



The Blurb



THE NEW CLUB BADGE



PREZ SEZ

Glenn Nigh (reneglen@vaxxine.com)

Here I am home for two days and Tom says 'get to work'.

Rene and I had a great time dodging tornadoes and trying to keep warm down in Daytona. Canada is great for exporting cold weather to Florida.

I don't know how many of you have ever attended the **Daytona 500** or any part of "speed month"? I bought tickets for the Thursday Gatorade Duel, Friday Truck Race, Sat. Busch Race, and the Sunday Daytona 500. I had no idea what I was in for!



On Thursday morning I drove over to the parking lot and left the car to board a bus. Myself and others found out that we had gotten on the worker's bus and the driver of the pickup tram would not take us any farther despite 6 vacant seats. I had to walk at least a mile on these old knees and I was near tuckered out when I finally found the seating area. With ticket in hand, I climbed 75 steps to the level only to find that I was one section over! With some extra exercise I finally found my spot and was happy to rest and enjoy the practice rounds for several divisions.

The stands began to fill closer to race time! The first guy to come in next to me was from Oregon and he was very friendly. He probably weighed in at 275 lb. (the Transfat 500) and the guy to my right didn't speak at all and weighed in at about 250 lb. He spent most of the race eating (Transfat Challenge). My mere 217 lb. made me feel like a midget. Now you have to understand that we were sitting on steel chairs that resembled card table chairs.

They had the backs overlapped to allow for welding them together. If you have ever been to a race you know that everyone stands up to see the first 20 laps. Now I know how a midget feels. I had only had enough space to watch the TV screen on the other side of the track. Finally we



all sat down and I became a sandwich and could not even move my elbows. I did tell you that the seats are made of steel but I forgot to tell you that it was about 48 to 50 degrees outside with a cold Canadian wind blowing at my back. My butt began to get cold so I put my \$15 program in the plastic cover on my seat. Here I was with 20 lb. blubber lapped over me on one side 25 lb. on the other, people bouncing up and down, freezing, "God what am I doing here?" Three quarters of the way through the race, I decided I had had enough. I stood up to retrieve my program and it stuck to the seat. A second grab found it soaked in water and the suction keeping it down. The water was from condensation not from me needing to go! Talk about having to go, find a picture enclosed of one of the mens toilets, and yes it's real. Now I was only 217 lb and tried to use this thing I hit my head on the paper dispenser that is up high on the left side of the picture. I got in and had to come out and back in to shut the door. I won't tell the rest but my elbows are still bruised. I'm sure that the brick-layer got the blocks on the wrong side of the line when he built these rooms! Two hours later I'm back home having a cup of hot tea trying to thaw out. I remember thinking that this is only "day one".

Friday was the truck race in the evening. Oh my! what have I done? I have a ticket for Rene and the weather is to be around 32 degrees with cold winds at about 15 miles per hour. She is a good sport because we took all the blankets, clothes, pillows, etc. and did the trek to the track. We only had to walk 3/4 of a mile because I got us on the right bus this time. I even knew how to get to the right seats. We got there early so we could take in some of the practice sessions before the actual race (mistake number 2). See the pic-



ture of me trying to keep warm before the race even began. With warmer pillows, I will say that I did not wet my seat this time but we progressively got colder and colder. We had less blubber this time as Rene allowed for some overlap, as small as she is, and I had a young smaller person on my side. Up and down, up and down, beer and pop, cold and tired, I told Rene that we could leave with 8 laps to go and catch one of the early buses. Shivering with cold, she agreed and off we went as the trucks came around. Again two hours later we were at home trying to thaw out with a cup of hot tea. What had I done here this time??

Well, good sport, Rene said she had done two races in one. The "first" and "last". By this time I was not sure I even wanted to go to the Saturday event, but she said "you have to go, you were looking forward to going so much." Saturday morning I got up and the ticket was staring me in the face. I left at the last minute for the Busch race and it was still cold outside. I went to the Busch races for 16 years in Michigan and enjoyed every one of them. After the trek I climbed into my seat at the end of the row. It had a good view and thought I could stretch out a bit but how wrong could I be? Every person in that row were trying to lap each other on their trips for beer, coke, food, and pit stops! I was happy that it was only beer and pop spilled over me when I finally left early once again! With only a few laps to go, I headed for the bus and once home, I went through the thaw out process all over again. Whoever told me it was warm in Florida?

Sunday morning, the morning of the "**Great American Race, the Daytona 500**" I woke and told Rene that "It's worth \$100 to me to stay home and I'm not going to the track and I'll watch the race on TV". She said "But you!". I cut her off and said "No! I'm not going". Now, if any of you reading this and would like a stale dated ticket to the 2007 "500" on the "superstretch", I have one for you. I did enjoy the race in a nice warm comfortable chair at home and I hope someone benefited from empty seat at the track!

Motorcycle Week "Man it was awesome!". Rene even enjoyed it. I now know why Alan Sands attends that event every year. There were little bikes, big bikes, bigger bikes, tons of chrome, two wheelers, three wheelers, girl riders, bald heads, grey heads, black heads, red heads, old guys, young guys and girl riders. 1cyl, 2cyl, 4cyl, 6cyl, 8cyl., tattooed bodies, did I say girl riders! Thousands of wheels and they all went past our condo on the A1A. I even had to drive down the sidewalk to get out of our place to a

side street one day to get supplies. When four Harleys ride together they sound just like a stock car at the race track 14 Harleys together, no words can describe it! . We loved to watch the different riders go by on their pride and joy, hair blowing in the wind, crankin' them up to get your attention. Every restaurant along the A1A was filled with bikes of one description or another. On the Sunday, we went into Main St. Daytona, to see part of what was going on in the heart of the gathering. Bikes were parked side by side on both sides of Main Street. From one end to the other end and on either side of every side street row on row. I don't know how they can tell but there was an estimated 500,000 motorcycles in the area. I suggested to Rene that I could buy one but the idea fell on deaf ears. She could at least have said you had better get rid of your Morgan first. This event was better than the Daytona 500.

I have bought Hot Rod magazines for many years. I saw one with a do it your self paint article in it. It turned out that the paint article was in two parts so I had to buy two issues. I have read the "EZ wiring" advertisement several times before at home but this time I noticed that the telephone number was in the same area code as our number in Ormond. I called the people and they said, come on over, we're about 40 minutes from you. I had gone past their door the day before. You guessed it! I bought a new wiring setup for Toymog. That was the one thing I was not happy with in my conversion even though the car was working perfectly. I also bought several model airplanes, motors and parts, oh my!

Down to business!

I was most disappointed that my internet connections seemed to have failed. I was receiving from home, but not getting mail back from members of the group or maybe they just didn't answer. I had planned to keep up to date with Morgan events as they progressed here at home. I did receive the excellent news letter so I have noted many activities taking form. It looks like a busy summer and fall coming up for all of us. I would thank John for filling in at the Pub Lunches for me! Many thanks to those who have taken on the many projects listed. If you have information you think I will need please send it to reneglen@vaxxine.com as soon as you can.

If I have missed something I will remind you next time.

Cheers Glenn



PAST PREZ SEZ



A Robin. A Blue Jay (not the ball player type), and some Canada Geese. Sure signs of Morgan weather. So the cover was removed & off I went. March & the first drive of the season! What a great start to 2007. A short drive, but sufficient enough to bring a smile to my face when the roar started. It wasn't just the weather that brought the +8 out. The primary reason was that World of Wheels editor Michael Goetz had contacted us to see if he could have some info & possibly a drive in a Morgan for a future article. This also gave reason to put some finishing touches on the +8 that were not completed last Spring. Article is going to print, I believe in May? I'm sure it will be found in a future Blurb.

I had intended on making Tom VZ's job as Editor a bit easier this month by supplying him with a new picture to accompany "Past Prez".. Well! I took the picture in Jamaica while on Holidays. My sun hat on, drink in hand, beautiful surroundings. It was paradise! I hope the new owner of MY camera appreciated it. I guess it was time for an upgrade in photo equipment?

The future for Morgan's in Canada is turning bleaker all the time. Ramblings are that the Factory has abandoned all compliance testing on the traditional model Morgan's while they concentrate on the Aero line. This according to an article by Mark Toljagic in The Saturday Star (March 24 07). Further problems are surfacing with "Transport Canada" & "The Registrar of Imported Vehicles". Current legislation permits vehicles more than 15 years old to be imported for use on Canadian roads. They are currently considering changing this minimum age requirement to 25 years! This means that Morgans newer than 1982 will not be permitted into Canada. This change in Legislation will no doubt stop some enthusiasts from being able to own their dream. I think it is imperative

Martin Beer (mpbeer@sympatico.ca)

that all members contact **The Honourable Lawrence Cannon, Minister of Transport**, Infrastructure and Communities. mintc@tc.gc.ca As well as the Registrar of Imported Vehicles, info@riv.ca Contacting local members of Parliament should also be considered. I think these people need to be made aware that the collector car market in Canada represents an industry that feeds numerous jobs with revenue. From hotel workers where events are held, insurance premiums paid, revenue from Import Duties, GST & Provincial sales taxes when vehicles are Imported or re sold! I think it's time for our voices to be heard.

Speaking of additional Mogs coming to surface. Long time enthusiast/Journalist **Norm Mort** has recently acquired a 1935 "F Type". Congratulations Norm & welcome to the Crazy Three Wheeler Fraternity. Breath deep & don't go to fast to soon. Norm will be bringing the Trike up from the US shortly. 2009 events are well under way. **Desi** has informed us that Morgan will be the Feature Marque for Watkins Glen. Any opportunity to race a Mog is on my calendar. If history is any indication, race events with Morgan as Feature Marque are always well attended



successful gatherings. I still haven't completely recovered from an Aero 8 racer passing me in the F Type at a very high rate of speed. Difficult to keep those tiny tires on the track with the earth shaking so much! Do it again? Absolutely!

Vern DJ has "The Beast" (+8) up & running around the roads down under. He can't just leave Canada behind. He will be returning this September to participate in the Targa Newfoundland once again.

Happy Motoring.
Martin



BLURB EDITOR

Thomas Van Zuiden(tvanzuiden@sympatico.ca)



The real story this issue is the evolution of our new club badge. Big thanks to **Steve Slickman and my friend John Farr** who both contributed to the final design. Many club members participated in what I would call a democratic process. We had submissions

from **Hendrik Rens, Richard Winterburn, Sharon Roden and Steve Slickman**. We had close to 100% voter turn out (by Toronto area members) at the Christmas Party where all the designs were put on view. The favorite design had double the votes in the final tally so it was slam dunk! I kept our Western members informed by email.

We are now in the process of building an order book for the new badge. A PDF order form will be sent to all members shortly.

In an effort to re-stock some regalia items for the club, we are also looking at some different T-shirt designs. We expect to have a shirt design finalized and ready for the 2007 driving season. Mild weather allowed Don Allen and I to meet under the Skyway bridge in January and take the back roads

to Fonthill to see if John Roden could come out and play in his Morgan with us! Don took my Plus 8 from Fonthill and practiced his version of loud and proud and scare the pedestrians in my car while I observed from behind! Those Japanese girls performed the high jump and retreat when Don laid some good rubber. He went first at the crosswalk. We drove along the Niagara Parkway to Niagara-On-The-Lake where we stopped for a pint at the Angel! Global warming seems to have arrived in Southern Ontario.



Early January at Niagara -On-the-Lake

Allen, Roden, VZ MOGS-Niagara-on-the Lake

Please remember to track your mileage for the **British Car Council "Long Distance Awards"**.

Mary Shier informs us that they will not be having their post Classics for Cancer barbecue this year because it is Father's Day and that fathers should "rightfully be with their families". Mary also advises that there will be no British Car Show this year at the Kin-cardine Scottish Festival.

From **Stu Harvey** -"In case you don't have the info, I am advised by the Toronto Aerospace Museum that this year's "Wings and Wheels" event will be held on the weekend of May 26/27. The featured marque is the de Havilland Beaver. All members are invited to drive by in the Mog or to fly in with their Beaver (piston or turbo)".

MOG 37-Bookings are now open and available online at-<http://www.mog007.com/>

Thomas Van Zuiden



Don Allen in his new PLUS 8



MARCH 4, 2007 PUB LUNCH

Once again we had great attendance at this meeting. Heather at the Queen's Head served a full house including Colin and Barbara Bray. Colin informed me that he plays the base with **Jeff Healy and the Jazz Wizards**. It is great to see more talent joining our club! Also enjoying lunch were Don & Cathy Allen, Ray & Mary Shier, Rod & Lorie Wilkinson, David Farmer, Desi Benet, John & Sharon Roden, Liz & Ray Stevens, Ken Wightman, John Fitchie, Reg Beer, Martin, Donna & Jeremy Beer, Lynda Van Zuiden and your editor.

In the absence of President Glenn, **John Roden** conducted an active meeting. Regalia was a big topic of conversation with lots of discussion about the club badge and shirts to be available this spring for the 2007 driving season. **John Fitchie** discussed an event at **Ruthven Park** on Sunday, July 15/07. Ruthven Park is located on the banks of the Grand River near Cayuga. The Park opens at 9:00 AM and admittance is \$5.00 per car (includes a guided tour of the house and grounds - normal cost is \$5 a person I believe). Refreshments will be available and there is lots of grassed area to park with lots of shade. There are normally 125 to 150 cars at the show that are mostly American iron customs and antiques. This is a rain or shine event! Here is a link for further info and directions - www.ruthvenpark.ca.

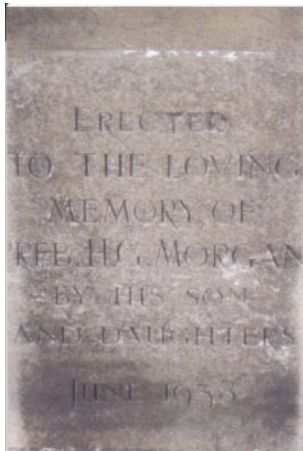
We had lots of discussion about **Watkins Glenn** for both 2007 and 2009 with Desi and Don Allen leading the charge on 2009. The update regarding Watkins Glen in 2009 is that SVRA is naming Morgan as the car of the year for the **Vintage Gran Prix** of the United States. This will include a race for all **SVRA** eligible cars. The Morgan will also have prime parking and parade laps if you are not eligible to race. **SVRA** is for cars with a racing history, and tech prepared for racing. The food and wine groups are also potentially willing to sponsor a food and wine tour of the finger lakes the day before the event or the Monday following the event. This is only in the conceptual state right now. Other than that, we are looking for a Morgan that has been a racer to display in the museum. No other changes from the original information from last month. The museum is featuring the Morgan, the founders tour is featuring the Morgan. There is a lot of enthusiasm and this could have the potential to become the biggest North American 100th anniversary event.



Ray and Liz Stevens at Watkins Glen New York

John Roden discussed the itinerary for the July 6-8th Collingwood event! From 5 to 7 PM on the Friday night at the hotel, if you buy one drink you get complimentary finger food. We are going to a pub for dinner on the Friday night. Saturday morning the **Georgian Bay British Car Club** will host a run where we will stop for lunch at the **Pipers Inn**. Saturday night we have dinner at the hotel restaurant. Sunday morning we will tour the **Village of Blue Mountain** as it has been created by Intrawest Developments. Sunday afternoon it is the journey home! **Sharon Roden** has designed a **T-Shirt** for this event. Shirts are available with red print on grey, yellow or blue shirts. **Rod Wilkinson** discussed going up to Collingwood a little earlier and having a pub lunch at Mono Mills.

From **Trevor Davies** - As part of the **Haliburton Fall Run**, Kathy and I want to include the **Fall Studio Tour**. We check out some of the studios each year and have found some of the artisans are quite skilled,, producing some beautiful work. Here is the link to the Studio Tour website, <http://www.haliburtonstudiotour.on.ca/index.htm>. I encourage all to check out the website. It also includes a map of the County so you can see where we will be traveling. If anyone has a particular interest, (pottery, stained glass, fine art) let me know and we can adjust our tour to suit. We won't have time to visit all the sites, so we will have to pick and choose. We will be staying close to **Karen Sloan's Wallflower Studio**, labeled "U" on the map.



Stoke Lacy Church

is the location of the graves of H.G.Morgan, H.F.S.Morgan, Peter Morgan and other family members.

Inscription on the entrance gate, which reads

"Erected to the loving memory of Preb. H.G.Morgan by his son and daughters. June 1938".



Stained glass memorial to Peter Morgan in the church porch.

Thanks to our world traveling scribe John Collins for these pictures and words.



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2009, the Morgan Centenary Year has been declared by Watkins Glen Promotions to be the year featuring the Morgan Sports Car. This is on Friday Sept. 11, 2009

This will include:

SVRA is naming Morgan as the car of the year for the vintage gran prix of the United States. . A special recognition tour through out the Finger Lakes. The Morgan will be featured on a wine bottle label from Glenora Winery, the poster for 2009, and all promotional materials including tee shirts, sweatshirts etc. The run through the streets will feature the Morgan with prime downtown parking for the street closure. Featured speakers on the Morgan sports car and racing history of Morgans will be welcomed on all the rallies, road tours and the concours de elegance. Watkins Glen Promotions, working with the locals clubs are currently trying to assess the interest in the Morgan, and working to begin to pull the event together. Other than that, we are looking for a Morgan that has been a racer to display in the museum. The museum is featuring the Morgan, the founders tour is featuring the Morgan. The event could potentially include renting the race track before or after the US Vintage Gran Prix for exclusive Morgan use, a two or three day wine, food and cheese tour of the Finger lakes, both items will be new if there is interest.

Watch for further details in future issues of "The Blurb".



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British Car Day

August 19, 2007

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Brits in the Park

Sunday July 21



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As well, many interesting shops & restaurants will be open for your enjoyment.

"Brits in the Park" Classic British Motor Show * People's Choice Awards * Prizes * Pub & Food Bar*Brits & Spanners Market Place * Queen Victoria (herself)

Sunday July 21: "Brits in the Park" Classic Motor Show, - in Victoria Park on Kent Street Lindsay. Field opens at 9:00am, no judged entries after 1:00pm, \$10.00 entry fee. Peoples choice judging begins at 11:00am and closes at 2:00pm. Awards at 3:00pm.

For more information, please call
Jim Nesbitt (anytime) at 705-324-5194
or call our club President (anytime) Helen Fowler at 705-652-3658



Central Canada Morgan Events

- April 1 Pub Lunch, Queen's Head Pub, Burlington, Ontario
April 22 British Car Flea Market and Car Show, Ancaster, ON, Ron Kielbiski, 905-828-6810
May 26-June 3 British Car Week, Roll your British car out and go for a ride!
May 26 "Wings and Wheels", Toronto Aerospace Museum, Stu Harvey, 416-231-8878
June 2 London British Car Club, Les McGaw 519-485-3652
June 9th Lytle's Picnic, 2PM, BYOB, appetizer or salad, Kathleen Lytle, 905-822-1606
June 17 Classics Against Cancer, Georgetown, Ontario, Shier Barbecue, 905-877-1427
June 22-24 VARAC - 28th Vintage Racing Festival, Ron Wanless, 613-359-1013
July 6-8 Collingwood Run with Georgian Bay BCC, John Roden, 905-892-6907
July 6-8 MOG 36, Shepherdstown, West Virginia, Carl Shriver, schriver@morgandc.com
July 14 Ottawa All British Car Day, http://www.britishcarday.ca/area/area_index.html
July 15 Ruthven Park Classic Car Show, Cayuga, call John Fitchie -905-772-5571
July 22nd Brits in the Park, Lindsay, Ontario, Jim Nesbitt, 705-324-5194
August 19th British Car Day, Bootn' Bonnet Car Club, Kingston, Linda Thomas, 613-385-1947
Sept 5-9 Zippo U.S. Vintage Grand Prix, Watkin's Glen, NY, <http://www.theglen.com/>
Sept 16 British Car Day, Bronte Prov. Park, Ontario, <http://www.britishcarday.com/>
Sept 28-30 Fall Colours Run, Haliburton, Trevor Davies, 905-846-1472

Eastern Canada Events

- July 14 British Car Days Across the Bridge, Bob Bentley, (902) 964-3294

Western Canada Morgan Events

- April 22nd Wine Tasting, Laurie & Verna Fraser's House
May 19th Van Dusen ABFM in Vancouver BC contact Heidi Marshall at 604 945 7978
June 17th Father's Day Picnic in Victoria contact Kit Raetson at 250 544 2026
June 21-24th Devil's Punch Bowl in Portland, Wa. contact Heinz Stromquist at 503 224 9576
July 5-8 Rally in the Valley, Kelowna, BC. Bill Sinclair, 350-868-0408
August 4-5 Historic Motor Races, Mission, BC.
Sept. 22nd Vancouver to Whistler Run

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Notes From the West

Ken Miles (kengmiles@shaw.ca)

Since our last note in January, Morgan owners out in BC have been busy preparing their cars for the summer journeys. Pat and I have been working on both our Plus 8 and the 4/4 preparing them for the long journey east to join in the Morgan pub crawl. This trip has turned into a family affair with our daughter Kathryn and her husband Pat joining us in St. Paul, MN in either the Plus 8 or the 4/4 (which one would you trust to the next generation as a loaner) for the drive east to Syracuse, New York where together with other Morgans we will drive the New England states and Maritime provinces visiting different pubs along the way. In addition my niece Heidi and her husband Hames will be with us in their 4/4. Seems some of the next generation is getting the bug.



On Feb 18th several Morgans met at **Fantasy Gardens** for the annual **Hearts and Tarts** run under the able leadership of **Steve Blake**. Nine Morgans were present plus two daily drivers for this popular event. Steve took us on tour through Delta with a stop at a local winery which allowed some of us to engage in a favourite past time. The drive ended at the Blakes house where we enjoyed a wonderful lunch complete with liquid refreshment.

The next event in the west will be the annual meeting of MOGNW on March 24th in LaConner, WA. Several cars from Canada will be in attendance along with several American cars. **Mike Powley** has arranged an Irish dinner complete with corned beef, cabbage and all the fixing to be washed down with Guinness. Pictures will be in the next issue.

The next meeting in BC will be a wine tasting session at **Laurie and Verna Fraser's** house on April 22. This is a new experience for us all and one we are looking forward to.

The big event in May will be on **Victoria Day** weekend with our annual ABFM at **Van Dusen** gardens. If any body is interested in this contact **Heidi Marshall** at 604 945 7879.

Thanks to **Ken and Pat Miles** for this article!

Mike Powley has provided the article on the **Robbie Burns 2007** run on January 28th on the next page!



Mog N'U

Robbie Burns 2007



January 28th marked the beginning of the Northern Pod's 2007 schedule for events. Since weather forecasters predicted a sunny day, with a high temperature of 8°C, of course the day was foggy and chilly. However, the not so great weather couldn't keep several of the hardy Northern Pod members away. Two notable attendees were Bob McDiarmid and Stu Rulka who, in honour of Robbie Burns day, were true Scotsmen and wore their kilts.

In total 9 Morgan's participated in the run, plus a few daily drivers. Kudo's go to the Blakes', the Seagers', the Theroux's, the Birkholders', the Frasers', the Greens, the Marshalls', the Rulkas', the McDiarmids', the Powleys', Ted Carew-Gibson, [Sherry Bryant-Harlos](#) and John Rennie who joined us at lunch with his Morgan.

Some of our Morgan's took a little coaxing to start that cold winter morning but once we got going we sure had fun. The birds we saw as we toured the Delta countryside were stunning. Whether it was the trees filled with bald headed eagles, falcons or the field that was covered with swans the beautiful sights were numerous. Oh, and who can forget the cow tunnel - now that was cool!

Lunch was enjoyed at the Tidewaters Pub where they set aside the heated patio for our sole use. Thanks to all who participated and here they are parked in the mists ...under the Alex Fraser Bridge WOW! (Heidi Marshall, Northern Pod Rep.)





Dear Tom,
 Some of our members may have wondered what has happened to Vern Dale-Johnson's green & black 4-seater (which I bought last year) and I thought I would forward a recent photo to you of this car (chassis #6252) united with its twin, chassis # 6253, owned by **Bob McDiarmid**, fellow Mog NW member. Bob's car was originally sold by Sterne Motors in Vancouver and has been out West all of its life. Vern's old car has adjusted well to the "Wet Coast" and the weather gear that came with the car is being tested to the fullest. We are enjoying the car very much and our Plus 8 is feeling somewhat neglected! **Win Muehling**



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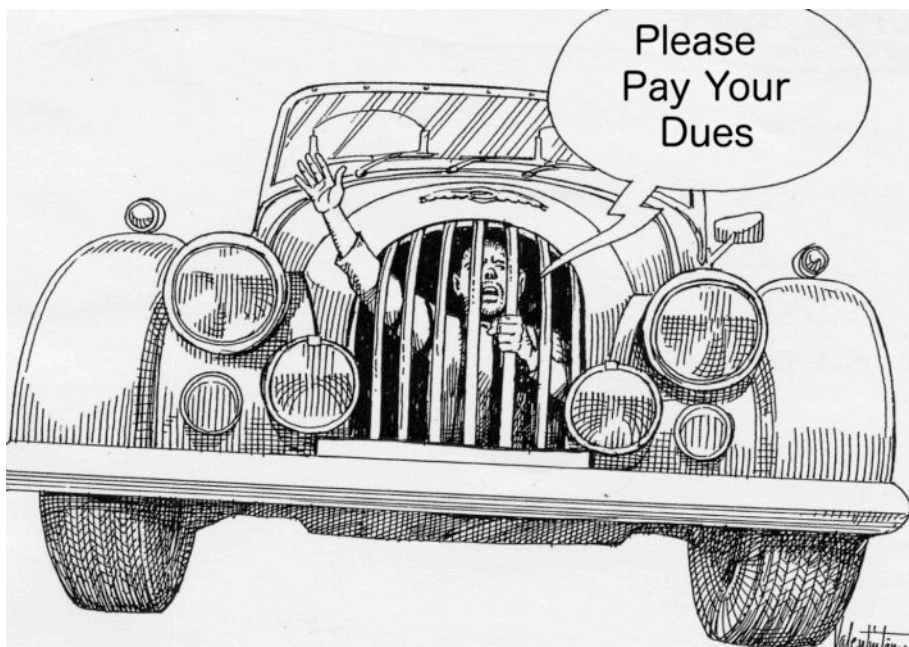


New Member

Welcome to Mr. David Rich of Winnipeg who bought my old Morgan Plus 4-4 Seater from Don Allen. Don wasn't content with a Morgan that he didn't have to sink and money into so he bought a Plus 8. I am happy to see my old beauty car stay in Canada and I will always have an attachment to 6843.

Welcome to the group David!





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**Jenny Beer, Treasurer, MSCCC
30 Parsons Avenue
Caledon East, Ontario, Canada
L7C 1G1**

Name: _____

Address: _____

Home Phone: _____ Work Phone: _____

Fax Number: _____ Email Address: _____

Morgan(s) Owned:

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

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



Tech Talk

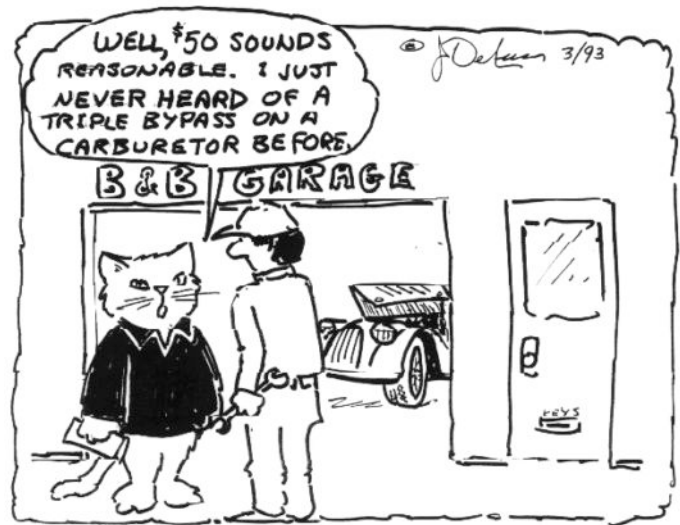
Battery, fuel, key? I hope it starts! It must be Spring-time if these thoughts are going through your mind. Ready for the first fire up of the driving season. Assuming Mog was put away correctly last Fall, All should be good. Or is it? The Lucas Prince of Darkness could be lingering in one of many places. The battery connections were cleaned. Well, the two on the battery. How about the cables that simply disappear to an unknown area of the car. Why even think of the ground cable that is secured to a good earth point? I mean it was clean & tight when fitted a couple of years ago. OK, maybe it was more than a couple. Could be 10 years? Mog was built in the 60's lets say. I wonder if it's ever been cleaned? It could be a festering, resistance multiplying nightmare about to turn a happy moment into total anxiety & mayhem. A little extreme here I think! Not out of the question how ever.

In order for an electrical circuit to work it requires power in & a good ground. If the ground connection is poor, higher resistance will be inevitable. This higher resistance will cause wiring to carry more load as well as the item being expected to work. If a car fails to start, it must be the battery! Well it could be the starter motor? Or, maybe the starter solenoid? Can't eliminate the ignition switch itself. They can all be in good working order. If the circuit isn't complete to a GOOD earth. Nothing will happen.

The same holds true for the turn signals that don't flash as quick as they once did. Simple maintenance of electrical connections is always worth while & one of the most over looked service items.

Haven fallen victim to electrical demons in the past.

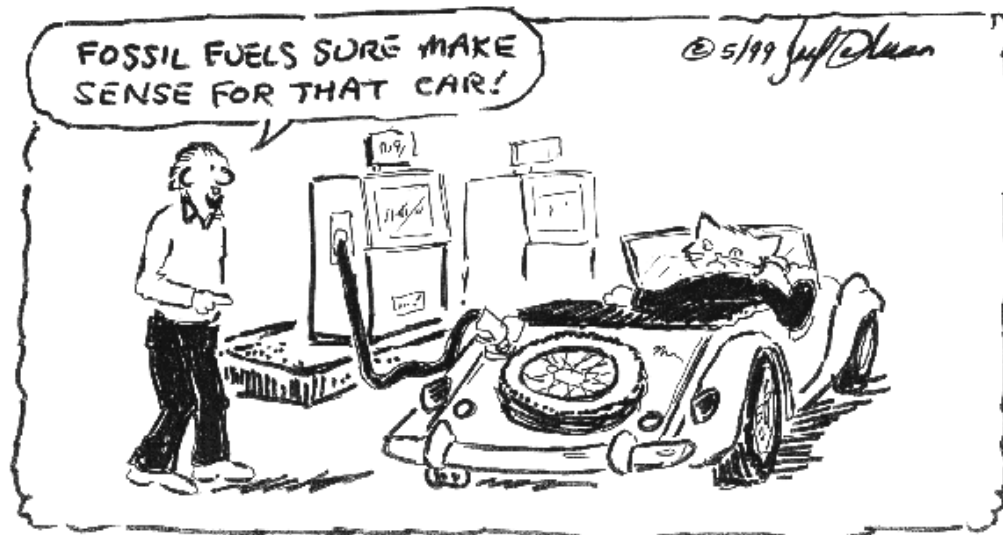
Yes, I too ignored the slow turn signal. I mean it was working, I'll check it next week. All was well until I turned the headlamps on. Then the electric fuel pump stopped? That can't be! There is not a common power supply for the two circuits. Different fuses, separate wires. Come on! After driving home in the dark, turning the lights off in order to fill the carb with fuel every minute or so. Investigation found a broken ground connection at the rear of the chassis. When additional load was required by the ground circuit, it used the shortest route that it had found. That was through the rear lights. The light



bulbs represented a resistance in the circuit that was too high to allow the fuel pump to work. So for those that enjoy the grit under nails & the grease on brow, don't forget about the other side of the battery circuit. A few other springtime checks/ to-do's. How about lubricating those door hinges, door latches, ignition switch, door & fuel filler locks. They don't have grease fitting or say oil on the top, but they all require lubrication & attention once in a while.

Article by Martin Beer

“Raymond the Cat” Cartoons
In Memory of Joe DeLuca





THE FLAT TAPPET ISSUE (or the Reduction of ZDDP in Motor Oils) by David Poole

There has been a lot of discussion about the effect of the reduction of zinc dialkyl dithiophosphate (ZDDP) levels in some new oils, and specifically about the effect on flat-tappet engines such as the Land Rover based V-8 in the Morgan Plus 8. This engine uses flat-faced cam followers (tappets in the UK, lifters in the USA) in contrast to more modern engines which have a roller bearing in the nose of the cam follower. The sliding surface between the cam and the flat face of the cam follower can be subject to marginal lubrication and subsequent scuffing under some conditions, especially during initial break in when the correct procedures and oil with adequate levels of ZDDP should be used. ZDDP is one of many additives in oil that improves the overall performance, but has been the subject of some scrutiny since it contaminates catalytic converters and reduces their life. The reduction in ZDDP to levels of 0.06% to 0.08% (from 0.12%) were specified in API SM (for all grades) and ILSAC GF-4 (for viscosity grades 0W-20 & 30, 5W-20 & 30), which explains why on some grades there is an apparent disconnect between the labeling of the two specifications. The number of cylinders does not have much bearing on the flat tappet issue; manufacturers are changing to roller followers so that they can use more aggressive valve opening profiles, thus gaining efficiency and power, and the age of the engine design is the main factor. One of the side benefits seems to be that the ZDDP levels can be reduced - although it is not clear (to me, at least) that this is as intimately related as hearsay would have you believe. But it is clear that ZDDP improves boundary lubrication, and that having some of it around as an element in the additive cocktail is beneficial. The trade here is obviously between catalyst life and ZDDP concentration. I have not seen any quantitative data on the effects of ZDDP, one way or the other, but I did find a reference to reduction in ZDDP as a means of extending catalyst life - mainly driven by environmental/cost of ownership/reliability concerns. Although I do not have hard information I do have a few comments based on qualitative data:

- (1) Removing the cats so that you can use high levels of ZDDP in the form of an additive is an option, but not a good one, I think. It is 2007 and the world is not about to get any cleaner any time soon, and I would not recommend that anyone pursue this path.
- (2) Having said that, there is no way to tell if the cats are working in a Plus 8 with a GEMS ECU, if you have the RPi EEPROMS installed, other than getting an exhaust analysis carried out - and whoever does it will have to be able to measure Nitrous Oxides as well as just CO.
- (3) If you have the original MMC EEPROMs the cat performance is monitored by the rear two HO2 probes - when the cats start to fail the rear O2 ratios start to cycle (like the front O2 ratios) and the ECM then sets an OBDM flag, some DTCs, and turns on the MIL.
- (4) The reason for (2) is that the RPi EEPROMs use the "11" European two-sensor configuration instead of the NAS "33" four-sensor configuration. The cats will still work just as well, if they are fitted, but you will have no means of telling that this is so (short of testing the exhaust, etc).
- (5) Cars have had cats and been using high ZDDP oils for some time now, and I do not remember many cats being failed for poor performance until the mileage was pretty high - we had a Cadillac that suffered this fate at around 150,000 miles. So I would imagine that it is not much of a problem for the average Morgan owner - and that you can safely use 1200 ppm ZDDP for 100,000 miles or so before the cats become a problem.
- (6) I also do not think that the reduction in ZDDP levels is as much a problem as it has been made out to be. It is very difficult to separate cause and effect without a controlled test, and aftermarket flat tappet cams have been losing their lobes on start up (from time to time) for years. The fact that I have found no reference to the relationship between the instantaneous level of ZDDP and the level of protection seems, together with the fact that it works by forming a bond with the metal surface, to indicate that the ZDDP level is more related to the length of time that (some of) it remains active in the oil before all of it becomes oxidized and is no longer capable of performing the intended function. I would not risk my engine on low ZDDP oils, mind you, until I have some scientific data to back up this conclusion.
- (7) So, in conclusion, I do not think that there is any harm in using an oil (or an oil additive) that provides moderate levels of ZDDP, and it seems safer to risk the cats than the cam. I intend to continue using Mobil 1 15-50 (1200 ppm ZDDP) in my Plus 8, and if becomes unavailable I will (i) switch to another oil with the same level of ZDDP or (ii) use an additive and attempt to get to 1200 ppm total ZDDP or (iii) switch to a low ZDDP level oil if I can find sufficient evidence to support this course of action. **Article taken from GOMOG**



Hog Mog News



In this month's issue, In Peter Egan's article regarding what certain types of car owners are like including Porche, Alfa, Cadillac, BMW Isetta is Morgan Owners

"QUOTE" with all due respects and credit to Peter Egan. **Morgan Owners**

1 Will buy any dark ale with a reasonable amount of body and or yeast sediment in the bottom; will shun any product with "Lite" in the title, be it beer, cottage cheese or music. Wooden boats sell well in this market, as do fabric covered biplanes and any tweed sport coat that causes extreme itching. Things that stave off hypothermia, such as Bovril and sheepskin Irving jackets, are big sellers here.

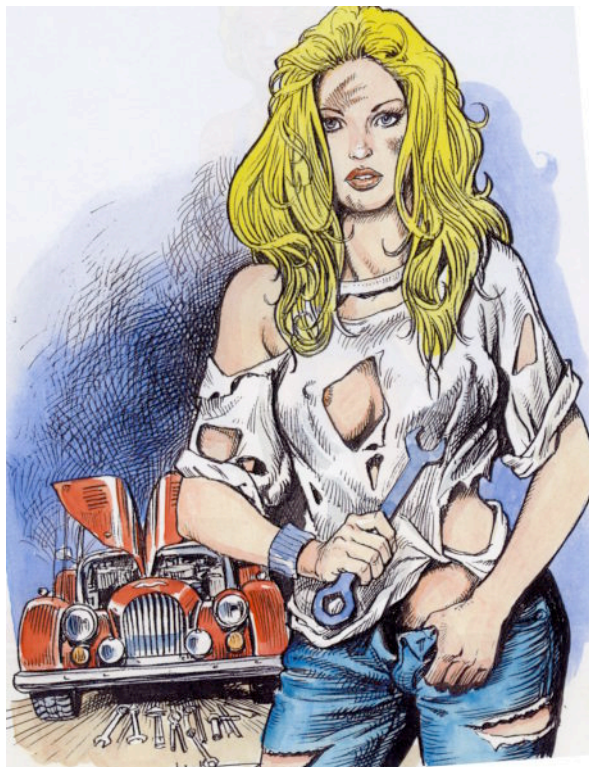
2 Will watch any Masterpiece Theatre episode featuring brass telescopes, Sopwith Camels, Webley revolvers or the ruins of the Cistercian abbey. Movies with Basil Rathbone or Peter Cushing can be expected to move briskly in the DVD section as with any adaptation of an Evelyn Waugh novel. Morgan

Owners are still awaiting William Manchester's third volume of the Churchill biography when we finally to the good stuff, ie., the Blitz.

3 Dead giveaway item in the refrigerator: Chutney.

4. Politically, Morgan Owners care a whit about gun control, but will vehemently oppose any political candidate who proposes crossbow control. Will also vote "yes" on any school referendum that makes a financial provision for ivy and leaded-glass windows.

END QUOTE -- Thanks to Mike Powley who sent this bit of humour!



New Morgan art from Valentin Tanase provided by Jacques Gallien of MOG Belgium



Dear Sir/Madam,

I am writing to inform you of a new independent car hire company, renting out 2007 Morgan Plus 4s[†], based in Toulouse South-West France, **THE CLASSIC ROUTE**.

What better way to explore the South-West of France than in a Morgan? Well now you can. Moreover, as we ourselves are members of the Morgan Club de France and the Morgan Sports Car Club, we are pleased to offer a 15% discount on our Morgan rental prices to all worldwide Morgan club members and Morgan owners*.

Our base in Toulouse is the excellent starting point for exploring the South-West of France, in addition to Morgan rental we can provide Touring packs enabling you to organise your own tour of Bordeaux and its vineyards; the Dordogne and Lot valleys; and the Languedoc-Rousillon and the Cathar Country.



With **THE CLASSIC ROUTE**, you also have the reassurance of a native English speaker, on-hand to help with any language problems you may experience.

Toulouse-Blagnac airport provides excellent connections from both Paris Charles-de-Gaulle and Paris Orly airports as well as international arrivals from many European countries.

So if you are planning a holiday in France this year, why not rent a Morgan whilst you are here to make your stay that extra bit special. Please see our web site for full details of our offer.

Yours Sincerely

Chris HATTON
Managing Director – The Classic Route
Tel/Fax: +33(0)561061197
e-mail: contact@the-classic-route.com
<http://www.the-classic-route.com>

[†] Please note that our Morgan Plus 4s, are LHD European specification cars.

* To qualify for the Morgan club member/owner discount, please ensure you have your club membership card or Morgan documents with you on arrival





From the Web

“USA TRADS NO MORE”!



SUBJECT CATEGORY: Morgan Motor Company Limited; Denial of Application for a Temporary Exemption From Air Bag Provisions of Federal Motor Vehicle Safety Standard No. 208

DOCUMENT SUMMARY: This notice denies the petition of Morgan Motor Company, Limited (Morgan) for a temporary exemption from the air bag requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, [[Page 5100]] Occupant Crash Protection, for the Morgan “traditional roadster” from September 2006 through September 2009. The basis of the application is that compliance would cause substantial economic hardship to a manufacturer that states it has tried in good faith to comply with the standard. NHTSA notes that Morgan has known since 1997 that it could not procure more air bags, but provided no evidence of attempts to secure an alternate source of air bags.

SUPPLEMENTAL INFORMATION

I. Background

Founded in 1909, Morgan is a small, privately-owned vehicle manufacturer producing approximately 600 specialty sports cars per year. Morgan manufactures several models, but at present, only sells the Aero 8 in the U.S. Morgan intended to produce a vehicle line specific to the U.S. market, with Ford supplying the engine and transmission. However, for technical reasons, the project did not come to fruition, and Morgan temporarily stopped selling vehicles in the U.S. in 2004. In May 2005, Morgan obtained a temporary exemption

from this agency's bumper standard and began selling the Aero 8 in the U.S. A manufacturer is eligible to apply for a hardship exemption if its total motor vehicle production in its most recent year of production does not exceed 10,000, as determined by the NHTSA Administrator (15 U.S.C. 1410(d)(1)).

On July 12, 2006 (71 FR 39386), NHTSA published a notice of receipt of five applications for temporary exemptions from the advanced air bag requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, Occupant Crash Protection. Among these petitions was an October 4, 2005 one from Morgan, for the Aero 8, which is discussed at pages 3939039391. Morgan's petition is included in the docket for that notice, i.e., Docket NHTSA200625324.

In 2000, NHTSA upgraded the requirements for air bags in passenger cars and light trucks, requiring what are commonly known as “advanced air bags.” The upgrade was designed to meet the goals of improving protection for occupants of all sizes, belted and unbelted, in moderate to high speed crashes, and of minimizing the risks posed by air bags to infants, children, and other occupants, especially in low speed crashes. See 65 FR 30680 (May 12, 2000) (Docket No. NHTSA20007013).

That notice of receipt did not address a second request by Morgan. In correspondence dated February 6, 2006, Morgan petitioned for an exemption for a different vehicle, its “traditional roadster,” from all air bag requirements in FMVSS No. 208 (i.e., the standard's requirement that vehicles be equipped with air bags as well as the advanced air bag requirements) from September 2006 through September 2009. That company titled this correspondence “Supplement to Pending Morgan Part 555 Temporary Exemption.” Morgan explained that it did not file a petition for the traditional roadster at the same time as it petitioned for the Aero 8 because in October 2005 (when the Aero 8 petition was filed), Morgan planned to sell only the Aero 8 in the U.S. from September 2006 to September 2009. The company did not plan to sell the traditional roadster during that period because the Rover engine used in the U.S. version of the traditional roadster for 35 years was no longer able to meet more stringent U.S. emissions standards. In late 2005, Morgan found a U.S. certified Ford V6 engine for the U.S. traditional roadster and built a limited production run of 80 vehicles. The traditional roadster “immediately sold out.” In order to maintain U.S. sales and to produce reve-



nue, Morgan then decided to continue to sell the U.S. traditional roadster. However, while the traditional roadster had had a mechanical Breed standard air bag system (i.e., nonadvanced air bag system) since 1996, those air bags are now out of production and are no longer available. Morgan indicated that the final limited production run of 80 vehicles using the Ford V6 engine used the last of these air bag systems. In addition, Morgan stated that the Aero 8 standard air bag system cannot be fitted to the traditional roadster because the interiors and chassis are completely different.

We note that in its February 2006 correspondence, Morgan asked that its exemption requests for the traditional roadster and Aero 8 be considered independently. On September 7, 2006 (71 FR 52851), NHTSA issued its determinations of five manufacturers petitioning for temporary exemptions from the advanced air bag requirements of Standard No. 208. Morgan's Aero 8 petition was addressed at pages 5286252865.

As noted above, NHTSA upgraded the requirements for air bags in 2000 to require advanced air bags in passenger cars and light trucks. The advanced air bag requirements were a culmination of a comprehensive plan that the agency announced in 1996 to address the adverse effects of air bags. This plan also included an extensive consumer education program to encourage the placement of children in rear seats. The new requirements were phased in beginning with the 2004 model year. Small volume manufacturers (i.e., original vehicle manufacturers producing or assembling fewer than 5,000 vehicles annually for sale in the United States) were not subject to the advanced air bag requirements until September 1, 2006, but their efforts to bring their respective vehicles into compliance with these requirements began several years ago. However, because the new requirements were challenging, major air bag suppliers concentrated their efforts on working with large volume manufacturers and thus, until recently, small volume manufacturers had limited access to advanced air bag technology. Because of the complex nature of the requirements for protecting out of position occupants, "offtheshelf" systems could not be readily adopted. Further complicating matters, because small volume manufacturers build so few vehicles, the costs of developing custom advanced air bag systems, compared to potential profits, discouraged some air bag suppliers from working with small volume manufacturers.

The agency has carefully tracked occupant fatalities resulting from air bag deployment. Our data

indicate that the agency's efforts in the area of consumer education and manufacturers' providing depowered air bags were successful in reducing air bag fatalities even before advanced air bag requirements were implemented.

As indicated above, for its traditional roadster, Morgan is requesting an exemption not only from the advanced air bag requirements, but also from the standard's requirements for air bags altogether. As always, we are concerned about the potential safety implications of any temporary exemptions granted by this agency. II. Morgan's Statement of Economic Hardship

In accordance with 49 U.S.C. 30113 and the procedures in 49 CFR Part 555, Morgan petitioned NHTSA for a temporary exemption from standard and advanced air bag requirements of FMVSS No. 208. The basis for its application is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard. The agency closely examines and considers the information provided by [[Page 5101]]

manufacturers in support of these factors and in addition, pursuant to 49 U.S.C. 30113(b)(3)(A), determines whether an exemption is in the public interest and consistent with 49 U.S.C. Chapter 301. Morgan stated that without the sales of the U.S. traditional roadster from September 2006September 2009, it would lose an additional \$315,000 on top of the losses estimated in the October 2005 petition for the Aero. It further stated that if it were able to sell the traditional roadster in the U.S. during that period, "the resulting revenues would also be critical to funding the development of the new advanced air bag for use in all Morgan vehicles destined for the U.S. after September 2009." Morgan's previous financial submission indicates that the company's losses over the last 5 years have totaled more than \$3,600,000. In 2004, Morgan made a small profit for the first time in three years. Morgan predicted a net loss for fiscal year 2005. Estimated to be between \$3,196,179 and \$5,066,938. When costs for interior redesign, crash cars, and tooling are included, the estimate rises to between \$5,648,679 and \$7,519,438. (See 71 FR at 39391.)

Morgan stated that even adding the projected sales of the traditional roadster, the total U.S. "exempted car sales" forecast for September 2006September 2009 remain about the same: for 2006, 50 vehicles; for 2007, 250 vehicles; for 2008, 250 vehicles; and for 2009, 250 vehicles. Morgan also provided



information on the sales of the 80 model year 2005 traditional roadsters (with the Ford V6 engine). We note that in commenting on the agency's July 2006 notice concerning its request for a temporary exemption for the Aero 8, Morgan indicated that the temporary exemptions it was seeking would involve 400 Aero 8s over three years, and 400 traditional roadsters over three years.

III. Morgan's Statement of Good Faith Efforts to Comply

In its October 2005 submission, Morgan stated that it has been working with the air bag supplier Siemens to develop an advanced air bag system for the Aero 8. However, a lack of funds and technical problems precluded the implementation of an advanced air bag system for the Aero 8. It said that the minimum time needed to develop an advanced air bag system (provided that there is a source of revenue) is 2 years. Specific technical challenges include the following matters. Morgan does not have access to the necessary sensor technology to pursue the "full suppression" passenger air bag option. Due to the design of the Aero 8 platform dashboard, an entirely new interior solution and design must be developed. Chassis modifications are anticipated due to the originally stiff chassis design.

In its February 2006 petition, Morgan stated that it cannot install air bags in the U.S. traditional roadsters expected to be built between September 2006 and September 2009, even though the Aero 8 vehicles built during that period will have standard air bags. Morgan provided two reasons why the traditional roadster "cannot have air bags" even though the Aero 8 can. First, since 1996, the traditional roadsters have had a mechanical Breed standard air bag system. In 1997, Breed stopped production of the air bags fitted to the traditional roadsters. Thus, these bags are no longer available. Morgan states that it cannot obtain any more components. The final run of the 80 traditional roadsters with the Ford V6 engine used the last of the air bag systems.

Second, the Aero 8 standard air bag system cannot be fitted into the traditional roadster because the interiors and chassis are completely different. Morgan asserts that it would not be possible to integrate the Aero 8 air bag components into the traditional roadster's design because of both physical and operational differences. The Aero 8 air bag steering wheel will not fit in the traditional

roadster's design, and the Aero 8 passenger air bag will not fit into the traditional roadster's instrument panel. In terms of air bag operation, to use the Aero 8 system in the traditional roadster, there would have to be a new deployment control/trigger system developed due to the significantly different crash pulses between the Aero 8 aluminum tub and the traditional roadster steel chassis.

Morgan stated that the traditional roadster will have an advanced air bag system at the same time that the Aero 8 will. At present, the traditional roadster uses the same design as it has had since 1936, a steel chassis with a wooden frame for the body panels. As part of the development of the advanced air bag system, Morgan plans to switch the traditional roadster onto the aluminum tub chassis used by the Aero 8. In this way, the advanced air bag program (through Siemens) that Morgan outlined in its Part 555 exemption petition for the Aero 8 will also be applicable to the traditional roadster. Morgan believes that when its advanced air bag system is ready in 2009, the air bag system will simultaneously be installed in both the Aero and traditional roadster models. Morgan asserts that it "obviously cannot expend the resources to develop an air bag system advanced or standard" for the traditional roadster that is separate from the air bag system being developed for the Aero 8. Morgan cites this inability as the reason why there cannot be an interim standard air bag system for the traditional roadster during the period September 2006-September 2009.

IV. Morgan's Statement of Public Interest

In its original petition, which concerned the Aero 8, Morgan made several arguments supporting its view that the requested exemption is consistent with the public interest. According to Morgan, if the exemption were denied and Morgan stopped U.S. sales, Morgan's U.S. dealers would unavoidably have numerous layoffs, resulting in some loss of jobs in the U.S. Denial of an exemption would reduce consumer choice in the specialty sports car market sector in which Morgan cars compete. That company argued further that the Morgan vehicles would not be used extensively by owners, and would be unlikely to carry small children. Finally, according to Morgan, granting an exemption would assure the continued availability of proper parts and service support for existing Morgan owners. Without an exemption, Morgan would be



forced out of the U.S. market, making it difficult for Morgan dealers to support existing customers.

We note that in its February 2006 correspondence requesting an exemption for the traditional roadster, Morgan generally did not discuss whether or how these arguments would apply to its request concerning the traditional roadster. We invited Morgan to address this issue. As indicated above, Morgan did argue that revenues from selling the traditional roadster would be critical to funding the development of the new advanced air bag for use in all Morgan vehicles destined for the U.S. after September 2009.

V. Notice of Receipt of Petition and Public Comments

On August 15, 2006 (71 FR 46974) (Docket No. NHTSA200625592), NHTSA published a Notice of Receipt of Application for a Temporary Exemption from Air Bag Provisions of Federal Motor Vehicle Safety Standard No. 208, and asked for public comment. In response, NHTSA received two sets of comments, both from Morgan and both undated.

In the first set of comments, Morgan compared its petition with the grant of a Part 555 advanced air bag exemption to Ferrari (see 71 FR 29389, May 22,

[[Page 5102]]

2006). Morgan stated that, like Ferrari, its product cycles must last longer than those typical in the industry. Morgan also stated that, as did Ferrari, it made a good faith effort, but could not find a practicable way to meet the air bag requirements. Morgan stated that its air bag supplier went out of business, which resulted in a lack of components. Morgan concluded that it needed the exemption in order to implement a new advanced air bag system on a new chassis. Morgan also commented on the safety implications of granting the petition and provided additional points on why granting Morgan's petitions would be "in the public interest."

Finally, Morgan updated its 2004 and 2005 financial statements as follows. Morgan's original submission indicated that in 2004, Morgan made a "profit of 372,504 pounds." It was subsequently determined that Morgan showed a loss of 11,207 pounds (approximately \$21,000). Morgan explained that the difference resulted from "certain vehicle sales that in fact did not materialize." Morgan further stated that although it earlier

stated that "the results predicted * * * for 2005 were a small loss of [pound]3,248" (approximately \$6,000), the final accounts showed a larger loss of [pound]386,140 (approximately \$723,000). Morgan explained that the difference arises out of the amortization of additional R & D costs.

In the second set of comments, Morgan compared its petition to that of Saleen, which recently received a oneyear extension of a complete air bag exemption, which was a partial grant of Saleen's petition for extension for three more years. Morgan stated that its petition differed from that of Saleen, which already had five years under a complete air bag exemption when it asked for an initial exemption. Morgan stressed that it was petitioning for an initial exemption, not an extension, and for a period of time that is "half the total number of exemption years that Saleen has now received." Morgan also once again emphasized that it made good faith efforts to meet the air bag requirements, citing again that it used an air bag system that was in production for eight years, which can no longer be used because the supplier went out of business. Morgan also stated that the fact that it can no longer source components for its already existing air bag system further distinguishes Morgan from Saleen.

VI. Agency Decision

NHTSA denies Morgan's petition for the "traditional roadster." Morgan has informed NHTSA that the traditional roadster will have the same advanced air bag system as the Aero 8 in 2009, when the traditional roadster's chassis will be modified to accommodate the advanced air bag system. In the following discussion, NHTSA focuses on Morgan's attempts to secure a standard air bag for its traditional roadsters for September 2006/September 2009. In the background information regarding Morgan's attempts to secure both the standard and advanced air bags, Morgan states that its last source of standard air bags was in 1997 from Breed. Since Breed no longer manufactures the standard air bags, they are no longer available. In late 2005, after it found a U.S. certified Ford V6 engine for the U.S. traditional roadster, Morgan built a limited production run of 80 traditional roadsters, installing in them the last of the Breed standard air bags. Morgan informs us that the standard air bag system on its Aero 8 cannot be fitted to the traditional roadster



because the interiors and chassis are completely different.

In its petition, Morgan simply states that it "obviously cannot expend the resources to develop an air bag system advanced or standard" for the traditional roadster that is separate from the air bag system being developed for the Aero 8. It appears that Morgan had no plans to sell the traditional roadster in the U.S. after 1997. It appears that it was only in late 2005, when Morgan equipped U.S. certified engine vehicles with the last of the standard air bags and had better than expected sales that it decided to attempt to reintroduce the traditional roadster into the U.S. market. However, the agency has no information indicating that Morgan attempted to find a new source for the standard air bag. Although Morgan may not have been able to develop its own standard air bag system for the traditional roadster, it did not describe any contacts it made with potential suppliers of standard air bags, or provide quotations (even on a confidential basis) from possible sources that would be qualified to develop standard air bags for the traditional roadster. Without this information, NHTSA is unable to determine the extent of the economic hardship it would cause Morgan to procure standard air bags in the Aero 8.

In its comments, Morgan compared its petition with those of Ferrari and Saleen (which received a one year temporary exemption out of the three years for which it petitioned). The major difference between Morgan's petition and those of Ferrari and Saleen is that Morgan's petition lacks the detail provided by Ferrari and Saleen describing how each company attempted to secure alternate sources of air bags, and how much it would cost each company, if a source were available.

In its petition, Ferrari provided the following:

1. Chronological analysis of Ferrari's efforts to comply, showing the relationship to the rulemaking history of the advanced air bag requirements.
2. Itemized costs of each component that would have to be modified in order to achieve compliance.
3. Discussion of alternative means of compliance and reasons for rejecting these alternatives.

4. List of air bag suppliers that were approached in hopes of procuring necessary components.

6. Corporate balance sheets for the past 3 years, and projected balance sheets if the petition is denied.⁴

⁴ See Ferrari S.p.A. and Ferrari North America, Inc. Grant of Application for a Temporary Exemption from S14.2. of Federal Motor Vehicle Safety Standard No. 208 (71 FR 29389, May 22, 2006) (Docket No. NHTSA200523093), at page 29390.

In its petition dated January 24, 2006, Saleen cited by name the air bag developers and suppliers it approached about assisting Saleen in developing an advanced air bag system (see page 3 of the petition). Saleen also provided pursuant to 49 CFR Part 555.6(a)(1), "Engineering and financial information demonstrating in detail how compliance or failure to obtain an exemption would cause substantial economic hardship," and included information such as the vehicle components that would have to be modified to accommodate an air bag system (pages 34), and the itemized costs to modify each component (page 4).

Because Morgan did not provide a similar level of detail about the efforts it undertook to find alternative sources of a standard air bag and costs that would be entailed in modifying the traditional roadster to accommodate a standard air bag, NHTSA was unable to conclude that meeting the air bag requirements for Morgan would "cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith."

Finally, NHTSA notes that in the August 15, 2006 notice of receipt of Morgan's application for a temporary exemption for the traditional roadster, we invited Morgan to address the issue of how granting Morgan's petition for exemption for the traditional roadster would be in the public interest. We noted that all the public interest arguments raised in the August 2006 notice were taken from Morgan's petition for the Aero 8. Morgan did not respond to NHTSA's request on this [[Page 5103]] issue, and did not provide an independent basis for the agency's determining how granting Morgan's petition for the traditional roadster would be in the public interest.

Thanks to Lorne Goldman and Gomog



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