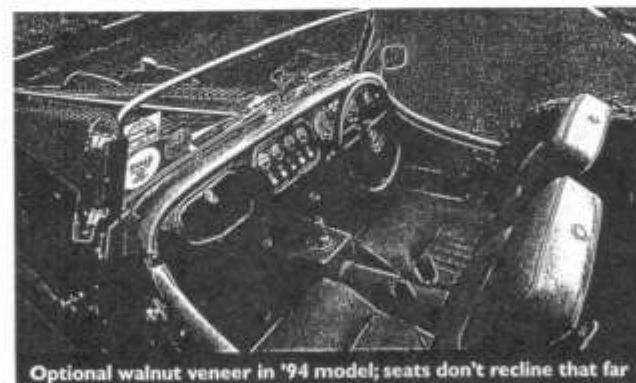
Tight fit but cosy in early car; gearlever under dash' is awkward



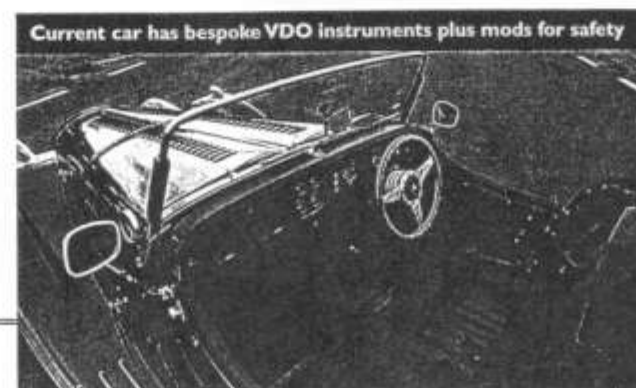
Wider Rover 'box (from '72) means pedals are more cramped



Dash redesigned from '77 – main instruments in front of driver



Optional walnut veneer in '94 model; seats don't recline that far



Current car has bespoke VDO instruments plus mods for safety



popular are telescopes that many owners retro-fit them to earlier cars.

Braking is another area where modern Plus 8s have been improved in feel and efficiency, following a major 1993 revamp that saw the old Girling system replaced by Lockheed components. Front discs now carry four-pot calipers, a servo reappears (this time a new design combined with the master cylinder), the fly-off handbrake is operated by cable rather than rods, and the rear drums are self-adjusting. Interior appointments could be quite lavish by this stage, thanks to a lengthening options list. This Plus 8 has the walnut-veneer dashboard – complete with lockable glovebox – that had been available from 1989. By now there were three choices of seats, this car having the so-called recliners (they don't actually recline much) whose deep padding definitely adds long-distance comfort. A map-reading lamp is also useful, as there's no other interior lighting.

1999

Coming up to date, the 4.6-litre Plus 8 is an even wilder machine, offering so much torque that the rear wheels can be made to spin in third gear in the dry. Even more than previous Plus 8s, this current version can be driven as the

FACTFILE

Morgan Plus 8 (1969)

ENGINE

3528cc V8, 10.5:1 cr, twin SU HS6 carbs

Max power 151bhp @ 5200rpm

Max torque 210lb ft @ 3000rpm

PERFORMANCE

Top speed 124mph 0-60mph 6.7 secs

Price new £1478 Price now £18,000

Morgan Plus 8 (1976)

ENGINE

3528cc V8, 9.35:1 cr, twin SU Hi F6 carbs

Max power 143bhp @ 5000rpm

Max torque 202lb ft @ 2700rpm

PERFORMANCE

Top speed 122mph 0-60mph 7.1 secs

Price new £3978 Price now £16,000

Morgan Plus 8 (1986)

ENGINE

3528 V8, 9.25:1, twin Stromberg carbs

Max power 155bhp @ 5000rpm

Max torque 198lb ft @ 2750rpm

PERFORMANCE

Top speed 124mph 0-60mph 6.5 secs

Price new £12,498 Price now £16,000

Morgan Plus 8 (1994)

ENGINE

3946cc V8, 9.35:1 cr, Lucas/Bosch fuel injection

Max power 190bhp @ 4750rpm

Max torque 235lb ft @ 2600rpm

PERFORMANCE

Top speed 125mph 0-60mph 6.1 secs

Price new £24,898 Price now £25,000

Morgan Plus 8 (1999)

ENGINE

4555cc V8, 9.35:1 cr, Lucas/Bosch fuel injection

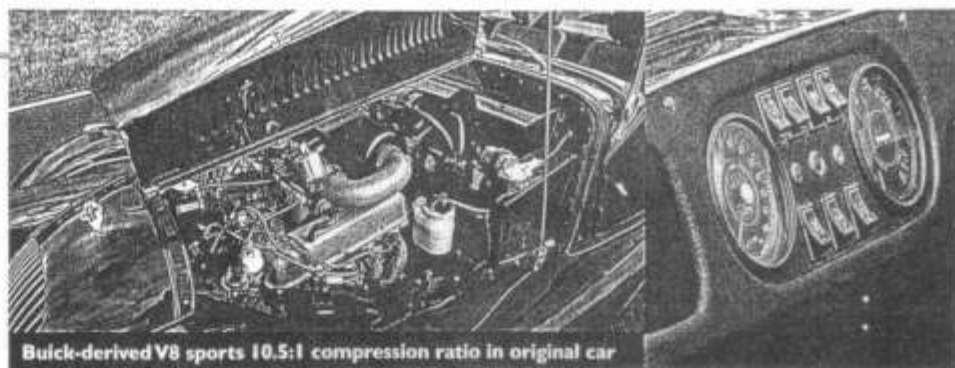
Max power 220bhp @ 5000rpm

Max torque 260lb ft @ 3600rpm

PERFORMANCE

Top speed 128mph 0-60mph 6.0 secs

Price new £34,639 Price now £36,000



Buick-derived V8 sports 10.5:1 compression ratio in original car



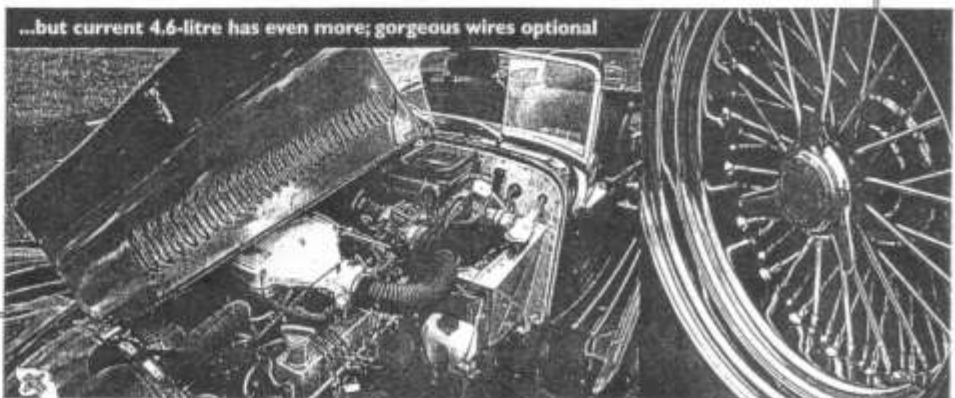
...subsequently reduced to 9.35:1 so that it could run on four-star



This '86 model is one of last to use carbs; Strombergs from '81



Fuel-system change to injected unit in '94 boosted torque again



...but current 4.6-litre has even more; gorgeous wires optional

mood suits, with performance lighting up anywhere in the rev range thanks to a lavish spread of torque. The peak is a fantastic 260lb ft at 3600rpm, although maximum power of 220bhp at 5000rpm isn't significantly better – but then you never need to rev that high. This is the quickest Plus 8 yet, capable of 0-60mph in 6 secs and a top speed of 128mph.

Even though the overall look is similar, this car shows that the most significant changes to the Plus 8 occurred recently, in August 1997. Many of the modifications were driven by legislation, none more so than cockpit changes to allow airbag installation. The need to meet legal dimensions for airbag inflation forced Morgan to increase the distance between dashboard and seating, giving a roomier cabin. The dashboard is further forward, doors are lengthened by 1½in, seat travel is usefully increased, and there's much more room for knees and legs. Out of sight, there are differences in every piece of the ash frame.

Structural improvements extend to the way the car is made, in keeping with quality gains first seen when Morgan began treating the ash frame with preservative in 1986. The engine bay has stainless steel panels on either side, while the chassis is now galvanised as standard. Broad wings, wider than ever before on cars fitted with optional chromed 7Jx16 wire wheels, are created by a new single-piece manufacturing process called Superform, whereby molten aluminium is sprayed into a mould at high temperature. Durability promises to be far better than the previous wings, which, whether in steel or optional aluminium, were prone to corrosion because of their three-piece construction and the use of moisture-trapping wired edges around the wheelarches. Another new dashboard layout accompanies provision for airbags. The four small dials are now arranged in a square in the centre, surrounding a winking red lamp for the standard immobiliser. Morgan badges in the speedo and rev counter reveal that these are now specially made by VDO, and the odometer is an electronic display that lights up with ignition. Twin column stalks – taken from the Land-Rover Freelander – provide a more elaborate range of functions.

Many other details reflect the onslaught of type-approval requirements. A high-level brake lamp is fitted above the external spare wheel, and side-repeater lamps now sit in the front wings. Pliable covers, in rubber or plastic, protect numerous sharp edges, such as hood-frame fittings or the ends of wiper blades. Cars are now delivered with wing-mounted sidelights disconnected (their lighting intensity falls below legal requirements), while the factory supplies sidescreens as a gift, thanks to their frowned-upon Perspex panes.

This current Plus 8 may be bigger and heavier than ever before, but it's also faster, better handling (thanks to the width of track and tyres), more comfortable, greener and safer. It remains Morgan's state-of-the-art flagship until the next evolutionary step. ♦

Thanks to owners Bob Cragg (1969), Paul Parken (1976), Kevin Vernon (1986), Colin Peters (1994) and Jeremy Lewis (1999), and to John Worrall of Heart of England Morgans (01299 250141) for organisational help.



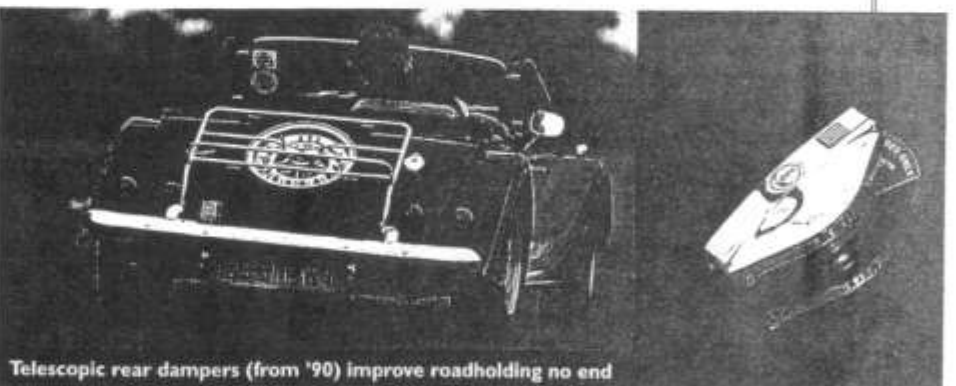
Behaviour predictable on smooth roads, but skittish over bumps



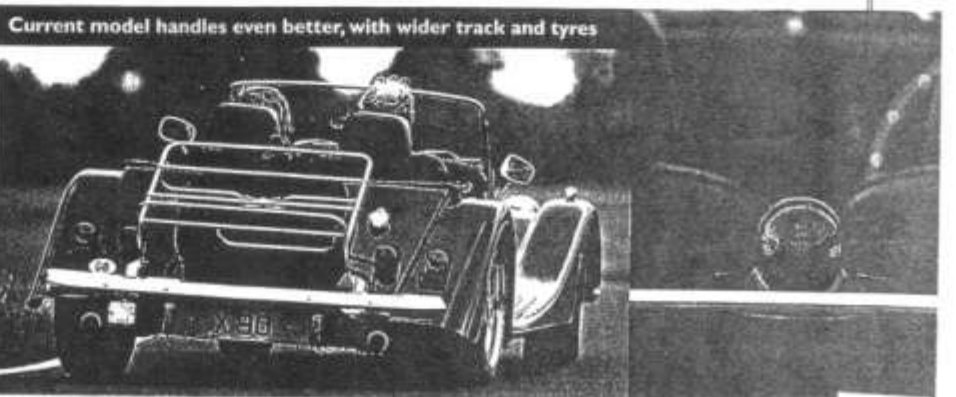
This '76 car lacks rear bumper, one of many options at the time



No servo from '81 to '93, so brakes need a lot more pressure



Telescopic rear dampers (from '90) improve roadholding no end




Current model handles even better, with wider track and tyres

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