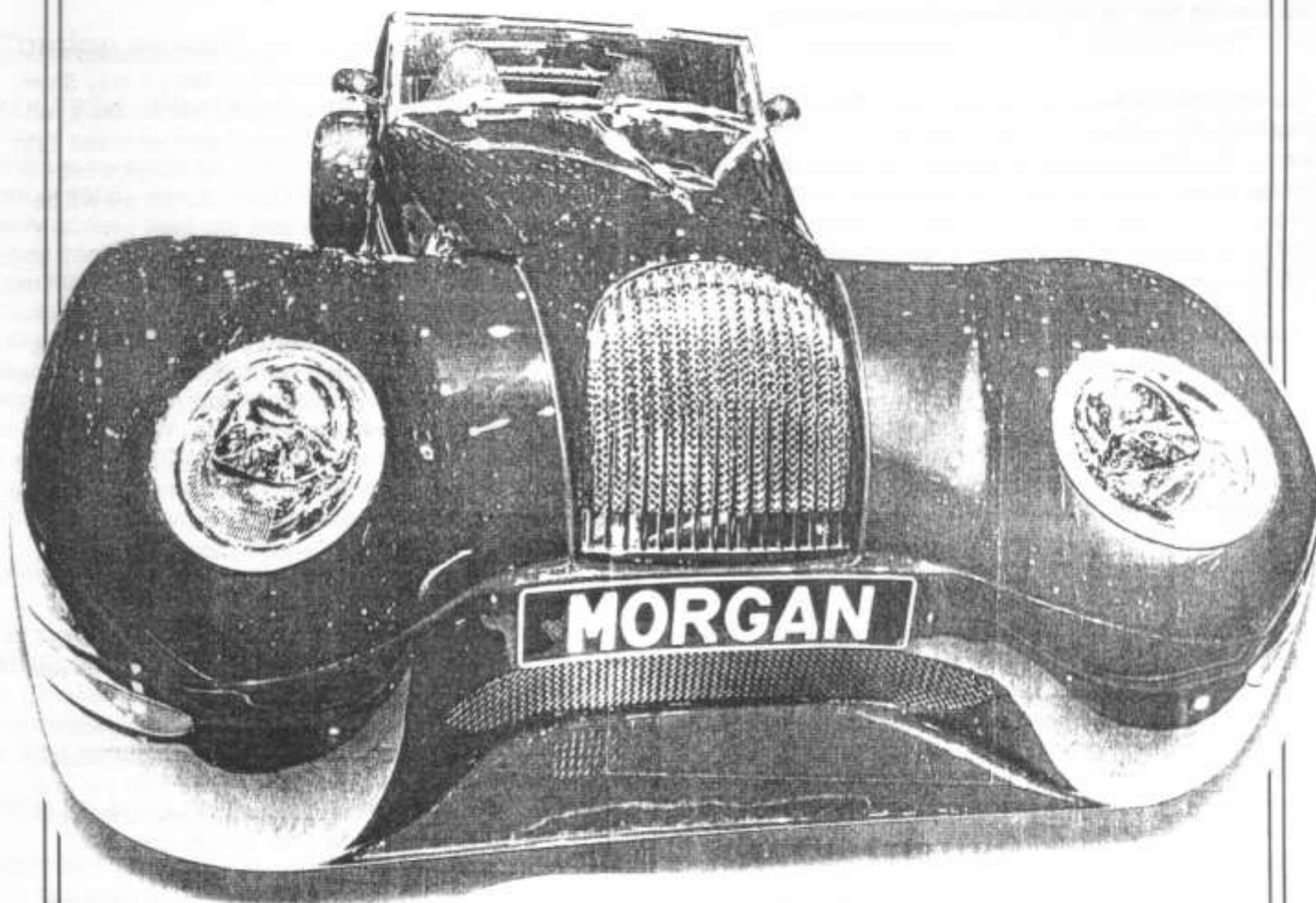




2/2000

THE BLURB

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



THE DAILY TELEGRAPH
Saturday March 4, 2000

The Aero 8 is Morgan's first all-new car for 64 years. But can the Malvern company successfully mix tradition with technology? Andrew English reports....

How did you like that last issue? Thanks belong to our Editor, Sylvia Balfour – the photos came through great and the 11 x 17 format is a definite upgrade. I hope you noticed those two blank pages – just a small hint. Your thoughts, comments, stories are most welcome. Please send to Sylvia by email or snail mail. Big news in this issue is the new **Aero 8**. For those who haven't followed the internet discussion, I've included several snippets of conversation. As well there is a page created from the Morgan Motor Company website, comments from Car and Driver's website, and a copy of Jim Kenzie's article that appears early in March in the Toronto Star (reprinted here with permission of Jim). Thanks also to Jim for the high-qual pics.

You will note a loose sheet in this Blurb – **BCCI Long Distance Award Certification Form** for 2000. If you are a long-distance driver and feel you will be eligible for this award (a handsome dash plaque), then please fill out the "Contest Commencement" part of the form and have it signed by a "club executive member" (you can forward these to me for signature as I know Morganeers always tell the truth, or, have them signed locally by someone other than your spouse – unless they have a different surname – who can verify the odometer reading.)

A warm Morgan welcome is in order to several new members who have joined us: **Rod Wilkinson & Meg Angeuine** Kleinberg Ontario, **Shirley Zinman** Scarborough Ontario, **Judith & Carl Moore** Plano Texas, **Ian & Virginia Keppie** Perthshire Scotland, and **Chris Sinclair** of Courtney British Columbia. Thanks for your memberships and look forward to one day meeting and enjoying Morganeering with you. Speaking about our more remote members, **Serge Desjardins** of Hudson Quebec (you may remember the publication of photos as he built his own Morgan 3-wheeler Family replica – he was at Stowe with the car last fall, took 2nd in class) called to ask if any of the Toronto contingent was planning on a run to Montreal for the **May 27 "Old Port of Montreal Car Show"**. If you are, give Serge a call at 450-458-0047 and plan to spend the weekend based in Hudson, only a short drive from Montreal.

Thanks are in order to our major advertisers for 2000 – **Melvyn Rutter Overseas Limited** and **Morgan Spares**. You'll note a new "business card" as well, from Ted of **Alfa Instruments** here in Toronto. As I have the dash apart for replacement of the aged mahogany plank, I refaced the center instrument / switch panel and cleaned everything. The result was the need to check in with Ted regarding the gaskets

between the glass and instruments of the speedo, tach, and 4-instrument cluster so off we went to Ted. Thankfully he hasn't changed! The shop is still total organized confusion – he knows where everything is and after a quick greeting we were back where we left off some 10 years ago when I was first into rebuilding OLBDII's. The reason for this note is Smith's pieces are getting scarce so... If you want your gauges to last the next 40 years you might consider packing them off to Ted for a rebuild, cleanup, recalibration. Will be well worth the effort. While you are at it, ask him to make you new speedo and tach cables.

Our monthly HOG MOG pub days have attracted a consistent group. In February VDJ, Mary & Ray Shier, Glen Nigh (sans Rene), Peter Toma (sans Ella), Lynn & Fred Kuzyk, and Chris & Gayle Taylor ventured forth. For March, the same crowd minus the Kuzyk's and Glen Nigh. More for April ??? Don't forget we will be celebrating "April Fool's Day" one day late....

Our Toronto area events calendar is a bit "thin". Thanks to Ray & Mary Shier for pulling together the **Y2K Queenston to Tobermory** trek in late May. We then have a long hiatus until our summer **Pig Out** hosted by Al & Marlies Sands this year (looking at August 19th but this is to be confirmed). I've also started conversations with Peter McCowan regarding a return to the **Mountain Springs Lodge** for another **Fall Weekend**. Last year we were late getting our reservation booked and thus were pushed off to early October. This year we'll look for a September weekend but... also must have an organizer as your President will be touring with MOA III from Sept 5 to Oct 8. So... do we have a volunteer? If we do have a volunteer, said volunteer can also determine the location with the MSL as one choice. Please make your interest known soon so we can begin the process. Also, anyone who wants to fill the space from the end of May until August 19 with an "event" please let Vern DJ know... no serious offers will be refused!

Chas. Wasser, Oh Mog sends the following sad note: *"Earlier this week I received the sad news that **Chris Rowe** had died unexpectedly on Friday, March 3. His wife Corinne sent me this information. Chris was former Editor of Miscellany and known throughout the Morgan world for his enthusiasm and dedication to Morgans and their enthusiasts. He didn't let his advancing Parkinsons Disease diminish his enthusiasm or participation for the Marque. In fact, he and Corinne were featured guests at the Oh Mog annual meet in Granville, Ohio last October, as well as our house guests for several days".*

"His death was particularly ironic for me, since earlier in that week, Chris and I had been emailing about his upcoming trip to the Geneva show to view the new Aero 8 model. Another larger irony is that in the February issue of Miscellany, there is a remembrance by Chris of his friendship with Arthur Neal who died suddenly in December. Now it's our turn to remember our friendship with Chris".

"I'm sure his wife Corinne would appreciate receiving your thoughts and expressions of sympathy. Her mailing address is: Mrs. Corinne Rowe, 13 Holland Pines, Bracknell, Berks. England, RG12 4UY My

regards to everyone on this sad occasion". Chas Wasser Oh Mog Cincinnati

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 (new 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.

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 advises there are now some 12 cars registered, many from Toronto but including Janice and Earl Band from Michigan. If you have an interest but still have not made your arrangements, check in with Mary or Ray and call the hotels – Saturday May 20 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. Accommodation on May 21 in Tobermory is 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 the MSCCC. 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 (already sold-out)**. Charlie is the organizer of this event and can be reached at **843-762-4545** to steer you to alternate accommodation.

MCC DC MOG 30, June 30 – July 3:

MOG 30 organized by the Washington DC club 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 & gymkhana 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**

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	Quyon/Healey Cornroast naturally held in Quyon (date TBA). Ed Burman 613-839-3140
Oct 21	La Runne de la Grosse Citrouille. Ed Burman 613-839-3140

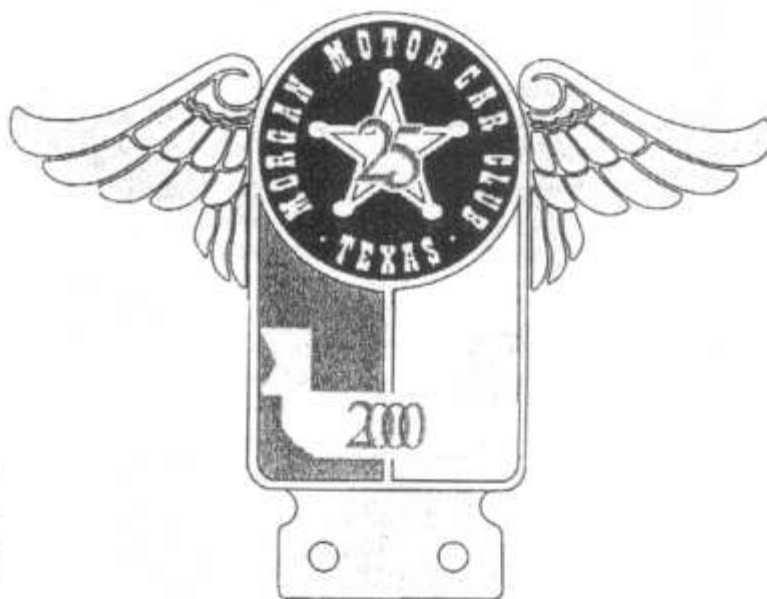
Other Events of interest:

April 14-16	MOG South 25 th 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	18 th Annual Battle of the Brits, Sterling Heights Mich, Sue Snyder 810-9794875 snydley@home.com
Sept 9-Oct 8	Keith Cox Memorial Morgans Over America – New Orleans to Nova Scotia (see above)
Sept ? – Oct ?	Morgans Over America III 2000, The Eastern Experience (see above)

Morgan Memorabilia:

Our run of millennium badges has sold out (if you have an interest please contact Vern DJ and you'll be put on the wait list). 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 quickly running out (we'll put you on the wait list) at a price of \$200 each. Also, don't forget the MSCCC 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 pewter ware or crystal objects d' art. Direct all input and enquiries to Vern Dale-Johnson.

The Texas Morgan Motor Car Club has a new "25th Anniversary" badge in production. This is available to non-members at US\$50. Contact Jeff Smith – 972-596-8664, smithmog@ix.netcom.com, 2720 Wexford, Plano Texas 75093.



Notes from the East:

Ed Burman (elburman@cyberus.ca)

Hard to imagine but it has been almost 3 years since purchasing Angus my '33 Three Wheeler Super Sport. Peter George once said that, "Restoration is not the act of taking something apart but rather the art of putting something

together" and it is with a marked degree of relief and satisfaction that I can now say that Angus is going back together. From this experience with Angus I would also like to add a codicil to Peter George's statement on restoration.

"Anything taken apart has to be disassembled in such a manner to ensure that the re-assembly technique is obvious".

This has been a very productive fall and winter. Last September Cathy and I attended the Annual General Meeting of the Three Wheeler Club in Malvern England and not only did we have a grand time but we also came home with a new tubular chassis front cross member for Angus. The fore/aft tubes, torque tube and new front suspension springs, sliders and kingpins have been fitted to the chassis and all that remains to complete the chassis is the forming of the diagonal stiffening brace for the upper and lower arms. This brace should be fitted by the end of next week.

The new wooden tub is all but complete except for the attachment of the battery and toolboxes. These two items are made but awaiting final fitting of the metal body before being attached. The metal body is being fitted to the wooden tub as we speak and it is anticipated that the body will be painted by mid February. It is my intention to have the three metal body components painted inside as loose panels and then

assemble all together for final painting.

The engine is down at the local engine shop having the top half assembled. The wheel cylinders have been rebuilt and a new master purchased. A gentleman in Woodstock rebuilt the carb and yesterday I received the starter in the mail. I am too old to crank over the engine on a hot day. It is my intention to significantly modify the electrics. The starter is 12 volt and the car is 6 volt. So simply put I will have two different voltages in the Old Lad. I will retain the look of the old dash instruments but will have a few necessary switches tucked up out of sight. It should be a pleasant change not having to resolve difficult problems.

One problem that was a mind breaker was devising a method to bore through 3 different layers of wood to be able to install the steering column. Naturally this boring job had to be in line and at the proper angle. Enough said. The last comment Vern is just, "Keep your goggles ready for a ride in Angus!" Best Regards, Greg Kaufman.

Notes from the West:

Ron Theroux (ronsmog@home.com)

Vern sorry we have not responded to a number of questions from you. Yes we have an excuse!!!! NO STRUCTURAL DAMAGE TO THE HOUSE!!!!!! JUST SMOKE !!!! MORGAN OK!!!!!!with a good wash, had been covered with a car cover. Oh yes, we had my sons TR7 go up in smoke in the garage..... electrical under the hood and man are we LUCKY... We found it when the furnace went on in the AM bringing smoke from the garage to the house. The FIRE WAS OUT by this time, but the garage and contents were covered and penetrated with ash and smoke. Sticky burnt rubber, plastic and paint. Tools on the walls and all of the tool chests had to be washed and treated to remove rust. Smoke alarm yes...but some bozo took the battery out when he was doing some welding. The fire inspector was amazed at the air seal we had on the garage doors, lack of air and fuel put the fire out... Had we had a window to blow out, or had an alarm gone off and I opened a door it would have been a sadder story..... All S/B back to normal this weekend.

up north from there. We have not fully planned our Canada trek yet, but hope to be in Kingston before Labour Day giving us a chance to see Ontario better. Regards Ron

Ron.... Wow! Yes, luck.... but too bad re the TR7. Hate to see anything go up in smoke. Must be the reason I have a cut-off switch on OLBDII's battery (and use it religiously). A must for all toys, I would say.

Glad to hear you will be partaking in part of the run. I'm looking forward to the company of the Miles. Also will be good to get to know Marv Coultard and Bill Buttons. I'm still hoping to have at least one co-driver from Toronto so we can use the Isuzu as a support vehicle but so far.... no takers (although my brother, Rod - you know with the Excursion, is interested in at least part of the trip). Oh well, if not I'll be driving the distance in OLBDII's.

Right now the Mog is in pieces - dash out for a new piece of wood, Burman box has been removed and most of the Gemmer in place (TR7 shaft being lengthened and a universal coming from Moss to complete the conversion). Hoping to be on the road by mid April. Regards Vern

Pat & Ken Mikes are doing MOA III, as well as Marv Coultard from Saltspring and Bill Buttons of Seattle. We will join the tour at Plattsburg NY and run with the group to Yarmouth. We would like to see PEI so will swing back

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

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 the word "Drivers" has been added to the title. This marks the fourth annual British Car "Drivers" Week 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

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

"Keith Cox Memorial MOA III – New Orleans to Nova Scotia":

An update on the "American" version of this run (where I am registered and still looking for co-drivers!) is enclosed in this issue of the Blurb. I do know that fellow MSCCC members Ken & Pat Miles from the Vancouver B.C. area will be making the run so we will at least have Canadian company. If you are interested in taking in all or part of the run as a co-driver, please email or call Vern at 416-530-4599 or email vern_dj@msn.com. 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!

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) contact Steve Roake at the phone or email address listed below.

The UK group are organizing their own run along many of the same roads but a few days later. Earlier contact information: **Morgans Over America III 2000, The Eastern Experience** (organized by Richard & Anita Jordan, 8 Thirsk Gardens, Bletchley, Buckinghamshire MK3 5LH, 011-44-1773-521816) is still valid (Although VDJ has had no replies to his correspondence Perry Nuhn of the Gator Mog group has details. He can be reached at 561-546-1401).

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:

April 2	MSCCC Pub Brunch , Queens Head Inn, Brant St, Burlington 12 noon (VDJ 416-530-4599)
April 16	Ancaster British Car Flea Market , info call Ron 905-453-5333 or Don 905-765-1317
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-July 3	MOG 30 , Shawnee Inn Penn, Ed Geiger 703-620-0659, efgea@aol.com

West Coast Events for MSCCC and MOG NW:

Mar 26	North Shore Spring Crawl , Black Bear Pub, North Vancouver, Larry Sharp 604-986-6621
April 29-30	Classic & Custom Motoring Show , Abbotsford Tradex Center, Larry Sharp 604-986-6621
May 20	Vancouver ABFM , Van Dusen Gardens, Mike Powley 604-261-0901
June 18	Father's Day Picnic , Beacon Hill Park Victoria, 250-652-2159
Sept 2-4	ABFM Portland – 25th Anniversary of MOG Northwest , Bob Hauge 360-636-6015

Local News



Ready for take-off David McCrossan of Burnaby prepares to tear off in a 1969 Morgan +8 at the Rally in the Valley at Silver Star Mountain Resort Saturday. The rally attracted between 170 to 220 British car, bike and Land Rover owners from Manitoba to California. Technical sessions, car games, a fun run and an awards dinner were a few of the events planned to showcase the automobiles.

Morning Star photo by Ellen Lynamore

from "The Morning Star" - Vernon, BC

For Sale / Morgans Wanted:

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

58 Morgan, previous owner replaced Ford 105E with Cortina 1600 GT c/w Weber downdraft, transmission and dif are original. Sound basic car with no frills. Stainless exhaust, Americanized electricals, no bumpers or side

curtains. Body & frame sound, true mileage unknown, driven summers and stored in a indoor heated garage. Located in Elliot Lake Ontario (Northwest of Sudbury). Asking \$15,000, offers? Contact Paul Fuller 705-461-9080 pfuller@canada.com

1977 Morgan 4/4 Blue with red interior, only 11,000 original miles, one owner car \$40,000Cdn. \$26,500 US Phone Toronto (416) 675-0220 or Toll Free 1-800-265-4187 email: bramclas@idirect.com

Vern.... Have received email from places such as Argentina & France. Enclosed are my replies. Cheers,
Fred Kuzyk Web Master

From: remi.chris
Sent: Sunday, January 30, 2000 3:22 PM
Subject: I sell my new Morgan

Hello I want to sell my **new MORGAN 4/4**, 200 miles, January 2000, Royal Ivory options large body..... It's

better for me if you can write in French. Thank you.
Sincerely yours, Chris Remi

Bonjour Chris, je vois de votre email address que vous habitez en France. Mon français n'est pas très bon, ainsi j'utilise un programme de traduction par ordinateur. Nous n'avons aucun membre en France mais notre éditeur de bulletin connaît peu de gens dans votre pays. Vous pouvez joindre le site Web "international" de voitures de sport de Morgan & sur votre voiture là vous-même en français. Vous pourriez également souhaiter visiter certains des sites énumérés à ma page de lien ("Links") au site de Web de MSCCC. là êtes quelques sites où vous pouvez également énumérer votre voiture à vendre. À la votre, Fred Kuzyk

Hello..... I see from your email address that you live in France. My French is not very good, so I'm using a computer translation program. We don't have any members in France but our Newsletter Editor knows a few people in your country. You can join the "Morgan Sports Cars International" web site (<http://mycomm.excite.com/mycomm/browse.asp?cid=.4>

Notes from the Web:

From: Guillermo R. Pey <juntaspey@coopenet.com.ar>
To: <fkuzyk@cgcable.net>
Sent: Sunday, January 30, 2000 10:01 PM
Subject: Consulta

Hola a todos!! Bueno como se dan cuenta yo conozco muy poco el ingles. Por lo que les pido disculpas, al no poderles escribir en ingles. Bueno mi pregunta es sobre los autos de cuatro ruedas que han fabricado. ¿Cuántos modelos fabricaron? ¿Que características tienen? ¿Alguno de ellos tiene carrocería de fibra de vidrio? Desde ya que me será muy útil cualquier información que me puedan dar. Espero muy intrigado su respuesta Atentamente. Guillermo Rafael Pey

En Ingles:

Hello to all! Good as they realize I know ingles very little. Reason why I request excuses to them, when not being able to them to write in ingles. Good my question is on the cars of four wheels that have made. Whichever models made? That characteristic they have? Some of them has fiber glass body? From since any information will be to me very useful that can give me. I hope very intrigued its answer. Kindly, Guillermo Rafael Pey

Senor, No hablo español muy bien. Sus preguntas se refieren a los 4 coches de los deportes de Morgan de la rueda? Tiene sido 4 modelos hechos: el 4/4, +4, +8, y el +4+. Los +8 es los más costosos, con un motor V8. Los +4 es los más baratos, con un motor de 4 cilindros. El +4+ es el único Morgan se ha hecho con el cristal de la fibra y el único con una tapa dura. Es el más raro. Los

g3TS2kkNzU) & post information about your car there yourself in French. You might also wish to visit some of the sites listed on my Link Page at the MSCCC web site. (<http://clubs.hemmings.com/msccc/>). There are some sites where you can also list your car for sale. Cheers, Fred Kuzyk Web Master

(Note Chris Remi has posted his car on the web. New Morgan 4/4, 1.8 litre 121 BHP . Wide-body with newer enlarged cockpit. Wire-wheels, 195/60 VR15 rubber. Galvanized chassis, etc, etc.... Royal Ivory. Delivery kms (450) only. Asking US\$50,000. Will drive to French port of your choice and supervise placement in a container. You pay the shipping. Remi Cornier, 110 Avenue du General Leclerc, 87100 LIMOGES, France. Phone 00 33 05 55 37 66 78, fax 00 33 05 55 38 18 78, remi.chris@wanadoo.fr)

otros coches se hacen de la madera, del acero y del aluminio. Sugiero que usted lea " historia la paginación de los coches " ("History Of The Car" Page) en mi Web site. El direccionamiento es: <http://clubs.hemmings.com/msccc/>

Usted puede traducir el texto a español usando programas sobre el Internet, tal como traductor de Alta Vista en: <http://babelfish.altavista.digital.com/> / le agradecen por sus aclamaciones del mensaje,

En Ingles:

Senor..... I do not speak Spanish very well. Your questions concern the 4 wheel Morgan sports cars? There have been 4 models made: the 4/4, +4, +8, & the +4+. The +8 is the most expensive, with a V8 motor. The +4 is the cheapest, with a 4 cylinder motor. The +4+ is the only Morgan has been made with fibre glass & the only one with a hard top. It is the rarest one. The other cars are made of wood, steel & aluminum. I suggest you read the "History Of The Cars" Page at my web site. The address is: You can translate the text into Spanish by using programs on the internet, such as Alta Vista translator at: <http://babelfish.altavista.digital.com/> Thank you for your message. Cheers, Fred Kuzyk Web Master

I was saddened to hear that Chris Rowe passed away last week. I'd first met him and his lovely family way back in '82 at a Morgan camp site in Holland. A few years later he and his new Granny Smith green Morgan 4 str took my best friend and I on a gimmick rallye at one of Melvyn Rutter's parties. Our team even won, much to

Hello fellow car enthusiast..... I am writing on behalf of the Willistead Classic and Antique Car Show. One of Canada's premier concours d'elegance type shows. Our show is located on the grounds of the historic Willistead Manor in Windsor, ON (just accross the river from Detroit, MI) and is modeled after the Meadowbrook Concours d'Elegance. Vehicles exhibited range from the early brass era to special interest vehicles up to 1973 in vintage. Plans are currently underway for the 2000 edition of our show which will take place on August 27.

Hello..... Please pardon the intrusion. We wanted to let you know about an event called Cars4Kids. The name really say's it all - it's a car show, swap meet & flea market with proceeds to benefit children via the Make-A-Wish Foundation of Suffolk County and Make-A-Wish of Metro New York.

Seven different car clubs have come together to host this on June 11th. The location will be the

Hello Morgan Sports Car Club of Canada. Hope to find you and your rides warm and cozy! Please feel free to post your next show(s) or event(s) on our events page at www.motorheadcity.com. This service is free. MotorHeadCity.com is the webs oldest motor related site

the shock of the assembled masses. Thanks to the internet we'd been able to keep in touch pretty regularly. I shall always fondly remember him as a Mog-Man and the editor of Miscellany for many years. The world of Morgan will miss him terribly. Kathi Hoffman '66 4/4

Our feature marque this year is Chrysler. I would like to take this opportunity to extend an invitation to any of your members who may wish to take part in this prestigious event. Participation is strictly by invitation only. Entry fee is \$15 which goes towards the restoration and preservation of the manor house. If anyone requires more information or would like to have their vehicle considered for an invitation you can have them contact me. Yours in motoring,
Rod Larson 829 Villaire Ave Windsor, ON N8S 2J3
(519) 944-8185 rlarson@wincom.net

Brookhaven/Calabro Airport in Shirley New York. All types of cars and motorcycles are welcomed. Please take a second and visit their web site at <http://members.aol.com/corvetteli/crs4kds1.html> Cars4Kids Main and take a look around.

We'll ask you to do one other favor for us; would you be kind enough to forward this e-mail to any of your friends who might be interested? On behalf of the kids - thank you.

on the web, with over 80,000 visits per month world wide. Our new reminder system emails potential show clients days or weeks ahead of your event. Thanks For Your Time, larrys@motorheadcity.com

THE 17 CARDINAL RULES OF DRIVING IN PENNSYLVANIA:

The following funny if from Geoff Wheatley, MSCCC member and new owner of the Kuzyk's 4/4:

1. A right lane construction closure is just a game to see how many people can cut in line by passing you on the right as you sit in the left lane waiting for the same jerks to squeeze their way back in before hitting construction barrels. Bonus points are awarded for getting out of your car and moving the barrels.
2. Turn signals provide clues as to your next move in the road battle, so never use them.
3. Under no circumstances should you leave a safe distance between you and the car in front of you, no matter how fast you're going. If you do, the space will be filled in by somebody else, putting you in an even more dangerous situation.
4. The faster you drive through a red light, the less your chance of getting hit.
5. The car with the most extensive body work automatically has the right of way (remember no-fault insurance - he might not have as much to lose as you do).
6. Braking is to be done as hard and late as possible, to insure that your antilock braking system kicks in; this will give you a nice, relaxing foot massage as the brake pedal pulsates.

7. Construction signs are carefully positioned to tell you about road closures immediately after you pass the last opportunity to exit, but just before the traffic begins to back up.
8. The electronic traffic warning system signs are not there to provide useful information, but just to tell time and make us look progressive.
9. Never pass on the left when you can pass on the right. It's a good way to scare people entering the highway. Passing on the shoulder is encouraged - that's why they're paved.
10. Speed limits are arbitrary figures to make cities look as if they conform with other state policies; these are intended only as suggestions and are actually unenforceable.
11. Just because you're in the left lane and have no room to speed up or move over doesn't mean that a driver flashing his high beams behind you doesn't think he can go faster in your spot.
12. Please remember that there is no such thing as a shortcut during rush-hour traffic on the any downtown roads.
13. Always slow down and rubberneck when you see an accident or even a person changing a tire. If you're lucky, you may see the unlucky breakdown victim get mugged.
14. Learn to swerve abruptly. Downtown cities are the home of very high-speed slalom driving, thanks to PENDOT, who put potholes in key locations to test drivers' reflexes and keep them on their toes. Parts of truck tires are left on new highways (where potholes haven't yet been established) for the same purpose.
15. It is considered correct to honk your horn at cars that don't move the instant the light changes. Our cities are founded upon such traditions.
16. Seeking eye contact with another driver automatically revokes your right of way.
17. It's OK to back up along the shoulder of the road if you missed your exit. This gives the other drivers a more challenging "moving target" rather than those stationary barrels.

ancaster british sportscar flea market & car show

SUNDAY, APRIL 16, 2000

Hosted By:

Austin Healey Club Of Southern Ontario
British Sports Car Club.

INFORMATION:

Vendors:

Carol Ouellette (905) 957-2429

General Information:

Ron Kielbuski (905) 453-5333 (8:00-5:00)

Don Ainsworth (905) 765-1317

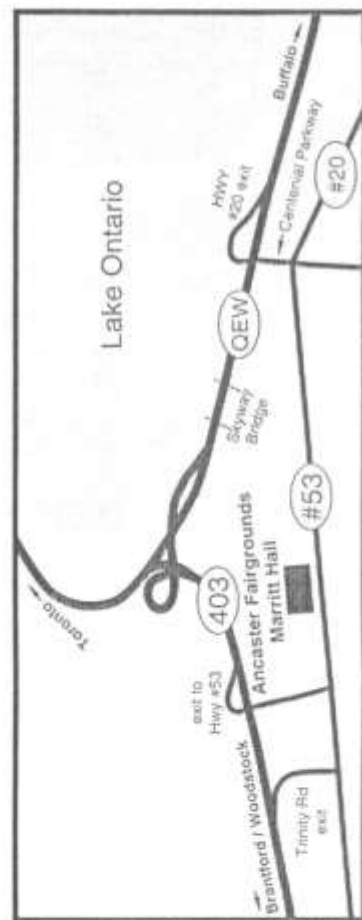
ADMISSION:

Adults: \$4.00

Children: under 12 free

Vendors: \$20 HOST CLUB MEMBERS

\$25 NON CLUB MEMBERS



Hours: Public 10:00-4:00, Vendors 8:00-5:00, Snack Bar

Car and Driver reported: "Perhaps the most momentous unveiling was that of the first new Morgan in about a half-century, the Aero 8. Billed as the world's first all-aluminum coach-built car, this open 160 mph two-seater is based on the factory's GT2 racecar, and powered by a 282 horsepower BMW 4.4 liter V8. Weighing in at just over 2200 pounds, the Aero 8 boasts one of the best power-to-weight ratios of any sports car."



the new
aero 8

Aero 8



"Canadian aluminum giant Alcoa produces the Morgan Aero 8 chassis to which an all-independent suspension and a Morgan-traditional ash-framed aluminum body are mounted. Production begins in July 2000, with 200 units to be produced in the first year". (And... to think Morgan's can't be imported into Canada!!!)

Web-talk surrounding the unveiling of the new Morgan Aero 8 at the Geneva Motor Show:

To: <morgans@autox.team.net>

Sent: Tuesday, February 29, 2000 10:41 AM

Subject: new Morgan Aero 8

"I think I've seen enoughargh! I'll repost after I've had another cup of coffee to calm down . . ."

Reactionarily yours, Craig Seibert

"I came in from unlocking Matilda's gear box from reverse (need info on rebuilding a Ford tranny) because the Boyles had called to see if we were looking at the Morgan site. Brandy in tea would be appropriate. No, Tequilla straight." Harris

"Indeed! I like it - A thoroughly modern Moggie! What's the betting the waiting list in UK stretches out to ten years? How much? Now will it blow the doors off of a updated 911? If not.... Tech specs please chaps!"

"I like the car back as far as the windscreen, since it looks like a hot-rodded Bugatti Atlantique. Unfortunately, Morgan have insisted that the car is capable of carrying two sets of golf clubs, and thus lumbered it with an overweight rump." Graeme

"The pix on the Morgan works site don't show too much of the car. Wonder why? I didn't see the front to view the headlights you mentioned. When I was at the Earls Court show in London last October, I had a long look at the new TVR line. Compared to the Morgan, these cars are amazing! Two year wait and not available in the USA. But if that small company can redesign their cars into really fantastic styles (coupe and roadster versions), why can't Malvern come out with something thrilling? I will stick with my 63 +4 roadster and be glad I have a "classic" Stuart J. Ross

"Stuart, it's a bit hard to see on my computer screen, but at the bottom of the page featuring the "Aero" there are a number of circles. Click on them to get pictures of the front, rear, rear with top (hood) up, interior, and chassis. As to the design of the Morgan vs. that of the TVR, I suspect Morgan has to stay within a design envelope and design something that looks as close as the current Morgan. TVR always was a more modern design and I suspect they have more latitude. Just a guess. It does beg the question why a new design was needed in the first place. Possibly because new components could not be fitted within the existing package or to meet new gov't requirements? BTW, I think "Aero" is a nice choice of name. Was there not an earlier Morgan called the Aero? Three-wheeled, perhaps?" Chuck Vandergraaf

Engine: V8 4398cc BMW, 430nm torque, 286 bhp/tonne; **Max speed:** 160mph; 0-62mph: under 5.0 secs.

Transmission: 6 speed

Steering: Morgan power rack with variable assistance centre point steering

Suspension: Front -- Independent- unique long cantilever upper arm with lower wishbone and inboard Eibach coil springs over Koni shock absorbers. Rear -- Independent long traverse wishbones with cantilever mounted, fully floating inboard Eibach coil springs over Koni shocks. Anti rollbars -- NONE (yes NONE). Brakes: AP Vented Disks 4 pot at front and 2 at rear.

Drag co-efficient: (??? on a Morgan) 0.39

Weight: 1000kg

Wheels: 5 spoke OZ with Dunlop 225/40 ZR18 foam filled run flat tyres with pressure sensors with internal audible low pressure warning

Dimensions:	Aero 8	+8
length:	4089mm	3960
width:	1753mm	1630
height:	1092mm	1290

(The +8 figures are so you can gauge the size of it in relation to a current +8 it is 200mm lower!!!!)

"Hope this wets the appetite any questions email me. Cheers" Andy Bleasdale

"I was afraid of that: overweight; underpowered (only 5.0 to 60! Mine only just doesn't manage that (5.3); Coeff of Drag??!! Sacrilege!! Kraut Engine?? Who won the Battle of Britain then, eh?? Double sacrilege!! Golf bags?!! Ye Gods, Mogs' have gone to the Dogs!! IRS!! Does that mean less frequent dental visits??!! If so, good on ya" Charles!

"Appears to be one of those cars that you must see in the flesh...er, metal... to appreciate. I'm intrigued, is probably the best I can say at this point! But am reserving judgement... From looking at the uncovered mechanicals picture on the works site - is there no longer any wood????!!!!" Dan DiBiase

"Hi Chuck, and there's more..... Electric Windows!!!! Heated if you don't mind!!!! Along with the heated front and REAR Glass. Will it never end? Cheers" Andy

"I was sent specs in the post this am. What I failed to mention was:

£49950 for the car
£1500 for leather
£1250 for Air conditioning
£380 for cruise control
£1250 for satellite navigation Cheers" Andy

"I would much like to hear what Willie Lamb has to say about the costs of federalization. It seems to me that a new car, designed to meet all upcoming European regs, should have relatively little trouble meeting US regs... or am I wildly off the mark? Also, it would seem strange to me that Morgan (admittedly NOT trying to CATER to the US market) would have chosen to introduce design features that would make it extremely difficult to comply with US regs. I'll certainly buy "somewhere upwards of \$80,000 US", but the where could be quite wide..."
Giampiero Pecelli

"Hello, G.P. Your assumptions are likely "on the mark". It is refreshing to me that someone out there is listening.

Right now, on the current North American Spec Plus 8, considerable work must take place over here on the cars to fit side intrusion beams, brace the sides of the tub where the door latch and hinges are attached, and fit BMW-sourced bumper shocks to structures on the chassis already mounted at the Works.

There is also short cycle E.P.A. testing to be done in Ann Arbor to verify the emissions paperwork supplied by the manufacturer on cars sold in the US with the same engine. Much depends on the cooperation of BMW.

The crash testing will have been done for EC approval. There is an enormous amount of Federal paperwork. Both U.S. Agents have manufacturer status with the D.O.T. or little of this would even be possible.

The P-8000 has been Charles Morgan's "baby" from the start and I can recall him saying two years ago that this car was not a replacement of the current range, but was aimed at a new market while elements of the car could be incorporated in the existing range as regulations in the future might require. CM has always intended that the Aero 8 be sold here in quantity. MMC would never have made the huge investment in air bag technology for the current NAS Plus 8 were it not the intention of MMC to sell them in quantity here and elsewhere.

I am not familiar with all the vagaries of EC 2003 Regulations, but as you say, a good many may apply here or even exceed Federal Regulations. Based upon all the unseen trials and tribulations, I would anticipate seeing the first NAS Aero 8 hit the streets around

January, 2002 (at about the same time as the KV-6 equipped Land Rover Freelander and BMW's Mini Cooper & Cooper "S", which also require an additional year to introduce as NAS variants).

Your pricing is a good guess at \$80,000 U.S. plus options. The average car will likely be \$85,000 - \$90,000 "out the door".

As I said before, the only question in my mind from the photos concerns the manner in which the Federal 2 1/2 MPH bumper standard has been addressed. It appears that the metal wings are too close to both the front and rear to meet the dollar amount of damage specified in this standard since the mid-point of this structure must be ~ 18" high and the supporting structure beneath must also extend ~ 1 1/2" above and below that mid-point under some sort of "plastic" covering... and where/ how does one fit a 2" wider number plate if the mesh in the front spoiler is protecting oil coolers or radiators which need the air flow?" Willie

Hi Folks. I was in Geneva this weekend, and one thing is for sure - you have to see it too believe it! I'm quite a traditionalist myself, but the Aero8 was sensational. I was very well greeted at the stand, and took a lot of pictures and spoke to the people there for several hours. The pictures generally do not give the car credit!! (and the showcar is lowered as well....suppose Charles wants it to look even fiercer...) There was quite a crowd at the stand, and I saw more than one hungry look, and not only from male dreamers...

There was a +8 at the stand too, but it didn't get much attention, I'm afraid. Seen together with the new car, I can understand why.

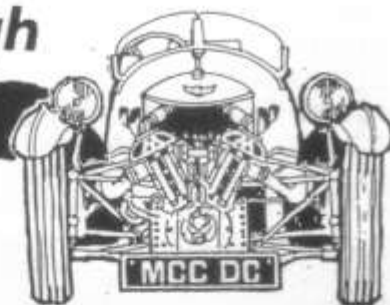
My emotions are mixed about this. As the president of a Morgan club, I'm concerned about what kind of people will buy this car, and what it might do to the club. I think we have to live with the fact that a lot of people who aren't really Morgan-drivers as we know them (and want them to be) will buy this car. Many of them probably won't join the club either. For a lot of the traditionalists it's probably way out of reach....

On the other hand; the factory should benefit greatly from this, and that's very important too. I think Charles and the team at the Works has done a great job.

Happy Morganeering, Bjørn Schage
President Of The Norwegian Morgan Club (FjordMog)
62 +4 4-str, 69 +8 (no Aero8....not even on the horizon)

Rider

The Rough



WHAT TO EXPECT AT MOG 30

To many the Pocono's is like an old friend, it was the site of the first five MOGs. The Shawnee INN at the Delaware Water Gap, this MOG 30 HQ, has been the location of a few 3/4 Autumn Mogs as well. This country resort built in 1916 has the look of the Gadsby era, but has undergone a million dollar restoration. The Inn faces the Delaware River and its championship golf course is on an island in the river. Right down the road is the Delaware Water Gap National Recreation Area with its beaches, picnic groves, and scenic gorges. The Inn is very user friendly with the covered porch to sit, chat and welcome arrivals. A regalia room adjoins the party room with its massive view, and opens to the covered porch. Down below is a garden patio overlooking the golf course and indoorpool with jacuzzi; there is also an outdoor pool next to the river.

Just imagine checking in on Friday and coming out to the covered porch to sit back, relax, and toast your fellow Morgan drivers as they roll up the driveway.

For you outdoor types, the Inn has 50 canoes, golf driving range, 27 hole championship course, horseback riding, hiking trails, mountain biking, kids playground, horse shoes, water slides, shuffleboard, croquet, and boccie. A professional theater playhouse, indian museum and other Water Gap attractions. On site, tru Charlie's lounge where you may see birds trying their hand at DJ or Karaoke.

We can't emphasize enough to register early, because the only 65 rooms have been reserved at the Shawnee (MOG 25 had 75 rooms with many folks at other Motels). Geiger/Hanson

65 rooms have been reserved, call early 1-800-SHAWNEE. Our special rate will be \$110 +16% tax and service per night. The meet will run four nights, Friday, June 30 thru Monday July 3, 2000. Costs for registration, banquet, cookout, breakfast will be noted on the registration form when available. Additional room space has been reserved at the nearby Ramada Inn 1-800-2 RAMADA also under the MCC. These are available at \$100 + tax and service. Rooms will be held under MCC until May 30, 2000, then all bets are off. The location is convenient to major highways - five minutes from I-80 which inturn connects to I-81. As a bench mark for those in the South, I made it to Shawnee in four hours from Northern Virginia.

If you have any ideas or suggestions on improving the annual Morgan Owners Gatherings, please contact Ed Geiger, co-chair, at 703-620-0659 or e-mail at efgea@aol.com

TENTATIVE SCHEDULE MOG 30

FRIDAY JUNE 30

2 - 5 pm	REGISTRATION /regalia sales
5 pm	Informal meal at Waterside Grill
6 - 8 pm	REGISTRATION /regalia sales
8 pm	SEMINAR - Autocross tips
8 pm	WELCOME PARTY

SATURDAY JULY 1

9 - 10 am	REGISTRATION /regalia sales
10 - 2:30 pm	CONCOURS on lawn
11 am	Concours JUDGING begins
4 - 6:30 pm	RALLYE
6:30 - 9 pm	POST-RALLYE REFRESHMENTS
	BarBQ under Riverside pavillion
9 pm	PARTY

SUNDAY JULY 2

10 am	AUTOCROSS SCHOOL/CLINIC
11 am	AUTOCROSS
1 pm	GYMKHANNA
6 pm	PARADE OF TRIKES
6:30 pm	COCKTAIL PARTY
7:30 pm	AWARDS BANQUET
10 pm	PARTY

MONDAY JULY 3

7 - 10 am	Breakfast
10 - 11:30 am	TOUR of Delaware Water Gap
1:30 - 3:30 pm	Canoe Trip
3:30 pm	Swim Call
6 pm	Motor to nearby lodge for dinner
9 pm	PARTY

TUESDAY JULY 4

7 - 10 am	Breakfast
	MORGAN MOTOR HOME



PRESS RELEASE
MORGAN OWNERS' GATHERING 2000
 Or
MILLENNIUM MORGANS' MONSTER MASH

MOG 30

DIRECTIONS
MOG 30

DATES: 6/30/00 - 7/03/00

LOCATION: Shawnee Inn and Golf Resort (once owned by Fred Waring)
 River Road
 Shawnee on the Delaware, PA
 1-800-SHAWNEE for reservations

FEATURED MODEL: 3 Wheeler

REGISTRATION FEE: \$54 by 4/30/00
 \$60 after 4/30/00—good for 2 people plus their cars
 \$30 for one day

EVENTS: Concours, Rallye, Autocross, Gymkhana, Parade of 3 Wheelers, Cocktail parties, Dinners, Seminars, Tech Sessions, Test Drives, Regalia & Spares Sales, Tour of Delaware Water Gap

RECREATION: 27 hole championship golf course
 Pools - Indoor and outdoor
 Jacuzzi
 Indoor ice rink
 Horseback riding
 Theater Production
 Mountain Biking
 Children's playground
 Shuffleboard
 Bocci
 Horseshoes
 Canoeing
 White water rafting
 Miniature golf
 Hiking to Buckhill Falls and Indian Museum
 Scouting for wildlife at Charlie's Lounge

FOR INFO CALL: Ed Geiger (703) 620-0659

FROM THE NORTH

Rt. 81 South to Rt. 380
 Rt. 380 South to Rt. 80
 Rt. 80 East to exit 52 for Rt. 209
 Rt. 209 North one mile
 Right on Buttermilk Falls Rd
 Left on River Rd
 Right into Shawnee Inn

FROM THE SOUTH

Rt. 81 North to Harrisburg, PA to Rt. 78
 Rt. 78 East to Rt. 22
 Rt. 22 East to Rt. 33
 Rt. 33 North to Rt. 80
 Rt. 80 East to exit 52 for Rt. 209
 Rt. 209 North one mile
 Right on Buttermilk Falls Rd
 Left on River Rd
 Right into Shawnee Inn

FROM THE WEST

Rt. 70 East to Rt. 76 (Pa Tpk) at Somerset
 Turnpike East to Harrisburg to Rt. 78
 From 78 in Harrisburg follow directions from the South

FROM THE EAST

Take Rt. 80 West to exit 52 for Rt. 209
 Rt. 209 North one mile
 Follow directions from the North from Rt. 209



THE TORONTO STAR Saturday, March 11, 2000

We'll only see crumbs from European bounty

Of many Geneva débuts, we'll see only BMW M3 and Porsche 911T

Carte Blanche

JIM KENZIE



GENEVA, Switzerland — European car shows can be so depressing — all those lovely little Renaults, Citroëns, Fiats, Opels and European Fords that we can't have.

Even vehicles we can buy here are typically offered with fewer choices for us, thanks to a number of factors, including differences in safety and emissions legislation.

But at least we can feast our eyes on what others will get.

If you can only make one European show, Geneva's annual event would be my suggestion. Switzerland is famously neutral, even in the car business, so the show isn't dominated by the makers of any one country.

And there's Franco Sbarro, the Swiss designer who marches to the beat of a drummer only he can hear, but who remains one of the most inventive minds in the car design game.

Indeed, I thought Sbarro's Twike.Me was the most unusual thing at the show, a two-seat electric three-wheeler that beggars belief.

At the opposite end of the spectrum comes the Ferrari 360 Spider, not, incidentally, the Modena Spider — in the company's official publications, the Modena appellation is reserved for the coupe.

The open-topped version was designed from the outset as such — it's not simply a coupe chop job — and is said to be nearly as stiff. It does weigh a few kilos more, but performance is virtually the same, which is to say breathtaking: zero-to-100 km/h in 4.6 seconds, a 10th slower than the coupe, and a top speed of close to 300 km/h.

If the 360 Spider is the ultimate expression of modern sports car design, then any Morgan represents the ultimate expression of yesterday. But they, too, came up with an all-new car at Geneva, in what was the most highly-anticipated reveal of the entire Press Day.

The Aero 8 combines time-honoured Morgan proportions: long hood, short deck, sweeping fenders, rounded waterfall grille, round tail-lights, piping between fender and body — all done with aerodynamic curvaceousness, as if the clay model had been left under the heat lamp too long.

What appear to be New Beetle headlights are mounted on the inner surfaces of the front fenders (sorry: wings) giving the car a distinct cross-eyed look.

The Aero 8 is touted as the world's first all-aluminum coach-built car — the ancient craftsmen in Malvern Link are pounding on light alloy sheets, produced by a new Alcan factory in Germany. The chassis is also largely aluminum, bonded and riveted for strength.

They call the Aero 8 an AIV (for Aluminum Intensive Vehicle), although former Morgans were also AIVs (Ash Intensive Vehicles).

Fear not, Morgan fans, your pet termites won't go hungry. The frame of the Aero 8 is still made of seasoned ash.

Power is from the BMW 4.4 L V8, good for 286 hp. All this to move 1,000 kg.

Suspension is all-independent — not a sliding pillar to be found.

Production of about 200 cars per year starts this July, with a U.S.-spec car arriving about a year later.

Freelance journalist Jim Kenzie is *Wheels'* chief automotive reviewer.
E-mail: jim@jimkenzie.com

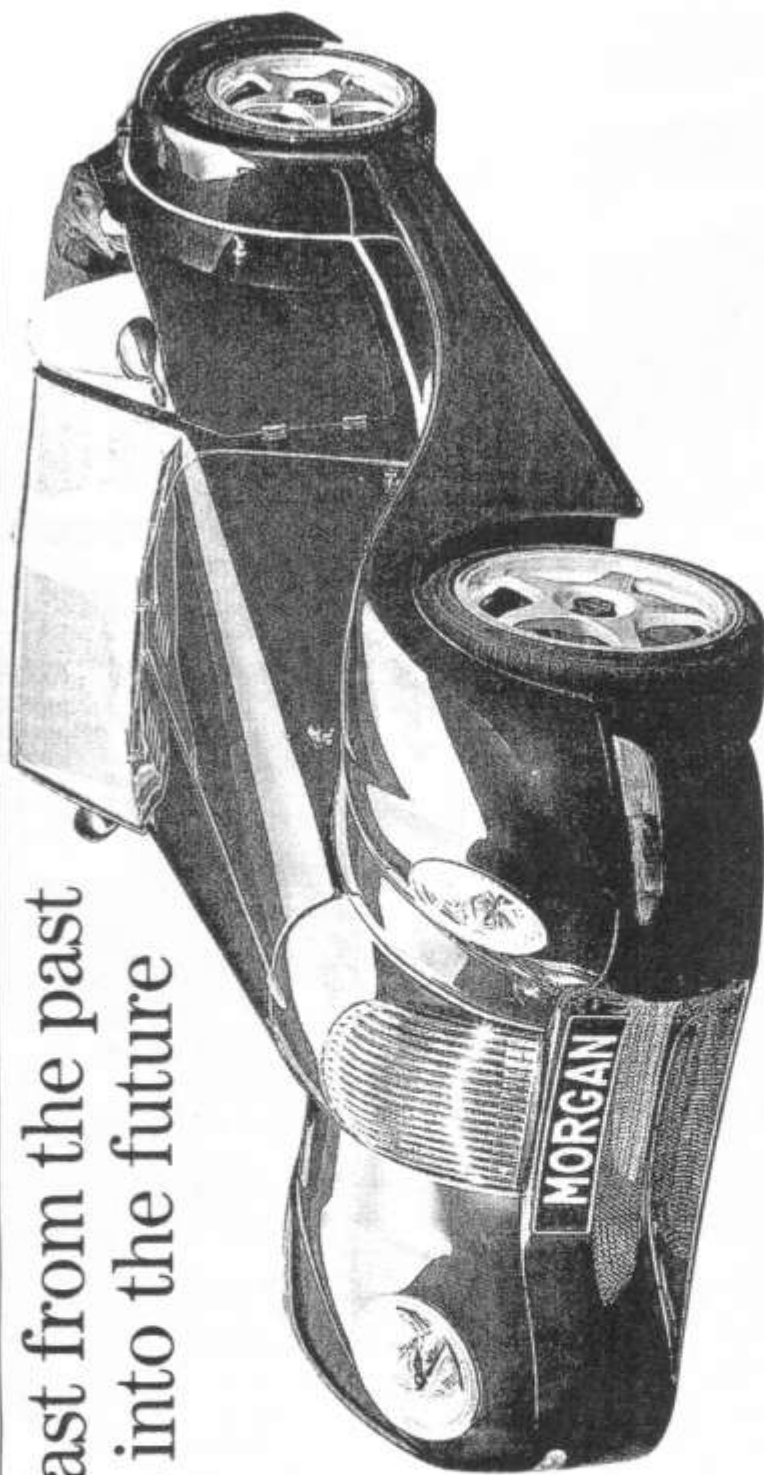
Morgan's blast from the past that rockets into the future

A STUNNING new Morgan sports car that recaptures the elegance and dash of the Twenties and Thirties took centre-stage at the Geneva Motor Show today.

Costing nearly £50,000 and with blistering supercar performance, the new British-built Aero 8 will spearhead the legendary range of sporting hand-built cars.

Claimed to be the world's first all-aluminium coach-built car, the Aero 8 also boasts features unheard of when the car on which it is loosely based — the Morgan Aero — first sped off the production line in 1919. Sitting on top of the aluminium chassis are thermoplastically formed body panels which are bonded with high performance adhesive and rivetted for extra strength, much like a fighter aircraft. Despite the revolutionary changes the car still has a traditional ash-frame at its heart and has spectacular, swooping lines tapering from an imposing curved, inverted "nose".

It is powered by BMW's latest V8 4.4-litre engine producing 286bhp but weighs 1,000kg — compared to nearly twice that for a similarly-powered BMW 7 series. The designers claim the power-to-weight ratio will allow the car to reach 60mph in well under five seconds; making the performance comparable with Ferraris, Aston Martins and Maseratis. The top speed is claimed to be around 160mph



optional, in-built sound systems. The interior features Connolly leather and, in place of a traditional glove box, a bespoke, removable Mulberry leather case large enough to carry a laptop computer.

by DAVID WILLIAMS
Motoring Correspondent

and there is a sporty six-speed gearbox. This is also the first Morgan to use "drive by wire" technology — microprocessors instead of direct cable linkages from throttle to engine — cruise control and on-board diagnostics. The car has electrically powered windows, air-conditioning, satellite navigation and a wide range of

Scrapping in Europe threatens us, too

by Geoff Wheatley

I don't think anyone with a restored classic car or, for that matter, *without* a restored classic car, could be against protecting the environment. The recent (well, to people of my age anyway) laws prohibiting the disposal of dirty oil into Mother Earth certainly get my support. In company with the proper disposal of old batteries, scrap metal and any other non-biodegradable products from our new century. And we all know that highways littered with discarded plastic cups and other modern junk do little to enhance the natural beauty of the countryside.

With this in mind, the European Parliament, based in Strasbourg, passed a rather interesting, but now highly controversial, law towards the close of the last century that put the fear of "You Know Who" into the hearts and minds of classic car owners throughout Europe.

The ELV Bill (End of Life Vehicles Legislation) had been going through the complex legislative process throughout 1998/99 as part of a much wider "Waste Directive" instigated in 1997. The ELV Bill was intended to provide and ensure a sound, environmentally structured disposal of scrap vehicles leaking dirty oil in European scrap yards, or abandoned in woods and fields to rot away in the fullness of time.

There was also a suggestion that tough measures regarding the disposal of non-disposable car parts like plastic, mercury, lead, etc., might persuade car manufacturers to produce cars that were less difficult to recycle.

In short, if you pass a tough law forbidding anyone from dumping junk and/or producing non-disposable junk, you will go a long way to solving the environmental problems of the twenty first century. Great! Who could argue about that? No one, except the classic car owners of Europe, who saw the interpretation of such legislation by national and local governments threatening their hobby and investments.

How? Because certain European authorities determined that any old car sitting in a private garage was a threat to the environment and should be removed. In Germany, legislation was introduced that resulted in enthusiasts having their stored parts cars forcibly removed and scrapped. On top of that,



If they want to scrap cars in garages, what chance to cars parked outside have?

Marque file photos

they also faced a hefty fine for violating the law.

Search and seizure?

To ensure that all such cars would be correctly evaluated, special inspectors were appointed with the power to enter private garages and inspect restoration projects. Within the statute of the law, they have the power to confiscate, should they feel that the restoration is not genuine or that the car is a threat to the environment through deterioration. (What that term actually means has yet to be determined in a court of law.)

One interpretation was that if a car seemed to be simply sitting there, with no evidence of actual restoration work, it was a candidate for the scrap heap. So much for a parts car or a bargain that you found in a local barn to restore sometime in the future. We all know about those treasures, except that it's always someone else who makes the great find not us!

Such drastic action is not restricted to Germany; other European countries are in the process of putting similar laws into place that would threaten the very existence of classic car restoration hobby.

or value.

Take it to the streets!

At this stage in the game, a different approach had to be introduced, not a new or even original one, but something that would draw attention to the threat of unwarranted destruction. Have a demonstration in the center of Strasbourg, take your message to the people, get these politicians to understand that classic car owners also vote!

On October 26, 1999, over a thousand classic cars converged on Strasbourg, Europe's first major political protest by owners of classic cars. They came from all over the continent — Mercedes from Germany, MGs and Rovers from Britain, Citroëns and Renaults from France, Bugattis and Alfa Romeos from Italy, just to mention a few. Cars from 1890 to the 1980s paraded through the streets of this historic city, much to the distress of the local police who had been expecting about 200 cars, not a multitude stretching into a three-mile parade.

A petition signed by over 22,000 owners was presented to the President of the E.U., who promised to review the situation and respond in due course.

The TV coverage was incredible throughout all of the member states of the European Union, which in turn produced a lot of support from the general population who, like many others, see this legislation as overkill when it comes to protecting their environment!

Before we shake our heads with disbelief and say that it could never happen here, just pause a moment and remind yourself of the proposed clunker laws that were on the books a few years ago. They are still there, just waiting for some justification of reintroduction.

If the E.U. rejects the appeal and goes ahead with its ELV Legislation, there may be some over-keen environmentalist in Washington, D.C., who feels justified in revisiting the issue, using "look what they have achieved in Europe" as the rallying cry.

I hope that our colleagues in Europe can save their cars from the political crusher. I am sure that I am not alone when I wish them every success in our new century.

What about an amendment?

The International Historic Vehicle Organization, realizing that someone had to bring a sense of sanity to this problem, approached the European Parliament with suggested amendments to the legislation. The most important would be the inclusion of an exemption for historic vehicles, "historic" being a vehicle that has a determined value and is over 20 years of age. That vehicle or vehicles would have to be stored in an environmentally acceptable manner, either whole or in parts.

This amendment was accepted by the European Parliament and is/was to be added to the actual legislation in the summer of 1999.

"Good... wonderful... fantastic!" we all say, sanity at last — but all that glitter is not gold, don't count your chickens, etc. This amendment had to be approved by the Council of Ministers a group that represents all the member countries of the E.U. Last fall, they threw it out as *unacceptable* and the whole process reverted back to a policy of "find, remove and destroy" any vehicle that was not roadworthy or in the process of restoration, regardless of age.



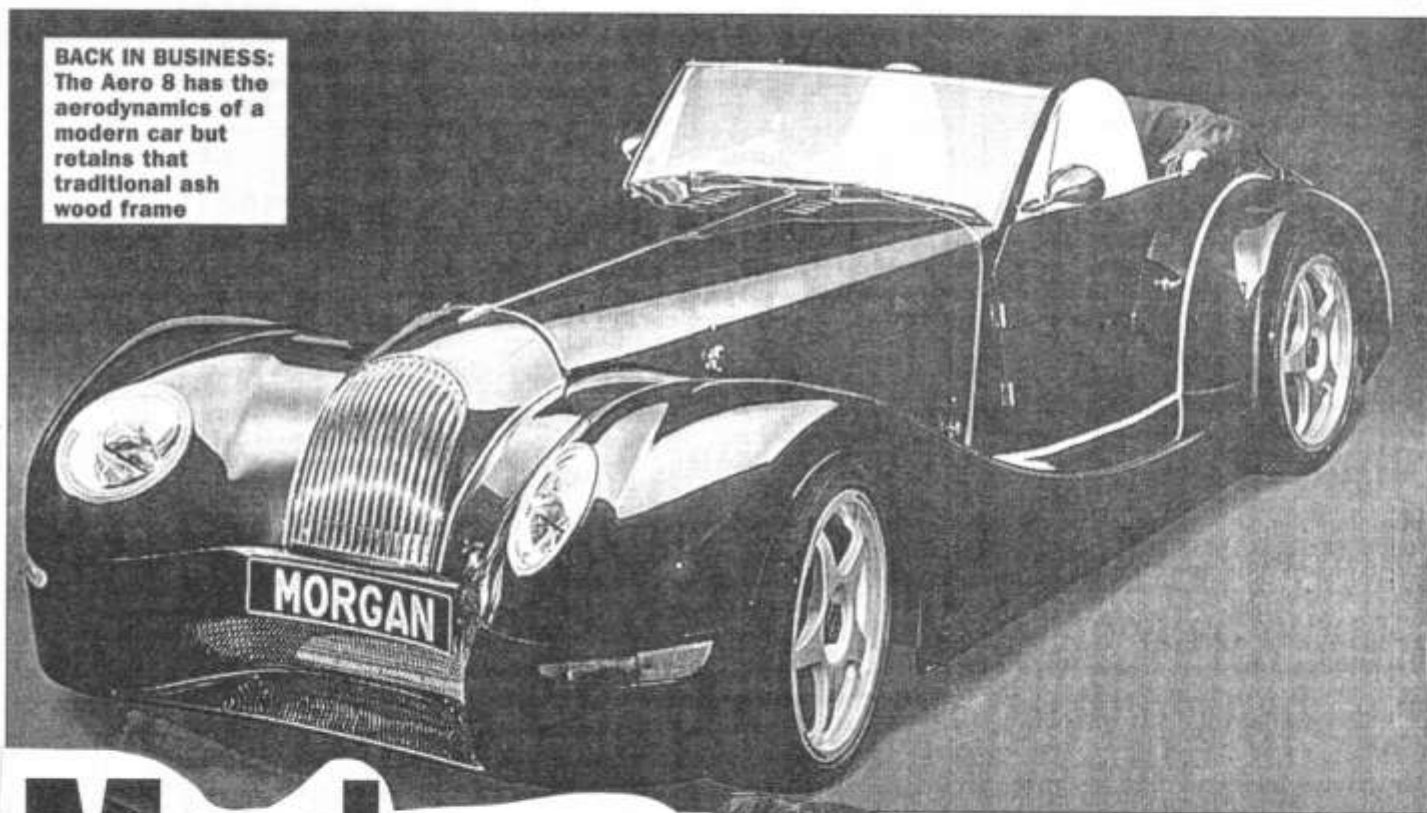
32 INTERNATIONAL EXPRESS, Tuesday, March 14, 2000

REVIEW

MOTORING

British enigma moves with the times, but keeps a wooden heart

BACK IN BUSINESS:
The Aero 8 has the aerodynamics of a modern car but retains that traditional ash wood frame



Modern Morgan



THE weather's bloody awful here too," said Charles Morgan to his wife, Jane, somewhere in Switzerland. "Why don't you bring the children here. They could at least see the launch."

He buttoned his mobile phone into silence and turned back to me. "I'm not really nervous about this," he said. "It's almost like an exam that's taken four years to revise for. It'll all be over by this evening."

I neglected to point out that it might be a very good idea for his children to witness the launch of the first all-new Morgan for 64 years. As the youngest members of the family that founded and has run the Morgan Motor Company for almost a century, they, too, might be running the firm before too long.

In the end, Kate and Harriet Morgan did play a crucial part in the charmingly amateur launch ceremony in Geneva. Amid tense-looking adults with rigid smiles, they struck a perfectly natural, unrehearsed note as they dragged the dust sheets off the new Aero 8. While the world's press goggled at the most significant launch of the show, the two girls just giggled.

"Morgan does not adopt passing fashions in the motor industry," said Charles as he introduced the new model. Too right it doesn't. His grandfather, H.P.S. Morgan patented his infernal sliding pillar front suspension soon after the company started production in 1910 and every Morgan since has used the same system, which guarantees fine road grip as long as you don't mind having your fillings shaken loose on every bump.

The world's motor industry (with the exception of Lancia) has not exactly worn a path to Morgan's door begging to use the sliding pillar system. So, perhaps it was time for the company to raise its gaze from the Malvern hills and go out and see what everyone else was doing.

That's perhaps a bit unfair, as most Morgan staff have impeccable engineering backgrounds and some are fiercely competitive racers. But Morgan's customers like their cars very traditional, and therefore bone jarring. So it might be just a little risky to produce a Morgan with race-car derived wishbone suspension front and rear.

The Aero 8 also dispenses with a steel chassis, adopting instead the latest aluminium-alloy construction

techniques, with laser-cut sheets bolted, glued and riveted together to create an incredibly strong and lightweight inner structure.

The last Morgan to wholly adopt new techniques like this was the glass-fibre bodied Plus 4 Plus coupé launched in 1963. But that car's unashamed modernity, with aerodynamic lines and a tapered nose, didn't win it many friends. Just 26 were produced in three years and even the official Morgan company history pronounces it, "not in the Morgan image".

As if the modern suspension and Alcan aluminium chassis were not

enough to frighten the traditionalists, the Aero 8 also has a German engine crammed under the bonnet: a 4.4-litre, 286bhp BMW V8, bolted to a six-speed Getrag gearbox from the M5 saloon. Whatever next?

"We were allowed to go down and test the cars at BMW's very secret test track in the south of France," revealed Charles. Not so very secret, in fact: the track is at Miramas in the Camargue region, the site of one, rather unsuccessful, pre-war French Grand Prix. Anyway, it seems the Morgan men turned up with their vacuum flasks and digestive biscuits, and BMW's pointy-head engineers, who were unaware of the project's existence, were greatly amused. Until, that is, they realised the bellowing Aero 8 was pulling a cornering force of 1g on road tyres, which is pretty astonishing and certainly not what you would expect of a car whose body is built around a wooden frame.

Did I mention the ash frame? Well, some Morgan traditions will live forever, won't they? It's somehow typical that the Aero 8 has a traditional coachbuilt wooden frame for the body while the suspension system is the most modern achievable and has been given the blessing of suspension genius Steve Randle, son of Professor Jim Randle of Birmingham University and Jaguar's former engineering director.

"BMW have been absolute gentlemen," said Charles, "a breath of fresh air after a lot of other cars makers who said they would do things and didn't deliver." Presumably he doesn't mean Audi, which was approached by Morgan with a view to using the V8 from the Audi A8. The Audi engineers I spoke to seemed rather sad that their engine just wasn't suitable in the end; I got the feeling they would have rather liked to have worked with Morgan, which is regarded as a bit of legend in Germany.

So the Aero 8 goes into production in July, with deliveries starting in October. It will cost slightly less than £50,000 and there are 50 orders already from people who haven't even seen it — presumably existing Morgan owners who are fed up with losing their fillings. Top speed is 160mph, 0-60mph acceleration takes less than five seconds and, as it weighs just 1,000kg, cuts through the air with a drag

coefficient of around Cd 0.39 and has a high overdriven sixth gear, fuel consumption on a long run shouldn't be too horrendous. Charles is very proud that it will accelerate from 10mph to 160mph in sixth gear with no hesitation. "Flexibility doesn't begin to describe this car," he says. "In addition the Aero 8 passes all existing and most forthcoming European emissions legislation."

It's also stupendously ugly. To me, it looks like a car that hit a telegraph

pole head on. The squinting headlamps just look, well, *dreadful*, as if the company couldn't decide whether to place them in the wings or next to the radiator shell, and the rear panels look as though they've been cold chiselled off a 1950s Triumph TR2, which wasn't exactly a high point in British car design. The aluminium-alloy and plastics coachwork might be hand crafted in the time-honoured Morgan way, but on the show car the panels fit where they touch and the shut lines are pretty wavy.

After staring at the beautiful naked chassis and engine which had been on display all day, the final appearance of the Aero 8 was a bit too much to swallow in one go. My initial reaction was to ask if customers would be able to specify their Aero 8s without the body. Morgan staff looked slightly pained. It's been signed off by the directors, said one, which means Charles likes it and criticism is futile.

In the few hours that remained after the unveiling, I walked past the Morgan stand many times. After a while the Aero 8's appearance ceased to shock and even looked quite mean and moody, but those cross-eyed headlamps still looked awful, reminding me of Clarence the lion in *Daktari*.

On the infamous VW boat, which provides late night booze and a gossip shop for hundreds of motor industry folk on the evening after press day, one eminent designer refused to talk about the Morgan: "Not because I'm worried about the reaction to my comments, but because it makes me so angry that they have wasted such an important opportunity."

There's still time to fix it of course. The chassis design was done on a computer, but being handbuilt means there are no expensive press tools to alter. A change to the headlamps would be the main thing, moving them one way or the other. It would never make the Aero 8 a pretty car of course, but it would gain a tough mein like the 1997 endurance racers that provided its inspiration.

Or perhaps Charles Morgan is keen to go down in history as the man who gave the world its first strabismic sports car.

The Keith Cox Memorial
MORGANS OVER AMERICA III
New Orleans to Nova Scotia

SEPTEMBER 7 - OCTOBER 8, 2000

For the third time since 1990, members of the Morgan Sports Car Club of Northern California are planning a month long tour on some of the most spectacular roads in the US and Canada. As in previous years, participants from Morgan Clubs in Europe, Canada, and other regions of the US have joined with us. We anticipate that there will be 30 cars making the entire trip with many others joining in on the tour.

Our trip begins on Thursday, September 7, as we gather in New Orleans and prepare our cars. Friday will be a free day to see the city and get acquainted with the other tour participants. Our hotel is in the French Quarter close to all the city attractions, so the cars can remain safely in the garage.

Saturday will start, as will most mornings for the rest of the trip, with an 8 AM drivers meeting to quickly review the day's itinerary and answer any questions. We also announce birthdays, welcome guests who may be traveling with us for a few days, and generally keep ourselves organized.

On our first day on the road in southernmost Louisiana, we will get a chance to see the indigenous swampland, observing the wildlife and vegetation up close. We wend our way northward through the cane fields along the Mississippi, stopping to visit ante-bellum sugar plantations, small towns seemingly untouched by progress, and restaurants serving the local Cajun specialties. We will spend the night in the Baton Rouge area.

The next two days are spent along the Natchez Trace, a historic path traveled by the boatmen of the Mississippi in the late 18th century. They walked back to Kentucky and Tennessee after delivering their goods and boats (to become firewood) at New Orleans. We visit Port Gibson, Natchez, and Vicksburg, beautiful historical southern towns. There is an incredible array of fine homes, battlefields, and monuments to see.

We leave the Natchez Trace shortly after crossing the tip of Alabama, heading east across rural Tennessee towards Chattanooga. This is a historical rail center, with scenic attractions of Lookout Mountain, Ruby Falls and Rock City Gardens. Our hotel encompasses the beautifully restored Chattanooga Railway Terminal station.

For the next two days we zigzag in and out of Tennessee and North Carolina traveling through hardwood forests, river gorges, mountain tops, and the Great Smoky Mountains National Park. In Asheville, North Carolina, we will be treated with a special roast pig barbecue at a private home. Here, we can also visit the famed Biltmore mansion.

From Asheville, we travel along the Blue Ridge Parkway, cross over into the Shenandoah Valley, and head for the famed resort at White Sulphur Springs, West Virginia. We will stay in Lewisburg, as the main hotel is very pricey. However, a visit and cocktails at the Green Brier Resort are certainly in order.

Heading north through the scenic and sparsely populated West Virginia mountains, we spend Saturday night September 16 at Rocky Gap Lodge near Cumberland, Maryland. This will provide an opportunity to meet with members of the Washington and Philadelphia Morgan Clubs.

The next two days will take us through Pennsylvania and New York state to Saratoga Springs, NY, famed resort known at the turn of the century (1899 to 1900) for its thoroughbred racing, casinos, and spa. We will spend the night within Saratoga Springs State Park at the beautiful Gideon Putnam Hotel and Spa. We have now left the South far behind, and are about to embark on the Northern leg of Morgans Over America III. Fall foliage and brisk mornings will greet us as we head through Canada and New England.

We follow the drive along Lake George, then head east through the Adirondack Mountains to Saranac Lake and Lake Placid, and a 16-mile round-trip to the top of Whiteface Mountain. The following day, we tour along Lake Champlain, visiting Ausable Chasm, optionally taking the ferry to Burlington, VT and finishing the day, Wednesday, September 20 in Montreal, PQ. Here we will have an opportunity to meet with Canadian Morganeers.

Our next hotel is inside the city walls of Quebec City where our cars are parked safely for two nights. There will be a full day to tour the city on foot and savor the fine food and atmosphere of this most French of Canada's cities.

From Quebec City, we follow the St. Lawrence River and cross the province of New Brunswick on the Trans Canada Highway, heading for Nova Scotia.

In Truro, NS, we will visit the Tidal Bore, then head toward Baddeck on Cape Breton Island for a two-day stopover to follow the Cabot Trail, recommended as the most scenic spot in Nova Scotia. The trail circles through Cape Breton Island National Park at the northeastern tip of Nova Scotia. We spend the next night in Halifax, visit picturesque Peggy's Cove, and have a leisurely trip along the Evangeline Trail. There will be free time the following day before our 4 PM departure by ferry to Bar Harbor, Maine.

Back in the United States, we start with a trip to Acadia National Park on Mount Desert Island, then follow along the Maine coast, ending at Augusta, Maine's capitol on Saturday night. Sunday takes us into the White Mountains of New Hampshire and passing through Crawford Notch. The day is capped with a stay at The Bretton Arms Country Inn at Mount Washington featuring a fantastic dinner and full breakfast.

The following two days we visit Franconia Notch, Flume Gorge, Lost River Gorge and Canyon, and tour leisurely through the pastoral Green Mountains of Vermont.

We now leave New England, driving along the Hudson River visiting Hyde Park, Franklin Delano Roosevelt's home, and the Vanderbilt Mansion National Historic Site.

From Newburgh, NY, we travel through the Pocono Mountains of Pennsylvania to Hershey, Pennsylvania, where we will spend the remaining nights of the trip. While in Hershey, we can visit the world famous auto show and swap meet, and tour the Pennsylvania Dutch Country, visit the Gettysburg National Military Park, and Hershey's Chocolate Factory. We invite other Morganeers to join us here to enjoy this world famous Hershey event and to participate in our final celebration.

Saturday night, October 7, is the final banquet, open to all Morgan enthusiasts. We must all say good-bye, but the memories last forever. The next five years to Morgans Over America IV will roll by faster than you thought possible.

Contact the sponsoring MSCC Northern California members at

Kathy Tollworthy
 925-462-6378
 Fax 925-462-4708
 Email: trikenur@aol.com

February 21, 2000



RE: Clarification about Morgans Over America

Dear Fellow Morgan Enthusiasts,

There are two Morgan Over America (I) trips in the year 2000. One trip is being organized by Morgan Sports Car Club of Northern California members Steve Roake, Elaine Fisher and Kathy Tollworthy. The other trip is being organized by Morgan Sports Car Club, Ltd. England members Richard and Anita Jordan.

As in the previous two Morgans Over America, 1990 and 1995, Steve Roake and Keith Cox planned a route. Originally, only one Morgans Over America (MOA) III was anticipated. Effective communications between the Jordans and the MSCC of Northern California organizers never developed. Our planning had to proceed without the Jordan group participation.

The trip that MSCC of Northern California members have organized is the Keith Cox Memorial Morgans Over America III- New Orleans to Nova Scotia. It starts in New Orleans on September 7, 2000 proceeds north to Quebec and Nova Scotia, and ends at Hensley, Pennsylvania on October 8, 2000.

Complete trip reservations have been made for 30 cars and nearly all slots are filled. Confirmed participants are from England, Jersey, British Columbia, Ontario, Texas, Washington, Idaho, and California. Please contact us immediately to reserve one of the few remaining slots, if you are interested in joining us.

In 1996, at the MOA II reunion in England, Keith Cox and Steve Roake presented the dream for MOA III of New Orleans to Nova Scotia. Keith Cox's vision, based on previous experiences, was to travel the Morgan friendly, scenic back roads and stay away from metropolitan areas. The four week trip would have daily mileage and destinations which would allow individuals time to explore the historic sites and natural beauty from the Deep South to Northern Canada's Distant Coast. During planning of this trip, last March, Keith Cox passed away. Steve, Elaine and Kathy have endeavored to keep his vision alive in our planning. This trip is in Keith's memory.

For differentiation of the trips, Richard and Anita Jordan's trip is called Morgan Over America III- 2000- The Eastern Experience. It begins and ends in Florida and follows some of the same route a few days later.

The two trips provide Morgan owners along the routes the opportunity to visit with both groups as they pass through their areas.

For further information, contact MSCC of Northern California members at:

Kathy Tollworthy
925-462-6378
Fax 925-462-4708
Email: trikenut@aol.com

Steve Roake, Elaine Fisher, Kathy Tollworthy

February 21, 2000

The Keith Cox Memorial
MORGANS OVER AMERICA III
ITINERARY

DAY 1	New Orleans, LA	THU	September 7, 2000
DAY 2	New Orleans, LA	FRI	September 8, 2000
DAY 3	Port Allen/Baton Rouge, LA	SAT	September 9, 2000
DAY 4	Vicksburg, MS	SUN	September 10, 2000
DAY 5	Tupelo, MS	MON	September 11, 2000
DAY 6	Chattanooga, TN	TUE	September 12, 2000
DAY 7	Cherokee, NC	WED	September 13, 2000
DAY 8	Asheville, NC	THU	September 14, 2000
DAY 9	Lewisburg/White Sulphur Springs, WV	FRI	September 15, 2000
DAY 10	Cumberland, MD	SAT	September 16, 2000
DAY 11	Mansfield, PA	SUN	September 17, 2000
DAY 12	Saratoga Springs, NY	MON	September 18, 2000
DAY 13	Plattsburgh, NY	TUE	September 19, 2000
DAY 14	Montreal, Quebec, Canada	WED	September 20, 2000
DAY 15	Quebec City, Canada	THU	September 21, 2000
DAY 16	Quebec City, Canada	FRI	September 22, 2000
DAY 17	Fredrickton/Grand Falls, NB, Canada	SAT	September 23, 2000
DAY 18	Truro, NS, Canada	SUN	September 24, 2000
DAY 19	Baddeck, NS, Canada	MON	September 25, 2000
DAY 20	Baddeck, NS, Canada	TUE	September 26, 2000
DAY 21	Halifax, NS, Canada	WED	September 27, 2000
DAY 22	Digby or alternate, NS, Canada	THU	September 28, 2000
DAY 23	Bar Harbor, Maine	FRI	September 29, 2000
DAY 24	Augusta, Maine	SAT	September 30, 2000
DAY 25	Mount Washington, NH	SUN	October 1, 2000
DAY 26	White River Junction, VT	MON	October 2, 2000
DAY 27	Bennington, VT	TUE	October 3, 2000
DAY 28	Newburgh, NY	WED	October 4, 2000
DAY 29	Hershey, PA	THU	October 5, 2000
DAY 30	Hershey, PA	FRI	October 6, 2000
DAY 31	Hershey, PA	SAT	October 7, 2000
DAY 32	Load CARS for WEST/FLY home	SUN	October 8, 2000

MORGANS AT MALVERN 2000, 8/9 JULY

The venue for the event is the Three Counties Showground, Malvern. Over 60 acres and two large halls, located beneath the Malvern Hills and a 15 minute drive from Great Malvern and Morgan Motors at Malvern Link!

A range of events for car and driver have been arranged for the Saturday, which will culminate in the evening with an informal dinner, followed by a barn dance.

For those who wish to see some of the local attractions, a classic motor coach is available at a small charge, to ferry you to either vineyards or cider works, historic houses or birds of prey centres. (WHY NOT TRY THEM ALL?)

The concours will take place on return from Stoke Lacy, the village, approximately 45 minutes drive away where HFS Morgan and other family members are buried. There will be a short service of thanksgiving at Stoke Lacy church and a chance to see the '3 Wheeler Club memorial stained glass window. Lunch will be available and an opportunity to photograph your car outside the portico of the old rectory. (Stoke Lacy church fete takes place this day and the Morgans will obviously be deemed to be a big attraction)!

The aim of the whole weekend is to unite all those with "MORGAN" as a common interest, in a spirit of friendship. For a provisional entry form and more details, contact:

**Brian Clutterbuck, Clissetts, Stanley Hill, Bosbury,
Ledbury, Herefordshire, HR8 1HE
01531 640415**

The basic cost, including the Saturday evening dinner and a commemorative award, per car is £25 per person. Day visitors will be charged £5 per day.

Camping and caravanning are available on site; hotel and B&B accommodation can be arranged via the local tourist organization.

Submitted by John Collins, Toronto, Ontario.



The vehicles in my life

PART FOUR: EXOTICA AND ALL ITS PROBLEMS by Len Haffenden

We now step up in the world (or deeper in the mire, depending on how you look at it) and go for broke. My interest in sports cars was still very strong, and



A 1948 Morgan 4/4, just off the boat and ready for restoration.



Black Boris. A four seater Morgan +4 tourer. New to me in 1966.



The extremely rare 1966 Morgan +4 fibreglass coupe. Body #007, one of only 27 cars made.

several of my friends had them. As well, the Westwood race track had just opened in Coquitlam, a Vancouver suburb. It was there that George Sterne and Morgan cars entered my life. George was a racing car driver and the local Morgan dealer, one of two in Canada, and one of four in all of North America.

All other new sports cars were two seaters, yet Morgan offered a four seater, so, I ordered one! It took a while to arrive (and yay, these many years to pay for it), but when I took delivery I was in the veritable seventh heaven of motordom. This car soon acquired a personality and a name - Black Boris. The car was a deep glossy black all over, with black leather upholstery and trim, a black leather strap over the bonnet, black faced instruments, red carpets and brake drums, a "lovely" exhaust note, and an instant vintage appearance, because it still had running boards, cutaway doors, and a flat windshield. I had only owned this new car for about two weeks, and while waiting at a red light, the driver of a car next to me leaned over and said: "Did you restore that car yourself?" That tells you a lot about the visual impact of a Morgan.

For a while it used to get cleaned and waxed every day. It was quite a crowd pleaser, as most people had never seen or heard of Morgans in the mid 60's (not too many now, either). It had what you might call peculiarities, and it was not for everyone. But to see it going down Georgia street, or around Stanley park with its top off (yes, "off", not down) on a cold and sunny January day with two adults, five kids and a dog was something else. For a powerful and fast car it was quite economical, 27 mpg in town and 33 mpg on the highway doing a steady 70-75 mph. I did some extensive touring in North America with Boris and kept the car for 22 years before selling it in a moment of weakness or lunacy; my now grown kids have still not forgiven me.

To replace the collapsed Morris Minor of part 3, in 1968 I bought a ten year old Jaguar Mark VIII sports saloon. This was a magnificent beast in two tone blue with a swoopy chrome strip on the side. It had every option known to man - even little tables in the back for the kids'

french fries. Lights all over the place, including a blue one under the dash to give a romantic mood if and when making out. A very responsive car too for such a weight. It had the now famous dohc in-line six, developed from race-cars and still found in some Jaguars of the 1990s. Best of all, and hard to believe, I paid only \$400 for it. I soon found I could not afford to fix it, and after a pleasant six months it was sold to a lust West Vancouver youth who needed a portable boudoir for his own use.

At this time in my family there was a 1967 red Mini-Minor 750 cc wagon, which after a few months, was traded in on a new 1970 blue 1,000 cc Mini-Minor station wagon. This Mini-Minor phase lasted about a year, as, on the way back from Prince George to Vancouver, we were several times nearly blown off the road by the turbulence from big trucks. The Mini was traded in on a 1963 Mercury Comet station wagon, which served very well for seven years before dying on a dark, cold and lonely road to Port Albernie. It had hit the great grand-daddy of all pot holes and nearly broke in half but had the decency to limp back to town before expiring.

Early in 1970 I discovered the Vintage Car Club of Canada (Vancouver Chapter), mostly because I found, and not far away, a 1934 Morgan three-wheel sports car, called an MX4 barrel back. It was like nothing on earth, and at the Easter Parade that spring it stole the show.

Perhaps some of the readers have seen such cars; maroon with a brass radiator shell, a vee-twin 1,000 cc engine in front of the rad, no doors, just cut away sides, and two exhaust pipes running the mid section of the body, guaranteed to singe legs and elbows. We named this car "Basil". It would sail along close to 85 mph and was very much like flying a World War One bi-plane without wings. It was later sold and now resides in a private museum in 100 Mile House, BC.

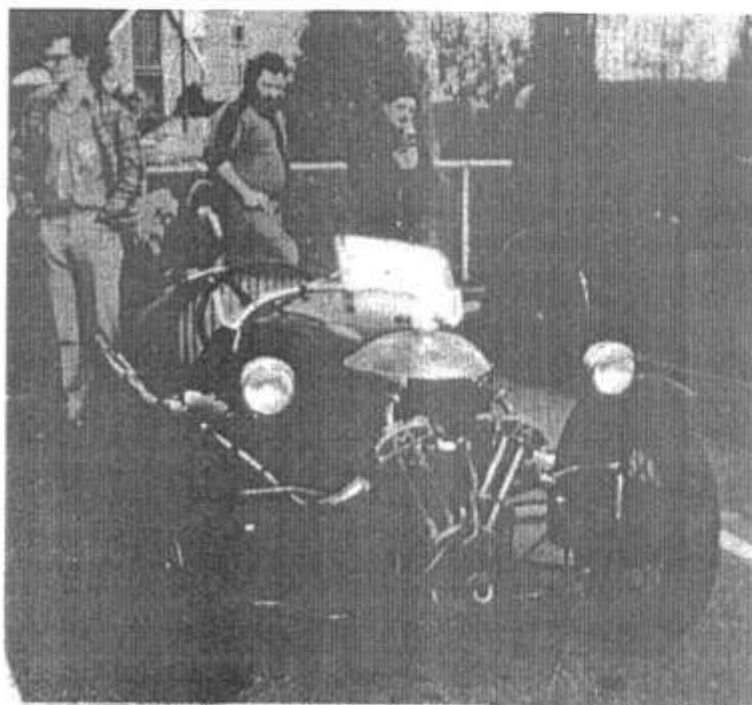
This interest in Morgan cars grew rapidly. I have owned eight altogether, including four at one time. I purchased every book on them I could get, and took a trip to England just to see through the factory and meet Mr. Peter Morgan himself (as well as pick up a few parts while I was in the neighbourhood). Since that first

euphoria I have recovered enough to admit the existence of other makes. The other Mogs, as they are known, were: a 1933 3-wheeler vee-twin beetle back, a 1937 F-type 3-wheeler with a small Ford engine, three 4/4 models (meaning 4 cylinders and 4 wheels).

The final Morgan was rare with a capital R. It was a fibre-glass bodied streamlined coupe in red, called a "Plus 4 Plus". Because it was lighter and more aerodynamic it would go a little faster than Boris, about 115 mph compared to 110 mph. I bought

it from a distressed young man from Surrey who was about to lurch into matrimony. The body number of this car was 007. Peter Morgan told me he thought they made 49 of these cars. After six years of ownership I sold it to a man from Portland, Oregon. A new windshield in a crate came with the car, and went with it, a very unusual curved piece of glass.

On my next visit to the factory I was informed that the actual production only reached 29 cars. I had let go #7 of the 29 made! Oh well, here endeth the Morgan interlude.



1934 MX4 Morgan 3-wheeler. A real scene stealer, Easter parade, Vancouver 1970.



(submitted by Peter Toma)

Morgan Motor Company

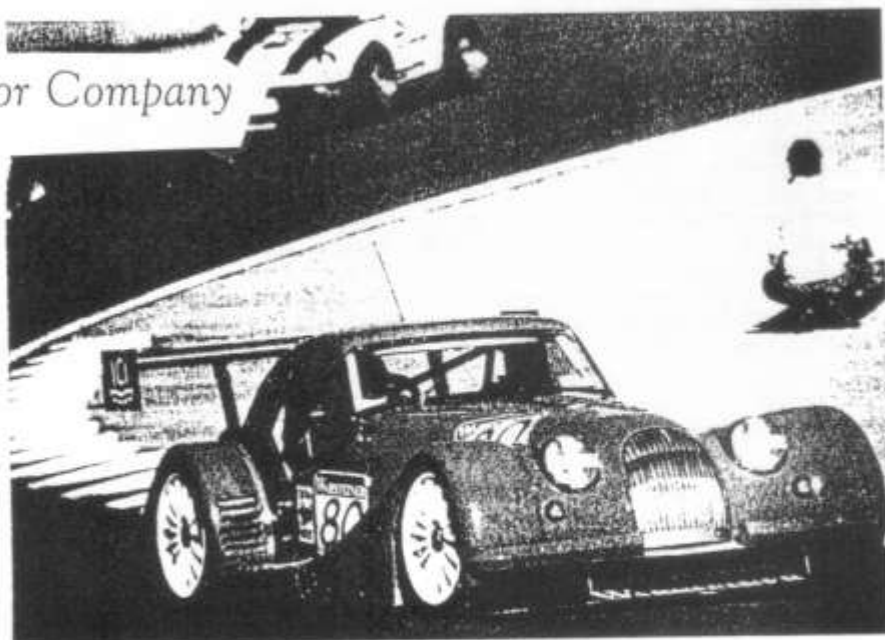
And what a car! The stunning good looks of the Morgan are in the very best traditions of classic British sports cars of the 1930's, with a performance to go with it. Beneath the long bonnet and raunchy styling is a winning combination of time-honoured Morgan craftsmanship and bang-up-to-date automotive engineering.

The outstanding performance of the Morgan is legendary. The original car, then a three-wheeler, made its first major public appearance at the Olympia Motor Show in 1910 and was soon chalking up many successes, both in trials and on the race track. These achievements included several world records and notable victories at Brooklands and Le Mans. Indeed, the car was so fast that it was ordered to start races a lap behind fourwheel cars in the same class!

The secret of the Morgan's nifty turn of speed has always been in its unusually high power-to-weight ratio. The unique design and construction of the car means that while it is very robust it is also exceptionally light.

"It looks simple, and it is. And that's the beauty of it. The Morgan is great fun to drive because there are very few components to smooth and filter out the true feel of the car. So if you want to know what it's like to drive by the seat of your pants, this is definitely the car to oblige," Charles

Morgan speaks from long experience. He was the British Sports Car Champion in both 1978 and 1979 - driving a Morgan, of course.



Morgan Motor Cars ahead on the Race Track

The biggest challenge for Morgan in recent years has been to ensure that the car loses none of its unique character and appeal in the face of increasingly tough new legislation and safety. Full-size de-powered airbags, which meet worldwide safety regulations, are now an option for driver and passenger. Other new Morgan safety features include anti-submarine seats and a stainless steel internal roll bar, which reinforces side-impact protection.

The new Morgan also has considerably more refinement than you might expect in a car that's calculated to induce a serious rush of adrenalin on the open road. Enhanced levels of comfort, increased legroom, rake-adjustable steering, heated windscreen, and sophisticated engine management systems all feature as standard in the new specification.

Morgan sells through an international distributor network - but has not had to advertise the car anywhere since 1984! For new customers joining the waiting list, there is a choice of models - the 1.8 litre 4/4 (which holds the record for the world's longest production run of the same model), the Plus 4 (in 2- or 4-seater versions) and the Plus 8, which offers the option of a 4.6 V8 engine.





Paul Hardiman rounds up deals on wheels and trade whispers in the classic market

What's Morgan money?

The 'how long's a piece of string' analogy could have been made for Morgans, due to the longevity of the model, and the huge variations in condition you'll find. Which way to turn in this minefield?



"Fourteen to 15 grand is where you start for a nice, usable Plus 8," says Richard Thorne, celebrating his 19th year as a Morgan dealer, "while a good early Moss 'box car is £19½-20k."

Nigel Holder of Perranwell Garage would start nearer £17,000 to avoid problems, and currently has a rare '69 Moss 'box car for £27,500 among its five Plus

8s on offer – top money, but the going rate for a newly rebuilt, near concours-standard car or one that's competition-prepared.

Cars made in '98 or '99 will be near £40k, but there's no longer a premium on near-new cars, partly since the traditional six-year waiting list is now four. "What other car can you buy new, drive for a few months and sell for the same money," asks Thorne.

The enthusiast's choice? Thorne, who is currently looking for an early Rover four-speed car, reckons the pre-cat 3.9 cars from '89-'91 are "cracking buys" in the low £20ks. He currently has a three-owner '84 Plus 8 for sale, one of the last carb cars, on offer for £17,750. The car on the cover is near-identical, and with under 12,000 miles on the clock. It's around £18,000 from John Colley on 01335 361255.

*FOR SALE! *

*FOR SALE! *

*FOR SALE! *

* *

*1989 "+8" with *

*23K, Km, BRG *

* *

*Phone: *

*1-905-309-0890 *

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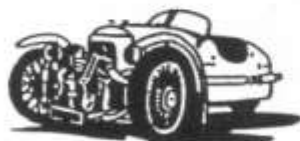
CONTACT FRED KUZYK, WEB MASTER AT:

fkuzyk@cgocable.net

for up to the minute Morgan news, information about out of country tours and events, and tips.



If you are contemplating a spring getaway on your own, or with friends, and you want to park your Morgan in a beautiful spot, try Viewfield Inn in Walkerton. Hospitality par excellence. You may not want to leave!



Boatback



Bed and Breakfast

Your hosts:

LYN and DICK MULLEN

951 Old Durham Road, R.R. #2
Walkerton, Ontario N0G 2V0
Canada

PHOTO OPS

SUMMER - '99

(FIND YOUR FRIENDS AND YOUR CAR)

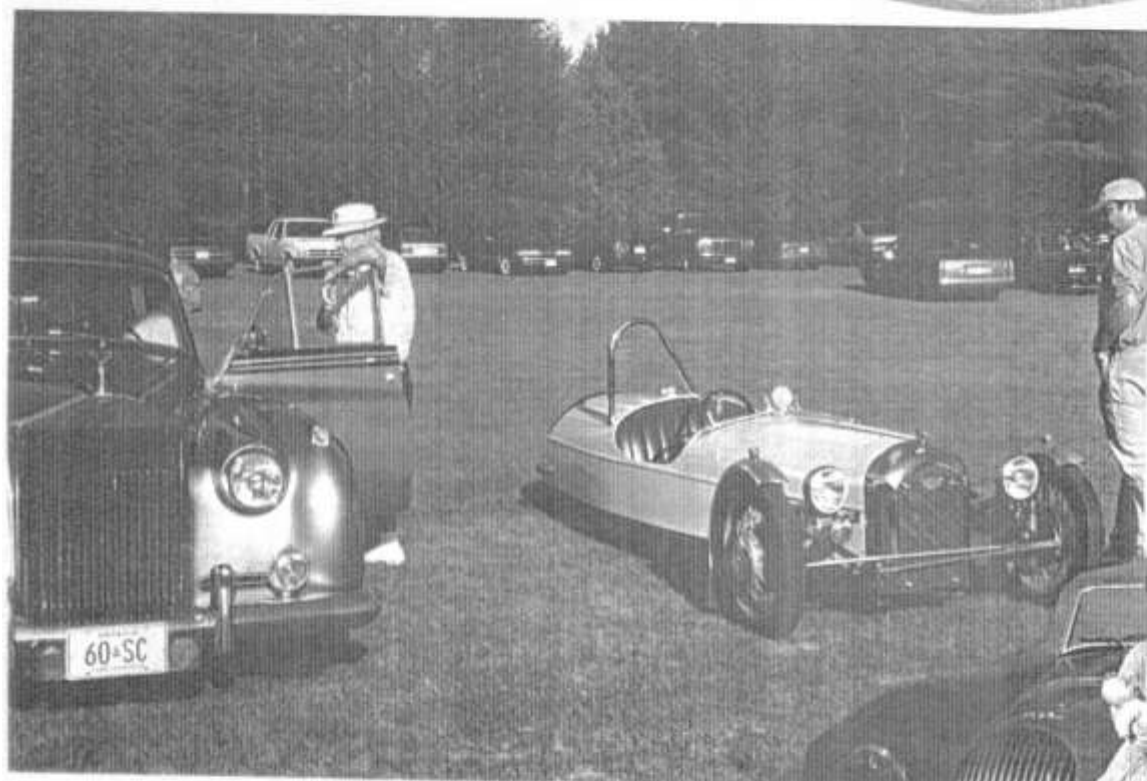
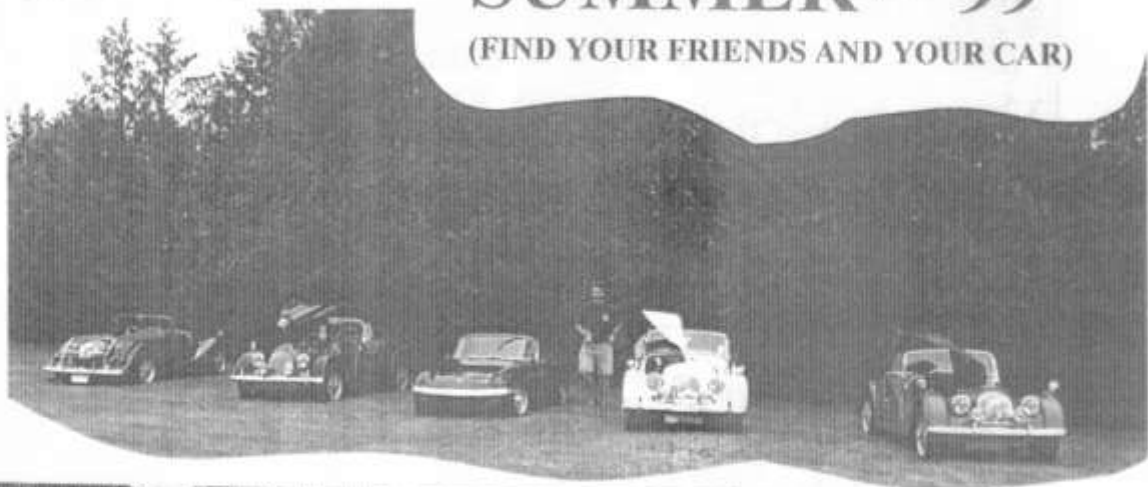


PHOTO OPS - SUMMER '99

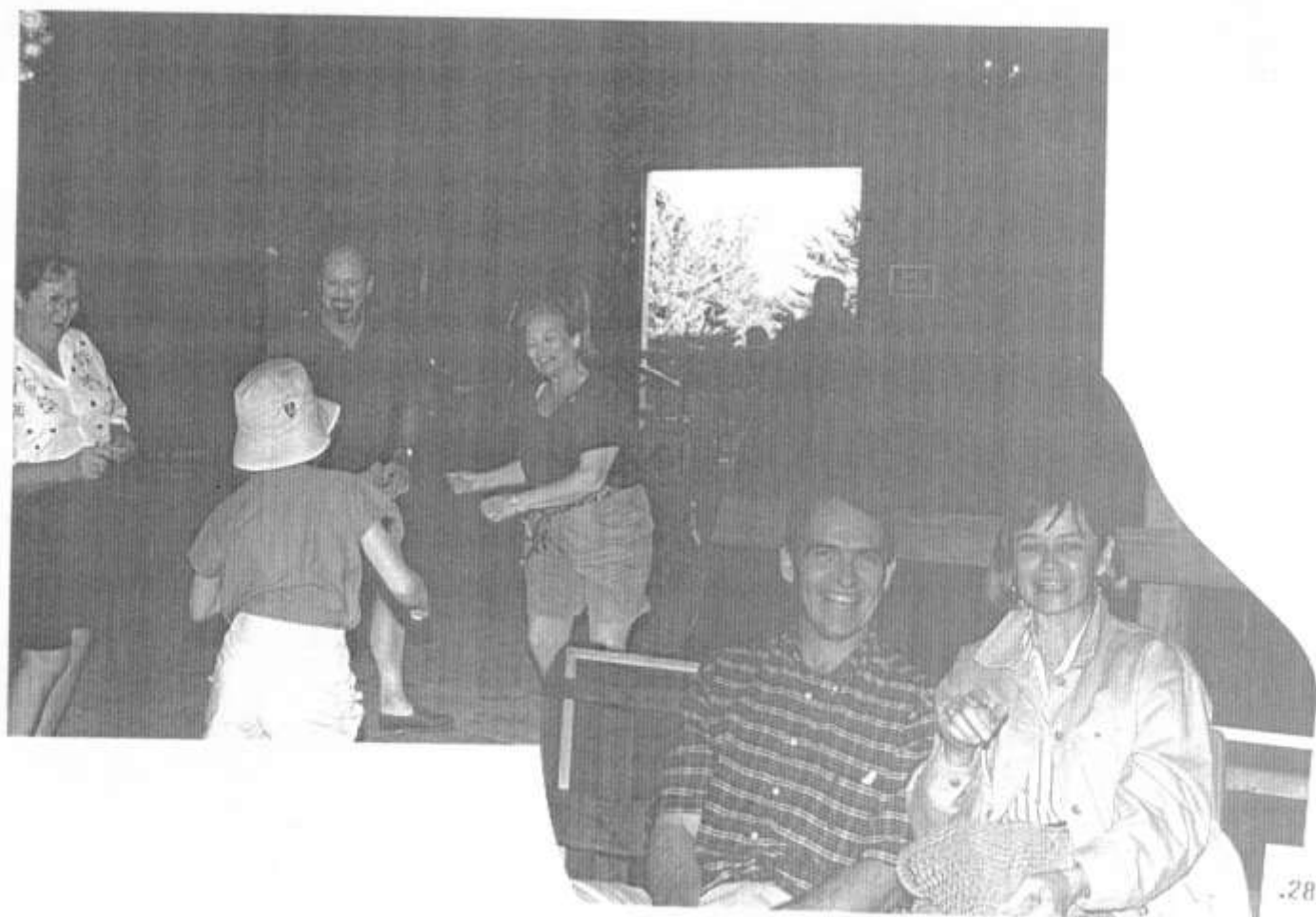
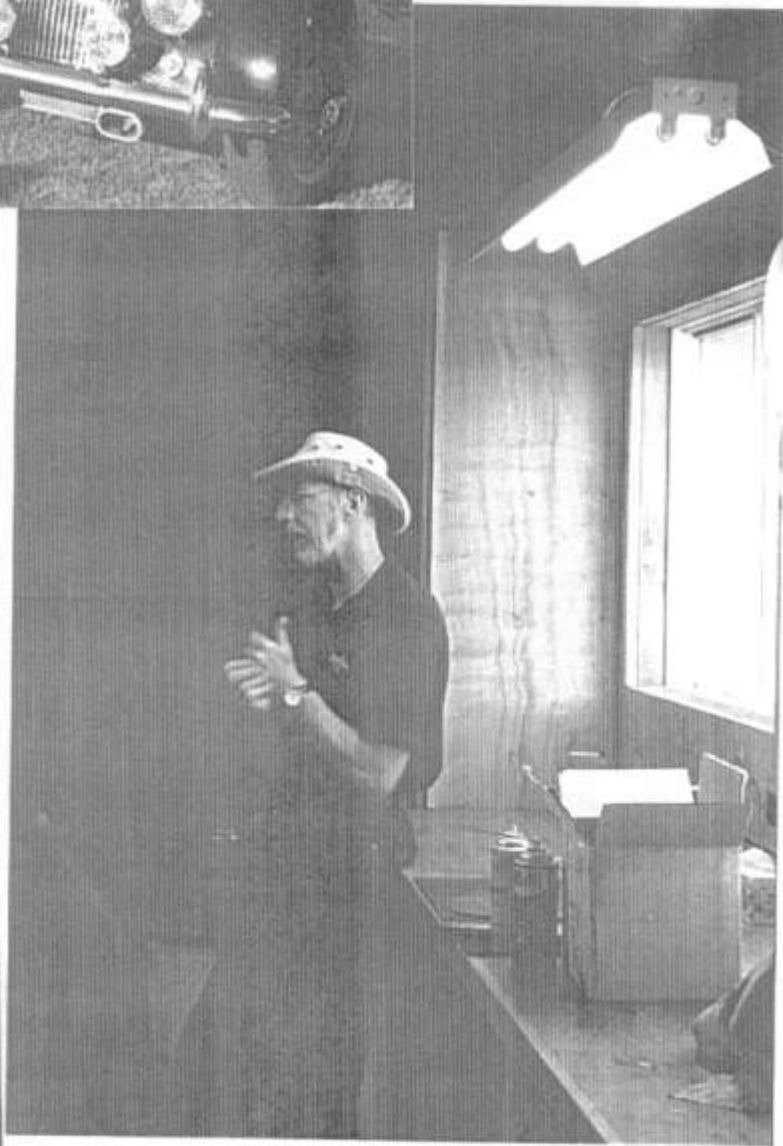
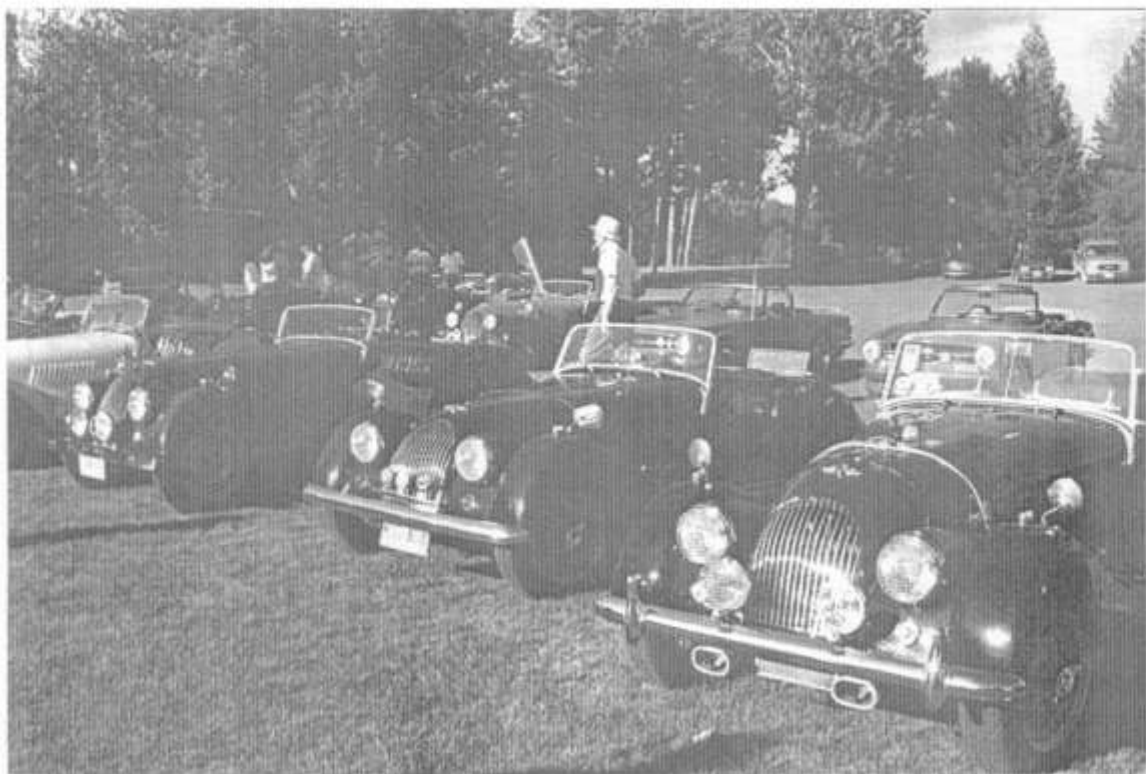


PHOTO OPS - SUMMER '99



STEVE BEER SHARING HIS EXPERTISE

CHRISTMAS MEMORIES

'99



Sylvia Balfour and MaryJoan Birch enjoy the evening at the MSCCC HOG MOG Christmas party.



MSCCC HOG MOG
December
Christmas party
at the Balfours
Cambridge Ontario



Top: Alec Knight and daughter

Russ Balfour, Steve Beer,
Ray & Mary Shier

Middle:
Martin, Reg & Audrey Beer

Bottom:
Glen Nigh & Brian Morgan

MEMORIES - '99

Lant and Company Insurance Brokers . . .

story and photo
by Jil McIntosh

Insuring an antique or customized car isn't always easy. Many insurance companies don't want to take them on, or insist on including newer vehicles in the policy. And they might not know the value or understand the difficulties of repairing an antique car.

Tony Lant knew this. In 1978,

his firm, Lant & Company Insurance Brokers, launched their "Silver Wheels" plan specifically for older cars. In 1990, they added "Custom Wheels" for modified vehicles.

A client looking to insure his MG convinced Lant that there was a better way to approach old cars than simply as "riders" on other plans. From this small start, Lant now covers about 35,000 vehicles.

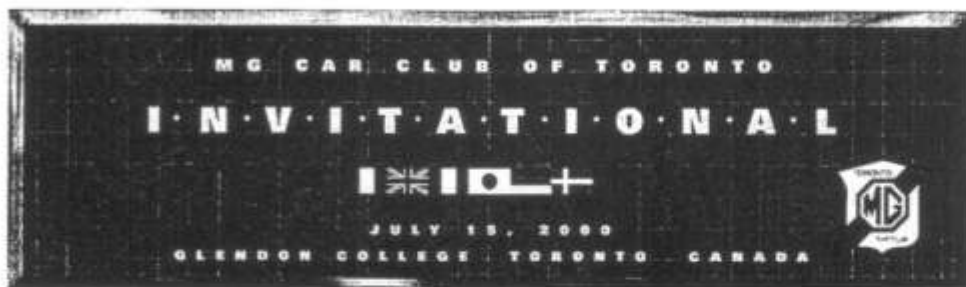
That's all he covers. "You're dealing with the specialists," Lant said. "We are the only company that is dedicated strictly to antique and custom cars, and one of the few that will cover custom cars at all. Regular insurance companies don't offer what we do. We give value coverage, known as the 19A endorsement. If the car is stolen, or damaged in a fire or collision, you want to be sure you're getting the appraised value."

All vehicles under Silver and Custom Wheels have full coverage for 12 months of the year. They are not covered for regular transportation (such as driving to work), but as Lant said, "Our premiums are a fraction of other companies because these cars aren't used much and they're stored for the winter. Plus, we have the large number of cars we cover. And the owners tend to have great driving habits."

Policies start as low as \$50, with many premiums under \$200. Deductibles are \$100 for collision and \$25 for comprehensive, and Lant offers a "no claims bonus" that rises from 5% after the first year to 15% after three.

All that's required for coverage is a detailed appraisal with photographs, a copy of the vehicle ownership and a completed application form. The plan is carried across Canada through associate brokers in different provinces. "Our toll-free number works across Canada and in the United States," Lant said. "That's important if you're going into the States to buy an old car and you need coverage to bring it home. Or you're down there and you have an accident and you need to reach us. You just call us up and we'll take care of it."

Lant & Company can be reached toll-free at 1-800-461-4099. They are also available through their web site at www.lant-ins.ca.



First Annual MG INVITATIONAL On the grassy grounds of Glendon College

A car show of rolling beauty open to all classic import cars 20 years or older. With vendors, goodie bags and a dash plaque for all entries

Location: **Glendon College** (corner of Lawrence and Bayview)
Date & Time: **July 15, 2000** gates open at 9:00 a.m. (Rain Date: July 16th)
Price: **\$12.00** per show cars
\$10.00 per car for the general public (includes your parking)

We will feature: Fine automobiles, Awards, Vendors, Quality Merchandise, Catered food and much more. A donation will be made to the Heart & Stroke Foundation.
for more info please call: (416) 410-5464

✂ (please cut and mail to the MG Car Club of Toronto, P.O. Box #64, Station 'R', Toronto, Ontario M4G 3Z3

MG INVITATIONAL

Name: _____ Vehicle Make: _____
Address: _____ Model: _____
City: _____ Year: _____
Phone: _____
E-Mail: _____

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, the MG Car Club of Toronto Inc., collectively and separately from any and all liability from personal injury or property damage incurred by me or my guests while participating in this car show. I have read, understand and agree to this release.

VISA: _____ Expiry Date: _____

Signature: _____ Date: _____

Please mail form with your cheque (payable to MGCC) to: MG Car Club of Toronto, P.O. Box #64, Station 'R', Toronto, Ontario M4G 3Z3

LETTERS TO THE EDITOR:

1. Post card from Dodo Nita in Romania:

"I thank you for the Blurb. I am interested in any publications who publish Romanian artists.

Here I send you the local newspaper where I've mentioned that the artwork of Valentin Tanase is published in MOG Belgium and BLURB Canada.
Thank you, Dodo Nita

2. E-Mail from Brian A. Philby, U.S.A.:

From: Brian A Philby <ringo66@earthlink.net>
To: <ycw@golden.net>
Sent: Tuesday, March 14, 2000 5:54 PM
Subject: 2001 Calendar

Dear Sylvia Balfour,
My name is Brian Philby. I am a British car enthusiast and have had the good fortune to have owned and driven many interesting vehicles over the years. I am now seeking other British car fans from around the globe who would be interested in seeing their pride and joy featured in a 2001 calendar themed "British Cars Around The World". There is absolutely no cost to any owner, and all owners who's cars are featured will receive a copy of the calendar.

I would be eternally grateful if you could bring this project to the attention of your club members. Any interested parties should contact me at:

(407) 699-8339 (Florida, U.S.A.) or email ringo66@earthlink.net
Many Thanks

Brian A Philby

3. Package & Postcard from Jacques Gallien, Belgium:

"A little contribution for your revue with geetings from the genius of Valentin Tanase. Salutations to Vern.

(The postcard is exquisite and we will try to publish it next month, if we can.) We also received drawings to be used in the future.

REGISTRATION

FRIDAY JUNE 3 REGISTRATION • SEMINAR • WELCOME PARTY

SATURDAY JULY 1 REGISTRATION • CONCOURS • RALLY • PARTY

SUNDAY JULY 2 AUTOCROSS SCHOOL/CLINIC • AUTOCROSS • GYMKHANNA
PARADE OF TRIKES • COCKTAIL PARTY • AWARDS BANQUET • PARTY

MONDAY JULY 3 TOUR • CANOE TRIP • PARTY

TUESDAY JULY 4 MORGANs MOTOR HOME

PARTICIPATION IN ANY COMPETITION OR SOCIAL EVENT REQUIRES REGISTRATION
TO QUALIFY FOR A CONCOURS TROPHY, ENTRIES MUST BE DRIVEN ONTO THE FIELD



NAME Please print or type _____

OTHERS IN PARTY _____

MAILING ADDRESS _____

PHONE _____

ARRIVAL DATE _____ DEPARTURE DATE _____ Is this your first MOG ? _____

CIRCLE INFO BELOW

TRIKE	ROADSTER	YEAR _____	SERIAL # _____	LICENSE PLATE # _____
4/4	DROPHEAD	COLOR - BODY _____	WINGS _____	
+4	4 PLACE	INTERIOR _____		
+8	S'SPORT	OTHER FEATURES _____		
+4+	COMP/RACE	PLEASE LIST OTHER MORGAN VEHICLES BROUGHT ON ON BACK OF FORM		

HOTEL ACCOMMODATIONS

 Participants are to make their own reservations

Primary: The Shawnee Inn, 1-800-SHAWNEE (Ask for pricing "Morgan Car Club")
Double room - \$110.00, with tax and service - \$127.60

Secondary: Ramada Inn, Delaware Water Gap PA, 717-476-0000
(Ask for pricing "Shawnee Inn / Morgan Car Club rate")
Double room - \$100.00, with tax and service - \$106.00
Hampton Inn, Stroudsburg PA, 570-424-0400 (Ask for pricing "Morgan Car Club rate")
Double room - \$89.00, with tax and service - \$90.10

PRIMARY REGISTRATION (Includes all event participation for 2 people) Postmarked before April 30 \$ 54.00 _____
(Walk-in and after April 30, 2000) \$ 60.00 _____

DAY TRIP REGISTRATION (Includes one day event(s) for single driver and car(s) \$ 30.00 _____

MEALS PROGRAM - Barbecue Dinner: adult ticket	\$15.00	Awards Dinner: adult ticket	\$28.50	_____
Child, under 14 years ticket	\$10.00	Child, under 14 years ticket	\$16.50	_____
Toddler, 4 years or less	FREE			

NO REFUNDS WILL BE GRANTED • RETURNED CHECK FEE \$15
REGISTRATION MAIL IN CUT OFF DATE : JUNE 18, 2000

GRAND TOTAL _____

Mail to: Lelia Ridgeway, Registration
603 Portland Drive
Downington PA 19335



Make checks payable to MCC DC

QUESTIONS? Phone Lelia 610-458-7540

MSCCC is a non-profit organization. Not only that, we intend to stay a non-profit organization. Accordingly, each paid-up member may advertise in one "business card" space at no charge. Members may also have a "flyer" enclosed with THE BLAUN by paying that issue's postage.

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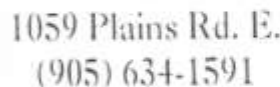
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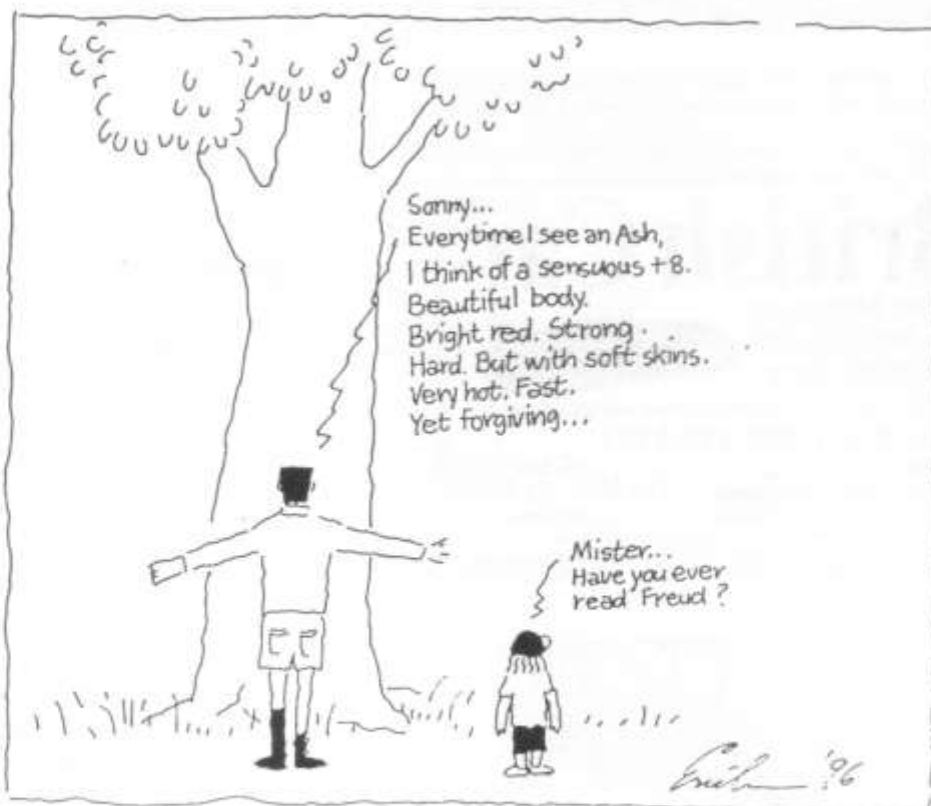
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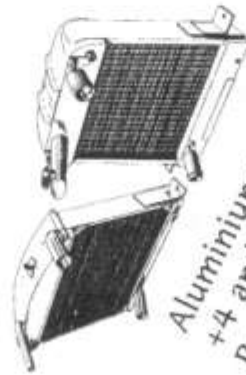


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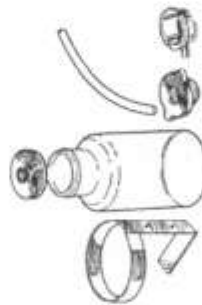
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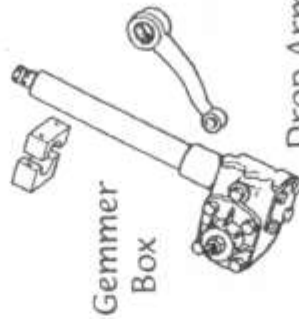
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(* Canadian \$'s for members in Canada, US\$'s for all other members to cover postage)

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Contest Runs from April 1 through November 1, 2000

FEEL FREE TO COPY AS MANY OF THESE FORMS AS REQUIRED FOR YOUR PARTICIPATING CLUB MEMBERS.

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Club Name	Car Make, Model & Year
Driver(s) Name(s)	Mileage/Km reading as at April 1, 2000
Odometer/Distance gauges in working order? YES <input type="checkbox"/> NO <input type="checkbox"/> Explain	Name & Signature of Club Executive Member Date

CONTEST CONCLUSION

Mileage/Km reading as at November 1, 2000	Club Name
Odometer/Distance gauges in working order? YES <input type="checkbox"/> NO <input type="checkbox"/> Explain	Name & Signature of Club Executive Member Date

SUBMIT THIS COMPLETED FORM TO BRITISH CAR COUNCIL INC. NO LATER THAN DECEMBER 1, 2000. AWARDS WILL BE PRESENTED IN EARLY 2001 THROUGH CLUB EXECUTIVE. ALL ENQUIRIES SHOULD BE DIRECTED TO THE BCCI AT THE ABOVE ADDRESS.