January 2010

MORGAN

THE BLURB
Morgan Sports Car Club of Canada Newsletter

Oh Come All Ye Faithful Morganeers

Ray and Mary Shier arrive at the Christmas Party!

PREZ SEZ

HOG MOG guards the door

Our Annual General Meeting is supposed to be a short review of the year's activities, first by the executive, and then a report to the members. Should take only a few minutes, and no surprises. Not this year's! We knew that the executive meeting was going to be short--Ray Stevens was away, Ken Miles is out west, and Rod Wilkinson was unable to attend. That left Martin Beer and me as the only two executive members to attend the AGM. We quickly reviewed the financial figures for 2009, determined that they were satisfactory, and went to join the party. The agenda was short--annual elections, 3 awards, and a start on scheduling events for 2010. The awards were first. This years Doug Price Award went to Don and Cathy Allen--not only for hosting the AGM for the past several years, but also for organizing the Long Point run this past summer. Cathy was also the recipient of a special award , presented by Martin Beer, for having the hottest Morgan at Long Point. Then a special award was made to Tom and Lynda Van Zuiden in appreciation for the work that they have done during the past 5 years to edit , publish and distribute the Blurb.

Next came the elections, and that was when the train went off the rails. The current slate of executives had all indicated that they would stand for re-election, and no one had indicated that they were going to run for office, so I was anticipating a result much like last year, when the executive was returned by acclamation. Not so fast! First off , our treasurer, Martin Beer, announces that he is stepping down--and that Cathy Allen has volunteered to fill the treasurers job. Cathy was quickly confirmed as the new treasurer. Then Tom Van Zuiden announced that he would be resigning as editor and publisher of the Blurb, effective this summer. During the stunned silence that followed this announcement, a plaintive voice was heard asking if we could have the award back.

The remainder of the elections went smoothly, thank goodness, so the only change to the executive is the Treasurer, and we welcome Cathy to her new job. I've been struggling for words to say thank you for your continuing support for me and the executive, and so--THANK YOU !

We owe a vote of thanks to Martin Beer for his work as treasurer the past 2 years, and another to the Van Zuiden's for the Blurb. Tom's resignation has left us with big shoes to fill, [literally and figuratively] and we are working on filling them, but we could use some help. If any of you have the time, interest and necessary skills, and want to get involved, please contact me. The Blurb editor needs to be a photographer, editor, writer and publisher, and is our inter-club co-coordinator with access to other club publications.

The 2010 events calendar filled in quickly during our meeting, thanks to members volunteering to organize events. April is the Ancaster Flea Market, the unofficial start to the driving season in Southern Ontario. May will feature a run in the Waterdown, Dundas and Ancaster area, ending at the Royal Coachman for lunch. June will have us at the Lytle's for a picnic, and the July 4th week-end is MOG 40. July might also see a run to the U.S.of A. to tour some of Frank Lloyd Wright's fascinating designs. Tom Van Zuiden will have more information on this later in the year. The Allen's are arranging a trip to Prince Edward County in August, and Sharon has suggested a Niagara event for September. Dates will follow. Other events to keep in mind include MOA V, which will be led by Ken Miles, and I have the itinerary if you are interested. Ken Wightman is planning a trip to the west coast this summer, and would welcome the company of a limited number of members. He is planning to stay at B & B's wherever possible, which will limit the number of cars in the convoy. Contact Ken if you are interested. Other events for your consideration include British Car Day , and Watkin's Glen in September. September??? Already?

We continue to have contact with Ross Hamilton and the Scalded Cats, the Jag owners who put on driving schools at local race tracks, which attract some of our members. Rumour has it that some of our members , inspired by their experiences with the Scalded Cats are looking for a Mini to go racing. Uh Oh.

Finally, as though to put an exclamation point to receiving the Doug Price Award, Don and Cathy Allen arrived at our January pub meeting in 2 cars--Don in the Morgan with the top down. Temperature--about freezing. That's enthusiasm !

BLURB EDITOR

Hello and Happy New Year to all fellow Morganeers! 2010 will see some changes with the newsletter when Rob Fournie takes over as Editor. Please help Rob get comfortable with the task by sending him your articles. He can be contacted at mog@bell.net. I think I took over from Vern Dale-Johnson sometime in 2003. The editor duties sure helped me learn how to use my MAC more effectively and I enjoyed the correspondence with other editors around the planet. I am passing the torch because I am involved in a terrific charitable project in Dundas that if funded, will see the restoration of two historic buildings. Rob Fournie already does a newsletter for his employer so he should get up to speed fairly quickly.

2010 is shaping up with many events. The year starts off with the **Flea Market in Ancaster** (see ad in this issue).

June 5th Steve Plunkett hosts his annual **Fleetwood Country Cruize-In for charity (see full page ad this issue).** There will be more discussion about this event at the next pub-lunch.

June 18-19-20 we hope to leave Fort Erie at 9AM to go and discover the world of **Frank Lloyd Wright**. The group will tour the **Darwin Martin House** in Buffalo and then carry on south through Pennsylvania where the Laurels will be in bloom. Day 2 will find us at **Fallingwater** and then **Kentuck Knob** before returning home through Allegeny State Park.

On Saturday June 26 or Sunday June 27th (date not quite confirmed), the Alan and Kathy Lytle will host their annual **Morgan Club Picnic**.

For July 2-5 there is **MOG 39 at Staunton, Virginia.** There is also a possibility of another Long Point Run if members are interested.

August 7th the Antique and Classic Car Club of Canada are hosting a Concours. Ontario. The location of this year's A.C.C.C.C. Concours d'Elegance is historic Port Hope, noted for its heritage downtown and residential areas, about one hour's drive east of Toronto. The Concours is open to any non-modified vehicle built in 1990 or earlier and takes place Saturday, August 7th. Concours participants are also invited to take part in the Great Pine Ridge Region's 5th annual Pre-War Antique Car Tour (for vehicles 1942 and older) on Sunday, August 8th.

Don and Cathy Allen are researching a run to Prince Edward County to dovetail with the Boot'n Bonnet Club of Kingston for their "British Car Day". At last print, the Winter edition of "The Spanner" didn't have the dates set for this event.

Welcome to new members Linda Guthrie, Art Dunlop and Andrew Bolt.

From Brian Lee, President of the MSCC, "you might be interested in the link to an episode from the Jay Leno website. It lasts for 13 minutes and features the prototype new Morgan that will go into production this year. Jay interviews Charles Morgan, who I notice is wearing the same plimsols that I usually see him in! Perhaps he does not possess any shoes. I shall be interested to see what he has on his feet when I host him at the dinner dance on Saturday in Malvern." Watch the video at www.jaylenosgarage.com/ and type Morgan in Search Window.

Photos above, Laurels blooming in Pennsylvania and Frank Lloyd Wright's Fallingwater.

At left some shots from Prince Edward County

Host Clubs
Austin Healey Club of Southern Ontario
www.ahcso.com
British Sports Car Club-Hamilton
www.bsccweb.com

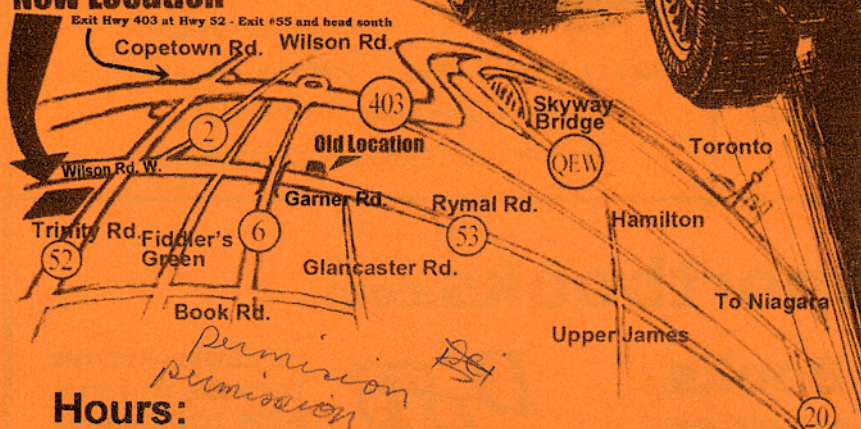
Sunday April 18 2010

ANCASTER

BritishCar FleaMarket & CarShow

New Location

Exit Hwy 403 at Hwy 52 - Exit #55 and head south



permission
permission

Hours:

Public: 9:30 am -- 2:30 pm

Vendors: 8:00 am -- 3:00 pm

Admission:

Adults: $5.00
Children: under12 free
Vendors: $25Host Club Members
$30Non-club Members

Vendor Information:

Greg Newton 519-583-1684
checkpointhi@hotmail.com

General Information:

Don Nicholls 905-679-3177
Martyn Ridley 519-448-3668

ancaster.flea.market@gmail.com

FLEETWOOD COUNTRY CRUIZE-IN

AN AUTOMOTIVE EXTRAVAGANZA LIKE NO OTHER

As Seen On CAR Crazy Central SPEED CHANNEL

JUNE 4 & 5th, 2010 LONDON ONTARIO CANADA

A multi-charity event presented by Steve Plunkett
9282 Elviage Drive, London, Ontario
For information on the show contact Steve at: 519-657-9040
Evening Show tickets at Centennial Hall 519-672-1967
www.centennialhall.london.ca

FRIDAY June 4th, 2010 - EVENING:
Drive-In Movie on the 24 Acre Overflow Field Showing ***"AMERICAN GRAFFITI"***

AND - OR

Attend Dance under **THE BIG TOP** (Dress casual)
Featuring: **Brad Rose & SPIRIT** and **The Jim Chapman Band**
Food available... Doors open at 6PM **$15.00 PP** (includes both events)

SATURDAY: June 5th, 2010 - Gates open at 7AM
CAR SHOW featuring 3000 classic cars, hot rods & specialty vehicles - **$10.00 PP.**
Proceeds to go to multiple charities. FREE SHUTTLE BUS FROM PARKING LOTS.

American Graffiti

Reunion Event

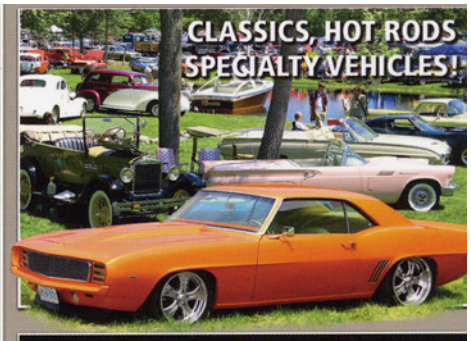
Meet the stars of the movie.

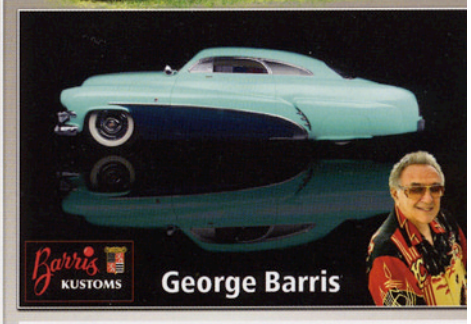
Largest assembly of the orginal actors ever!

SATURDAY Evening: June 5th - Under The BIG TOP **$120.00 PP** (Dress Casual)
Double Feature DINNER SHOW Featuring Brad Rose & SPIRIT followed by:
LOU CHRISTIE: *(The Gypsy Cried, 2 Faces Have I, Lightining Strikes, Rhapsody In The Rain, Gonna Make You Mine)*
JOHNNY MAESTRO & The BROOKLYN BRIDGE: *(16 Candles, Angels Listen In, Step by Step, Trouble in Paradise, Worst That Could Happen, Blessed Is The Rain, Welcome Me Love, You'll Never Walk Alone)*

MANY MORE ATTRACTIONS TO BE ANNOUNCED...

www.fleetwoodcountrycruizein.com





The Morgan Car Club of Washington, DC invites you to join us for the 40th Annual

Morgan Owners Gathering

July 2 – 5, 2010

Staunton, Virginia

Beautiful Downtown location with many shops and restaurants for your enjoyment throughout the weekend
Plus concerts & fireworks in nearby Gypsy Hill Park

Host Hotel: Stonewall Jackson
24 S. Market Street
Staunton, Virginia 24401

Discount room rates if you book before April 1.
Book on-line at www.stonewalljacksonhotel.com
Or phone (888) 419-0381 Use Group Code: **MOG**

Garage parking for Morgans & Hotel Guests
City provided lot for trailer parking nearby (no charge)

Events: July 2 Registration & Welcome Noggin
July 3 Concours d'elegance & Gymkhana
July 4 Autocross & Barbecue Luncheon
July 5 Rally & Awards Banquet w/door prizes
Nightly Noggins & Auctions 8:00 PM – 12:00 M

For additional information contact: Tom Warden - Morgan47@comcast.net
Or visit our website at: www.morgandc.com

NOTES FROM THE WEST

BY KEN AND PAT MILES

The annual party of the Northern Pod of MOGNW was held on Dec. 13, at the home of Ken and Pat Miles. MSCCC members in attendance were Steve and Celia Hutchens, Ken and Pat Miles, Win andChristine Muehling, and Mike and Rosemarie Powley. Members of MOGNW in attendance were Chris Allen and Pam Mahoney, Laurie and Judy Fraser, Bob and Judy McDiarmid, Ric MacDonald, John and Setsuko Rennie, Douglas and Gill Seagar, Larry and Tina Sharp, and Laverne Barnes and Malcom Sparrow.

Drinks and appetizers were served starting at 5:30 and during this vesper hour we played a game organized by Christine Muehling. Everybody had to bring their baby picture and these were laid out and identified by a number. The participants had to assign a name to each picture and they were extremely happy that the pictures were not sent by internet because there was one picture of a male in his birthday suit. As you all know only a MSCCC member would be such an exhibitionist to show everything. I leave you to guess who it was. The winners of this event were Pam Mahoney and Setsuko Rennie. Strange that none of the drivers could figure who was who.

After the game was over we all sat down to a dinner of ham, turkey with the usual accompaniments followed by numerous cakes and cookies. After dinner we played two more games that centered around Christmas carols and making as many words as we could out of the "Morgan Centenary". These games weren't as exciting as the first one with lots of comments by the drivers about it must have been teachers who organized them. How little did they know.

It was a great party.

The last time we met as a group was a memorial service for Liz Blake, the wife of Steve Blake who passed away in early November. Liz was a staunch supporter of our club and other car clubs and will be sorely missed by us all. Her and Steve were present at most of our runs and events, and other car clubs were beneficiaries of their enthusiasm. Like the Morgan family they not only owned a Morgan but also a Ferrari. Our sympathies are with Steve at this time and Liz will be sorely missed.

Central Canada Morgan Events

January 3	Pub Lunch, Queenshead Pub, Burlington, 12:00 NOON
February 7	Pub Lunch, Queenshead Pub, Burlington, 12:00 NOON
March 7	Pub Lunch, Queenshead Pub, Burlington, 1:00 due to race
March 9th	Scalded Cats, Ned Devines Pub, Milton, 7:30 PM - Ross Hamilton
April 4	Pub Lunch, Queenshead Pub, Burlington, 12:00 NOON
April 6th	Ned Devines, Milton, 7:30 PM, Tales by Steve Sheriff-he flew his Mooney to Paris and BACK.
April 18	Ancaster British Car Flea Market, See ad this issue
May 2	Pub Lunch, Queenshead Pub, Burlington, 12:00 NOON
May 22-23	Chump Car Racing, Shannonville, Watch the BEER/Allen squad in their CHUMP CAR!
June 5th	Fleetwood Country Cruize-In, London, Rob Fournie, see ad in this issue
June 18-20	Frank Lloyd Wright Tour, Buffalo to Pittsburgh and back, Thomas Van Zuiden
June 27	Lytle Club Picnic, details to follows
July 2-5	Mog 39, Staunton Virginia, see ad this issue.
August	Prince Edward County & British Car Day-Kingston, Don & Cathy Allen

Western Canada Morgan Events

May 22nd	VanDusen ABFM, jstewart@westerndriver.com
August 21st	Rally In The Valley 2010, 10:00AM, Peachland, BC, Bruce Stevenson, brucethebrat@telus.net

Melvyn Rutter Overseas Limited

Established 1976

Melvyn Rutter Overseas Limited

The PitStop

Superior Accommodation For Ladies & Gentleman, With A Motoring Flavour

Now open to receive guests. Go on-line to check it out.
www.the-pitstop.net
When visiting England come and stay. We also have a new 4/4 Sport available for hire.

INSTRUMENT RESTORATION
Cream or black face - yours fully rebuilt to show standards - all models

10th EDITION CATLOGUE
68 pages packed full of great stuff and information
UK £4, Europe £5 (air mail)
Overseas elsewhere £6 (airmail)

MORGAN
MAIN DEALER
SALES • SERVICE • PARTS
Dealer Of The Year Award Winner

BROOKLANDS 4 SPOKE WHEELS
Black rim - 15.5 inch or 17 inch. Cream with 15.5 inch rim, also in stock. Centre boss kits too.

Send order by email or buy online
www.mogparts.net
MogParts ONLINE

The best organised MOG STORE in the world - Fast Parts Service!

MORGAN WORLD MAGAZINE

Published Now for 10 Years - *time flies!*
Subscribe on-line: www.themorganworld.com
or telephone/fax a subscription

Back order copies and Binders in BRG available
Subscription (air post) £28
Website: **www.the-morganworld.com**
Email: **mogs@the-morganworld.com**

- Accessories
- Badges
- Bearings
- Body
- Books
- Brakes
- Bumpers
- Chassis
- Cables
- Carburettors
- Clutches
- Chrome
- Dashboards
- Electrical
- Engine
- Mirrors
- Radiator
- Rubbers
- Stainless
- Steering
- Sidescreens
- Suspension
- Switches
- Tonneau
- Transmission
- Trim
- Weather eqpt.
- Wheels
- Wipers
- Wiring
- Wooden parts

WORLDWIDE WEB http://www.melvyn-rutter.co.uk E-mail: MR@melvyn-rutter.net

The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
Tel: 00 44 1279 725725 Fax: 00 44 1279 726901 Fax: 00 44 1279 600498 *(direct parts dept)*

The First and Last of the Few

A rare and unusual Morgan comes home to celebrate the 100th year of the brand, and to pick up where it left off.

Text: Dale Drinnon / Photos: Martyn Goddard January 2010

"Total production was a whopping four units, one of which was actually a Triumph SLR, using both a Triumph engine and chassis, instead of a Super Sports chassis with its TR4 engine like the other three"

I knew Simon must be right the moment he made the comment, I just had no idea he was being so literal. People may not know what the car is, he told me, but anywhere you go they come out of thin air in droves to get a closer look. And sure enough, we'd no sooner posed the Morgan SLR in a deserted car park atop a windswept rural hill for Martyn's opening photograph of the day than the first of the admiring dog-walkers and nature-hikers stopped to ooh and ah. Still, no surprise, surely; it's a rare classic indeed that doesn't attract a fan or two.

Then in the blink of an eye appeared Mrs. Callard's Class Six field trip, from—I kid you not—The Drive Prep School, swarming over the car like paparazzi on a pop idol. Except they were unfailingly polite, curious, and a pleasure to encounter, and hung on every patient word of Simon's impromptu Morgan lesson with rapt attention, and nary a finger on the machinery.

Especially taken was a young man of not quite adolescence named Henry, an Octane reader, no less, earnestly scribbling notes and making sketches. We were standing at the rear of the car together when he turned thoughtfully to me and said "it looks a lot like an old Corvette, doesn't it? With some Ferrari 250 in it, too..."

My only comfort is it'll probably be another ten years before he comes after my job. Yes, the C2 Corvette Coupe influence, the dramatic Sting Ray of the mid '60s, is plain to see; the subtle 250 SWB-like Pininfarina touch in the far softer sweep of roofline never hit me before, though. It's no wonder people love the car at first sight, people with no prior interest in automobiles included; the blend of aggression and grace is heart-melting, and had it come from a major design house, every gear head's coffee table worldwide would hold a book about the thing.

But the Morgan SLR didn't come from any design house; it didn't really come from Morgan, either, which explains why so many don't know the model, even among the otherwise clued-in. It basically came from a shed in North London: "SLR" stands for Sprinzel Lawrence Tune Racing and the car was a collaboration between John Sprinzel, better known for his Sprite connection, and Chris Lawrence, Morgan tuner and factory back-door man who built and co-drove the famous Morgan class-winner at Le Mans '62, tweaked engines for the Plus 4 Super Sports, and went on to be a key force behind the Aero 8.

Total production was a whopping four units, one of which was actually a Triumph SLR, using both a Triumph engine and chassis, instead of a Super Sports chassis with its TR4 engine like the other three. All were built at the tiny Lawrence Tune workshop; the idea was to produce a GT racer using Morgan mechanicals presenting slightly less of a barn door to the wind than the traditional Moggie and weighing the minimum the FIA would allow. The lone Triumph example essentially came about because a good customer had one, and as he was also instrumental in securing vital BP sponsorship for the project, cranking out a Triumph version must have seemed the least they could do.

The SLR was thus officially offered as the 'Morgan and Triumph SLR', debuting at the Racing Car Show of 1964. As for the luscious shape, the initial sketches were by Lawrence Tune collaborator Chris Spender, passed on to coach builders-to-the-trade Williams and Pritchard, where Charlie Williams provided his own input before they were transformed into whisper-thin aluminium sheet. Evidently design by committee can in reality produce simple works of genius now and then, provided it's a small committee kept well away from focus groups.

Each of the cars naturally had a competition career, the most notable drives in the period being probably by the talented Mr. Lawrence himself, showing quite well, for example, against the works Porsche 904s. The one we're visiting today, though, got off to a less than auspicious start: initial owner Gordon Spice, later an extremely successful driver and constructor, whacked the living wee out of it at Goodwood in 1964 three laps into its maiden voyage.

The shunt was sufficiently brisk, in fact, to necessitate a complete re-build after the other cars were completed—making this car, the first of the Morgan-based SLRs produced (the Triumph was the first overall) in effect also the last SLR produced. It was subsequently raced several seasons in the UK before it was bought in 1976 by Bill Fink, owner of California Morgan dealer Isis Motors and the man almost solely responsible for keeping the brand afloat in the USA during those dark years when British manufacturers were bugging out left and right. Fink would race the car extensively in North American events for the next 29 years.

Simon Orebi Gann, however, knew not a jot of the SLR story when he originally got involved with Morgans in the early '90s. In all honesty, he says, "I didn't know anything about sports cars or racing in general, I just knew I liked cars with running boards", possibly one reason he so obviously now enjoys talking to non-enthusiasts who exhibit an interest.

In 1992, he bought a second-hand Plus 8; in 1995, he turned his hand to racing. He has since won the Powertorque Morgan Challenge series, and he and wife Kate, series co-ordinator for the Challenge and an avid track day driver, currently have four Morgans in the garage and both daughters also drive Mogs; Simon gets a particular thrill from driving the JAP-engined Three-Wheeler around town on errands. ("Why not? It's fun.")

And when he finally saw a Morgan SLR a few years ago, it grabbed him the same way it grabs ingenuous school children today. A little research revealed the original to be in California, a touch more revealed it to be sadly not for sale. But as fate often has it when like-minded people meet, he and Fink struck up a friendship anyway, and one weekend long after he'd more or less given up on that car, Simon had a phone call from the States.

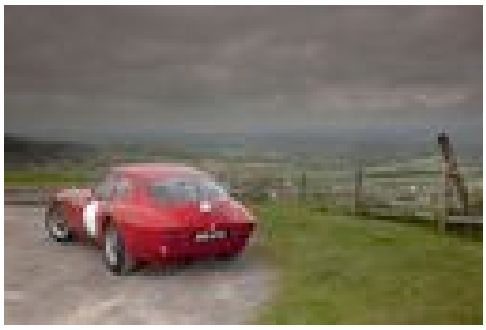
'As it happened, I had just finished a race at Zandvoort, and was having a drink with some friends when Bill called on my mobile; he said I've decided to sell the SLR and I want it to go to a good home—do you still want to buy it? And I did the deal then and there, in about five minutes time, sitting in the bar.'

The car returned to the UK the day before Christmas, 2006, and went straight to Brands Hatch Morgans, with the goal of preparing it to 1964 specs for FIA historic racing in time for the Morgan Centennial year. Since it hadn't had any serious cosmetic work in 40 years of hard racing, BHM also undertook a complete ground-up restoration, with refurbishment of the single-piece alloy body handled by The Historic Coachworks and paint by Panel Craft Elite. Everything was finished with room to spare, and after shake-down

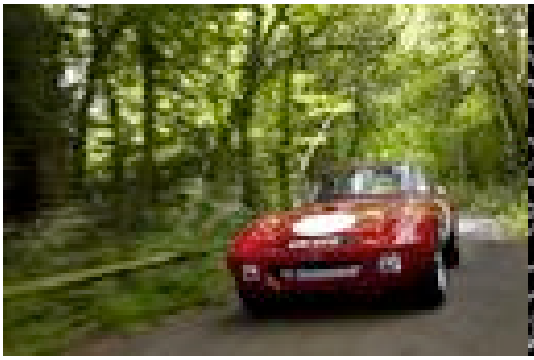
track days at Brands and Silverstone, the SLR marked its first British race outing since the '70s at the HSCC Silverstone International Trophy this May with a third in class, and first Morgan home.

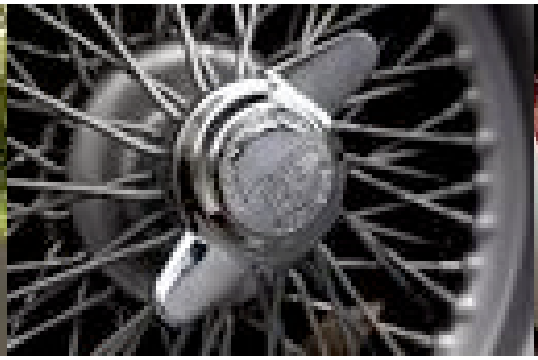
True to his drive 'em everywhere ideals, though—traveling to Spa in a Plus 8 would be adventure enough for most of us, let alone unloading the luggage and competing before starting back—Simon is determined the car will also see ample road time, something no previous owner has done. And from the passenger's seat as we crash and bang and skitter down a twisting country lane I can understand their reluctance: this is a pure racing car of the old school, friends, stiff as a Victorian's resolve and with the bare interior metal resonating like a drumhead, one of the few vehicles I've experienced that's louder inside than out.

It also requires a warm-up ritual rigid as a nuclear submarine's, stumbles and spits ferociously below three thousand, has zero cargo capacity, and how six-foot-plus Bill Fink wiggled in before Simon installed the quick-release steering wheel, I couldn't guess. When my turn comes to assume the controls, I am almost too frightened of dimpling the acres of alloy while in the act to risk it. Once I take the plunge, though, low and behold it's a pretty nice place to be; very snug, it's true, but the BHM boys have thankfully taken the same level of care setting up the driver as with everything else, the ergonomics are wonderful, the visibility good, and the driving position comfy.



There's a fair amount of pedal dancing involved in making a smooth public road launch, not much power at low rpm, but it certainly does get stronger rapidly; Lawrence Tune claimed 156 bhp in the day, the modern dyno sheet says more like 170 and 150 foot pounds of torque. More impressive than those figures is how soon I become secure with reaching for them—this is one of those cars that seem all vicious from the observer's viewpoint, and absolutely solid and trustworthy from the operator's.





Within a few minutes, the hard suspension just feels reassuringly firm in the traditional Morgan fashion and the slick gearbox, excellent throttle response and sympathetic pedal spacing make maintaining adequate revs more entertainment than hassle. As for the noise and the room and the rest of the little niggles, well, hell's bells, it a racing car, you're not driving the thing to a bloody wedding every day, are you?

You know, now that I think about it, maybe Simon's right again; maybe it isn't such a long way to Spa after all. Especially if you don't worry about any luggage.

Friends

If anyone is considering repainting a Morgan there are a few things you might think about. A body off or a wings off respray will bring up the subject of putting it all back when the paint is cured. In all cases one needs to be careful in refitting the bonnet. Three cars I did for others owners had "issues" on the bonnet fit. My own car had a new body frame and a new chassis. My bonnet fit was horrible in my opinion. Two of the cars I did for others also had rotten bonnet fits. This gave fits to the owners as well. In two of the cars the poor fit was cured by a couple shops in Seattle. The rear lower edge was at least an inch (or more) shy of fitting close up to the scuttle. The panel beaters in Seattle sawed a cut near the rear edge and welded in a pie shaped piece of steel. This moved the rear lower edge back to the scuttle for a lovely fit. One shop did this for $800. Another shop did this same procedure for $1400 a few years later. I read of a rebuild in England where the bonnet fit was so bad he had Steve Barnes in Malvern Link, Worcestershire make another bonnet. I exchanged letters with Barnes about him making a new bonnet for my '61 4 seater.

I bought my pile from Harry M. Barnes in California and it had a beautiful new sweet young ash body frame with a whupped old chassis. The two bonnet sides did not match each other, one having 25 louvers and the other having 24. Neither had the same chassis number, and neither number was my chassis number. So you know there was no chance for a decent fit. When I talked to Steve Barnes he wanted me to send him the old bonnet halves. So I have a rotten bonnet fit, and I send my old bonnet to England, and he copies it for a good fit ? I don't think so.

I heard about a guy in Turlock California who makes bonnets (hoods) for hot rods. I called him and began to explain that I have an old funny British car called a Morgan and could he . . . . He then tells me he's had a Morgan Drophead since '71, and he could build a new bonnet for 6 or 7 hundred bucks. This guy is Tom Rootlieb and Lee Spencer tells me Rootlieb made bonnets for his Morgan Skimpys. One of these Skimpys is owned by Dennis Glavis.

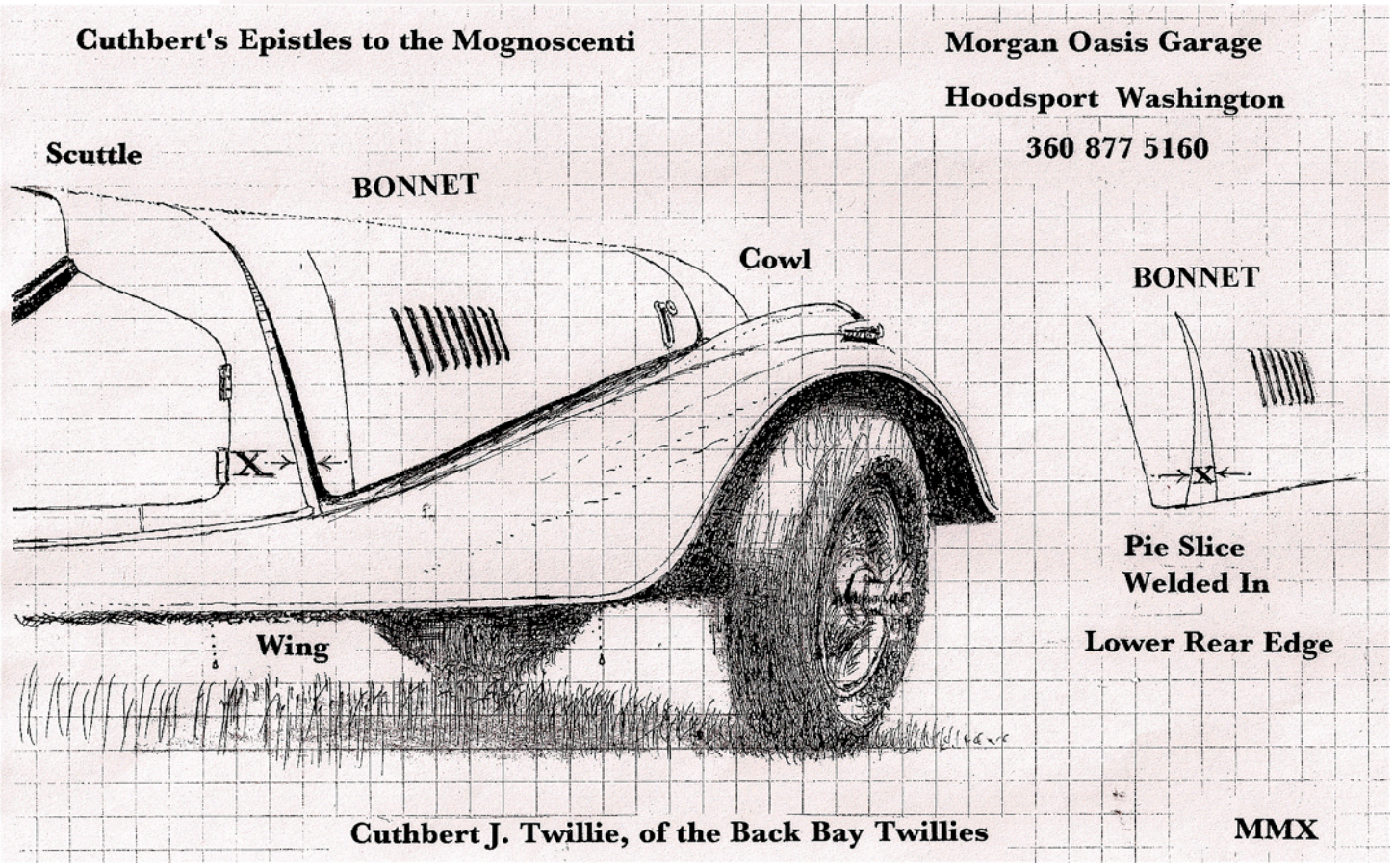
BUT Rootlieb would need the car there in Turlock and didn't think he could make a bonnet from a paper pattern. Before I could arrange a trip to Turlock I sold my Mog and the new owner wasn't bothered by the bonnet fit.

David Crandall and I spent the better part of a morning moving the body, wings, cowl, and bonnet to achieve a nice fit on his 4/4 Alloy bodied competition car.

This meant just wiggling this and that endlessly till we were happy with the fit. This takes more patience than skill. Determination if you will.

There is a drawing to show where the cut was made and where the pie shaped piece fitted.

Cuthbert



DEFINITION OF ACCELERATION

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition.

Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F.

Nitro methane burns yellow... The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow.

If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4. 5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.

The redline is actually quite high at 9,500 rpm.

Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate $1,000.00 per second.

The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona , CA). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron , OH).

Putting all of this into perspective:

You are driving the average $140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

..... and that my friend, is ACCELERATION!

Keep your BLURB issues coming!
Please Pay Your Dues
DUES

Just write that cheque today for $25.00 and get it in the mail to Cathy Allen, 201 Penn Drive, Burlington, Ontario L7N 2B6
What A DEAL!

ARE OILS KILLING OUR ENGINES? BY ERIC BRUNNER

Eric is a member of the St. Lawrence Automobile Club

Some of you have probably heard over the last few years of concerns by Collector Car enthusiasts, Vintage Racers, and Engine Builders about the very real problem that we can no longer rely on commonly available engine oils to protect our older-design engines due to recent additive reductions in those oils.

Unfortunately, until recently, I saw no real alternatives for my cars. I have since found a couple of readily available oils that I am confident in, but first I should summarize the situation for you.

REGULATIONS: The American Petroleum Institute (API) has established oil and licensing certification programs that are a cooperative effort between the oil industry and vehicle and engine builders (GM, Ford, Chrysler and the Japanese manufacturers). Oils meeting the API specifications can then be recommended for use in the manufacturer's cars. Although this is an American standard, it is recognized throughout the world and used in over 50 countries.

If you look at the back of an oil bottle intended for lubrication of gasoline engines, you will see a round "doughnut" emblem as follows with three messages:

1). The top half segment describes the oil's performance category level. In this case it is "SM" (which is the latest specification).
2). The centre circle identifies the oil viscosity
3). The bottom half segment verifies that the oil meets certain properties relative to a standard

Of key importance to us (in that upper doughnut segment) is the S + sequence letter (in this case "M") which informs us indirectly what the levels of anti-wear additives are in the oil. The pre-fix "S," by the way, stands for SERVICE for gasoline engines. Pre-fix "C" which infers COMMERCIAL is used for diesel engine requirements and you may sometimes see both.

ADDITIVE LEVELS of CONCERN: Engine oil manufacturers have been using an anti-wear additive Zinc Dialkyl Dithio Phosphate (acronym ZDDP) for over 60 years and nothing else has been found to work as well especially in high-pressure areas such as between the cam lobes and the valve lifter mechanisms, be they in push-rod or over-head camshaft engines. ZDDP produces a film made up of both zinc (Zn) and phosphorus (P) that with each in the range of 1200 to 1500 ppm (parts per million) in the oil provides satisfactory protection in a sacrificial fashion. This leads to depletion of the ZDDP level in the oil and can within 2000 – 4000 miles lead to the concentration falling below the 1200 - 1500 ppm optimum range. Hence the reason you hear recommendations to change your oil & filter every 4000 miles (6000 km).

This sounds all well and good, but the U.S. EPA (Environmental Protection Agency) which governs American Vehicle Emissions Standards has mandated that Car Manufacturers guarantee that their catalytic converters have a certain service life. In 2004 it was 100,000 miles and in 2009 it had to be 150,000 miles (240,000 km). As the car companies looked at how to obtain these objectives, they found that any P that leaked with the oil into combustion and then into the exhaust, could adversely affect the catalytic converter service life. Hence they pressured the oil companies to reduce the ZDDP levels, at least for those oil suppliers who wanted to be approved. API "S-PERFORMANCE LEVEL SPECIFICATIONS: Consequently, the majority of engine oil manufacturers did change their ZDDP levels from the API Service Category SJ (which is what our collector cars need) in two steps to what we now have as follows:

CATEGORY SERVICE Zn & P LEVELS (ppm)

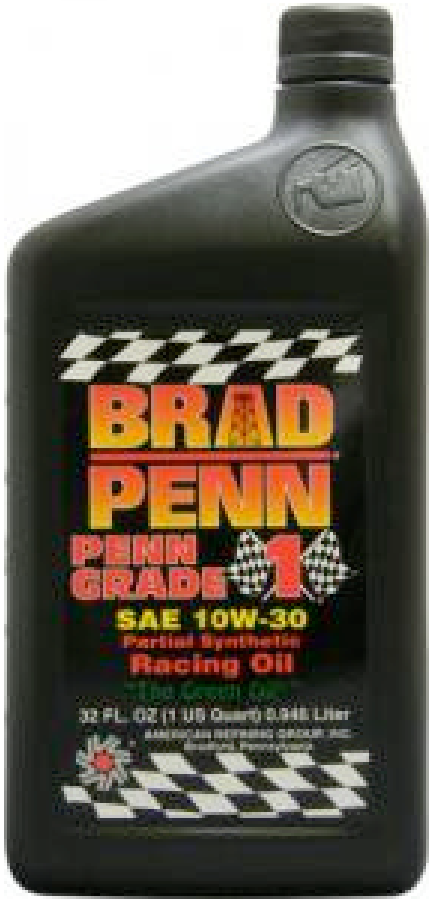
SJ For 2001 & older cars 1200 - 1500
SL For 2004 and older 1000 – 1200 *
SM For 2005 and newer 600 – 800

* My best guess:

If you go to Canadian Tire and look at the back of the engine oil bottles from all their different suppliers (Castrol, Mobil 1, Shell, Quaker State, etc), I doubt if you will find any showing the API Service Category as being other than SM. Not what we want!! For awhile, oils designed for diesel engines were keeping the higher ZDDP levels but they now too have been forced to reduce to SM amounts. Dedicated racing oils have Zn & P at the SJ levels but the question is how suitable are they for street engine use.

MY ENGINE OIL CHOICES: I personally have been a Castrol Oil fan since my first car due to their support of motor racing over the years in Europe and Canada. Today they sponsor the Ontario Regional Touring Car Series races at Mosport, Shannonville, and Calabogie. I had switched from their straight GTX mineral oil to synthetic SYNTEC quite a few years ago recognizing the starting and anti-degradation advantages of synthetic over mineral oil and used their 5W-50 viscosity grade in all our cars. However, when I found out that the SYNTEC ZDDP levels were now among the lowest of current SM oils, and after writing to them as well as talking with one of their reps at Mosport about coming up with a "SJ Vintage grade" (to no avail), I decided to change. Moreover, they are now owned by BP Petroleum, and so Castrol has just become another brand of BP. As I said earlier, I have two oils to recommend. Both are from niche market manufacturers who are not interested in conforming to the requirements of the car companies. They really are after the hot-rod, road race, drag, collector and sports-car owners.

ROYAL PURPLE SAE 5W-30 Synthetic: Royal Purple Inc. was founded by John Williams (a noted Chemical Engineer highly experienced in lubrication technology, not the famous Star Wars Composer!) in 1986 after developing a special oil resistant to a particular heavy-industry bear- ing-wear problem. Today, the purple-dyed oil is highly regarded by the hot-rod crowd as well as others in performance-related activities. Royal Purple has various viscosity grades and supply a break-in oil as well as transmission lubricants. I read one article in an Australian Motor magazine where Royal Purple came out markedly superior in some metal-to-metal abrasion tests relative to Mobil 1 and Valvoline. In Kingston, Royal Purple is available at NAPA (near the Cataraqui Centre Canadian Tire) and at PartSource in Ontario, Nova Scotia, Alberta and Manitoba and Lordco in BC. Being a real synthetic, it is in the same price range as other synthetics at $10 but only available in an US Quart size (0.95 litre). The API Category Service Rating for their "High Performance" grades is SL. I already use this oil in my road car ('07 Subaru Impreza) as well as the trailer towing truck (Suburban), '83 Supra, '69 Olds Cutlass, and Rob's MR2. Their web site is < www.royalpurple.com > and they are located in Porter,Texas.



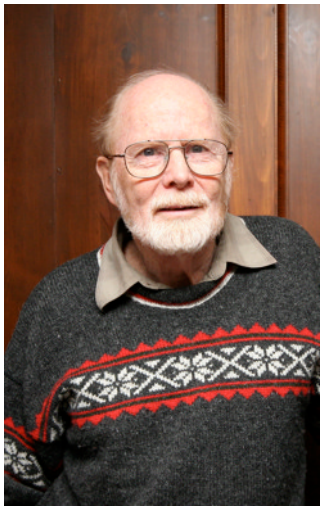
BRAD PENN Penn Grade 1 SAE 10W-30 Partial Synthetic: This is a new company to me but information from their web site is most encouraging at www.bradpennracing.com. Brad Penn began in 1997 after the American Refining Group (ARG) purchased the former Kendall Oil refinery in Bradford, Pennsylvania. What is significant to us is that this refinery has been in existence since 1881 and is the oldest continuously operating lubrication refinery in the world. Think of the technology they have gathered over the years! Moreover, this refinery is using 100% Pennsylvania crude oil which is reputed to be the world's most desirable for conversion into lubrication base material. Since they are working with their own feed stock for their oil blends, the quality should be well controlled. They have a great range of oils including a break-in version, various multi viscosity street grades, as well as racing and gear/rear end lubricants. Their street grade called Penn Grade 1 10W-30 partial synthetic oil (dyed green by the way) seems to be the one most readily available. Brad Penn openly states that all of their Grade 1 oils have 1500 ppm of Zn and 1400 ppm of P. These grades therefore have an API Service Category Rating of SJ. Interesting how many of the other suppliers will not tell you what the levels are. In addition Brad Penn does add about 10% synthetic oil to improve degradation resistance at high temperatures. They also have that great Pennsylvania base stock with its inherent thermal stability and purity. There is no source in Kingston but I was easily able to get a 12 bottle case from W.G. Stinson (ph 1-800-790-9265) in Ottawa. You can also purchase at WH Lubricants 185 Frobisher Dr , Waterloo, ON, N2V 2E6 and R.P. Oil Ltd.1111 Burns St E Unit # 3 , Whitby , ON, L1N 6A6.

Their oil will satisfy a problem I think a lot of you have with recently rebuilt engines. You really need to have travelled over 5000 miles before you can switch to a full synthetic otherwise your piston rings will never seat. In 2 years now since start-up, I only have 400 miles on the Twin Cam in my Lotus Cortina and I doubt if it will ever see 5000 miles! Most of those miles have been in slaloms and lapping at race tracks! Therefore I must use a good mineral oil and I believe Brad Penn is the supplier for me. For my next Lotus Twin Cam engine (currently being built by St. LAC member Ron Rogers at his Trenton shop) for an Elan restoration, I would start with their 30W Break-in oil and then switch to 10W-30.

AN ALTERNATIVE: If you are happy with your existing SM oil but want to increase its Zn and P levels, here is an additive called "ZDDP Plus" which can be added to the oil. My only concern is how well it disperses and not just simply drop as a lump to the bottom of the oil pan. Ed Luce is using the concentrate in his Formula Ford.

FURTHER CONFORMATION: For my John Deere Lawn Tractor (V-2, liquid cooled), the local agent (Clow) insisted that I use a partial-synthetic 30W oil from Opti-4 which is sufficiently superior to normal outdoor power equipment oils that John Deere offers twice the normal engine guarantee. Guess what? The rating is SJ! Also, the recommendation for my John Deer Snowblower is 5W-30 "Torq-Guard" oil (formulated in Canada for John Deere) with a rating of SL. In other words, don't just use the off-the-shelf SM car engine oils! Finally in closing, hope you got something out of a very complicated subject. ZDDP levels aren't the prime criteria for the best oil for your car but they are critical components. Other additives, blend materials, and a suitable viscosities are also important.

Many thanks to Eric Brunning for this informative article!



Reg Beer Coachbuilders Corp.

Providing quality service & Restoration
To Vintage Automobiles
Steve and Martin Beer

12944 Albion Vaughan Rd.
Bolton, Ontario, L7E 4C6

Tel/Fax (905) 857-3210
Email: cmcmog@idirect.ca

Pickersleigh Ode

Explain to me the mystery, what is it about?
If the bug should bite you, I'm told there's no way out.
They take some metal, wood and bolts
And turn them into something with squeaks and knocks as faults.

Some take time to shine them; some find hills to climb,
Some go out to socialize, at noggins and to dine.
Some brave souls go race them, what Super Sporting skill,
And some like touring holidays, when all nooks reach their fill.

From BA, AF, Whitworth to Metric I have changed
The spanners have all varied, but the magic still remains.
To the Family Super I belong and proud I am to do
So happy hundred MMC and loads more happy too!

So thank you H, and P and C
For years of joy you gave to me
The first and the last I Drive at heart
Morgan and me, till death us part.

www.drewmog.co.uk

Morgan art sculpture sent in by Hendrik Rens

CLASSIFIED ADS

British Marque

CAR CLUB NEWS

www.britishmarque.com

MSCCC members:

Get a great discount on subs, plus free classified ads

One year (11 issues): $19

(Regular price: $36)

Sample copy: $3

All rates USD

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI USA • (401) 766-6920

Lant & Co. Insurance Brokers Ltd.
37 Sandiford Drive
Suite 100
Stouffville, Ontario, L4A 7X5

Telephone: (905) 640-4111
1-800-461-4099 (toll free)
E-mail: tony@lant-ins.ca

If you own an antique car, classic car or a special interest automobile our Silver Wheel Plan™ is ideal for all your insurance needs.

MORGAN **CMC ENTERPRISES 1990 INC.** MORGAN

SALES SERVICE PARTS RESTORATION

12944 Albion Vaughan Road
R.R. 3 Bolton, Ontario, L7E 4C6

E-mail: cmcmog@idirect.ca
Ring/Fax (905) 857-3210

Membership Application / Renewal

Name:_____

Spouse:_____

Address:_____

City/Province:_____

Postal Code: _____

Email Address:_____

Home: _____/_____Business:_____

Morgan(s) owned:

Model:_____Year:_____SN:_____

Colour(s):_____

Model:_____Year:_____SN:_____

Colour(s):_____

Membership fee $25.00* for the year. Payable January 1st of each year.
***Canadian $ for membership dues please.**
Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
Mrs. Cathy Allen, 201 Penn Drive, Burlington, Ontario L7N 2B6, (905)-634-4704

PRESIDENT:
John Roden
905-892-6907
jsroden@vaxxine.com

TREASURER:
Cathy Allen
905-634-4804
dallen1@cogeco.ca

SECRETARY:
Rod Wilkinson
289-337-9737
rwilkinson@cogeco.ca

BLURB EDITOR:
Thomas Van Zuiden
905-627-3991
tvanzuiden@cogeco.ca

WEBMASTER:
Chris Pattenden
519-746-2385
cpattenden@rim.net

DIRECTORS AT LARGE:
Ray Stevens
905-659-6366
rstevens11@cogeco.ca

Ken & Pat Miles
604-576-8036
kengmiles@shaw.ca

REGALIA:
Sharon Roden
905-892-6907
jsroden@vaxxine.com

WESTERN SCRIBES:
Ken & Pat Miles
604-576-8036
kengmiles@shaw.ca

CLUB LIASON:
Thomas Van Zuiden
tvanzuiden@cogeco.ca

Dues are payable before January 31st each year to the treasurer. The Blurb is published 6 times/year. Please forward address changes to the TREASURER.

Material is not copywrited, however please notify author and source if using. We do not intentionally infringe on copy- rights of material borrowed for publication.