

MOG 35 REGISTRATION

Clarion Inn, Shepherdstown, West Virginia, July 1-5, 2005

MOG 35

Friday	July 1	Registration • Welcome Picnic • Noggin
Saturday	July 2	Concours • Gymkhana • '55 Mog Noggin
Sunday	July 3	Rally • Noggin
Monday	July 4	Autocross • Pig Roast • Awards Banquet • Noggin
Tuesday	July 5	Farewell Breakfast

PLEASE PRINT FOR CORRECT SPELLING ON NAMETAGS

Name: _____
 Others in your party: _____
 Address: _____
 City: _____ State: _____ Zip Code: _____ Country: _____
 Home phone: _____ Other phone: _____
 Arrival Date: _____ Departure Date: _____ Club Affiliation: _____

I would like to help with: _____ Email: _____

Year	Serial #	Model	Body	Color(s) (body/wings)	Interior	Plate #
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

If you bring a Morgan registered outside the "48 States" take 50% off primary registration fee.

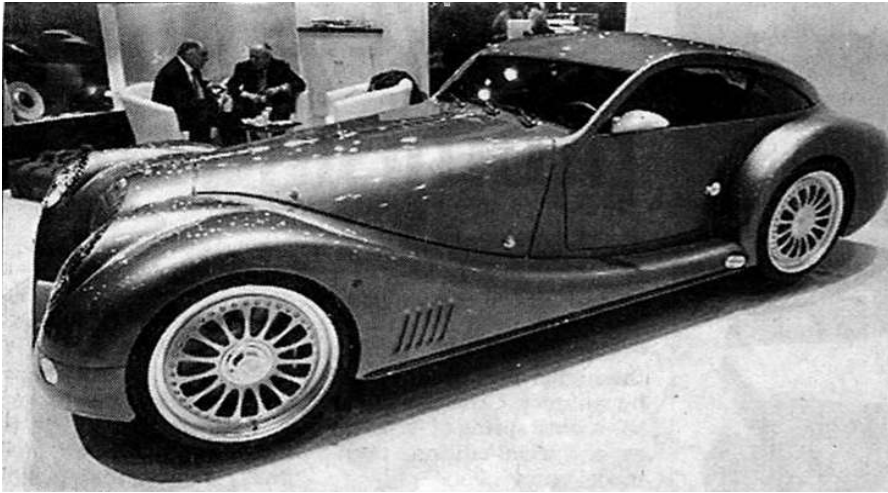
	Before 6/1/05	After 6/1/05
Primary Registration (includes all events for 2 people and 1 Morgan)	\$ 100 _____	\$ 125 _____
Extra Costs		
Additional Adult (16 years and older)	\$ 45 _____	\$ 50 _____
Additional Person under 16 years old	\$ 15 _____	\$ 25 _____
Additional Morgan	\$ 40 _____	\$ 50 _____
Single Day Registration (2 people, 1 Morgan) [Day: _____]	\$ 45 _____	\$ 55 _____
Meal Costs (per person – under 8 years old free):		
Welcome Picnic Adult	\$ 18 _____	\$ 20 _____
Welcome Picnic (9 to 16 years old)	\$ 9 _____	\$ 10 _____
Monday Pig Roast Adult	\$ 12 _____	\$ 18 _____
Monday Pig Roast Child (9 to 16 years old)	\$ 6 _____	\$ 9 _____
Monday Awards Banquet Adult	\$ 30 _____	\$ 32 _____
Monday Awards Banquet Child (9 to 16 years old)	\$ 15 _____	\$ 18 _____
Regalia (shirts & mugs may not be available if ordered after 6/1/2004)		
MOG 34 Tee Shirts (enter number of each size selected)		
_____ S; _____ M; _____ L; _____ XL; _____ XXL	\$ 9 _____	\$ 12 _____
MOG 35 Glass Beer Mug	\$ 10 _____	\$ 12 _____
MOG 34 Badge	\$ 45 _____	\$ 55 _____

TOTAL: \$ _____ \$ _____
All amounts are non-refundable

Checks payable to MCCDC; mailed to Millie Adams, 1701 N. Pocomoke Street, Arlington, VA 22205

Registrations must be postmarked by 6/19/04; check drawn on US banks only; return check charge \$25

For more information about MOG 35 see www.morgandc.com or call Carl Shriver at (301) 223-8521. Make your own hotel reservation by June 1, 2005 at Clarion Inn: (304) 876-7000; \$84 per room +9% tax



Mere kid creates a car fit for a prince

By **NEIL DUNLOP**

GENEVA - The kid has a sheepish look. It's a little weird for him - all these adults making a fuss, milling around his creation, nodding and making appreciative noises. The kid, Matthew Humphries, stands there in his first good suit, his hair a stylish bird's nest, rocking on his heels.

He designed the cat in front of him - the Morgan Aeromax coupe with its long, elegant nose, teardrop-shaped fenders and aerodynamic cabin that is more airplane than automotive. The coupe's effect is visceral, pulling at your insides like the g forces you know it generates when you sling it around a corner. Looking at it, the blood pounds in your ears.

The Aeromax brings to mind the 1937 Talbot-Lago T150 SS, a car that, for many, is the Pinnacle of auto design. Indeed, Mr. Humphries lists its designers, Figoni et Falaschi, among his influences. But, that car didn't have a 325 horsepower, 4.4-Litre V8 or do zero to 100 kilometres in hour in 4.5 seconds. And it certainly didn't have a top speed of 274 km/h.

From the Morgan booth at the Geneva Auto Show, Mr. Humphries can see the Ferrari stand, where sleek models rose draped on the shiny metal and fashionable Europeans swarm like Brioni-clad locusts. There are no models at the Morgan stand, but the kid can feel the buzz. He's part of the buzz. Though he's

slightly off kilter with the attention he's getting, and with the sheer, serious adulthood of the car show, the excitement registers on his face. A permanent grin turns up the centers of his cheeks, which still show teenage pimples and don't yet appear to require daily shaving.

The kid is only 21 years old. He's never designed a car before. He still has four months left before he completes his automotive design degree at Coventry University in England's West Midlands. At 21, most guys are still trying to figure out how to buy their first car.

It's true that Mr. Humphries had the existing Morgan Acre 8 to work from. All he needed to do was to add a fixed roof. That sounds like jealousy talking. Truth is, the kid designed every tantalizing inch of the Aeromax, including the trunk's gullwing glass doors and the sensuous character lines running fore to aft.

The car was commissioned by Eric I. Sturdza, President of Banque Baring Brothers Suisse. It's a one-off, hand-built creation, but Morgan will produce it if it receives 50 orders. Each day it graced the stand in Geneva, the Malvern Link, England-based automaker took more orders.

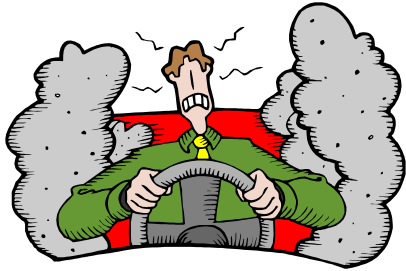
Mr. Sturdza is a Rumanian prince. His family crest is on the bespoke luggage that fits perfectly in the trunk.

The kid? He still lives with his parents, for crying out loud.

Article Courtesy of Canwest News
and Neil Dunlop

**Come to Muskoka
After a long winter**

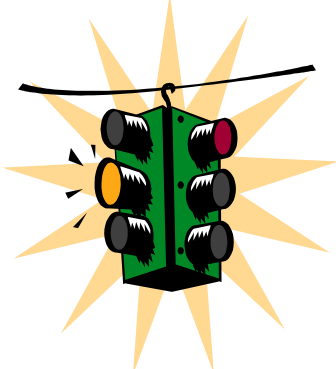
Spring Fling 2005



May 28 - 29, 2005

Riverside Inn - Bracebridge

There are 40 rooms (\$119) available on a first come basis.



Don't wait -- Register Now

Call 800.461.4474 or email at riverside@bracebridge.com

Saturday Banquet and Sunday Brunch \$44.00 per person

Taxes and Gratuity included

May 28 - 29, 2005



All British Cars are invited to join us for the Annual Spring Weekend

Come and join us for our Annual Spring Fling to be held on Saturday and Sunday, May 28th/29th 2005 in beautiful Muskoka Region. Lots of driving, scenic stops and antique stores on the way.

Meet #1 Petro Canada / Tim Hortons
Hwy 400 Northbound (just south of King Road)
Time: 7:45am for an 8:00am departure to Meet #2 group

Meet #2 Tim Hortons
Essa Road exit in Barrie (off Hwy 400 and just North of Petro Canada / McDonalds & Molson Park Drive)
Time: 8:45am for a 9:00am departure

We will take a majority of back scenic routes arriving about noon in Port Carling for a buffet lunch, shopping and participants choice judging. Our route will then take us through the lake region and winding back roads to end up at The Riverside Inn in Bracebridge for cocktails, buffet and prizes etc. Call 1-800-461-4474 or email riverside@bracebridge.com to confirm your hotel accommodations.

Sunday morning after a buffet breakfast we will leave on a different scenic route back to Barrie.

Registration
Spring Fling May 28-29th 2005

Name(s) _____ Club _____
Address _____ Postal Code _____
Phone Number (H) _____ Email _____
Car Make _____ Model _____ Year _____
Registration including lunch per person: \$20.00 x _____ = _____
Buffet Dinner and Breakfast: \$44.00 x _____ = _____
Dinner only: \$33.00 x _____ = _____
VISA # _____ expiry _____
Make cheques payable to Toronto Triumph Club & mail to:

Robin Searle
21 Lakeshore Road East, Oro Station, Ontario, L0L 2E0
ph# 416-971-7902 or w/e Fri – Sun ph #705-487-7103 or email r.searle@sympatico.ca

Please sign the waiver below;

I am aware of the hazards associated with motor vehicle events and specifically release the Toronto Triumph Club (TTC) their officials, event organizers, heirs and club members from any and all claims and or actions due to an injury, damage or death occurring before, during or after the 2005 Spring Fling, held in Muskoka Ont., Canada May 28-29th 2005.

Signed and understood _____



Friday June 17th and Saturday June 18th, 2005

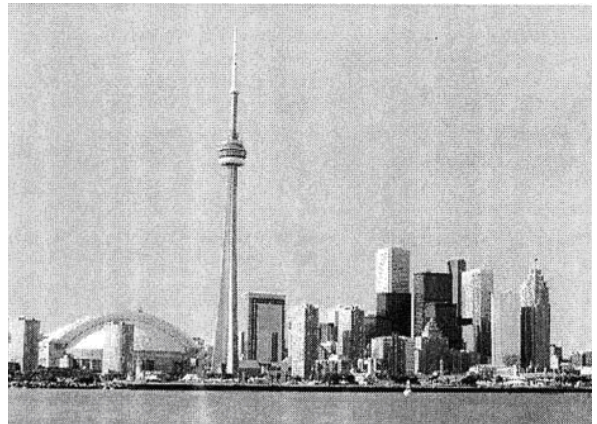
Brits on the Bricks

In the Historic Distillery District in Downtown Toronto.

There will be an evening soiree on Friday and on Saturday there will be a British car show at *The Distillery District*. All British 25 years or older are welcome

Our guest speaker will be John Twist, of University Motors in Michigan & Mr. John Woodhams of MG CC of U K.

We will finish our Saturday celebrations with an evening cruise on Lake Ontario aboard one of the award winning Mariposa *Cruise Line* ships for a buffet dinner, dancing and other great on board events. You will also enjoy an amazing evening view of the picturesque Toronto skyline. Tickets for dinner, dancing and the cruise are \$79.95 each (Canadian funds). After April 2005, tickets will be \$84.95 so book early!



The event hotel is the *Radisson Plaza Hotel Admiral Toronto-Harbourfront* only minutes from the Distillery District at 249 Queens Quay West, Toronto, Ontario. Direct line (416) 203-3333 / (800) 333-3333 and ask for Radisson Admiral in Toronto or on line at www.radissonadmiral.com -code MGCCT. Rooms are \$189.00 Canadian Funds (approx. \$135.00, US) taxes extra, per night single and double. Book now, rooms are limited.

Visit our website www.mgtoronto.com in the coming months for more exciting news of the 50th Anniversary celebrations in Toronto, or contact econte@rogers.com and ask to be placed on the mailing list so you will be informed of all the latest events for this gala celebration.



June 17th and 18th, 2005

Bricks on the Bricks



June 17th and 18th, 2005 **REGISTRATION FORM**

Name _____ Address _____

City _____ Prov/State _____ Postal /Zip _____

Home Phone _____ Email Address _____

Vehicle Make _____ Model _____ Year _____

Saturday Car Show Event\$20.00

Dinner Cruise Saturday Night, June 18, 2005 _____ @ \$ 79.95 = \$ _____
(After April 30, 2005) @ \$ 84.95 = \$ _____

Note: You must be pre-registered for the Cruise before May 31, 2005

Total \$ _____

Please mail form with your cheque payable to: **MG Car Club of Toronto**. You will receive a RECEIPT in the mail. If you prefer, fill out the visa information below:

Visa Card # _____ Expiry date (mm/yyyy) _____

Name as it appears on card: _____

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

Signature: _____ Date: _____

Please mail form and payment to:

MG Car Club of Toronto PO Box 64, Station R Toronto, Ontario M4G 3Z3

For more information call **(416) 726-4023** Email: econte@rogers.com

From the Web...

01/03/2005 The Morgan Aeromax

March 1 2005

The Morgan Aeromax is a unique Morgan commissioned by Prince Eric I. Sturdza, President of Banque Baring Brothers Suisse.



Based on the requirement for a comfortable long distance Touring Coupe, drawings by Matthew Humphries were discussed with the customer to define the total concept. Particular requirements such as the "gullwing" boot openings, hardwood and traditional pleated leather interior and a large flat load area behind the seats were particular requirements.

Matthew Humphries created a quarter-scale clay model at the University of Coventry Automotive Design School. The model was required to harmonise with the Morgan Aero Eight chassis and incorporated the exterior elements of the car that were not to be specially tooled. The model was digitised and a file created on CATIA software to define the surface shape and boundaries of the metal and glass panels. Using data from the computer file simple jigs were constructed to build the ash skeleton, alloy sheet metal panels and toughened glass panels.

Brightwork features such as the door handles and the door mirrors were created by hand to unique sculptural designs. The split rear window allows easy access from either side to the custom built luggage commissioned from Schedoni of Italy. A substantial chassis beam protects heavy items from moving forwards into the cockpit. The car is an illustration of flexible manufacturing at the Morgan Motor Company. Modern automotive technology is combined with quality craftsmanship. The beautiful finish of the bodywork is the result of the craftsmen's passion at Morgan.

The aluminium chassis has safety features which have surpassed the industry standards of the vehicle certification authorities of Europe and the USA during the approval process. Siemens electronic airbag systems protect the occupants and sensors are built into each wheel bearing to relay tyre contact information to the engine ECU and the ABS electronic brake control units. The car has reassuring driver features such as air conditioning, tyre pressure and tyre temperature monitoring and cruise control. Even with these features the chassis is the lightest V8 production platform in the world.

Charles Morgan commented, "The Morgan Aeromax demonstrates the wealth of talent in our small yet dedicated motor works. It took just 4 months from a sketch to being able to test drive a real finished car. The car is a showcase of the coachbuilding and technical skills of the whole team."

The ash frame is laminated for extra strength. This gives the potential for energy absorption in the cockpit and also ensures durability and safety. It is incidentally beautiful and each of the three backbones of the skeleton of the frame has nine laminates of wood visible from the inside of the car. The wood above the dashboard and doors is carved to display age and grain.

The light alloy bodywork has been hand formed from high quality alloy sheet. Each coachline is finely defined in metal. The car is powered by the latest version of BMW's N62 V8 which, with its combination of performance economy and modest emissions, perfectly compliments the design of the car.

The exhaust exits through the car wings and adds character to the V8 tone. The low unladen weight makes the Morgan Aeromax Coupe one of the fastest accelerating sports cars in Europe.

Technical Specification Below

Engine

V8 4398 cc
Power KW (Bhp) 245 (333) @ 6100 rpm
Torque Nm (lb/ft) 450 (331) @ 3600 rpm
4 variable timing camshafts chain driven
32 valves

Transmission

6 speed ZF manual gearbox
Hydraulic limited slip differential
DTC Drag Torque Control (deceleration anti lock)

Brakes

Electronic ABS with EBD (Electronic Brake Distribution)
Front; 6 pot AP Racing callipers 348mm vented discs
Rear; Twin pot AP Racing callipers 332mm vented discs
Separate rear handbrake calliper

Wheels

20" 3 piece split rim
BF Goodrich 245/30 20"

Performance

0 – 100Km 4.5 secs
Maximum speed – over 260 Km/h (160 mph)

Fuel consumption

Combined 10.9 l/100km (25.9 mpg)
Urban 16.3 l/100km (17.3 mpg)
Extra Urban 7.9 l/100 km (35.75 mpg)



The Morgan Roadster

The new 3.0 V6 Roadster is the most powerful traditional shape Morgan money can buy. The new car follows the Morgan tradition of using time honoured coach-building skill married to the latest technology available.

The classic lines employ aluminium coachwork beaten over an ash wood frame, yet conceal the latest 3.0 V6 engine from Jaguar. Pushing out 223Bhp, a 16% increase in power over the outgoing model, Morgan has managed to actually reduce the overall weight to just over 900Kg.

The short, light engine has been set as far back as possible in the chassis to improve balance and poise. The result is the same iconic shape, predictable handling and electrifying performance, 0 – 100Kmh in 4.9 secs and thanks to the latest engine technology a combined fuel consumption of 9.77 l/100Km (28.9 mpg).

Since its introduction last May, nearly 300 Roadsters have been built.

Morgan drivers have more recently welcomed the re-introduction of the +4, using the latest 2.0 litre Duratec engine from Ford.

Delivering a lusty 145 Bhp, this super efficient engine is again set lower and further back than previous +4s and ensures nimble handling, sparkling performance and high efficiency.

To complete the new line up and representing the most affordable entry to Morgan motoring, the new 4/4 is updated with the latest 125 bhp 1.8 litre Duratec from Ford.

All Morgans meet the European Whole Vehicle standards, including all front and side impact regulations, whilst exceeding the strict Euro 4 emission requirements. All models can be registered in any EEC country.

Available in any one of 35,000 colours, and with delivery within 12 months, the Morgan range has been brought bang up to date.

Technical specifications

Morgan Roadster
Engine 3.0 V6 2967cc
Power Kw (Bhp) 166 (223) @ 6150
Torque Nm (lb/ft) 280 (206) @ 4900

5 Speed manual gearbox

Weight (Kg) 920 Depending on spec



Performance
0-100Kmh secs4.9

Maximum speed kph (mph)215 (134)
Fuel consumption l/100km (mpg)
Urban 13.91 (20.3)
Extra Urban7.4(38.1)
Combined9.77 (28.85)
Co2 g/km231.76

Morgan +4
Engine2.0 4 cylinder 1999cc
Power Kw (Bhp)106 (145) @ 6050
Torque Nm (lb/ft)187 (140) @ 4500
0-100Kmh secs7.3
Maximum speed kph (mph)192 (120)
Fuel consumption l/100km (mpg)
Urban 10.2 (27.7)
Extra Urban5.6 (50.5)
Combined7.29 (38.75)
Co2171.68 g/km

Morgan 4/4
Engine1.8 4 cylinder 1798cc
Power Kw (Bhp)92 (125) @ 6100
Torque Nm (lb/ft)162 (119) @ 4600
Fuel consumption l/100km (mpg)
Urban 9.83 (28.74)
Extra Urban5.32 (53.1)
Combined6.97 (40.53)
Co2 g/km164.16



2005 Morgan Line Up

Aero 8

March 2000, saw the surprise launch at Geneva of the all new Morgan Aero 8. Now, with over 300 examples in customer's hands comes the latest version, fully approved for the American Market.

Morgan is renowned for combining its unique blend of traditional construction with the latest available technology.

This is amply demonstrated in the Aero 8, with its aluminium coachbuilt body and ultra modern bonded aluminium chassis. Designed to comply with the rigorous

safety standards in the US, Morgan has installed the latest generation electronic airbags, ABS which incorporates electronic distribution through the use of all round wheel speed sensors, and BMWs latest 4.4 litre V8 which not only pumps out 333 Bhp and 331 lb/ft of torque, but also exceeds the tough Federal emission requirements.

14cm has been added to the width of the cockpit, cruise control, electronic power steering as well as subtle improvements to the chassis and suspension complete the package.

Executive Chairman Alan Garnett commented "what has been achieved from our small yet talented team is truly noteworthy. To meet the exacting requirements for America is significant even for major manufacturers, and all of this state of the art technology has been packaged into a car that is actually lighter than its predecessor. At just 1145 kg, the performance is astonishing. This version is now on sale worldwide"

The dedication to lightweight engineering has lead to some real performance gains. Not just a 0-100 kph time of under 4.5 seconds plus enormous flexibility, but also the ability to stop from 100 kph in just 35.8 metres, or put another way less than 9 car lengths.

Few cars posses the ability to cross continents like the Aero 8.

Technical Specification Below



Engine

V8 4398 cc

Power KW (Bhp) 245 (333) @ 6100 rpm

Torque Nm (lb/ft) 450 (331) @ 3600 rpm

4 variable timing camshafts chain driven

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DTC Drag Torque Control (deceleration anti lock)



Brakes

Electronic ABS with EBD (Electronic Brake Distribution)

Front; 6 pot AP Racing callipers 348mm vented discs

Rear; Twin pot AP Racing callipers 332mm vented discs
Separate rear handbrake calliper

Wheels

18" Forged Alloy
225/40 ZR18 Front
245/40 ZR 18 Rear

Performance

0 – 100Km 4.5 secs
Maximum speed – over 260 Km/h (160 mph)



Fuel consumption

Combined 10.9 l/100km (25.9 mpg)
Urban 16.3 l/100km (17.3 mpg)
Extra Urban 7.9 l/100 km (35.75 mpg)
Co2 : 264 g/km



1962 LeMans – The Morgan gets the checkered flag!
All Photos and Articles Courtesy of the Morgan Motor Car Company Media Centre