



The Blurb



The New Morgan 4 Seater - Welcome Return of a Classic!



Prez Sez

Martin Beer (mpbeer@sympatico.ca)

The bird's are chirping, the snow is all but gone. The trike made it's first noise of the year yesterday. OK, it didn't go anywhere. It was just nice to hear the sound. Our calendar is booking up quite nicely for the upcoming driving season. Single day events, along with extended drives of weekend getaway's. Our final pub at the Queenshead is slated for April 2 followed by the annual Ancaster Flea Market April 16. Stu Harvey has informed me the Toronto Aerospace Museum has invited us to their Wings & Wheels Heritage Festival the weekend of May 27 & 28. It should be a great event. Hopefully the +8 will be completed by then.

The Geneva Auto Show was a success for the Morgan Factory with revised models receiving quite a bit of attention. The delivery time for New Morgan's has once again become a waiting list. Interest in these unique Automobiles is on the increase.

Ross Bateman, a long time Morgan owner has forwarded to me some copies of "Morgan Owners Group Toronto" news letters from the late 60's. I will forward these to Tom VZ to include in the next Blurb.

They make for some interesting reading. At the March pub it was decided to have a re-design of our badge. If anyone is interested in assisting with design ideas it would be appreciated.
Happy Motoring

Martin



Blurb Editor

Thomas Van Zuiden (tvanzuiden@sympatico.ca)

It was sure nice to see such a large turn out at the last Pub Lunch! Club activities seem to be on the uptick with many upcoming club events well into the planning stage. David Farmer has stepped up to the plate and volunteered to organize another "Ale Trail" run on August 20, 2006.

I vacationed in Alta, Utah over the March Break. I have never seen so much snow and so many diehard skiers in my entire life! Alta is a mountain for hardcore skiers. There was over 14' of packed snow and total snowfall yearly had surpassed 500". I had two epic powder days to enjoy with my son Thomas before a nagging chest cold blew up into pneumonia. If you are a serious skier and have never to been to Alta and Snowbird, they are worth the experience!



Thanks to Malcolm Taylor for the photos of Martin and Vern. Keep the digits coming in my direction

and you might see them in the Blurb some day!

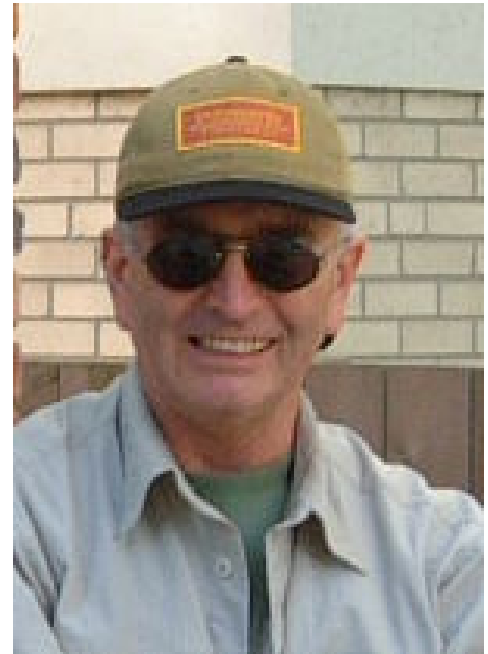


Past Prez Sez

Vern Dale-Johnson (dale_johnson@rogers.com)

"Just back from a month in Oz preparing the garage (now has all walls and the floor painted ready for the +8's arrival), and getting other actions sorted for our pending move... very close, we expect to be resident in the Sydney area by early July.

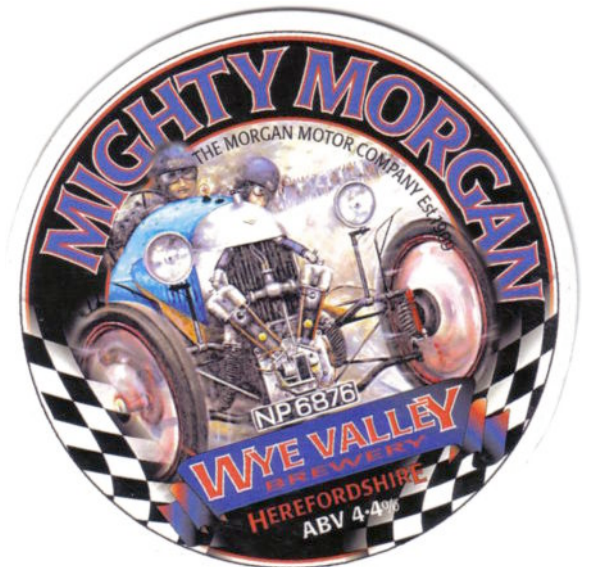
I did attend the MOCA (Morgan Owners Club of Australia) March meeting where I presented the suggestion for a 2008 "Morgans to Australia" run. The suggestion was enthusiastically received as 2008 is the 50th anniversary of the MOCA group and they see this as a good "event". Details should be gelling during the March - June 2006 time-frame for a first announcement to the Morgan world in July - August. Route and timing to be determined however preliminary thoughts are for the "fall" (ie March - April 2008 in Oz) with the run occurring between Sydney, Hobart (Tasmania), Melbourne, and Adelaide with enough freetime to allow those who want to extend their tours to include the run north of Sydney as far as Brisbane. I hope we'll see some of our old MOA and Morgans Downunder (New Zealand) friends on the trip."



John Collins reports from the UK

You may remember the insertion in the September Blurb where I mentioned sampling some Mighty Morgan beer. On a recent visit to England, at great personal inconvenience and against my better principles, I decided to visit the brewery to gain further information for the club. It pains me to have to inform you that Mighty Morgan is no more, since that particular brew has been discontinued. I did manage to acquire a facsimile of the logo for the brew, and attach it FYI. I'm now driven to drowning my sorrows with regular beer, but count myself fortunate to have sampled Mighty Morgan during the short window of opportunity when it existed.

Good Health. John Collins



Pimp My Ride

Trevor Davis has ditched his Morgan for a slightly used F-14 Hornet. When asked why, Trevor replied "It has better acceleration than the +4 and I am now faster than anyone in the Club but the mileage is really lousy!"



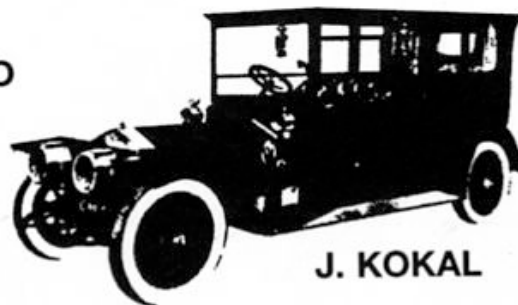
Central Canada Morgan Events

- April 2/06 Pub Lunch 12:00PM, Queenshead Pub, Burlington, Ontario
April 16 Ancaster Fairgrounds, Flea Market
June 24 Club Picnic, Alan and Kathleen Lytle, Mississauga, Ontario
June 8/06 Auburn Indiana, Club, 10 rooms held at the Auburn Inn, to reserve 1-800-953-6287
June 17/18 Classics for Cancer, Georgetown, 905-873-8278
June 21 Grid Day Sessions, VARAC, Mosport Track (see add) srodger@direcway.com
June 30 MOG 36, Shepherdstown, West Virginia, Connie Lipscombe, clipscombe@morgandc.com
July 16th London Club, RUn to Port Dover, Ted Zurbrigg, tz@lac.mac.com
July 29-30 LobsterMOG 7, Harpsville, Maine,
August 20 Ale Trail, Run to Rice Lake, David Farmer, d.farmer@sympatico.ca
Sept 8/9/10 Watkins Glen, Sharon Roden and Desi Benet (see add)
Sept 17 British Car Day, Bronte Provincial Park
Sept 22-24 Canadian British Classic Charity Run, www.cbccr.org

West Coast Events for MSCCC and MOG NW

- Feb 20 Hearts and Tarts, Steve and Liz Blake, 604-943-6416
March 19 St. Patty's Day Spring Fling, Ron Theroux, 604-590-1770
April 9th Easter Run, Michael Guluch, 604-929-9194
May 20 Van Dusen ABFM, Win Muehling, 604-299-2425
May 27-8th Mission Vintage Car Race, Win Muehling, 604-299-2425
June 16th Father's Day Picnic, Victoria, Kit Raelson, 250-544-2020
July 22nd Bellevue, ABFM, Mike Amos, 425-881-2054
Aug 20th Northern Run, Hugh Dickson, 604-985-8665
Sept 16th All British Run, Whistler, Win Muehling, 604-299-2425
Sept. 22-25th Rogue River Run with the California Club

**J. KOKAL
VINTAGE AUTO
UPHOLSTERY**



J. KOKAL

**BUS. 233-8093
RES. 231-0402**

*Specializing in Classic
and Antique Car*

39 CHAUNCEY AVE. (at rear), TORONTO, ONTARIO M8Z 2Z2



Notes From The East

Morgan Pub Crawlers

starting Sunday July 8, 2007 (Syracuse N.Y.) to Wednesday July 25, 2007 (Mystic, CT.)

I am starting to make final arrangements for the Crawl. Our outing with the New England 3/4 Morgan Club is firm and I am working on arrangements for our final farewell banquet in CT. I still have Bar Harbor to put together but when these dates are secure, the 18 day Crawl is planned. Of course there might be a little tweaking along the way but we will have a bed and roof over our heads at night at about an average of \$100.00/night. I think you will be impressed.

I few things I want to change. Instead of an ordinary T-shirt, I want to supply long sleeve cotton pullovers and have our logo screened on them. The only reason I mentioned this is that I have supplied these to other car organizations and these should be ordered a size larger than you think because these are usually worn over something and they are cotton.

I intend to have plaques made for each car on the Crawl so every Morgan will go home with a nice piece to display. I would like to have these plaques go with an award category so send me your ideas for awards. Some ideas:

1. Press On Regardless
2. Further Distance Driven To The Crawl
3. Further Distance Traveled To Attend The Crawl
4. Best Attitude About Touring In Morgan
5. Ass On Ash Award
6. Most English Award

Suggestions - Make them fun. Every Morgan will receive at least one plaque award. I will also have plaques to give out especially at the PEI English Car Show from our Crawl group.

Dates to Remember

1. June 1st, 2006 Itinerary should be complete
2. June 15th, 2006 Deposit due of \$200.00 or response lettering me know your intentions
3. June 15th, 2006 If I have not hear from you concerning any part of the Crawl, your name will be eliminated from the email address list
4. August 1st, 2006 You can start making individual motel reservations and I would recommend doing this early (information on itinerary)
5. I will send out a questionnaire and release form for when I receive you first deposit.
6. April 15th, 2007 Cut off date to join the Crawl for me to guarantee anything related to the Crawl
7. April 15th, 2007 Final registration fee required (total due \$200.00/person)

There will be Morgans picking up this Crawl along the way. A registration fee will determined on an individual basis. I would like all who participate in any part of this Crawl to get a pullover with the Crawl logo. Estimation for pullovers is \$20.00 - \$22.00. One of these pullovers is included in registration fee of \$200.00.

Any questions, email me. Let me know your suggestions for awards.

Charles morganpubcrawl@aol.com





Sunday March 5, 2006 PUB Lunch

The March 5 Pub Lunch gave me an opportunity to check out the wide-angle feature on my new digital camera. We had a splendid turnout and the group filled the corner space of the pub! In attendance were Alan & Kathy Lytle, Ray & Mary Shier, John & Sharon Roden, Hendrik Rens, David Farmer, Brenda & Malcolm Taylor, Liz & Ray Stevens, Reg Beer, Martin Beer, Desi & Bill Benet, John Fitchie, Mike Hughes, Fred Rybka, Ted Zurbrigg and Lynda & Thomas Van Zuiden.

It was Uncle Malcolm's 35th Birthday so he bought lunch for everyone! Thanks Malcolm!

We discussed designing new club badges to put into our regalia inventory. Hendrik Rens will be working on designs and coordinating with Desi.

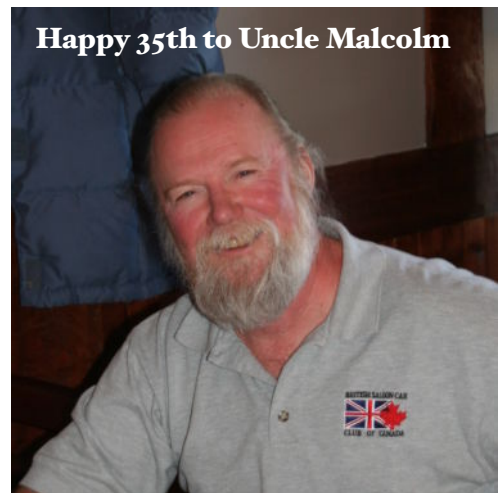
There was a review of the Auburn Run and the Watkins Glen weekend in September (see adds).

David Farmer wants to organize another "Ale Trail" for Sunday August 20, 2006. Depart at 8:30 AM from some place to be determined east of Oshawa. Wind our way over to Fern Hill farm, <http://www.fernhill.com> where Barbara Heidenreich and Richard Hawkins will show off their Scottish Deer Hounds. Millbrook, Ontario. Have lunch at the Village Food and Beverage Emporium and return to Oshawa for a tour of the Canadian Automotive Museum in Oshawa.

Frick (Ted Zurbrigg) & Fred Rybka discussed a run with the London British Car Club from London to Port Dover.

Malcolm Taylor discussed the 2006 British Classic Charity Run. Information can be found at www.cbccr.org. Registration is \$50 with proceeds going to Camp Trillium.

Happy 35th to Uncle Malcolm





Morgans in New Zealand 2006 Alan Lytle

With 23 people, 12 cars and a teddy bear, Kathy and I travelled New Zealand this year for 42 days from January 15 to February 24 in MMORGAN. On the road the only mishaps the group had were four punctures (on the same car), a broken fuel pump, a radiator hose and a slight crack in a suspension element .. soon welded up! And no tickets. Off the road an excellent combination of sights to see and friends to enjoy.

The trip was organized by Richard and Vivian Welch who live in the Isle of Man. They invited eight other cars from the UK and three from North America to join their trip which had been a couple of years in the planning. The organization was superb with only a couple of long, mandatory driving days and lots of time available for vineyards and the other delights of the country including an amazing number of car and aircraft museums.

Arrival of the three cars in one container from North America was delayed by the ship "Pacific Fantasy" taking an unplanned route and being 5 days late, but that only meant renting a tin top for the initial trip until the cars arrived. So the six of us from Toronto and Seattle loaded into a van and followed the group up north to Paihia. From there we took the 4x4 trip along Ninety Mile beach to almost the northernmost tip of the North Island near Cape Rienga. Then we heard our ship had come

in, and so high tailed it back to Auckland. We had pre cleared the cars at Customs earlier and had researched the process of getting the Morgans into the country. Time was short as it was a Friday before a three day long weekend



and we wanted to get the cars on the road asap.

Upon arrival of a car on temporary import, there are three important steps in New Zealand. First the car is inspected by MAF



(Ministry of Food and Forests) to make sure there are no plant or animal bits on the car, next a Warranty of Fitness (WOF) inspection akin to the MOT in the UK, and then car registration.

Our first view of our car after being rolled out of the container was

a little disquieting. An exhaust system modification had taken place with it being strapped to the luggage rack with bungee cords, and a note on the passenger seat exclaimed "Broken Clutch". Not wishing to delay things, I simply started up, drove a few feet forward and reverse and declared the clutch to be self healing. The MAF inspection involved a thorough vacuuming and resulted in the material from our filter for the heater being removed as it contained "seeds". This was replaced by a piece of muslin which served well for the whole trip. The inspectors also replaced the exhaust system for me while the car was on the hoist. Another problem solved.

Then on to vehicle registration which was preceded by the WOF. An absence of brake lights was fixed with a fuse on my car; a brake light switch on another. The third car, a 1952 flat rad had headlight wiring problems but in less than three hours (!), after considerable assistance from the local club member who found the parts for us we are on our way in rush hour traffic through Auckland on a Friday night to meet up with the group in Rotorua. A pretty wild ride of 230km wondering what else would go wrong with the cars after six weeks in a container on the high seas, and following a native who delighted in throwing his Plus 8 all over the place at great speed on a secondary road. Our 4/4, and its driver, struggled a bit to keep up and enjoyed the introduction to New Zealand driving.

We travelled the North and South islands and the cars which did the whole trip put on about 6500km. The beauties of the country are described elsewhere, but for the Morganeer the additional delights



are the great “Morgan” roads and the people in the clubs along the way who kindly invited us to share their homes for barbecues. One of the roads elicited great laughter from Kathy who described it later as “.. 42 kilometres with a bend every five seconds and every third bend a hairpin”. She missed out the one in whatever gradients up and down and the fact that it was a two way road wide enough for a single car.

Through both islands we had many great experiences including the overnight trip on Doubtful Sound which we recommend highly. Being on the water for the early morning sunrise in a environmentally protected area is a memorable experience. The albatross centre at Dunedin; the views of Mt. Cook and Mt. Tasman; Christchurch in all its summer glory; Hanmer Springs hot pools and the volcano park at Tongariro were all included on the way.

A highlight was Napier.

The town was destroyed in an earthquake in 1931 and rebuilt in the thirties. The downtown is all “Art Deco” buildings and each year they celebrate Art Deco Days as a four day festival in February. People dress in 30’s style; there are Gatsby picnics complete with silver candelabras, theatre, auctions and the great parade. As this year was the 75th Anniversary things were bigger than ever with 250 pre World War II cars on display. It was the most amazing sight with each car’s passengers dressed in the 1930’s and each car moving under its own steam, literally in some cases... or at least the traction engines. This event is well worth a visit for anyone contemplating a trip to New Zealand. We have booked there for next year!



An Auburn in Napier, New Zealand

Our final couple of days before returning to Auckland to pack the cars for the return trip was spent on the Coromandel Peninsula with its complement of great driving roads and deserted beaches. Even though a couple of hours from Auckland, it is quite quiet on weekdays after the school holidays are over. So a final couple of hundred kilometres of fun driving before taking the highway to the end of the vacation and leave taking from our new found friends.

New Zealand Group Shot 2006



The trip taught us how to drive again as we get so few challenging roads in Ontario. Daily we were faced with terrific altitude challenges as well as difficult bends, and all without the ever present traffic we see over here. Even our 4/4 was able to get through everything although we did envy the +8s on some of the alpine sections. For those with a few weeks to spare and the inclination to leave winter behind, we very much recommend choosing New Zealand for your next driving holiday.

Thanks for the article Alan!



Auburn, Indiana, June 8-9-10



We now have seven rooms booked for the Auburn, Indiana Run scheduled for June 8th, 9th and 10th.

There are still 3 rooms left on reserve so call The Auburn Inn at **1-800-953-6287**.

The room rate is \$89.00 U.S. per night and includes breakfast and two complimentary drink tickets. The hotel and its amenities can be seen at www.auburninn.com.

The plan is to leave Ancaster at the 403 at 8:00 AM on June 8th and travel to R.M Restorations in Blenheim. We will spend approximately one hour at RM viewing their inventory and shop. There is a small charge for the R.M tour. We will drive to Windsor from Blenheim and stop for lunch prior to crossing the border.

An alternate route has been suggested by Malcolm Taylor that gets us off the turnpikes and on some nice country roads that shouldn't add a lot of additional time to Auburn.

Friday we will drive the rally route to Grabill, Indiana provided by Ken Long of the Morgan Owners of Ohio Group. The route has been carefully selected to feature great driving roads, a historic covered bridge and gorgeous countryside. We will stop for lunch in the Amish town of Grabill and eat at Elias Ruff. Grabill is an authentic Amish town with a must-see general store and antique shop complex. Friday afternoon can be spent in downtown Auburn viewing the court house or touring one of the museums listed below.



Saturday we will visit the Auburn, Cord, Dusenber Museum at 9AM until noon.

There are no details for Saturday afternoon but any of the venues below are an option.

NATMUS - National Automotive and Truck Museum - www.natmus.com

Kruse Automotive Museum - Kruse Automotive and Carriage Museum - www.kccmuseum.org

World War II Victory Museum - www.wwiivictory.org

Hoosier Air Museum - www.hoosierairmuseum.org





Morgan Memorabilia For Sale

Regalia

Desi Benet is taking over Regalia from Vern. Now it will be Desi who travels with a cache of Morgan items just ready to remove \$20 - \$40 from your wallet.

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 Desi Benet...

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...

Our club currently has no badges. Hendrik Rens is going to help us design a new badge. If you have ideas please contact Hendrik or Desi!

MSCCC pins and crests available from Desi. We have 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 Desi. 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.



“Return to the Streets of the Glen”

Watkins Glen Vintage Race Weekend
Friday Sept 8 in the town of Watkins Glen
Zippo Vintage Race Weekend
Watkins Glen Race Course
Sat and Sunday Sept 9 & 10
This is noted to be the largest vintage race in North America.



Register in the rolling car event that you would like in Watkins Glen, check out the link

<http://www.watkinsglen.com/promotions/>

IF you wish to attend the Vintage festival at the track, please purchase those tickets separately.

<http://www.theglen.com/>

If you wish to register at the motel that has been set up for the group. Note that we have the party deck overlooking the lake <http://www.chaletleonmotel.com/Home.html>

for camping please see <http://www.theglen.com/> for camping at the track or

<http://nysparks.state.ny.us/parks/info.asp?parkID=105> for watkins glen state park camping.

There are also some private camp grounds, but be warned, they can be noisy on a race weekend.

A winery tour or two may also be set up, do be determined

Your editor has signed up for the [Glenora Run Road Rallye](#) on Friday September 8, 2006

The group will agree on a restaurant, I would hope we can get into the Stone Cats Cafe, which has been written up in Food and Wine Magazine. High quality food in a beautiful, but casual site.

We will agree upon times to tour down together on Sept 7 if we decide to leave as a group.

Please contact Desi for further info or details at 416 901 2712 or desibenet@aol.com

The Lotus Club of Canada, in association with VARAC, presents the second Annual

Grid Day Sessions

Mosport International Raceway
Thursday June 21, 2006

Last year's Grid Day was such a success, the Lotus Club of Canada is pleased to announce the turn of this fun-filled lapping day at the challenging Mosport track. Fees will be between \$175 and \$200 per car.

Lapping will be drive-at-your-own-pace with designated passing zones. In an attempt to keep the spirit of VARAC, we hope to field cars that could be described as vintage or unique. As this is the VARAC Festival Test Day, we will have the opportunity to view vintage racing machines at rest and at full tilt. We will not be sharing the track with them. There will be track marshals, medical support teams and sweep trucks at our disposal. We are arranging for licensed instructors to be available for in-car training. If you are interested enough to put your name on the provisional grid or have questions, please feel free to contact us.

Greater Toronto Area – Stephen Rodger – srodger@direcway.com

Ottawa / Montreal – Claude Gagner - v8elite@sympatico.ca



Notes From The West

Ken Miles(kengmiles@shaw.ca)

The last two months have been active ones for the Morgans of British Columbia. The month of February saw several Morgans driving through Richmond, Delta and Surrey as they celebrated St Valentines day with their annual "Hearts and Tarts" run. Once again Steve and Liz Blake outdid themselves on this run. After record breaking rain, Feb 12th was a nice balmy west coast winter day with no rain. The only bad



part was our leader couldn't get his Morgan to start so had to come in his TVR instead. Six Morgans plus a Porsche Boxster disguised as a wannabee Morgan were waiting at the meeting point by the 11:30 departure. The

drive began at Fantasy Gardens on the Steveston Highway where there is a wonderful collection of old European style buildings. Departing Fantasy Gardens we drove along the south side of the North arm of the Fraser River and the north side of the South arm. Confusing eh!!! Somewhere along the way both Bob McDiarmid and Doug Seagar became candidates for the slightly less than coveted Eternal Flashing Signal Award. After about an hour of driving we ended up at the Pumphouse Pub where we enjoyed the suspense of the Al Allinson "Last Supper Award" which was won by Rosemarie Powley who pocketed \$4. Liz finished off a great day by presenting everyone with a Purdy's chocolate heart.

On March 19th the West Coast Morgans celebrated St. Patrick's Day by meeting at the Golden Arches under a beautiful blue cloudless sky. Fourteen Morgans were present plus the perennial wannabee officially known as a Porsche. Under

the leadership of Ron and Yvonne Theroux we departed on time heading for New Westminster via Surrey, Delta and Annacis Island. The convoy proceeded along residential streets displaying all types of housing until we reached River Road, which follows the south side of the Fraser River. Crossing over the Fraser River via the Alex Fraser Bridge we entered Annacis Island and proceeded to drive east to the end of the Island. This allowed us to see the rapid and vast expansion of commercialization of the Island. Turning west we passed more industrial building including the operations of the Spagnol family who operate a market and grape importing operation plus the supply of winemaking kits. After leaving the industrial area we entered more residential developments along the river passing both shore lots and floating boathouses. Thus we were able to experience the mixture of both commercialization and residential development that has seen this island mature to become a vibrant community. We finally reached our destination Frankie G's Boilerhouse Pub where we occupied a good percentage of the facilities being 29 strong. It was a great sight. Once again we waited in anticipation of the winning of the Al Allinson last supper cup which to-day was filled with \$7.25 which was gratefully won by your western scribe. At least I could afford another pint.

This run also allowed us to experience our first casualty of the year when we learned that Doug Seagar's car had done a childish thing by pissing on the ground because it couldn't hold its water any longer.





HogMog News

**From: ACTUAL AUSTRALIAN COURT DOCKET 12659 --
CASE OF THE PREGNANT LADY**

A lady about 8 months pregnant got on a bus. She noticed the man opposite her was smiling at her. She immediately moved to another seat.

This time the man's smile turned into a grin, so she moved again. The man seemed more amused. When on the fourth move, the man burst out laughing, she complained to the driver, and he had the man arrested.

The case came up in court. The judge asked the man (about 20 years old) what he had to say for himself. The man replied,

"Well your Honor, it was like this: When the lady got on the bus, I couldn't help but notice her condition. She sat down under a sign that said, 'The Double Mint Twins are coming,' and I grinned."

"Then she moved and sat under a sign that said, 'Logan's Liniment will reduce the swelling', and I had to smile." "Then she placed herself under a deodorant sign that said,

'William's Big Stick did the trick,' and I could hardly contain myself."

"BUT, your Honor, when she moved the fourth time and sat under a sign that said, 'Goodyear Rubber could have prevented this accident'... I just lost it."



Established 1976

Melvyn Rutter Overseas Limited



Melvyn's place always popular with Morgan club members. Go to the web site and see when his 2004 party will take place.

8th Edition Catalogue

Cost is £5, sent air mail.
Credit card is the easiest way for payment

WORLDWIDE WEB

Find us on:
<http://www.melvyn-rutter.co.uk>
E-mail: MR@melvyn-rutter.net



WEB HOSTING FOR MORGANEERS
www.speedster-it.com



MAIN DEALER

THE WORLD'S FAVOURITE MORGAN DEALER

Fast Parts Service

Factory parts and our special "Rutter" parts, same day despatch, quote a credit card by telephone or fax. Send order by E-mail.



Tooling re-made by us. Cream knobs available at £18.50 + tax & delivery

The Best Organised Mog Store In The World



The Very Best Workshop

Small or large repairs, including restorations to historic Morgans, both 3 and 4 wheeler, with attention to detail.

Issue 12 OUT NOW!



A 50 page magazine by Melvyn Rutter, in full colour

Lots of interesting articles, technical tips, Moggie stories and more from around the world.

AVAILABLE QUARTERLY

Back order copies available
Subscription (air post) £24
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 ●



The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
Tel: 011 44 1279 725725 Fax: 011 44 1279 726901 Fax: 011 44 1279 600498 (direct parts dept)



From the Web

THE NEW MORGAN 4 SEATER

New for 2006 is the exciting 4 seater from Morgan. Long awaited by aficionados, the 4 seater makes a welcome return with a raft of new specification, options and for the first time in its 70-year history, engine choice. The Morgan 4 seater has never before been available with a range topping engine – until now that is. Unveiled at the Salon de L'auto in Geneva, Morgan is proud to introduce a 223 Bhp version, giving this model the highest power to weight ratio of any open 4 seater on the market. Two engine variants are on offer, a lusty 145 Bhp 2.0 in the +4 4 seater, and the smooth and powerful 3.0 V6 Roadster 4 seater, both using versions of Ford's well proven Duratec engine delivering performance, economy and reliability which compliment the sheer practicality of this new model.

Major styling revisions to the rear of the car, and improved rear seat packaging mean that this is no cramped 2+2. A new hood system gives greater head room, sufficient for full sized adults to sit comfortably – not that the little ones have been left out, as two ISO fix child seats can now be accommodated in the rear.

For those continental trips, or just a visit to the local garden centre, one, or both rear seats can be folded forward to accommodate awkward loads.

Sidescreens now have painted lower sections, and a complete front to back wooden centre console can be ordered as an option, linking nicely with the traditional ash framed body – a Morgan hallmark. New too for 2006 are optional 18" stainless steel wire wheels.

Prices start from £32,020 including UK VAT for the +4, rising to £39,130 for the powerful 3.0 version. This coachbuilt family fun exemplifies individuality as only a Morgan can. Delivery is currently estimated at 6 – 12 months.

THE WELCOME RETURN OF A CLASSIC



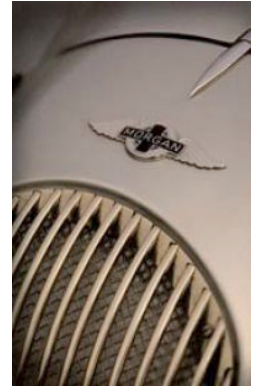
Morgan Motor Company



WITH SPRING JUST AROUND THE CORNER, THOUGHTS

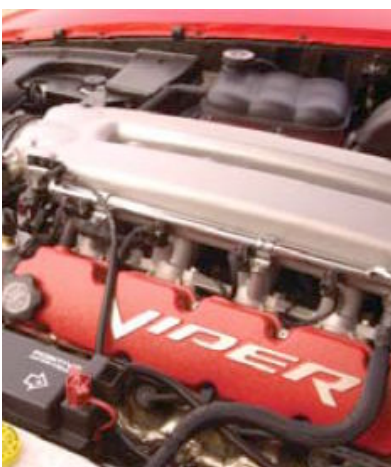
of that perfect blast down the coast begin to creep into mind. Of course, there are many versions of this dream sequence, using various kinds of cars. And while the oft-dreamt-of perfect little sports car and the sexy GT have their appeal, we thought it would be interesting to see how two more elemental cars fare in this rather romanticized scenario.

For this story, we wanted cars that were simple and pure, with some connection to the past. We wanted lightweight cars, but we also wanted big, potent engines. And of course, we wanted roadsters. The American participant in this adventure had to be the Dodge Viper. Spiritual heir to the mighty Cobra of the 60s, the Viper has the reputation of being elemental in the extreme. Past experience with the latest version tells us that it has become a real driver car as well. Oh, and not to be overlooked ñ it offers torque of 311 pound-feet per ton from its eight liter V-10.

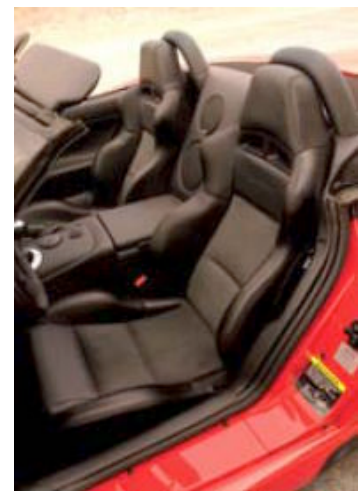


For a worthy representative of the rest-of-world contingent, our thoughts naturally turned to England. Sports car roots run deep there, and the small British manufacturers understand the notion of the pure, elemental car as well as anyone. But did they have a car with the guts to be part of this comparison?

Fortunately, the answer is yes. Morgan has recently dropped the 4.4-liter BMW V-8 into their aluminum Aero 8 chassis. Weighing only 2500 pounds, the Aero 8 delivers torque of 264 pound-foot per ton. Not quite at the Viper level, but ahead of well-endowed roadsters like the Corvette, Porsche 911 Turbo and Mercedes SL55 AMG.



We head to San Francisco to pick up the cars, our plan being to quickly exit the city and get onto the Pacific Coast Highway for a run through Monterey, Pebble Beach and Big Sur. We roll onto the PCH and begin to get a feel for the cars. The first thing you notice about the Morgan is that the exhaust sound is amazingly well done. When you get into the throttle, the BMW V-8 delivers a sound that is somewhere between a mid-'60s Corvette and a Harley. It is much louder than almost any modern production car in memory, coming from side pipes that are only about two feet from your ear and tuned to be noticed. But the sound is so melodious that it



begs you to run the car up through the gears again and again. The miracle is that when you are simply cruising at a constant speed, the exhaust rumble disappears. You have to take into account that the Morgan is not a quiet car, but still, the dual-mode nature of the exhaust is very well engineered.



The Morgan also delivers a marvelous, throwback view over the hood. As in many front mid-engined cars, you sit almost on the rear axle, and so the view through the windshield includes acres of hood real estate. In the Aero 8, the hood is much narrower than normal, making it seem even longer, giving the car a welcome vintage feel. That sense is amplified by the close position of the steering wheel and the upright and rather short windshield.

As we enter a long winding stretch on the PCH, I realize that the steering in the Morgan is a bit slow. As you turn, your elbows tend to hit the bolsters on the surprisingly comfortable seats. Uh oh: steering wheel too close, ratio a bit slow, wheel texture uninviting this is looking bad. But then, why am I enjoying myself so much? About 20 miles further down the road, it occurs to me that the Morgan's ergonomic problems are noticeable but not really annoying, and secondly, that the boys back in England have set up the steering and suspension to provide ample interesting feedback. The feedback is what gets you involved and makes you forget that perhaps the wheel could be an inch further away.



I switch to the Viper before we make a detour onto 17 Mile Drive around Pebble Beach, and my first few minutes in the Viper are a series of minor shocks. Right off the bat, the seats are impressively comfortable, with pleasantly compliant cushions and excellent bolsters in the shoulder area. I am also impressed with the shifter and clutch. For such a big engine, the clutch is light and progressive, even if the throw is pretty long. The shift mechanism is also very light, much lighter than on the Corvette for example. The mechanical feel and movement are not in the Acura NSX domain, but shifting in the Viper is easy. The weird thing about the Viper ergonomics is the gearing. At highway speeds, I notice that I never get out of fourth gear, even though there are two more gears available. A bit of quick math shows that the Viper is set up to do about 330 mph in sixth gear at redline. Of course, even the mighty V-10 couldn't come close to pushing the car through the air at any such speed. Just as weird, fifth is set up for something like 220 mph, which is also fantasy land. Fifth might be handy for long highway cruising a little over the limit, but I never did figure out what sixth was for. Anyway, I am sure the Dodge engineers figured that with 525 pound-feet of torque on tap, shifting was semi optional with this gearbox. And in a way it is, but this set up makes it slightly harder to stay in the rev range where the engine seems to thrive. Perhaps thrive is the wrong word. Remodel the surface of the earth might be closer to what this engine can do in the all-

important mid-band. The thrust produced by the Viper above 3000 rpm is just amazing, partly because the motor is strong, but just as much because it seems so unruffled doing it. Passing maneuvers at three-quarters throttle seem impressively relaxed until you glance at the speedo. To put this in context, I would say the Corvette Z06 feels like it has slightly less mid-band punch and slightly more top-end power. But the Corvette lets you know it is working when you get on it, whereas on the street, the Viper seems to be toying with things. Part of the sense of ease is because the exhaust on the Viper at part throttle is relatively quiet and characterless. So, the downside is that the Viper doesn't sound very exciting until you're really into it. That said, it is nowhere near as silent as the SL65 AMG Merc, which is downright eerie in its thrust-to decibel ratio. Frankly, though, as much as I like relaxed mid-band thrust, a little more sonic character at normal speeds would be nice. For sonic character, you can't beat the Morgan, and honestly, it feels plenty strong as well. No, it doesn't give you the sense that you can dial up close to infinite torque, but the BMW power plant pulls well from practically any speed, and being a refined OH-Cunit, its power seems to get stronger as things get moving. The Morgan's ample power makes high speed acceleration almost as fun as in the Viper. The great thing is that the Aero's engine has a wider rev band in which it seems comfortable, and this, combined with its thrilling exhaust blat and very usable six-speed, make working the drive train interesting under a wider variety of conditions.



When we hit Big Sur, I really notice this difference. There are lots of places where the PCH is carved into the side of the coastline. Coming into switch backs, downshifting and then rolling into the power in the Aero is great fun. The exhaust echoes off the road cut walls, and you can almost imagine yourself at LeMans because the Aero sounds so much like the C-6R in this situation. On these smooth roads, the handling of the Aero is ideal. The car has very little roll or pitch. As a result, even though it basically tends toward under steer, it feels great. You can bring the back end around with a touch of the throttle. And you can really feel what is going on through the wheel and the seat of your pants. The car does have a little initial tendency to swing wide, not because the suspension is rubbery but because the initial steering response near center has a bit of autobahn tuning (a.k.a. slop). Even so, the Morgan seems so organic, so interactive with the movement of the road that you can't help but get involved in wheeling it around, even at five-tenths. On the same Big Sur twisties, the Viper serves up a few surprises. As you would expect, grip is high, but having recently done a lot of seat time in the slightly skittish Z06, the Viper seems impressively well planted at the rear end. With all that torque beneath your right foot, this is a welcome form of reassurance.



The Viper also seems smaller than the Corvette. This is pretty clearly an optical illusion (the Corvette being a mere 0.7-inches wider). Dodge has placed creases along the tops of the fenders about four inches inboard of the flanks of the Viper, and this, combined with a very long hood, gives the impression that the Viper is rather narrow. Just as important, Dodge has given the Viper rather quick steering and excellent turn-in, so the Viper feels relatively light and nimble. The downside of all this work to tame the beast is that the Viper is a little boring at street speeds, even on a glorious road like the PCH. The cushy seats filter out some of the road, the big V-10 loafers along quietly, and the steering is smooth and relaxed. Sure, you'll never confuse the Viper with an Accord, but you have to go pretty fast in the Viper for things to get involving. To keep things interesting, we exit the PCH at Cambria to explore some tighter and more varied terrain. Again, somewhat surprisingly, the Viper feels quite at home on narrow, pock-marked roads. The compliance in the suspension is very well-judged. The ride is quite firm, but you almost always have the sense that the tires are following the ripples of the road surface ñ something that a lot of stiffly sprung cars don't do. And the agility of the car continues to make it enjoyable. The Viper is certainly one of the few supercar-class rides that works well in this kind of situation, feeling more like a Boxster than an Enzo.

The Morgan has the agility and sight lines to work well on these tighter roads, but it doesn't feel as happy as the Viper. That's because the Morgan's spring and damper setup is firmer than the Viper's, and the chassis isn't as stiff. You can feel a lot of impact harshness transmitted into the Aero's interior. The car is still a blast to drive on these roads, but I'd have to say the Aero isn't ideal for locations with consistently bad road surfaces. Both cars are remarkable achievements in a world filled with well-engineered but rather anesthetized cars. Both cars are entertaining to drive on a wide variety of roads, and are practical enough to be useable on all sorts of different drives, provided that less than a week's worth of luggage is needed. Both cars offer amazing power and grip. And both cars are visually interesting in a way that distinguishes them from almost anything else on the road (you may call the Morgan weird or wonderful, but it turns far more heads).

The Viper is clearly the better car in an analytical sense, certainly the better value, and in many ways the car the Z06 should have been. At the same time, the Morgan is the car for your soul and given its exclusivity, an amazing value too.

Originally published in *Winding Road Magazine*, Issue 8. Free 3 year subscriptions are available at www.windingroad.com.
Copyright 2006 Absolute Multimedia, Inc.



Photo Above: 90 Miles Beach at Cape Rienga



Photo Left: Mount Tasman and Mount Cook

Thank to Alan Lytle for these photos from his recent trip to New Zealand



Membership Application / Renewal:

Name: _____

Spouse: _____

Address: _____

Home: _____ / _____ Business _____ / _____

Fax: _____ / _____ Email: _____

Morgan(s) owned:

Model: _____ Year: _____ SN: _____

Colour(s): _____

Model: _____ Year: _____ SN: _____ Colour(s): _____

Model: _____ Year: _____ SN: _____

Colour(s): _____



Membership fee \$25.00* for the year: _____ Payable January 1 of each year.

(*Canadian \$ for members in Canada and U.S. \$ to cover postage for all other members to cover postage)

Please make cheque payable to Morgan Sports Car Club of Canada and mail to :

Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario, L7C 1G1

PRESIDENT:

Martin Beer
33 St. Michaels Court
Bolton, Ontario,
L7E 5Z3
905-951-6442
mpbeer@sympatico.ca

TREASURER:

Jenny Beer
30 Parsons Avenue
Caledon East, Ontario,
L7C 1G1
905-584-0619
sj.beer@sympatico.ca

SECRETARY:

Rod Wilkinson
3282 Spruce Avenue
Burlington, Ontario,
L7N 1J4
905-639-8340
rwilkinson8@cogeco.ca

BLURB EDITOR:

Thomas Van Zuiden
15 South Street West
Dundas, Ontario
L9H 4C3
905-627-3991
tvanzuiden@sympatico.ca

DIRECTORS AT LARGE:

Ray Stevens
129 Andrew Street,
Newcastle, Ontario,
L1B 1J5
905-987-5546
raysteven_68@msn.com

John Roden
3 Leslie Place
Fonhill, Ontario, L0S
1E3
905-893-6907
jsroden@vaxxine.com

CLUB LIASON:

Thomas Van Zuiden

EVENTS

CHAIRPERSON:
Desi Benet
227 Sorauren Avenue
Toronto, Ontario
M6R 2G3
416-901-2712
wjbdlb@aol.com

EASTERN SCRIBE

We are looking for an Eastern Scribe to keep us abreast of events east of Toronto

WESTERN SCRIBE:

Ken & Pat Miles
15410 Kildare Drive
Surrey, B.C. V3S 6B9
604-576-8036
kengmiles@shaw.ca

PAST PREZ &

REGALIA:
Vern Dale-Johnson
8 Charlesworth Lane,
Toronto, Ontario
M4T 3B5
416-323-1826
dale_johnson@rogers.com

Dues are payable before Jan. 31 each year to the treasurer.

The Blurb is published 6 times/year.

Forward address changes to the Editor

Material is not copy-written, however please note author & source if using. We do not intentionally infringe on copyrights of material borrowed for publication.