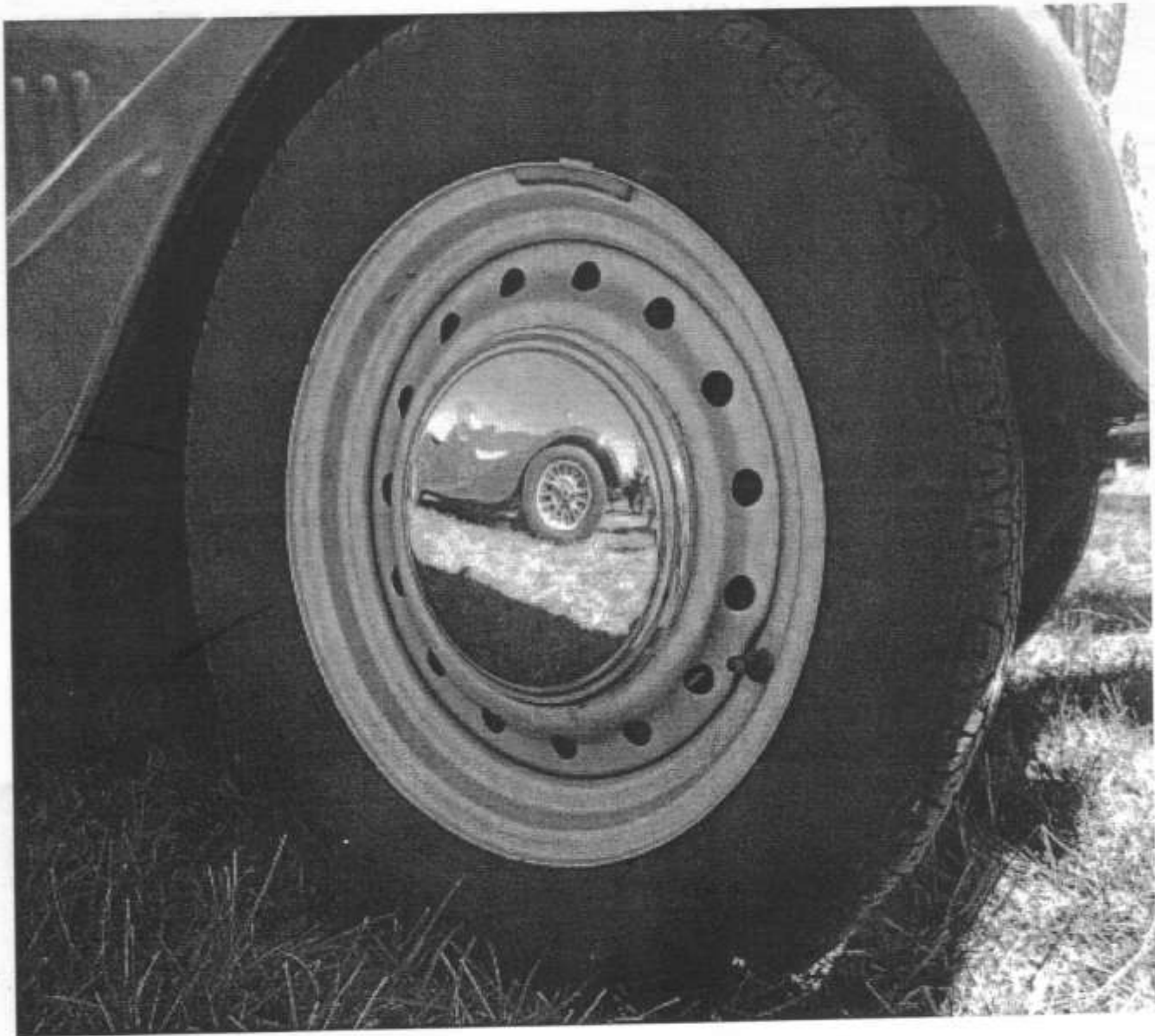


Issue 5 - 2004, September



The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



British Car Day 2004 at Bronte Park September 19th

1152 Cars Registered – including 24 Morgans

Photo by Thomas Van Zuiden

Prez Sez:

Martin Beer (mdbeer@idirect.com)

I would like to thank all Club members & people that expressed their condolences & thoughts about Mum again. Those kind words were very much appreciated.

Donna & I have not attended as many events as we would have liked to. Our first event was the Ale Trail, a much-needed diversion from Life's problems. Al & Marlese although surprised to have such a crowd drop by un-invited, were as always ready to entertain. I would like to thank all of the members that hosted & organized events this last summer. Without these people & those attending, it would not be much of a Club. The Beer clan (minus Father) did attend the VSCDA Vintage Fall Festival at Road America. With Morgan as the featured Marque, The Windy City Morgan Owners Group along with Norbert Bries put on a wonderful event filled with good people, food & fun. We juggled our time between racing & show venues all weekend. F246 has written a piece on the event in this issue. F Type will be put away Thanksgiving weekend for a much-deserved winter rest, with any luck +8 will provide fall foliage tours. December 4th AGM & Christmas bash will be at our house this year. Elections will be held for Executive positions in 2005. I can't help but feel that I have dropped the ball this year as President. Between moving house, Mum's passing & Fathers loss of driving (poor vision) it has been, a less than great year. Thanks too all those that picked up the ball without even being asked. If re-elected, I will endeavour to do better.

Happy Motoring

Martin Beer

Past Prez Sez:

Vern Dale-Johnson (verndj@allstream.net)

Summer's seem to get busier... not more relaxed. Many events around Toronto, unfortunately few attended by the DJ's... I did manage a ride with Stan Jodekin of the Australian Morgan Owner's Group to a vintage car day at Eastern Creek (outside Sydney) while there during August, and caught the Toronto area MSCCC's run up to Cremore Springs on August 29th. The Eastern Creek event on August 8th was great - over 30 Morgan's in attendance (and thus a good chance to talk to many of our Australian friends) and what looked like 500 British Cars plus another 500 from the ROW including Australia's own Holden's, Ford's, etc. Australian cars get driven... and this was evident during a walk about. Stan has a very well sorted 1954 interim cowl +4 roadster and although he is not a regular 'racer' did a respectable job in the 2 laps we did around Eastern Creek! Great fun... over much too soon. Every time I visit with this group I'm determined to take both Mog's to Oz and sort out the parking once I'm there!

David Farmer and son Aaron organized the Cremore Springs 'ale trail' drive. Tom will have the list of those who attended, for me it was great to get the +8 out after it's major surgery. Report is the new Weber (aka Edelbrock) has done wonders for reliability and driveability and the Beast still goes like stink! On the drive up two stops - one at the Hockley Valley Railway (for model train enthusiasts) was an eye-opener... I thought Morgan ownership was an expensive hobby! Good thing Rod Wilkinson skipped the run or the owner of the shop might have been asked to do a trade - Rod's Morgan for most of the HVR's inventory. Second stop was unscheduled, a visit to Alan & Marlies Sands. Alan eventually appeared (something about couldn't find his pants) while Marlies insisted we stop for a beer or glass of wine even though they were entertaining that afternoon, then heading for a motorcycle run in the Bavarian Alps early the next week... We did stay for the beer, and did convince Alan to come out and play. Marlies' wanted him out of her hair. So out came the Allard (after it was decided the Morgan didn't have enough gas).



Out west, I'm pleased to report the Plus 4 is now out of the Miles' garage! Thank you again, Ken & Pat for the extended hospitality for the car and during my numerous visits over the March - July period. OLBDII's is now in Kamloops, in good hands with Glen & Karen DJ. Glen did have his trauma as the oil cooler sprung a leak on the run up from Vancouver (outside Merritt - expect a solder joint was damaged along with the bumper / wing damage). OLBDII's did participate in "Hot Night in the City" car show



(OK, Richard & Fearon, how about a note on the event from the perspective of MSCCC members?) to hold up the Morgan marque.

Speaking of Richard & Fearon, during a July visit to their fair city we did manage to tip back a bit of wine. Richard asked me to 'test' his +8... run's fine!

BLURB EDITOR:

Thomas Van Zuiden (tvanzuiden@sympatico.ca)

Just a reminder that it is time for Doug Price award nominations and that any nominations for executive positions for the Morgan Sports Car Club of Canada for 2005 are open and can be emailed to Martin Beer or myself in advance of the AGM. Elections will occur at the club Christmas party.

Donna and Martin Beer will be hosting this year's **Christmas Party on Saturday December 4, 2004**. This will be a potluck and BYOB event (the D-J Hardy's wine train is a tough act to follow). Martin has advised that he and Donna will supply the chili and buns. They have asked that members bring either an appetizer, a salad or a desert. Please advise Donna by email or phone as to what and who you will arrive with!

Our winter pub sessions will continue at the Queen's Head Pub in Burlington. This might be a great inspiration for Ray Stevens or Liz to be our next club president so they can move the winter pub lunch events to Pickering AH! On second thought??

On Thursday September 30th I will be loading up the Morgan and driving with Tom Senior down to Auburn, Indiana for **OHMOG's** fall event. I can thank my father for my interest in special interest vehicles. He bought a 1929 Pontiac two-door coach in 1970 and I single handedly took it apart. When I was 15, several neighbors's commented to my father that they had seen the car out and about on a couple of successive weekends. My father explained that this was not possible as he and my mother were in Europe and how could the car be seen out in the neighborhood. Reform school was never even mentioned but a liability lecture has stuck with me for thirty years. I never put the car back together (no time at 15 or 16 years of age) but it was restored immaculately and ready for use at my wedding in 1982. It was great to see Andrew Flint and father Larry, on the Creemore Run which was well organized by David Farmer and his son Eron. Thanks to dad's for teaching us how to drive and how to appreciate special interest vehicles. Reg Beer is now teaching Martin how to golf!

I will be reporting on the Auburn event in the next Blurb!

THE WEST IS BEST! I received a note and photographs from Rick McGrath showing his beautiful new shack on the west coast. Congratulations Rick! I think that Rick should have a Morgan at each residence and should consider a blue and grey four-seat for his Toronto home! Here is why it might be better in BC according to Rick. "but next year I'm taking the Mog out to BC for good ... check this: I can get Collector's plates for the Mog next year, as ICBC has a rule that a car qualifies if it's 15 years old and was part of a manufacturing run of 1500 or less the year it was made ... if I get that plate I'm excused from all air emission tests, and my Mog's insurance drops to \$200/yr. Plus, the roads in BC are perfect for Morgans: they go side to side and up & down ... there's nothing like ripping thru the rainforest in a twisty, curvy, basically deserted road ... I'm getting a garage built behind the summer house, so the Mog will become a BC car". This sounds like an invitation so Rick may have some visitors from Dundas next summer!



Which Picture Doesn't Fit?

Aaron and Dave Farmer



Andrew and Larry Flint



??????????????



We welcome the following new members to the Morgan Sports Car Club of Canada.

Norm and Sandra Mortt, 316 Main Street, Box 468, Wellington, Ontario

John and Hazel Allen, 1860 Silvermine Trail, Cobble Hill, BC, V0R 1L0

Anthony Steward, 17 Aitken Place, Toronto, Ontario, M5A 4E6

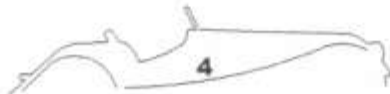
Richard Hawkins and Barb Heidenreich, RR1, Bailieboro, ON, K0L 1B0

Central Canada Morgan Events:

- Sept 30 – Oct 3 **MOG Midwest 2004**, Auburn Indiana. Hotel reservations: www.auburninn.com 800-445-6343, Registration: contact Chas Wasser ohmog@fuse.net 513-779-0871, or Reg Hahn morgan339999@msn.com 513-574-6328
- Oct 3 **Miller's Fall Run** Phil or Wendy at 905-877-0596 (bakery) or 519-620-3703 (home)."
- Nov 7 **Pub Lunch**, Queen's Head, Brant St., Burlington, 12 noon (905-627-3991) or tvanzuiden@sympatico.ca
- Dec 4 **Christmas Party and AGM**, Donna and Martin Beer, 33 St Michaels Cr. Bolton, Ontario, L7E 5Z3, 905-951-6442, mdbeer@idirect.com
- Jan 2 **Pub Lunch**, Queen's Head, Brant St., Burlington, 12 noon (905-627-3991) or tvanzuiden@sympatico.ca
- Feb 6 **Pub Lunch**, Queen's Head, Brant St., Burlington, 12 noon (905-627-3991) or tvanzuiden@sympatico.ca
- Mar 6 **Pub Lunch**, Queen's Head, Brant St., Burlington, 12 noon (905-627-3991) or tvanzuiden@sympatico.ca
- April 3 **Pub Lunch**, Queen's Head, Brant St., Burlington, 12 noon (905-627-3991) or tvanzuiden@sympatico.ca

West Coast Events for MSCCC and MOG NW:

- Oct 30 **Run to Concrete**, Washington to view antique cars and planes both real and models. Contact Dave Collis 604-465-9403
- Nov 7 **Ladner to Bellingham run**, TBA
- Dec 26 **Boxing Day run and party**. Mike Powley.



Eastern Canada Events for MSCCC and GoMoG:

Oct 1-3 **Autumn Mog 3/4 Morgan Owners Group** (details to follow)
Oct 8-11 **Thousand Islands European Extravaganza**, Gananoque, Ontario

Miller's Fall Gathering, Sunday Oct 3rd... I'm calling it a Fall gathering this year because we're doing something slightly different. Instead of meeting at the bakery and going for a run, we're going to meet at the bakery about 1 pm and getting there will be the run. As usual we'll supply a savoury product to choose from (steak pie, cornish pastie, scottish meat pie, quiche, etc) and a bread roll, a dessert and a drink. Once again we've invited the "city of Cambridge" 296 Squadron, Royal Canadian Air Cadets, Pipes and Drums to entertain us, this Band has once again won the Ontario Championships. The same as last year, there'll be no charge for the day but we'll take up a collection for the Cadets. Three runs are organized:

Run 1 - Tony Fox will bring in a group from Burlington. Leaving Tim Hortons on Highway 5 and Walkers line at midday. Tony - 905-632-0479
Run 2 - Glenn & Val and Jim & Christine will bring a group from Waterloo-Cambridge, leaving Tim Hortons in St Jacobs at 11 am. G&V - 519-664-2139, J&C - 519-634-8492.
Run 3 - Malcolm & Brenda will bring in a run from downtown Bolton (Hwy 50 and King Sideroad). They're meeting at 11:30 to leave at noon. 905-880-0079.

So, you can either make your way to the bakery (330 Guelph St, Georgetown) or join one of the groups. You can reach Phil or Wendy at 905-877-0596 (bakery) or 519-620-3703 (home)."

I apologize if the "Blurb" didn't reach you in time to make the Miller's Run - your Editor

Morgan Memorabilia:

New item... small "golf" style towels with embroidered Morgan Wings with Canadian flag motif. Available in dark green, black, or deep burgundy (these colors tend to hide dirt or grime!). **C\$15 (US\$12)** to MSCCC members (plus shipping). Place order with Vern DJ...

Temporary tattoos? We've a few left... Again, the "**Morgan Race Script with red maple leaf**". These are about 1.5 by 1.5 inches (that's just under 40 mm square for you younger folk). We've a "**pack of 11**" of these available for **C\$5**. Easy to apply and easy to remove or leave in place and they last for about a week. Place orders for these items with Vern DJ...

Self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles - Geoff William's race script (right) and Morgan classic script (left). These are black, white, yellow, and dark green (indicate second color choice as some are running out). Each is about 5 inches (13 cm) in length. Price is **C\$3 (US\$2) per label** (add return letter postage to any order up to 4 labels). Ideal for those "special" items you want identified like... decoration on the daily driver, dressing up helmets, "morganizing" regalia items, etc...

Morgan

Morgan

MSCCC grill badges are available from Melvyn Rutter Overseas Limited. Price similar cost (plus VAT etc) now part of Melvyn's entire badge face to minimize badges that need repair can be returned to Melvyn for the same treatment.

Sold Out... the MSCCC 40th anniversary is coming up. Is it time to create a new grill badge?





MSCCC pins and crests available from Vern DJ. We've a new supply of pins with "safety pin" closure are 4-color epoxy (yellow Morgan), 1 inch across, new price is **C\$10 each**. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue, white – **C\$12 each**.



We can embroider your clothing with the MSCCC crest or the new "Morgan Canada" motif incorporating Geoff's race script – send items to Vern DJ. Cost is now **C\$12 / embroidery**. Many members have had the MSCCC "crest" added to shirts with a second club already in place, allows you to advertise your support for two groups at once!



Morgan Canada Wings - priced at \$12 / embroidery

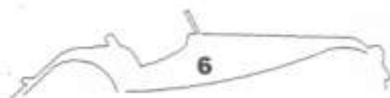
We've used our "Morgan Canada Race Script" motif on **zippered sports bags** (with zippered side pocket) for **C\$25/US\$17** – dark green, dark blue, and black are available. **Please include \$5 for shipping.**

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Prince Edward County September 4th -6th 2004

With the weather forecast being perfect for "Top Down" driving the trip to Prince Edward County started with five cars headed by Ray & Liz Stevens in "Megan", Don and Joan Martin, Alan & Kathleen Lytle, Rod Wilkinson & Adele, and Desi Benet, meeting at Hwy 407/Hwy 7 east then driving to Mitchell's Corners to pick up John & Sharon Roden. By 9:30am we now had six cars on the road to Prince Edward County.

Traveling East on Taunton to avoid Oshawa then turning south to Hwy 2 just east of Newcastle, through Newtonville, Morrish, Welcome, Port Hope and a coffee break at the local "Tims". On through Cobourg and leaving Hwy 2 at Archer Rd. to follow the lakeshore and rejoin Hwy 2 at Colborne. We traveled on to Brighton, Carrying Place, Consecon and on to County Road 1 to Warnings Corners for a pub lunch at the Waring House. From here we carried on to the Picton Harbour Inn (P.H.I.). The weather was cooperating.

A short run to the Black River Cheese Co., the Glenora Ferry, Lake on the Mountain, a drive across the north shore of Adolphos Reach and cut to the south shore via Bogards Crossroad's to Waupoos Winery for tasting and a quiet stroll around the grounds before relaxing for dinner at the Gazebo. The sunset was beautiful but somewhat of an annoyance to those facing the sun. By the time everyone had finished the dinner it was dark and so another new Morgan experience for Ray & Liz leading the return journey to the P.H.I.

Sunday morning appeared to be perfect once again, and after a hearty breakfast at the P.H.I. we were ready for touring on another perfect top down day. Driving north from Picton with stops overlooking Hayward's Reach where "Miss Supertest" had raced in a past era. We traveled west to Demorestville, checking out the Dam; unfortunately the water level wasn't high enough for a "falls" picture.

Traveling along the north shore by Muscote Bay we arrived at Ameliasburgh, for the Museum and "Pioneer Days" celebrations. The locals were dressed in historic apparel and were demonstrating the tools, machinery and lifestyle from days gone by. Unfortunately there was not enough time to stay and investigate. The next stop was "Huffs Winery" on County Road 1. Huff's had a nice patio with a three-piece combo playing. We continued on to Cherry Valley for our Lunch stop. After lunch, it was a short trip to Bloomfield on some more great Morgan roads. The group split up with the Martin's leaving for a family gathering and the Roden's going to visit MSCCC members Pete and Dorothy Pfahl in Wellington.

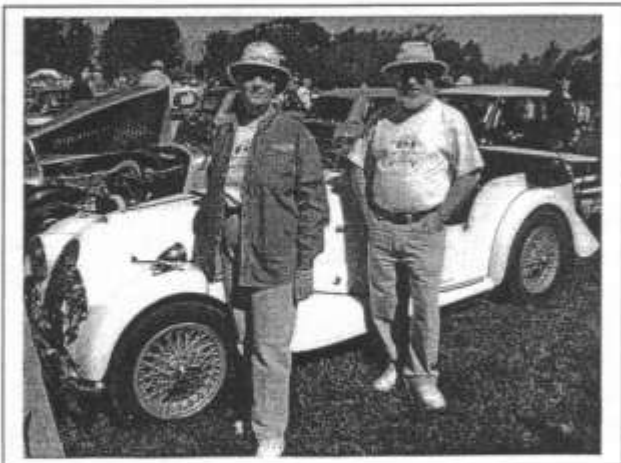
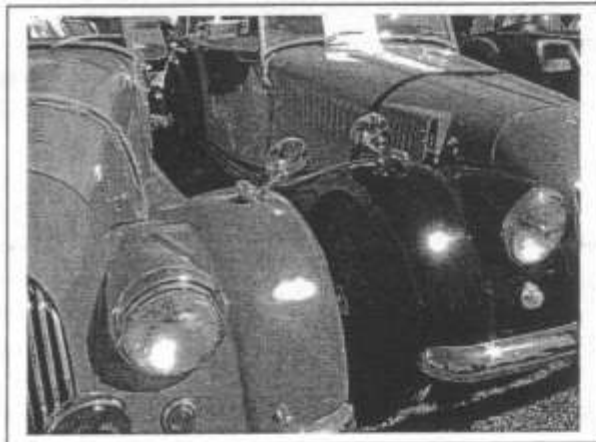
At 5:30PM four cars left the B.H.I. for the short trip to Sandbanks, via County Roads 33,32 and 12 to Isiah Tubbs Resort and Restaurant on the Knoll overlooking the sandbanks. Don and Joan Martin rejoined us to sing Happy Birthday to Adele. Following another great sunset we returned to the B.H.I. before the return home on Monday morning. The weekend was very relaxing and everyone had a great time! Lots of people stopped and gathered around our cars, taking pictures, and asking questions and often appearing envious of the enjoyment we have with our "little cars".



British Car Day Sunday September 19, 2004

The weather for British Car Day couldn't have been better and the Morgan cars came out in droves to celebrate! I drove in with my great friend Bryce Weylie and had to park at the end of a row of 20 Morgans. A few more Morgan's arrived after I did. This event was a feast for the eyes and many pixels are still being sorted out. MSCCC members were out in force! In attendance were Rod Wilkinson (don't sell the car) and his daughter from Calgary, Liz & Ray Stevens, John Roden, great to see Glen Nigh, Gary MacFarlane, David Farmer, Don & Joan Martin (sans Morgan), I saw Chris Pattendon sneak in, Luch and Lilliana Ghislanzoni in their lovely Flat Rad, a couple of Morgan's in Morgans i.e. Brian and Brad with Brad's new black Morgan? John Fitchie was roaming the grounds. The Dutch were well represented by Hendrik Rens and his daughter Anya and myself. Desi Benet was working the event with Malcolm and Brenda and Bill Benet arrived later. Alan and Kathleen Lytle said hello and I saw Stu & Rita Harvey's +4. There were Morgan's belonging to John Collins and Martin Fisher that I had never seen before so I owe you a handshake. From Buffalo we had Jim Snyder and Pete Noel. Vern Dale-Johnson snuck out early but tells me that Bernie Wilkinson had a Morgan there. This show was pure eye candy for British car aficionados!

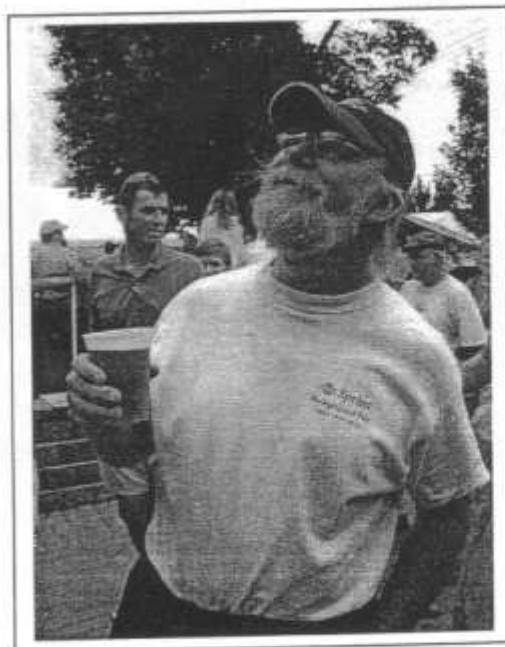
I know I have missed a few of you so please call me (1-800-263-0914) and tell me which car was yours!



Creemore Ale Run

David Farmer and his son Aaron organized this event. Despite the threatening weather, we had a good turn out. In attendance were David & Aaron Farmer, Desi & Bill Benet, Andrew & Larry Flint, Donna & Martin Beer, Vern Dale-Johnson, Liz & Ray Stevens, Ray & Mary Shier, Trevor Davies and Kathy (hope I have this right) and Steve & Jenny met us on Hockley Road with Trevor & Jeremy. Malcolm and Brenda Taylor showed up at some point and lead us into the Sand's where Alan presented himself in his finest British "gitch" and decided that he should let Marlies do the rest of the preparations for their dinner guests. He joined on the journey to Creemore in his Allard J2X.

Clockwise left to right: Trevor & Jeremy, Al Sands latest 6 wheeler, the Stevens, Uncle Malcy Taylor enjoying a Creemore at Creemore!



Prince Edward County
September 2004



Thanks to Ray Stevens for the Commentary and Alan Lytle for the photo collage.

Notes from the East...



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Notes from the West...

Ken & Pat Miles (kengmiles@shaw.ca)

MOGWEST

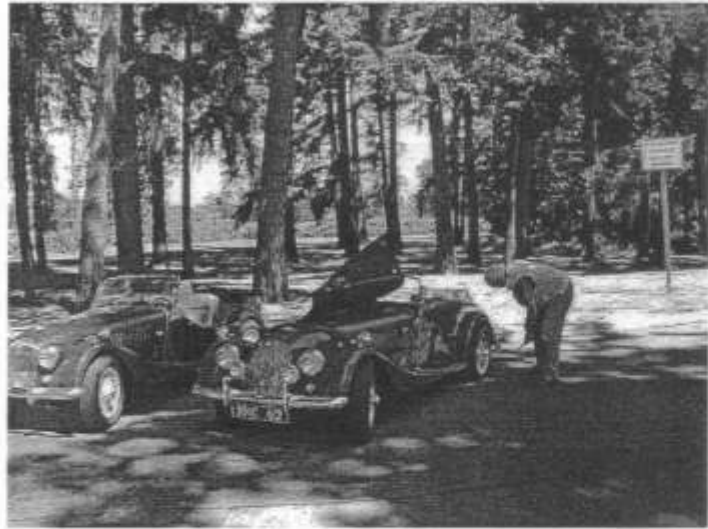
By Pat Miles & Bill Button

Five MOGNW Morgans made the trip to Cambria, CA. for MOGWEST 2004. Pat & Ken Miles, Barbara & Bob Stinson, Bill Button, Dick Dice and Craig Runions. Pat & Ken were leaving Monday and traveling on I-5 taking a little time to relax. The Stinsons and Dick Dice were to leave Tuesday, spending the night in Roseburg, OR. and then to Ferndale a little neat town just south of Eureka. Craig and I left early Wednesday to drive to Eureka, CA. It was a hot slog down I-5 to Grants Pass. Our only excitement was a flat tire for Craig and the Miles having to bleed the clutch.



We spent an hour in Grants Pass getting the tire fixed and eating ice cream. Then off to Eureka. It was a nice drive getting cooler every mile we went West but the day was a long one. That evening we did contact the Stinsons and Dick Dice and arranged to have breakfast with them in Ferndale.

Now the fun starts. At Leggette we turned West on Highway 1 for a great run on some of the best Morgan Roads in the world. Highway 1 is a twisty road in very good condition. 4 Morgans and their drivers having the time of their lives.



After lunch we drove East at Mendocino on Highway 128. Another great road with a never ending supply of curves. I lost Craig after about the second curve. Poor Dick was stuck behind me. I thought I was a much better and more aggressive driver than Dick. WRONG!!! I couldn't shake him nor could I find a place to get out of his way. This is why we were on this trip and there was much more to go.



FASHNIT.COM

From Cloverdale we headed South on Highway 101 to the Golden Gate Bridge. Stinsons stayed on the Coast to Santa Cruz. Craig, Dick and I stayed on 101 thru San Francisco to a Freeway to San Jose. We would spend the night in Salinas. It was during commuter time and it was hot, lots of traffic. Not a good day.

We met up with all at "The Crossroads" in Carmel. Miles, Stinsons and the three of us as well as the Northern Californians headed to Cambria. Now it was back on Highway 1 "The Big Sur". Right on the cliff's above the ocean. Another grand drive.



gashnit.com

Craig, Dick, the Miles and I did not stop for lunch but continued on to Cambria through even more winding roads.



The St. Lawrence Auto Club
presents the 2nd Annual
"1000 Islands Vintage Rally"
on Saturday, 9th Oct. '04.
Registration begins at 08:30AM at the
Blinkbonnie Harbor Inn (50 Main St.) in
the town of Gananoque with first car
away at 10:00AM

A tarmac (paved road) event for classic cars 1975 and older.

Separate class for substitute (newer) cars.

The roads on the route will be scenic and interesting for the driver and navigator.

Approx. 130 miles in length.

Entry fee of \$ 40 Cdn (\$30 US) will include morning coffee, post rally buffet at the
Blinkbonnie and dash plaques for both crew members.

Trophies for 1st, 2nd & 3rd

1st Team (3 cars, same marque or club)

1st Coupe des Dames (Ladies)

1st Substitute Class (not included in the above).

Special navigating equipment not essential.

The Blinkbonnie Harbor Inn is offering a special rate for entrants at \$ 80
(for dual occupancy) with breakfast included. Phone (613) 382-7272
ASAP for reservations.

Applications received after 30th Sept. are considered late entries

For further information & entry forms please contact:

(613) 389-3566 < jkinnear@adan.kingston >

or (613) 376-1538 < ebrunner@personainternet.com >

Club Web Site: stlac.kos.net (for supplementary regs.)



In Cambria we all stayed at the Cambria Pines lodge where Mog West is based. It was amazing to see all the Morgans and they continued to arrive all through the weekend. Mog West started on Friday night with registration, lots of finger food and a darts tournament. There were lots of old acquaintances to renew, new people to meet, and the reception went on until it was time to go to bed. Especially after our long trip.



Saturday morning was the day of the concours show in the parking lot and they had gone to a great deal of effort to arrange the classes so that everyone felt comfortable with the level of scrutiny. The Miles were in Premier class having won their class before, Stinson's car looked so great that they put him in restored class. Dick somehow or other also got into the restored class, but Button and Runions were in the drivers class and looked great as they had both put on a good coat of polish. Craig was especially pleased with the look of his engine and even more pleased with its performance after his recent rebuilt. The show finished around 12 after we had all been judged and were able to check out

everyone else's car. I don't think that I have seen so many sparkling Morgans in my life. It appears that the trouble in California is not rust but the effect of the sun on the paint and everyone takes great trouble to keep their cars in great shape.

Saturday afternoon we went on a rally through the surrounding area. Some of the roads were through town streets but others were roads meant for Morgans, with tight turns, wrongly banked curves, and in places gravel. Unfortunately one of the three wheelers lost its brakes on a steep hill and ended up in a ditch above a large drop and had to be pulled out. Luckily no one was hurt although the passenger from the UK was ejected from the car and the car suffered only minor damage.

In the evening we had a BBQ of stupendous proportions at the Willburn's ranch. Here again all the cars lined up and we could see the colours change as the sunset. Button was eager to purchase pictures of his car on a key ring. Don't be surprised if you get one for Christmas! Eventually we all went home tired and ready for bed. The journey home was a test everyone to see if Lord Lucas would be a help of hindrance. a reminder to the Stinsons to change their lights over so that dip the correct way as they carefully changed them for New Zealand but have not changed them back.



for
Just
they

Sunday Morning was billed as the Regularity/Irregularity Event and no one knew what to expect. It turned out to be a short rally up some interesting dead-end roads into the heart of the countryside where there were checkpoints. The irregularity part of the even was a list of "pesky" questions that had to be answered on route but as we found out, they were not in order but all over the place so the navigator had to not only keep their eyes on the road but memorize all the questions in case they flashed past. It was however very good fun with cars going everywhere and gophers running as fast as they could off the road as they had never seen so many cars.

The afternoon was free time when we all had time to relax. We went down into the town of Cambria, feasted on the local ice cream, visited the restaurants, craft shops and markets and tasted a little of the local wine. It was also a time to check the car over, fill up with gas and get ready for the early start the next day. In the evening it was time for the closing banquet when we were all regaled with Morgan songs by the MC, entertained by a band, presented with trophies that we



had won over the weekend and filled up with a delicious prime rib of fish dinner. It was a time to say our final goodbyes to all the new and old friends we had met and plan the quick get away after breakfast.

Monday morning we were on the way home. All 5 of us, plus Steve Roake, who would be with us until San Francisco. Highway 1 to Fort Bragg where we spent the night. Wonderful drive between the tall Redwoods especially after we had made it over the Golden Gate bridge with not too much traffic. Tuesday we split up at Eureka. The Miles and Stinsons stayed on the coast while Dick, Craig and Button took Highway 96 to Yreka on I-5. As soon as we left the coast going east it



became hotter and hotter. But what a drive!! The coast road was a little cool in places but the scenery was breathtaking. Button, Runions and Dice got a little hot on their way home through the interior and took a time out to test the waters. The road was just too hot!!!

We all arrived home safely, vowing to return to Mog West again and bring some more members of MogNW to enjoy the weekend another year.

Now I know why they call him **Button!**

THE NORTH SHORE "PHOENIX" RUN, SUNDAY, JUNE 27TH

By Hugh Dickson. Photos V.Fraser and P.Miles

Spectacular scenery and machinery, including an Alpha Romeo estimated to be worth up to \$5 million (U.S.), were highlights of a Northern Pod group run Sunday, June 27th, led by Hugh Dickson in the '58 Morgan 4/4 he's been driving for 41 years.

Out for the run in warm sunny weather were Ken and Pat Miles in their dark red '69 Plus 8, Steve and Liz Blake in their blue '62 four-seater, Brian Thomlinson in his green '65 4/4, Bob and Judy McDiarmid in their black '66 four seater, Win Muehling in his green '86 Plus 8, Michael Geluch in his red '83 Plus 8, John Rennie in his white '69 four-seater, and Laurie and Verna Fraser in their burgundy and black '59 Plus 4, acquired last year.

Riding where the driver normally sits in Brian Thomlinson's right-hand-drive Morgan was Nigel Matthews, manager of specialty vehicles for ICBC, responsible for evaluating all agreed-value policies for vehicles with collector status. More about Nigel at the bottom of this story.

Hugh led the group on a one-hour climbing, twisting slow drive past multi-million dollar homes in the British Properties, Chartwell and Westhill residential of West Vancouver - Canada's highest income per capita community.

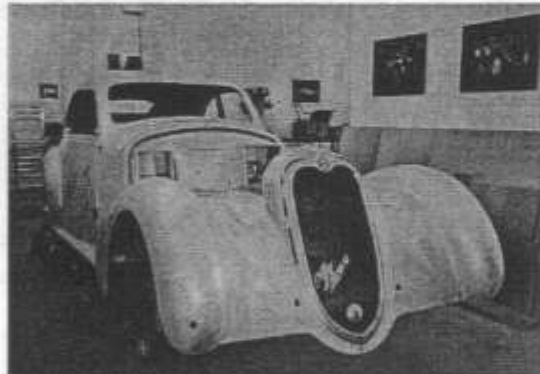


The route culminated with a stop on Chippendale Road,



high above the Lower Mainland, affording a more than 180 degree unobstructed view for 30 miles or more, including Vancouver Island off to the west.

The group drove to the historic Lower Lonsdale area of North Vancouver for a visit to RX Autoworks, a small firm with a growing reputation of excellence in the restoration of vintage and classic cars, where RX partner Ian Davey explained the history of the company and the projects it has worked on, including two vehicles that won first place awards at the Pebble Beach Concours D'Elegance car show.



Undergoing total restoration at RX is a 1938 Alpha Romeo 8C 2900, owned by someone in Florida who picked RX for the restoration work. Powered by a 2900 c.c. dual-overhead-cam straight eight with twin superchargers, this car, found several years ago in a Buenos Airies junkyard, in its day was the fastest production car in the world. The car won the famed 1947 Mille Miglia road race. It was restored once, but not correctly, and the Florida owner picked RX to do it right.

Parked nearby was an identical, restored dark blue Alpha 8C 2900, on loan from a West Vancouver collector, that RX is using to get exact details for work on the Florida one.

Unfortunately, Ian wasn't about to stoke up this incredible

streamlined machine but told us the super charged straight eight "really howls".

Also at RX the group saw a radically lowered and chopped '65 Jaguar Mark 10, looking somewhat reminiscent of a '49 to '51 Merc. With a lovely pale yellow and green custom paint job, the Jag is being fitted with a Chevy LT 1 V8 engine.

There was a stripped down '53 Fiat 8V, powered by a two litre V8 engine, an RX-restored white '74 Jaguar V12 roadster sitting high up on a hoist, its undercarriage all sparkling new, a 1937 Alvis Speed 25 convertible in the paint booth, a couple other machines under tarps, and sitting in the entrance, a pristine lipstick red '56 Thunderbird.

Hugh led the group over to the nearby home of Colin Gurnsey, a self-taught restoration specialist and collector who displayed and talked at length about the restoration and idiosyncrasies of his magnificent 1936 Lagonda LG 45 - which both he and RX worked on and won a first place Pebble Beach prize; his recently acquired 1934 Aston Martin Mark II Sports Saloon - a limited production model and the first one of its type built - and his 1934 MG PA.

The only dark cloud came when a myopic pygmy-brained idiot drove a large white van down the lane where the Morgans were parked, and despite plenty of clearance on his right side, with his left wheel, snagged the corner of the back bumper of Bob and Judy McDiarmid's immaculate black '66 four seater and bent the bumper back about six inches.

Ken Miles to the rescue: Bob planned to display his car at a show the following weekend; Ken said he had a spare rear bumper Bob could use.

Hugh presented Colin with a light-hearted certificate, signed by all on the tour, in appreciation of Colin's opening his doors to a group of fellow car aficionados.



Colin and Laurel Gurnsey hopped into their lovely little two-tone blue '34 MG, which they called "Penelope" and came with the Morgan group for lunch and lots of car talk at Seymour's Pub at the Holiday Inn in North Van.

Ken Miles produce a long-sleeved red sweatshirt with a Morgan outlined in black on front and back; a raffle was held and the winner was.....Bob McDiarmid. Perhaps this will make the bent bumper seem better!



As mentioned earlier, Nigel Matthews of ICBC rode with our group. Earlier this year Nigel, in his capacity with ICBC and to keep up with current collector car values, attended three significant collector car auctions, took more than 250 pictures and wrote a fascinating feature story, lavishly illustrated with some the photos he took, in The Vancouver Province.

Nigel was at the Barrett-Jackson event in Arizona, billed as the world's greatest collector car auction, which attracted 175,000 people and where sales topped \$51.2 million. He also attended the RM Vintage Motor Cars Auction, also in Arizona and the Russo and Steele Auction in the Sonoran Desert close to the Barrett-Jackson site.

Nigel's story and photos in The Province included photos and his reports of a '32 Dusenberg Model J convertible coupe which sold for \$904,200; a '38 Lincoln Zephyr V12 coupe street rod that sold for \$574,400, a 1917 Pierce-Arrow that went for \$498,000, a '71 Dodge Challenger R/T which sold for a surprising \$101,700, a '48 Tucker Torpedo which went for \$598,400, a '66 Shelby Mustang GT350 fastback prototype which sold for a mere \$372,300; a '66 Buick Wildcat GS coupe that netted a world-record \$79,800.

Nigel's story also reported two 1955 Mercedes Gullwings that commanded figures of \$513,400 and \$488,000.

Interestingly, Hugh reports he saw a woman driving a pristine red 300 SL Mercedes Gullwing coupe on Lonsdale Avenue in North Vancouver the day after our run.

Vancouver to Whistler Run 2004

Ken Miles

The Northern Pod was well represented on this annual run although the weather left a lot to be desired. Members in attendance were the Collis's, Bryant-Harlos, Miles, Stu Rulka, Win Muehling (all in their Morgans), Blakes in their TVR, Griffin in his Jensen Healey, Powley in his Jag and Frasers hitching a ride in a Jag. When one considers that less than 100 cars made the drive due to the inclement weather, this was a great showing for the Morgan club. Lucky for all the heaviest part of the rain ended before we left West Vancouver and although the drive to Whistler was damp at times, it was still pleasant.



On the way up some us stopped in Squamish for lunch. We all parked in the pedestrian precinct of Blackcombe and spent the remainder of the afternoon looking at the cars, meeting old friends and visiting some of the local establishments.

Once again a Morgan won an award with Stu Rulka leaving with a beautiful picture because his time was one minute off the correct time for the run.

In the evening us met for

and drinks before going to the Old Spaghetti for an enjoyable dinner. The next morning one left directly for home and others departed for the Lake road as the weather had improved substantially.



some of snacks Factory group Duffy

The Group at the Old Spaghetti Factory!

HogMog News...

This will give you a chuckle ...after I wrote my exam in June (the results of which should be available this week!) I started taking dance lessons! To my surprise, I'm having a blast! I'm up to about 3 lessons a week, plus practice nights at various nightclubs around town. I took both ballroom and salsa lessons. For now, I'm enjoying the salsa lessons much more so I've been concentrating on that. It's great fun, but I've got a whole lot to learn... dancing has never been a strength of mine :) It sure beats having your face in a textbook though! David McCrossan.



From the Web... 'Baby oligarch' buys British car firm TVR

DRIVER'S EDGE

NATIONAL POST, FRIDAY, AUGUST 27, 2004

DO4

Nikolai Smolenski paid US\$27-million for the British specialist manufacturer, chump change when you're barely out of diapers and are already worth US\$100-million. Of course, the wags have had a field day with the news

The bigger the boy, the bigger the toy

Russian millionaire buys famed British sports car firm



DAVID BOOTH
Motor Mouth

mostly, he is just busting at the seams with the pride of ownership. The plain white 1990 Accord EX-R may be barely worth \$1,000, but when the local constabulary shines his flashlight into the cabin and asks if this is his car, he'll be able to respond with a proud, if somewhat intimidated, "yes."

I'm just glad he doesn't surf the same Internet sites as I do, because if he did he would have noted that Nikolai Smolenski recently bought TVR, the often troubled and always idiosyncratic builder of some of the wildest sports cars in the world.

Now according to the reports, Mr. Smolenski, a 24-year-old Russian, bought TVR with his own money. But, and there's always a but when stories are this incredulous, Nikolai just happens to be the son of multi-millionaires. Alexander Smolenski, who amassed a huge fortune in the sell-off of post-communist Russia.

Nikolai paid US\$27-million for the British specialist manufacturer, chump change when you're barely out of diapers and are already worth US\$100-million. Of course, the wags have had a field day with the news. My favourite is one cynic who describes the purchase as the car industry having been "rocked ... with news that musky sports car maker TVR has been bought by Russian billionaire Nikolai Smolenski, who is 13," going on to supposedly quote his



A British-built TVR, featured in *Swordfish*, the John Travolta action movie, is on display at the movie's world premiere in 2001.

father as saying, "Nikolai has been told that this cannot be like his BMX bike or his Xbox or that petro-chemical processing plant in Rybinsk. He cannot simply play with it for a month, then get bored and shove it into the cupboard under the stairs."

For those of you not familiar with the tiny British marque, TVR produces some of the most outrageously styled coupes and convertibles on the planet. Depending on the powerplant, they can be just as outrageously fast — challenging the might of Aston Martin, Lamborghini and even Ferrari at a fraction of the cost. Unlike almost all such niche pro-

ducers out of the British Isles, TVR doesn't rely on an outside source for its engines, instead engineering and manufacturing them in-house, which surely makes them the smallest automaker to do so.

Somehow, it all works, at least for those stalwart British enthusiasts (it's been awhile since TVRs were sold here) who don't mind an occasional electrical gremlin or grenaded crankshaft. Nonetheless, the base Cerbera, powered by the company's own 4.2-litre Speed Six double overhead camshaft in-line six, gets to 100 clicks in just 4.2 seconds and tops out at almost 300 kilo-

metres an hour. And it starts at just £40,000, which is about what Ferrari charges for its optional brake package.

What Mr. Smolenski will do with TVR is open to conjecture. Or, more appropriately, what talents he brings to the table is very questionable, for TVR is once again in one of its black periods. After selling 1,700 units in the U.K. in 1997, sales have again fallen off. Last year, the struggling firm sold just 540 cars.

If TVR is just a fleeting preoccupation by yet another of the world's bored and infantile rich, then we will probably get some outrageous sketches of overpow-

ered Hot Wheels with laser cannons poking out of the hood. If, by some miracle, Mr. Smolenski has the chops to run a car company, maybe he will use a portion of that untold wealth to engineer some left-hand-drive versions of the Cerbera, Chimera and Tuscan, as well as pass those wonderful engines through the U.S.'s Environmental Protection Agency so that we, too, might revel in his largesse.

Judging by the last TVR I drove, a silly-fast 390 SE, it would be worth my writing a retraction in this column if he can pull it off.

National Post
dbooth@nationalpost.com



MOA IV 2005 in Tobermory

John Roden writes that we will be able to meet the MOA IV group in Tobermory on Tuesday June 7, 2005.

A block of rooms has been arranged at the Princess Inn phone 1-877-901-8282. There was only one room left when I call on the 26th. John says that there are some cottages. Ask for the Morgan group discount.

Due to the shortage of rooms at the Princess Inn, I may look into rooms at another hotel within close proximity to the Princess.

John also will have 10 rooms on hold for June 8 & 9 at the Four Points Suites Sheraton in Thorold. Cost is \$112.00 per room on hold until May 8, 2005 under Morgan Canada. Call 1-877-848-3782. This is being organized by Sharon and John Roden.

Morgans In The Bush (Thunder Bay, Ontario)

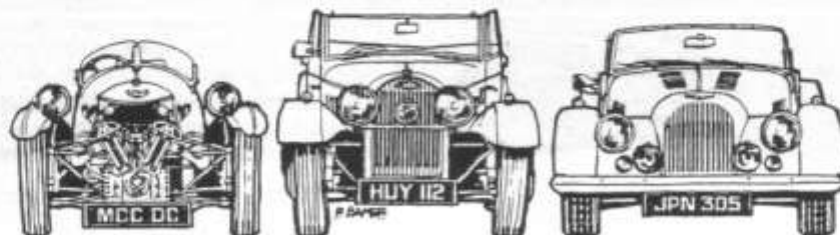
Would you drive 1500 Kilometers in three days for a real "Finn Sauna" and jump in the Lake?

If your answer is yes, Joan and Don Martin invite you to their cottage at Two Island Lake, just west of Thunder Bay, to enjoy touring to local points of interest as well as boating, fishing, swimming and barbecuing at camp.

- When:** Mid August 2005
- Total Time:** Approximately 2 weeks. 3 days to drive from Toronto, 4 or 5 days at camp, and return trip, possible around Lake Superior.
- Lodging:** We can accommodate up to 4 couples at camp in "primitive modern" facilities. There are motels with food 30 minutes away.

No lodging cost to the first 4 couples requesting Lake rooms. Expect attraction fees and Food costs.

The Real Details: Joan & Don Martin
1-705-733-4121 until November 7th
1-520-825-1700 from November 7th to March 2005
donaldredfox@aol.com



"FIRST AND LAST OF THE REAL SPORTS CARS"

'Owners must learn its foibles and come to enjoy them, to master them in a way that a typical modern car never demands'

(If a touch over-sprung) and the engine slightly responsive. Initially, this makes for anything but an easy drive, as the engine spins up and down so easily on its super-light flywheel that progress through the gears is jerky and embarrassingly unsteady in a car that weighs just 1400kg, less than half that of the Mercedes which donated its engine. Within a few miles of quick learning though, progress becomes more dignified.

Otherwise, this is typical Morgan. There are no squeaks or rattles from the running gear or the traditional ash frame but Morgan's famous sliding pillar front suspension and leaf spring rear is hard and leads to exasperate all occupants: driver and passenger sit almost directly over the rear wheels, and so feel every bump through their backseats. While the front, seemingly a long way off from the cockpit, gives the impression that it's bouncing up and down around the fulcrum of the rear axle, although a particularly large bump would have the front wheels heading skyward in a full drag strip-style wheelie.

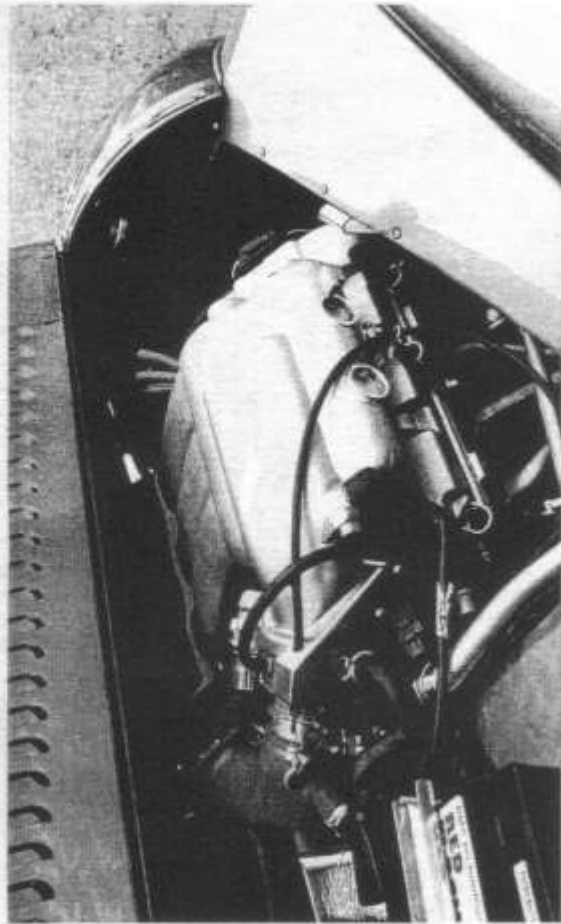
Of course that impression's nonsense but there's no denying that the loll, skip and jump of the front wheels comes as a shock, sometimes, particularly through light corners. The steering does nothing to comfort the newcomer to the Morgan

experience, acting on a high ratio so that the steering wheel needs a fine leave, and then rewards with a sharp, direct response. It soon becomes clear that, as new as this car may be, its owners must learn its foibles and come to enjoy them, to master them in a way that a typical modern car never demands. What's also clear, though, is that the better weight distribution of the V6 in the Roadster means that handling is just a touch more nimble than the Plus 8's, more akin to a four-cylinder 4/4's handling (that's a good thing).

And all this, there's the engine itself to learn and evaluate. What quickly becomes really striking about the Ford V6 is its willingness to rev, pulling smoothly but hard all the way, but really hitting its peak at well over 4000rpm. Maximum torque occurs at 4000rpm, while maximum power is reached at 4150rpm - whatever your head for figures, the result is that the Roadster accelerates strongly and clearly at any revs but takes a thorough to achieve maximum performance. And driven like that, it lets out a yelp from the intake system that makes up for the overly-quiet exhausts.

How different this makes the Roadster from the outgoing Plus 8. Local Morgan club rep Peter Taylor has brought along his

Below: Roadster's red head helps drive easily and, once down, will lift all the rear deck with a pull on a catch to access storage area



SPECIFICATIONS

2004 Morgan Roadster

2004cc, 24-valve, 9000-rpm, V6, Euro-spec

Engine Fuel injection, catalytic converters

Power 222bhp @ 4100rpm

Torque 200lb ft @ 4000rpm

Transmission Five-speed all-synchronous gearbox, driving rear wheels

Suspension Front: sliding pillar with coil springs and gas-filled twin-chamber dampers. Rear: semi-trailing leaf springs with gas-filled telescopic dampers

Brakes Front: discs and four-pot callipers. Rear: drums

Performance 0-100mph 4.9 seconds. Top speed through 4th gear 120mph

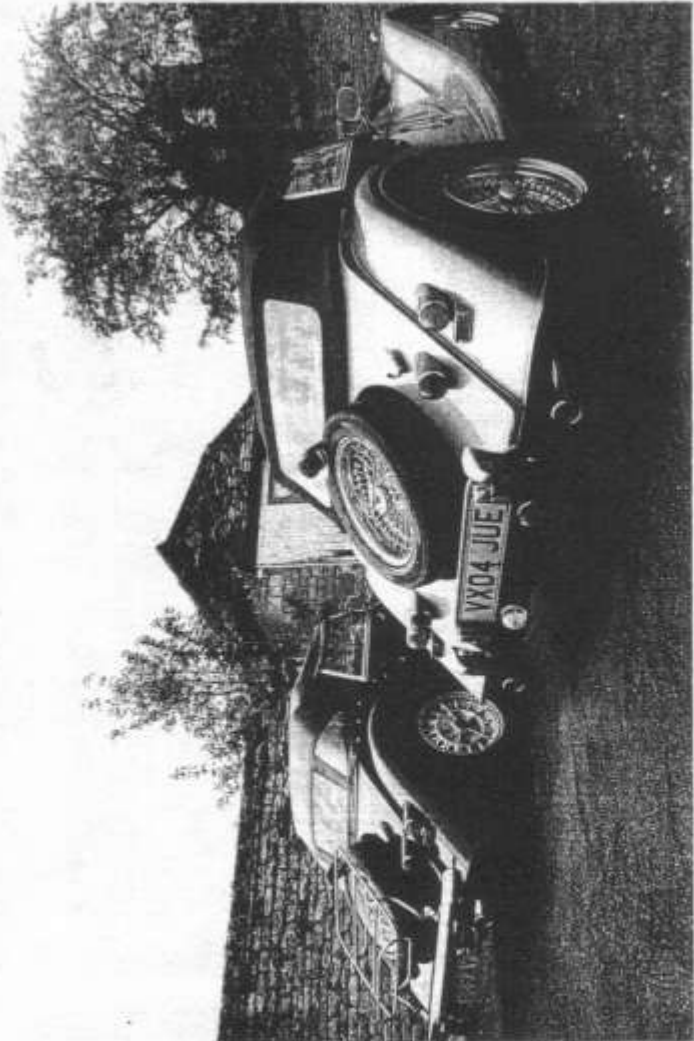
Price £48,000 plus options

Above: New V6, with red head, gives better weight distribution than the Plus 8. Below: Roadster's interior has a pull on a catch to lift all the rear deck with access to storage area



November 2003 Dark Autospine Plus 8 for an informal comparison, and unwittingly proves a point as he steps into the Octane car park: his arrival is announced by a gentle wobble of exhausts that the Roadster can't match in standard trim. Looking over the Plus 8, other differences are obvious. The optional (E352) bumpers change the appearance, giving the look of a wider, lower car; while the alloys are less frivolous than the Roadster's optional ones. The dip-side hood, too, while hard work to manoeuvre, sits lower on the windscreen frame and the rear bodywork, giving a more rakish, low-down look. A drive in the Plus 8 only goes to underline the differences. The V6 is effortless, lazy even, accelerating the car almost viciously hard without any need for more than 4000 revs. Plus 8

specifications vary over the years but the latest 4-cylinder version produces 180bhp at 4800rpm and, crucially, 252lb ft of torque at just 3500rpm (the optional 4.6-litre gave a startling 260lb ft). With the same weight as a Plus 8, a little less torque but a lot more power, the Roadster will be faster when worked hard. And it is, surprisingly fast, capable of surprising many with its claimed 0-100mph time of 4.9 seconds and top speed of over 120mph - which should be enough to daunt and batter even the hardest Mercedes into happy submission. That performance, though, is easier to achieve and capable of achieving an easy 100mph to Plus 8 struggles to achieve 100mph with far fewer damaging losses. There are no glitches in its power delivery and there's no reason why it shouldn't start



Below
stripes have and how
tempo means that the
roadster is here likely
to slide on wet roads
from the busy Peak 6.

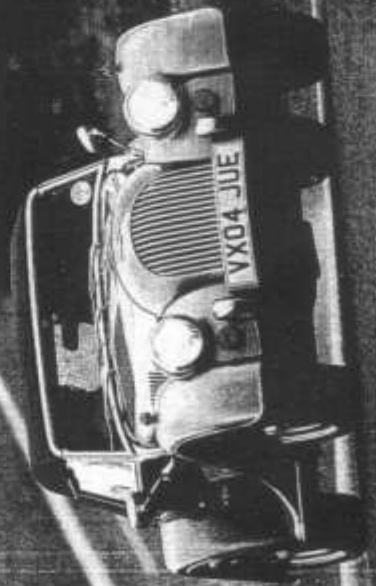
**'What I'd really like would be the lazy power
and happy rumble of the V8, coupled with the
longevity and high performance of the V6'**

Immediately, every time. Its temperature needle doesn't budge
once past the first ten minutes of warm-up, while there's
always a nagging doubt in the Page 8 owner's mind that this
could be a traffic jam too far for the cooling system. Similarly,
brakes and heating (including an electrically heated screen)
are superb in the Roadster.

Such is my love of the V8 experience that I was convinced
that the V6 would struggle to win its way into my affections,
and what I'd really like if I was to buy a new Morgan would be
the lazy power and happy rumble of the V8 coupled with the
longevity and glitch-free bin performance of the V6.

Accepting that legislation has eliminated that optional
combination, I'd be more than happy to settle for the V6 but I'd
be tempted to seek out a set of 'rod for road use' exhausts for
an extra dose of character and political incorrectness.

It's clear though that Morgan has done what it does best—
surviving with only a tiny nod to the dubious art of compromise
— and produced an appropriate successor to the Plus 8.



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UNDERDOG DAYS

After a year of disappointments, Morgan is ready for Le Mans. The Aero 8 LM GT is good for
190mph, the Brits are there to cheer it on. So, how did they get this far and how will they dep

With David Lillywhite Photography: Darren Maybury, Morgan

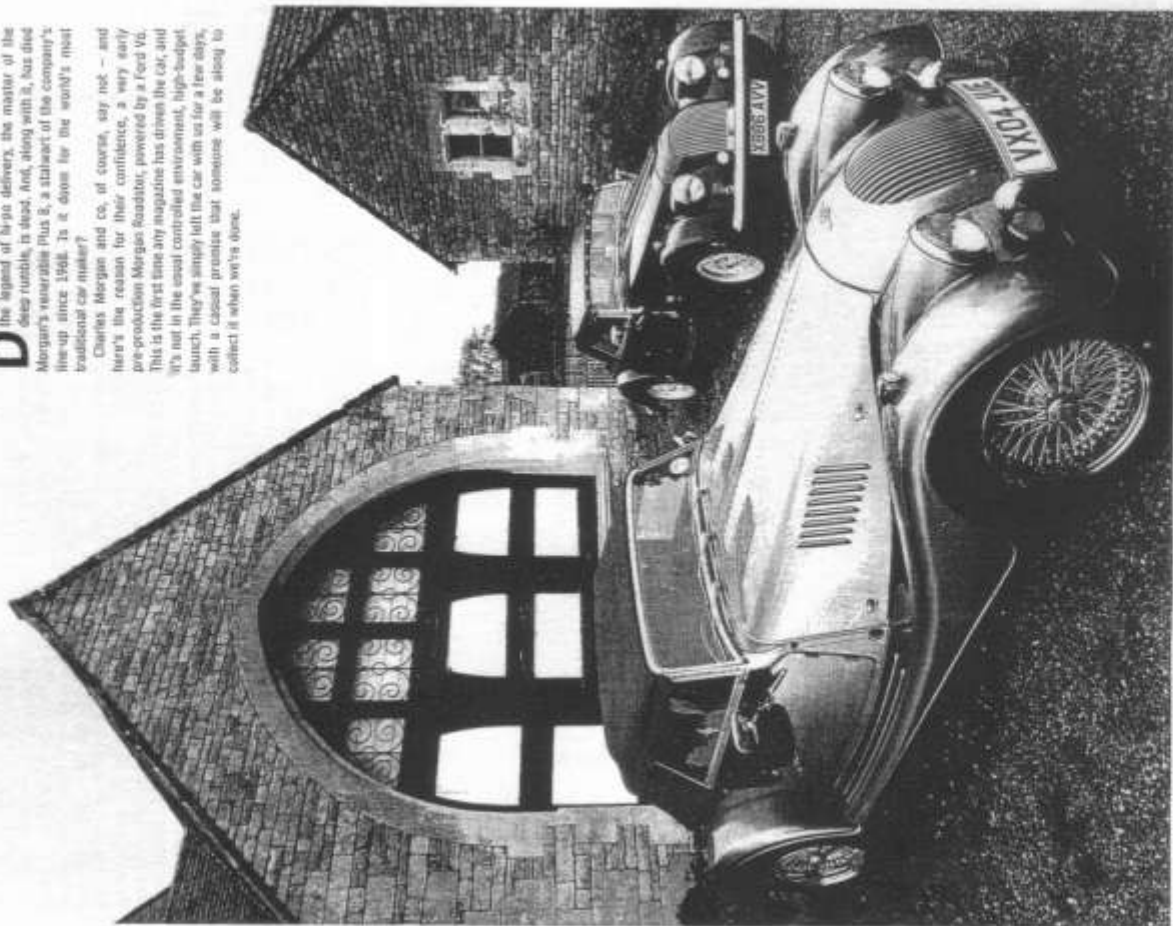
After 36 years...

...Morgan has a new model to replace the Plus 8. It's called the Roadster, it's powered by a Ford V6 and it's here in the first test by any magazine. So, how will this new, legislation-friendly V6 compare with the old V8P?

Words: David Lillywhite Photography: John Colley

Discover! The Rover V6, that ambassador of torque, the legend of big-bore delivery, the master of the deep rumble, is dead. And, along with it, has died Morgan's venerable Plus 8, a stalwart of the company's line-up since 1968. Is it done for the world's most traditional car maker?

Charles Morgan and co, of course, say not - and here's the reason for their confidence, a very early pre-production Morgan Roadster, powered by a Ford V6. This is the first time any magazine has driven the car, and it's not in the usual controlled environment, high-budget launch. They've simply left the car with us for a few days, with a casual promise that someone will be along to collect it when we're done.



Morgan V8 Roadster

This is great news because no Morgan, new or old, can be evaluated in a rushed day of testing and photography. On first acquaintance, a Morgan is cramped, noisy, bouncy and (at \$35,000 for this one) over-priced, with little other than quality lines to overcome these not insignificant disadvantages. But soon you realize that, at the very least, your typical Morgan is actually quite okay. Most are positively fast. It takes longer to learn to live with and indeed love these characteristics, and to work out that a Morgan is great fun.

The Roadster is all these things. But before we get too far into that, it's important to understand just why it needs to exist at all, so here's the history: Morgan latched on to the Rover V8 as soon as it appeared in the Rover P5B saloon (Rover having famously adapted it from a Buick design). In doing so, they became the first sports car makers to make use of the engine, which is now so well known as the motivation for a generation of V8s, Ferraris, and so many more potent machines.

It transmuted Morgan's classic four-wheeled fare, which had always been defined by lacy four-pot engines. Suddenly,

here was a sports car with effortless torque, starting acceleration and an exhaust note to die for. And all without adding up-front weight to any significant degree. Ever since, the Plus 8 has been the most lairy-titled of Morgans, only recently matched by the altogether different Aero II model.

Inevitably, though, time and legislation has caught up with the Rover V8. It will no longer meet modern-day emissions laws and Ford no longer has a need for it, not even in its Land Rover subsidiary.

So, what could Morgan do? Ford US has a five V8, but that's a much larger, heavier beast than the old Rover, and would never have fitted under the slender bonnet of a Morgan. The Malvern company's Aero II is powered by the BMW V8, as used in the Range Rover, but that's too expensive for the cheaper Plus 8 equivalent. So Morgan have decided to top a couple of cylinders, drop a little weight and gain a handy 20bhp by slotting in Ford's well-thought-of 3-litre, 24-valve Duratec V6. Relatively speaking, it was an easy swap, although the engine's characteristics have been re-mapped with help from Ford,

'Its 0-60mph time of 4.9 seconds and top speed of over 130mph should be enough to deafen and batter even the hardiest into happy submission'

Below
New Roadster feels the Plus 8 through sweeping roads. Wheels might judder but progress is swift.



Left
Roadster's source is screw lid well-holds. Push-button switches and handle dials are equally on their vintage best lines.



'So here I am sitting in a narrow seat, a wooden wheel close to my chest, a tiny screen right in my face and the door fighting with my elbow...'

the Commemorative Le Mans models in 2007) and deeper, reclining seats. But this is all stuff, important but not crucial to the big question: what happens when I turn the ignition key. Well that's easily answered, and it's not a big deal. The engine starts immediately and just as quickly finds a gentle idle speed with little more than a whisper from the engine bay or the exhaust. It sounds like a typical family saloon, utterly true to its Ford Mustang roots.

Does that sound like a criticism? Well it is and it isn't, because although the appearance of the Plus 8 late in our test period remains the just tone easily the Rover V8 can sound, it's also thoroughly wearisome after long periods.

So here I am sitting in an extremely narrow seat, with a wood rim steering wheel close to my chest, vintage style, a tiny windscreen (sweet with three lacy wire) right in my face and the carbon door fighting with my elbow. And I'm making comparisons with a Mercedes W124, all estates, but I've had a week of storm showers, so came to appreciate it. In terms of ease of control, then the Roadster is capable of making the grade. The accelerator is light, the clutch medium in rate

different set-ups for alternator, drive pulleys and the induction systems have been implemented, new lubberhead, side valances, gearbox chassis rails and engine bay chassis rails have been modified and a new propellant and differential fitted. The gearbox is the five-speed AJ unit used in modern Jaguars.

And now back to our test car. In my eyes, it seems over dressed, with its polished stainless steel wire wheels (a £2000 option) and subtle silver paintwork crudely contrasted with dark red hood and interior. That impression never really let me, especially when the altogether more elegant Plus 8 that you see here was brought in as a reference point.

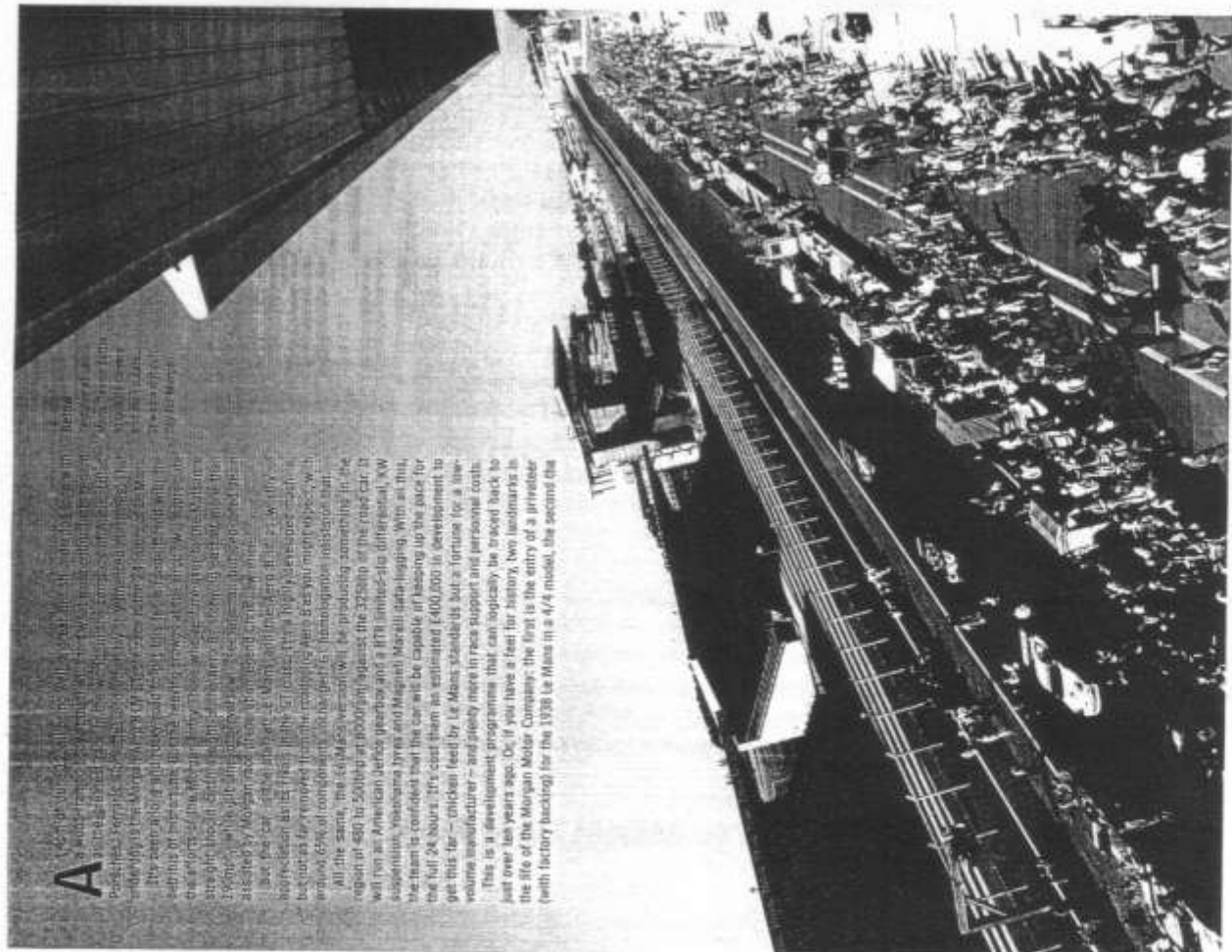
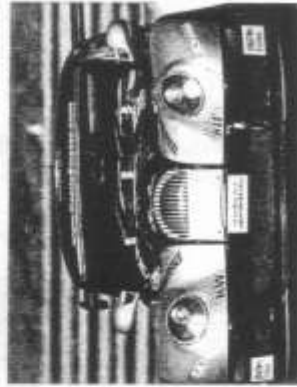
But actually I can understand why Morgan would want the hood to stand out, because it represents a change that, to Morgan owners, is almost as crucial as the engine swap — it's the quick lift version that was introduced last year, and it promises a massive improvement over the old hood with its multiple fully faceted and constant threat of plicked skin. In a week of storm showers, we came to appreciate it.

Inside, there's Morgan's new dashboard (introduced with





Left: Following the crash, Aero II needed a high speed rebuild. Other photos show slightly less tender moments.



A... (The text is partially obscured and difficult to read due to the image quality and angle. It appears to be a continuation of the article's text.)

'It was unrolled at the Autosports show where, to the shock of all involved, the car was immediately snapped up'

class win by Morgan tuner Chris Lawrence in the 1962 Le Mans, this time in a works-prepared Plus 4 Supersports.

Lawrence retained his links with the factory and his expertise updated, to the point at which we can fast forward to 1992, when he and Charles Morgan began to sketch ideas for a Plus B racer using an aluminium homologation chassis. This was further developed into an all-aluminium chassis for 1997, and used as the basis not only for a GT2 race car but also a prototype road car... the basis for the BMW V8-powered Aero B.

With the road car in production, Chris Lawrence went on to develop a racing version of the Aero B. It was unveiled at the Autosports show in January 2002 where, to the shock of all those involved, the first car was immediately snapped up by racer Richard Stanton - who then announced that he wanted to race the car at Le Mans in the GT category.

Incredibly, the car was ready for June 2002 and, amid great enthusiasm from the crowd, it started the legendary 24 Hours race at a reasonable pace, lapping steadily - while inside the cars, drivers slowly cooked with the intense heat soaking into the cabin from the engine compartment and transmission tunnel.

Then, after 17 hours, engine problems experienced during development resurfaced, and the Aero B was out. It was disappointing but the team had learnt a lot and the publicity generated was invaluable. Back at the Malvern factory, the knowledge and enthusiasm for the Le Mans campaign couldn't be allowed to just eddy away. Morgan's experienced PR man, David Downes, was appointed team manager and a team of employees were assigned to build a new car for 2003, led by none other than Steve Lawrence, son of Chris.

Much of the development work concentrated around reworking the front end to get more cooling air in and more heat out. By March 2003 the car was ready and the team

confident. But then, disaster! The ACO (Le Mans organizers) refused the team an entry. Reasons were never given.

Out of the resultant despondence grew a defiance and a belief that the work need not be wasted and the car not allowed to all around until the 2004 Le Mans. The team looked about for other opportunities to race, and headed in on the 24 Hours of Spa.

First, though, the team took the car to Donington for an FIA race, only to be shuttled with transportation problems. But it got to Spa, only to be shunted heavily from behind by a Porsche. The race was over. And now the car was damaged too. It wasn't until November 2003 at the new 1000K race on the Bugatti circuit at Le Mans that things finally came together. The Aero B, rebuilt and further developed, finished seventh in class, between the two TVR entries and ahead of several Porsches. The team was jubilant, for the accepted wisdom was that strong performance would bode well for 24 Hour acceptance. Another strong performance followed, this time at Solesburg in March, where the team had just one problem with the car - a popping mirror. It was clear that not only had reliability improved but that the heat problems had been solved too.

So, the wait was on. At last, on March 25, the Le Mans 24 Hour entries were announced - and Morgan was on the list!

Testing at Le Mans took place on April 25, with drivers Adam Sharpe, Neil Cunningham and Keith Allers taking to complete the ten laps needed to qualify. In fact, Adam and Neil did qualify but a series of misfortunes - a steering rack failure, a broken drivetrain, a crash, a snapped wishbone - meant that Keith ended up disqualified. This means he won't be allowed to drive and Morgan need to find a driver who has pre-qualified.

But that blew aside, the team, the factory and the enthusiasts are jubilant at the prospect of returning to Le Mans. If you're there, be sure to cheer them on.

Le Mans sponsor Morgan is looking for sponsors. See www.morganlemons.com for further details.



I'd like to introduce myself, although I'm not certain I have a name? After emigrating from England I was taken apart & stored in a cold basement. Some of my parts disappeared while I was there. My keeper Martin acquired me in the early 90's. He took me in & procured all of my missing bits & pieces. With the help of Reg & Steve made me a new body & there I was, bright yellow (his choice not mine) shiney & new.

I had a brother that was real great, but he ran away or something. I was really missing him when Martin brought me a new bigger brother, he calls him Plus 8. How I get called "F Type" is a mystery to me. Plus 8 is an alright kinda guy, doesn't say a lot but when he does, he growls pretty loud.

It's been a bad year for the two of us; Martin has ignored us for the most part. You can imagine how I felt when Martin came to get me, Feeling neglected I decided not to run. Martin fixed it with a new fuel pump. Off we went for a nice drive! To my surprise we went to Martin's shop for some reason. Going there is like a Family reunion, my cousin V Twin was even there. I don't know what I did wrong but Martin took off some of my skin, removed my shiny nosepiece & took out my engine? It was like open-heart surgery while awake! He flipped me upside down & tore out my lump shaft (that's a camshaft for you that don't know). He put in a new one & shaved my head even more than before. It was a pretty exciting couple of days and let me tell you when Martin started me up I seemed to be stronger than ever, it was as if my shoulders were 6" wider & my energy level was unbelievable! Damn I felt good! A few days later Martin put me in what he calls "The Trailer", I didn't think I had done anything wrong to deserve that kind of punishment. Sixteen hours he shook me up in that dark miserable box, Tools clattering, the stench of gasoline, it was a nightmare. All the while I could hear Plus 8 snarling behind me. We arrived in the dark and I was left all alone for a peaceful night.

I was shocked to see Martin & my Uncle Steve so early the next morning. I figured we had arrived at another one of those silly beauty contests, except this one required numbers to be stuck on my hips. We had to line up for a couple of guys to inspect me; one of them even tried pulling my wheels off by hand. The two guys wanted to know everything about me, where I came from? How fast was I? I must have been OK, they put a sticker on my Roll-bar. The sticker read "2004 Race Elkhart Lake", We were going to see some car races! Some of the other cars there were awfully noisy at this place, but now that I knew we were at a Race Track that was to be expected. After a while Martin took me for a tour of a local road with some other guys about my age. It was really pretty, the road was a one way street, wide, with lots of trees around. We must have gotten lost, after 4 miles or so we wound up at the same starting point where a guy was waving a green flag. HOLY CRAP I'm in a race! What the "Hell" did I do to deserve this abuse? It got real scary, I had never run so quick. My speedometer ran out of numbers & notches, that's past 85 MPH! And not by just a little. I thought I was going to have an anxiety attack, but then I passed 4 of those MG things one after the other. It was fantastic, what an adrenalin pump. I was feeling pretty comfortable until some big guy named Studebaker passed me. His tires were higher than my roll-bar, and he was fast. We raced & had fun all day Friday & Saturday, some relatives from as far away as California were there. One was apparently a celebrity named "Red". He held a speed record at Brooklands way way back, before I was built. There were seven of us with 3 wheels, and some with 4. There was even a 3 wheeler that tried to fake being newer by adding a fourth wheel on the back.

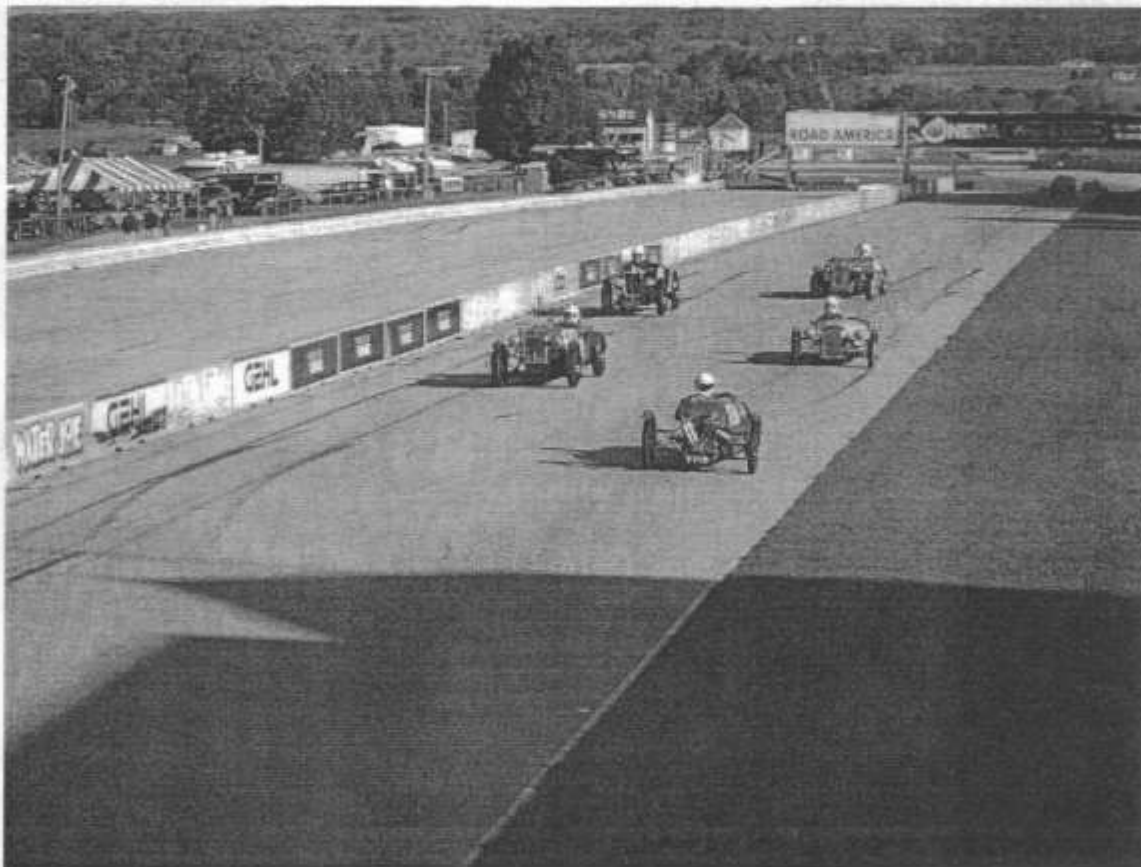
Sunday morning the track was buzzing with chatter, something about a BIG RACE! There were concerns about an Aero. That didn't bother me, I had already met "Murphy" from New York with his keeper Jim Nichol. It was going to be an important race, I could tell. Martin & Steve checked all my fluids, pressures & even tightened all my suspension nuts & bolts. Plus 8 went out on the track with about 40 other non-racing Morgans. We racing group followed the parade, about 36 of us. It was going really good, dicing with the other Morgans. About _ way around the second lap my tires started to jiggle, the ground felt weird. Out of no where 3 things they called Aero's thundered by. Three brutes, Big Blue, Dewalt and some other guy. These guys had tires 10 times the width of mine! They were noisy, low, wide and fast. They weren't like Murphy at all, apparently they were Aero 8's. I knew to stay out of their way. Quohog from Cape Cod & I were at it again, but this time I was a little bit quicker. Quohog could catch me in the corners, but I was quicker on the straights. We battled & played hard. On the last lap coming down the hill of the straight section of the racetrack. Martin was pushing my brake pedal & tugging on my rear brake lever so hard I thought he was going to brake them. My shoes were so hot, my fluid so tired, I just couldn't do it any more! Martin took the escape road; I'm glad he did. I don't think I could have made the abrupt left at the bottom of the hill.

Thanks to Martin Beer for this Article



I had a great time, met some old friends & relatives. I met a lot of relations I never knew I had. I look forward to seeing them all again, maybe at a car show rather than race. On second thought, a race with even more Morgans.

Happy Motoring; "F Type" F246



Martin Beer flying down the track at Elkhart Lake

Some kids never out grow their tri-cycles! Are we all missing something?

From: "Norbert M. Bries" Subject: Elkhart: Thank you

This is to thank all of you who were able to attend one of the largest gatherings of Morgans in the US ever. Patti & I are still buzzing from the numerous "highs" of the event starting with the reception & dinner which hosted nearly 150 people. The parade laps & touring sessions which gave many people a thrill and a chance to experience the track from the racers view. The racing was both competitive and safe with only mechanical failures and no shunts to report. This by itself is a huge success when one thinks about the variances in speed, handling and driver abilities of the many Morgan models represented. We also hosted a real Hollywood film producer doing a documentary on Morgan cars for PBS television which will air sometime in January. He was nearly overwhelmed with the choices of "shoots" he had. The Windy City Mog did a super job at the hospitality tent and hosting the Saturday concours event. So once again thanks to everyone, we sincerely hope you enjoyed the experience.

Cheers, Norb & Patti Bries - Northshore Sportscars

Lucas Electronics Story from Dennis Glavis

Six or seven years ago, I worked with a fellow with the very British name of Ken Appleby. He had a Spitfire, I had my '74 B, and we used to motor out to Pickwick's Pub and throw darts after work on occasion.

Ken used to work for Lucas in the UK, specifically for a division of Lucas that did military electronics. My favorite of his stories was about the time he had been working on a computer-controlled torpedo. It used magnetic core memory to store the programs, which had the advantage of being very non-volatile as well as not susceptible to electro-magnetic pulse discharge.

So Ken got to ride on the boat for the first test of the torpedo that used the computer with his program in it. Somewhere out in the North Sea, on a Royal Navy cutter, Ken and his crew launched the first ever run of this new weapon, and Ken learned a new respect for debugging.

The program was supposed to make the torpedo shoot off the boat, dive to a depth at which it couldn't be easily detected, then circle toward the target, climb to striking depth, and hit the target. There were on-board sensors to detect sea level, and the torpedo was supposed to travel at a preset distance below sea level, with constant feedback keeping it on track.

Somehow, somewhere, Ken had multiplied one of the 3D coordinates by a negative number, and this error soon propagated through the transformation matrix (the mathematical construct that models 3D space), with predictable results.

Within instants of hitting the water, the torpedo -- instead of sinking out of visible range -- blasted up and out from the water in a great silver fountain, then continued skipping across the surface of the blue like some sort of deranged wingless flying fish. Worse yet, instead of circling toward the target, it circled all right, but began to return to the ship that launched it. Fortunately it was not armed, but they still detonated the self-destruct on it rather than let it slice through their ship at 50 knots or whatever rate it travelled. Because of the non-volatile core memory, Ken was able to debug the program from what the Royal Navy frogmen could recover from it, and he fixed the problem for Rev 2.0.

But I must admit that the image of the torpedo, splashing happily above the surface of the water like an aroused porpoise, is one that returns to me in idle moments such as this. What else would a Lucas torpedo do but try to fly?

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