

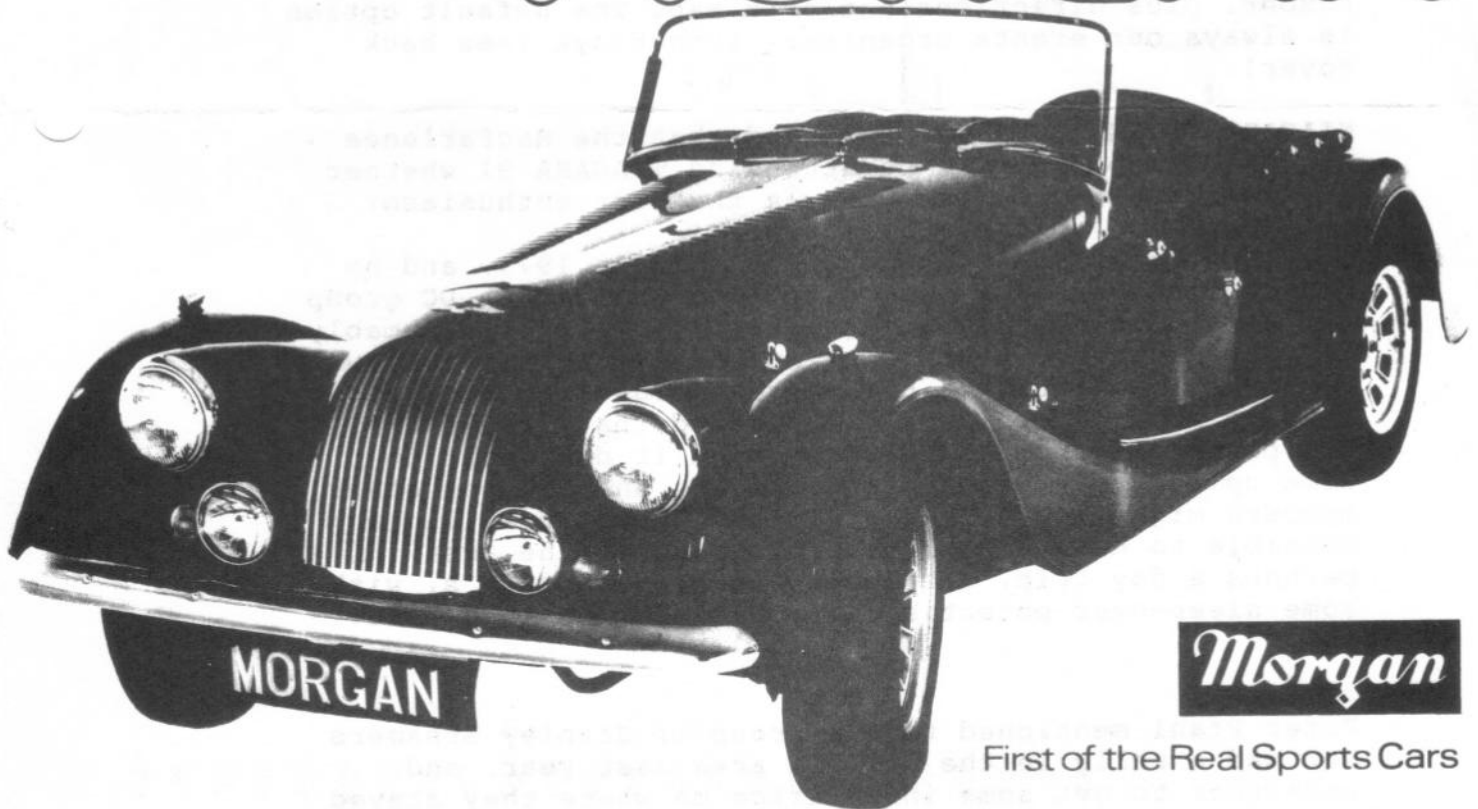


THE PRICE LESS BLURB



JANUARY/FEBRUARY 1991

MORGAN



Morgan

First of the Real Sports Cars

THE PREZ SEZ!

BRUNCH AT SHARKEY'S ON THE WATER: February 17, 1991.

ATTENDANCE: Fred and Lynn Kuzyk
Nick Murphy
John Roden
John Collins
Craig Davis and daughter Nicole
Gary and Sherry MacFarlane
Carol Cigana
Peter and Dorothy Pfahl

A good time was had by all. As advertised in the last Blurb, the event was combined with a Club meeting. To make life easier on me, I took the minutes, and this replaces another potential literary masterpiece, since there is now no room for a PREZ SEZ!

MINUTES MINUTES MINUTES MINUTES MINUTES

1. FUTURE EVENTS

We have lots, thanks to Lynn Kuzyk. In future, each event notice will incorporate an RSVP name and 'phone number, plus directions and/or a map. The default option is always our events organiser, Lynn Kuzyk (see back cover).

NIAGARA 91. Gary MacFarlane said that the MacFarlanes and the Turnbells will be attending NIAGARA 91 whether one is organised or not! How's that for enthusiasm?

The first meeting at Niagara was held in 1979, and no other venue has ever been used. The Washington DC group has tended to change venues every few years, presumably to provide variety, and Nick Murphy and John Roden, who feature prominently in our Niagara organization (i.e. they do much of the work!) indicated that, while they are prepared to continue, they find it difficult to come up with different things to do, and thought other members might appreciate a change. It would still be possible to have a smaller Club event in the area, perhaps a day trip, a barbecue at Nick or John's, with some sleep-over potential in a basement or in a tent.

Peter Pfahl mentioned that a group of Stanley Steamers had had a rally in the Orillia area last year, and undertook to get some information on where they stayed etc. Carol Cigana offered to check this out too, and so we should have something by our next event. I offered to contact the Great Lakes Group, who held their Mid West Meet at Elora a couple of years ago, and get some information on an Ontario Resort from our American affiliate! Why reinvent the sliding pillar suspension, I always say. I also undertook to check with US Clubs who visit our Niagara event, to see if a change of venue would greatly affect their potential

attendance in 1991. Please consider that done by way of these minutes, though I will try to drop them a separate line on the subject.

OTHER EVENTS. We have events planned until May. The Georgetown Classics Against Cancer is usually held in June. Lynn mentioned that the British Sportscar Club usually have a joint meet with the Austin Healey Club in August, and will check to see if we might have HogMog piggyback on that. Carol Cigana offered to host a barbecue in July in Aurora (complete with a pool). Details to be determined later.

2. REGALIA The following is available from Lynn Kuzyk (Contact her to find out the Postage costs)

106 MOG pins	\$3.00
4 Niagara 90 Dash Plaques	2.00
1 Red (Medium) Golf Shirt (Call Lynn, I forget)	
13 Large Long Sleeved T Shirts	13.00
5 Medium Morgans Across America Sweatshirt	23.00
40 Memopads plus Envelopes	4.00
38 Travel Alarm Clocks	10.00
43 1987 Dash Plaques	2.00

The following suggestions were made for new Regalia, with decisions to be made no earlier than at the next meeting.

HogMog T Shirt with a piggy driving a Morgan. Lynn will get a pattern and a cost estimate.

Sun Visors?

Watches with Club logo.

Club Jackets in nylon or poly/cotton. Lynn will provide a comparable one from another club at a future meeting. Approximate cost is \$30 to 40.

Beer mugs or glasses with Club logo.

Carol Cigana suggested we obtain regalia from other Clubs for sale to HogMoggers. Because of the cost, it seems preferable to invite other Clubs to list their wares in a Blurb, and allow HogMoggers to follow up if they wish to do so.

Please provide feedback on which, if any, of the Regalia items are of interest to you, and/or suggest alternatives

3. FINANCES The Club has approximately \$2,000 Canadian plus \$2,000 US in the kitty. Under these circumstances, despite the fact that dues have not been raised since further back than I can remember, no increase seems to be necessary. A more detailed Financial Statement will

appear in a future Blurb.

4. OTHER BUSINESS

Lynn suggested a costume Halloween party for October, with attendees bringing a toy to donate to a Children's charity. We will decide later.

Lynn also suggested that Club events be advertised in free publications such as Autophile or Auto Trader, since she found it difficult to locate the Club in the first place. The problem is that, in the past, many events were held at members' homes, and advertising to the general public would not have been appropriate. Consideration will be given to advertising our main event (whether at Niagara or not) this fall.

Carol Cigana offered to contact lapsed members to see if they would consider renewing. To this end, she suggested that a list of names and addresses of members past and present be published in the Blurb. The only problem with this is that junk mail may then follow (ask Audrey!). Further, mailing lists have some value, and Club policy is to ask persons or organisations wishing to contact the membership to combine their mailing with that of a Blurb, to help defray Club expenses. To allow members to more easily contact each other, however, we will consider printing names and phone numbers in a future Blurb. Feedback, please.

Since there was no other business, and since pretty well everyone else had finished Brunch and left, the meeting adjourned, much to the relief of Sharkey's waiters.

EDITORIAL

Well, the Toronto International Auto Show is over for another year, and thankfully spring is creeping closer by the minute. Too bad no work has been done on our cars and with new business ventures and the garage roof losing more shingles every time the wind blows, I guess nothing will be done on them either.

This is a hastily put together newsletter rushed out in the week between the Auto show and leaving on holidays, so the news listed below is brief, and I have not written an editorial as such.

I received a call last night, (Monday) from Lynn Kuzak to tell me that the March 16th hay or sleigh ride has been cancelled, and that for the April run to the Ancaster Flea Market, George Lafford has volunteered to let the group assemble at his and Marylou's house for the drive to the fairgrounds. George would appreciate RSVP's prior to the 16th of April. You can reach George at (416)648-5261.

When road sign says 'bump', they mean it in the north

Steering feedback

This steering gear, added to the Plus 8 when fuel injection replaced carburetors some years ago, generates far less kickback to the driver than the old system. No shortage of feedback to be sure, but it's not unpleasant.

The bonnet strap, a two-inch wide leather thing, is doubly functional. First, it ensures the bonnet doesn't come loose at speed. Second, the free end, about a foot long, rises, Priapus rampant, with road speed in perfect synchronization with the speedometer needle. Can this be Morgan's foray into heads-up instrumentation? Get out the Tuck Tape, and snug that sucker down.

5.30 p.m., Montreal Harbour: Gorgeous view of this Lake Superior bay. Highway 17 is a speed limit scofflaw's paradise. Lots of gentle downhill runs with tons of visibility, and no OPP officer could possibly justify sitting at the side of the road trapping the scanty traffic.

The Morgan has tremendous power. It's scalding, scary fast. Fun, too. I don't run it too quickly for too long, though. I don't think I've had the engine over 4500 r.p.m. It gets rough and coarse-sounding at about 3800 r.p.m., and the low-end torque is so great it doesn't need lots of revs. It'll pull 1000 r.p.m. in fifth, no problem.

No problem either if you want to run up through the gears. The shift lever was a bit loose on my car — a lock nut needed tightening. The linkage is very precise, a bit heavy, but direct and with an extremely strong feel. The clutch is light enough, considering the power it must transmit.

6.30 p.m., Sault St. Marie: Guess I can kiss goodbye the idea of watching the hockey game with my brother in North Bay. I'm still five hours away. Just as well; he hates the Leafs, and he'll just gloat if they lose again. (Ed. note: They did).

Late for hockey

Heavy snow driving out of town. Must take care that the car's tremendous torque doesn't

cause a fishtail skid. The Plus 8 has a limited slip differential, so when the rear wheels do break loose briefly the car remains stable.

Three tiny wipers march lock-step back and forth. In faithful obeisance to Murphy's Law, the one that works best is in the middle, where the glass is almost totally hidden by the rear view mirror glued to the windscreen.

11.30, Sturgeon Falls: OPP is doing a RIDE check. Good on ya, guys. Here's an OPP program I can get behind. Poor officer almost has to get down on his knees to peek through the sliding plexiglass window. Waves me on with a cheery "Thanks for being a sober driver!" You're more than welcome.

12.10 a.m., Sunday, Dec. 16, North Bay: That's 1230 kilometres in one day, driving alone, not even a radio to keep me company. Pit stop at bro's for sleep and food.

11 a.m.: It wasn't too cold last night, maybe minus 7. Still, British cars and winter? But the Morgan fired up on first key-twist, and ran with no driveability problems at all. Completely unfussy. Impressive.

Noon, heading out of North Bay: Willie Nelson's "On the Road Again" springs to mind. Familiar territory now. Done this drive dozens of times. Beginning to get familiar with the car too.

12.15 p.m., Trout Creek: Bright winter sun, low in the sky. Mail slot windscreen or no, I wish this car had a sun visor. My retinas are being singed. Tuck Tape to the rescue once again.

4 p.m., Erin: Brief stop at the home of colleague Bob English, also a Morgan owner. Looking at the fabric weatherstripping on the firewall, he says, "Morgan must have bought a 5,000 foot roll of this in 1910 and haven't used it all up yet! Exactly, the same stuff on my 1968 car!" In fact, a lot of the structure is the same. Tradition, combined with "if it ain't broke . . ."

5.10 p.m., Milton and home: Car looks great in my driveway. Rust-Check dribbles mingle with salt spray and road grime. Well-earned battle scars.

As heroic sagas of the Frozen North go, tales to bore the grandchildren with some day, the Mid-Winter Morgan Dash doesn't and won't. Absolutely uneventful. The gauges stayed resolutely stuck at "normal" throughout, with the exception of the gas (petrol) level, which recorded an amazingly frugal 32.5 miles per gallon (8.7 l/100 km) over the trip.

1 p.m., Monday, Dec. 18, coin-operated car wash in Milton: Hose off the big chunks, then to Bolton to deliver car to the Beers'. They've got a neat old shop, lots of fabulous cars undergoing restoration. I've had such a ball driving this thing that I resolve to get my 1960 Jaguar fixed. Anybody got any lottery tickets they want to donate to the cause?

Simple cars

Epilogue: Modern cars are getting more complex, so they can be driven by simpler people. Morgans are simple cars, the complexity lies in the motivations of their owners. If a modern car exhibited any of the niggling problems the Morgan had I'd crucify it. In a Morgan, it's part of the deal.

In a reverse way, a Morgan testifies to the efficiencies of mass production. A Mustang LX 5.0 litre with similar mechanical configuration and performance, air conditioning and power windows, costs \$20,000. A Morgan Plus 8 with no windows at all is almost \$70,000. (A four-cylinder version is under \$50,000.) Who cares. If you have to ask . . .

A Morgan is unabashed entertainment, adventure, thrills. It's knowing that the factory has your name on the build ticket when your car is assembled. It's not mere nostalgia, because most Morgan owners don't "remember" as such. They're living an era of motoring they never knew. It's a desire for romance, character, excitement.

I'm a believer.

CONTINUED FROM PREVIOUS ISSUE

Morgan combines yesterday's looks with today's speed

F2 Kitchener-Waterloo Record, Fri., April 27, 1990

Record wire services

The factory where they make Morgan roadsters has the air of Santa's workshop and for a time in the production process the car looks like a toy — the kind a Saudi prince might buy for his son.

The Morgan might look anachronistic and tinny, according to an article in Esquire, but it goes like a rocket.

The Morgan is the classic British roadster with features not seen on most other cars for 50 years — a wooden frame, running boards, bug-eyed headlights, leather hood straps, louvered vents and a rakish, elegant profile. It looks like what it is: one of the great 1930s sports cars.

Apart from technological improvements such as rack-and-pinion steering, today's Morgan is basically indistinguishable from the first Morgan 4-4 of 1936. Each car is hand-built at the company's factory in Great Malvern, northwest of London.

The Morgan of 1936 and today's model look almost identical, but today's car is stronger, zippier and more reliable than ever, thanks to hundreds of small improvements.

"In the whole car there is only one thing, the inner wheel arch, that hasn't been changed or modified in some way since the original," says Charles Morgan, grandson of the founder and now production manager.

It takes the company's 100 or so workers about three months to build one Morgan. About 450 are made each year.

There are three sizes of engine — 4-4, so-called because it has four cylinders and four wheels (before 1936 Morgans had three wheels); the more powerful Plus 4, and top-of-the-line Plus 8.

Every Morgan starts as a simple steel chassis onto which is built a sturdy wooden frame: using 76 pieces of smooth, handshaped ash (120 pieces for four-seaters). The wooden frame is covered with a thin skin of handworked aluminum sheet.

"In a race," the Wall Street Journal said, "Morgans can leave

Camaros, Firebirds and turbo-charged Datsun 280-Zs in the dust. They have beaten souped-up Porsches off the starting line."

The Morgan Plus 8, with its fuel-injected Rover V-8 engine, has a top speed of 122 miles an hour, 140 if you take the front windshield off.

It goes from zero to 60 in 5.6 seconds, and from zero to 100 in 16.4 seconds, which makes it sprintier than a BMW M3 or a Porsche 911 Targa. It will go nose to nose with a Ferrari Testarossa from zero to 60 miles an hour, before the latter's greater power lets it pull away.

The Morgan Motor Company was founded in 1912 by H. F. S. Morgan, the motor-mad son of a well-to-do Anglican clergyman.

He built himself a three-wheeler called the Morgan Runabout. People admired it and asked him to build one for them and by the early 1920s Morgan was producing 50 cars a week.

Today the company is run by Peter Morgan, son of H. S. S., and his son, Charles.

It is the oldest surviving independent car-maker in the world. In its 78 years it has for the most part failed to automate or expand, failed to diversify, failed to change its product line, failed to turn to the stock market for new capital, failed to maximize profits by jacking up prices.

"We've never entertained ideas of precipitate expansion, which I think was the undoing of a lot of British car companies," Peter Morgan said.

The list price for a basic Morgan 4-4 in Britain is the equivalent of about \$20,900 US and the top-of-the-line Plus 8 goes for about \$32,300 US. A Porsche 944 Turbo costs Britons about twice as much.

The company exports about 50 per cent of its cars. In the early 1960s, 75 per cent of the company's production went to the United States, but U.S. sales became almost negligible because of the Clean Air Act and other environmental regulations.

There is a modified Morgan on the market today for Americans. The waiting list is only six to seven months.

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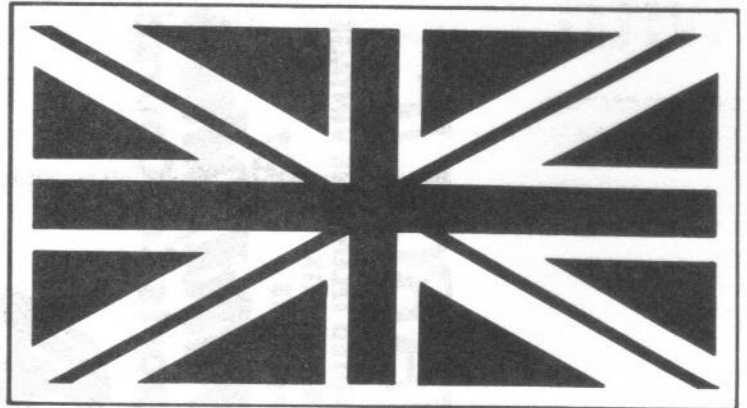
And lastly, more bad news: I received a phone call this morning to tell me that club member Doug Price passed away yesterday. John Collins has volunteered to put something together for the next issue.

A little more news has been included on the Mid Ohio race weekend, rooms are filling up, and the information packages are now available from Ohmog. Martin, Donna, Steve & I are some of the bookers. It should be a great time, and a good chance to get together with some of the various Morgan club members from the US and Europe.

ANCASTER



british car



ADMISSION:

Adults: \$ 3
Children: free
Vendors: \$20 club
 \$25 non-club
Club Display: \$ 40

HOURS:

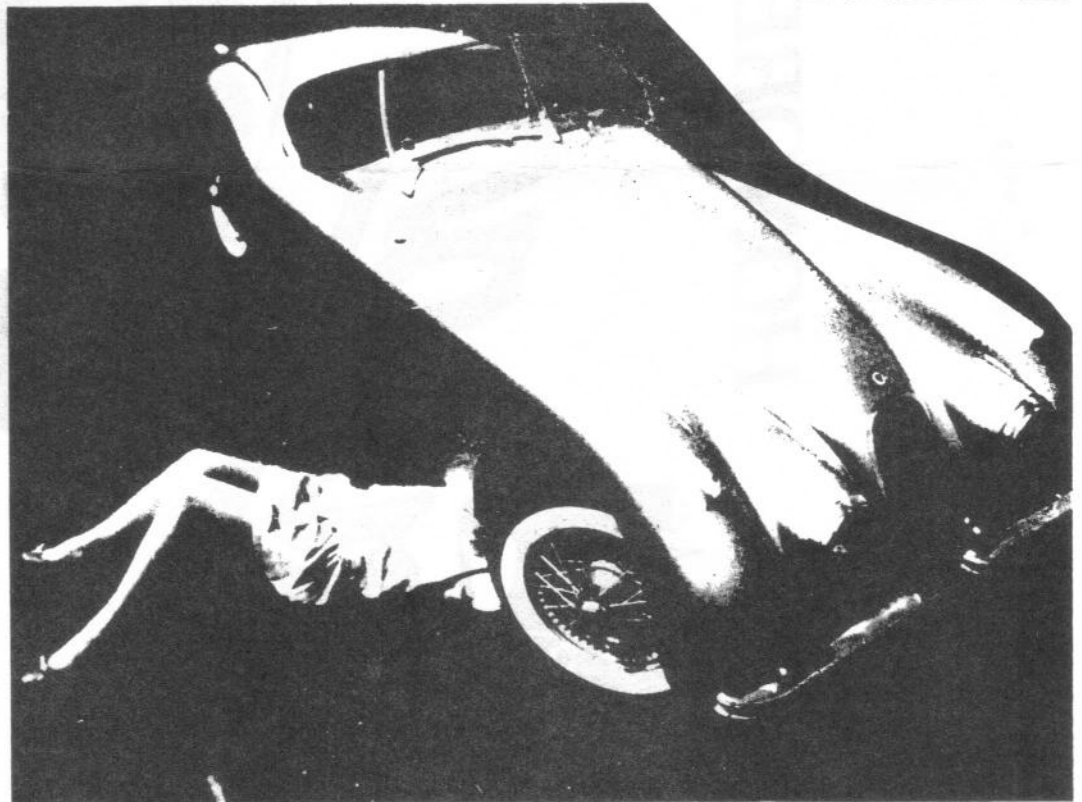
Public 10-4, Vendors 8-6
Snack Bar

INFORMATION:

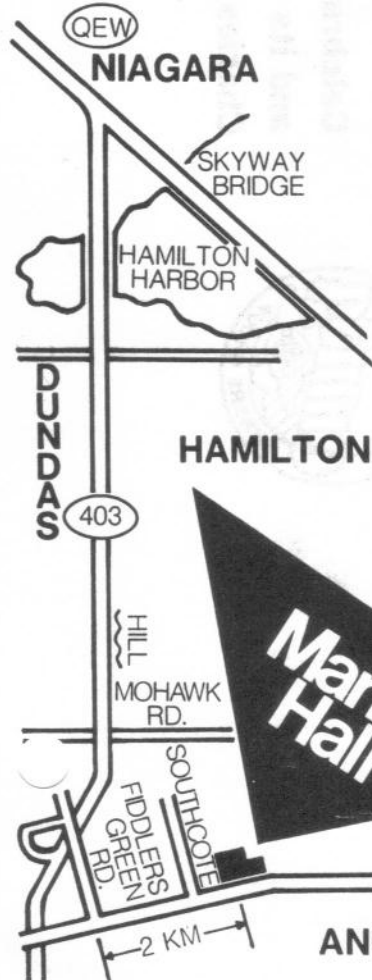
Carol Ouellette
Res. (416) 957-2429
Bus. (416) 664-4067

Ian Allison
Res. (416) 727-8115
Is. (416) 862-5067

FLEA MARKET

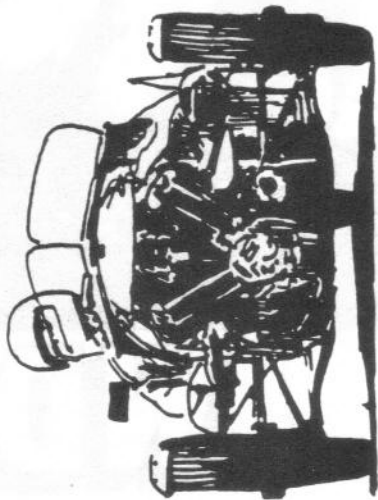


TORONTO



AND CAR SHOW

sunday april 21/91

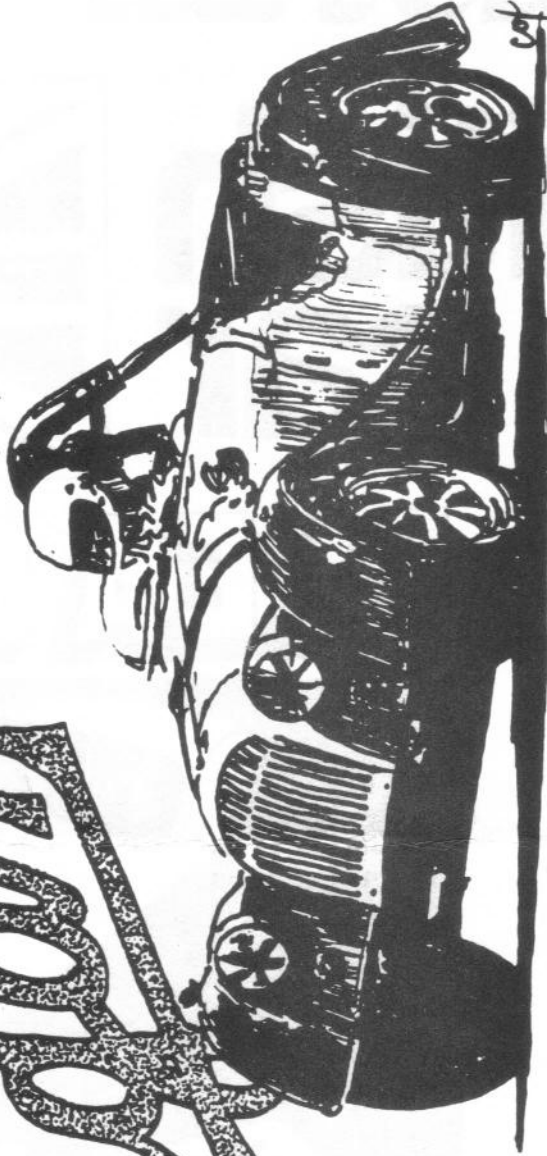


HONORED MARQUE

UNITED TELEPHONE VINTAGE
GRAND PRIX
June 21-23

 **Mid/Ohio**
Sports Car Course

Morgan



Celebrating the 40th Anniversary of the Morgan + 4
and its Competition Victories, with special guest
Charles Morgan.

December 16, 1990
7883 Windy Knoll Drive
Cincinnati, OH 45241

Dear MOGGER:

As highlighted in issue #4 of OH MOGGIE which you received in October, our Club has succeeded in having Morgan designated as Featured Marque at the Mid Ohio SVRA June 21-23, 1991 race meet.

Mid Ohio is one of America's foremost race venues with a picturesque 2.4 mile track and country club quality facilities. John Sheally calls it "one of the finest racetracks in the world."

Sportscar Vintage Racing Association is the largest US vintage racing sanctioning group. During its annual season, SVRA sponsors events at Sebring, Watkins Glen, Road Atlanta, Bahamas Speed Week, etc. Mid Ohio is one of SVRA's largest events, with over 300 competitors.

It's quite an honor for Morgan to be selected as featured Marque. In 1990 Austin Healey was designated. Team Healey from the UK made it their first American race, complete with guest appearance [his only for the series] of Geoff Healey. When Jaguar was featured Marque, Jaguar North America brought over the Silk Cut Le Mans winner and sponsored display of another 12 historically significant Jaguars.

In the manner of Team Healey, we've asked several UK and European competitors to bring their cars to America to "combat" the colonials on our home turf. In addition we've issued an East - West challenge to our California enthusiasts.

There will be a special recognition pavilion in which we will display a dozen significant Morgan cars. These Morgans will represent factory production from early 3 wheelers thru the latest +8, as well as a famous competition Mog or two. For the thousands of race fans, who aren't quite sure "just when they stopped making 'em," this display should be very stimulating.

As a special guest, OH MOG has arranged for Charles Morgan, grandson of HFS Morgan, to attend our event. In his present role at the factory, Charles serves as Production Manager and as a Director. His comments as the keynote speaker at our Saturday evening banquet promise to be of interest to all American enthusiasts. Perhaps even more fun will be the chance to see Charles compete in the all Morgan marque race.

Many historically significant Morgan competitors have committed their participation. These include Richard Freshman with Baby Doll IV, Dave Bondon with his SLR and Bob Wilson driving the Flat Rad 4/4 which was Peter Morgan's first competition car. So far about 18 Morgan drivers have agreed to race, the largest group of racing Morgans ever assembled in the America!

Other US Clubs have taken the call and begun to make arrangements for widespread joining of our event. Morgans Great Lakes and Morgans of Philadelphia are two clubs showing up in force. Our "Morgans at Mid Ohio" planning committee has been hard at work since August and already has set in motion a once in a lifetime event.

With strong interest by other Clubs, our block of rooms at the Holiday Inn will not last much longer. We are at work trying to arrange back up hotel[s] but Holiday Inn books out very early and other area hotels are equally crowded. Now is not too early to make reservations! This cannot be overstated.

Reservations phone # 419 525-6000; mention the Morgan Club and the SVRA race weekend. Our meet will include a full Friday of activities so your reservations should begin Thursday, June 20. Our draft agenda is enclosed, subject to modification as our planning continues.

OH MOG will have a concours car show and a series of receptions [including use of the spectacular 5th floor tower suite at the race track]. Large quantities of renowned OH MOG friendliness will be served. Rob Boetger is coordinator for meet registration. Packets will be ready in February for those requesting them: 10615 Northwoods Circle, Chardon, Ohio 44024. Telephone h. 216 285-4823 o. 951-2222

We look forward to hearing from you in the near future. Please consider taking part. Like Morgans over America, Morgans at Mid Ohio will be a one-time chance to take part in something very thrilling.

Sincerely,



Chas M. Wasser
Chairman
Morgans at Mid Ohio

THE MORGAN EXPERIENCE

Around an hour of high-quality filmwork, specially researched and produced for this video.

Morgan is the last – and easily the longest lived – of the true sports cars. Morgans are cherished across the world for their qualities of craftsmanship, performance and the pure expression of motoring from a bygone age.

Top broadcast cameraman, BRIAN WEEKS, has been both driving and filming Morgans for over 25 years and this video is the result. Produced by motoring writer LINDSAY PORTER.

* On the road and on the track, from Porlock Hill Climb (1912), through Le Mans (1964), to modern-day racing Morgans.

* History and model development, with newly-discovered pre-war film

* An overview of what's involved in Restoration, Servicing & DIY Maintenance with Castrol. And what to look out for when buying.

* New film of the factory at work – including Peter and Charles Morgan themselves.

You would have to join a waiting list years long in order to buy a Morgan – but with this video, you can 'Experience' for yourself, in around an hour of beautifully shot footage, Morgans ancient and modern, from every angle and in exciting action. Morgans in the UK and, with Morgan personality John Sheally, in the USA.

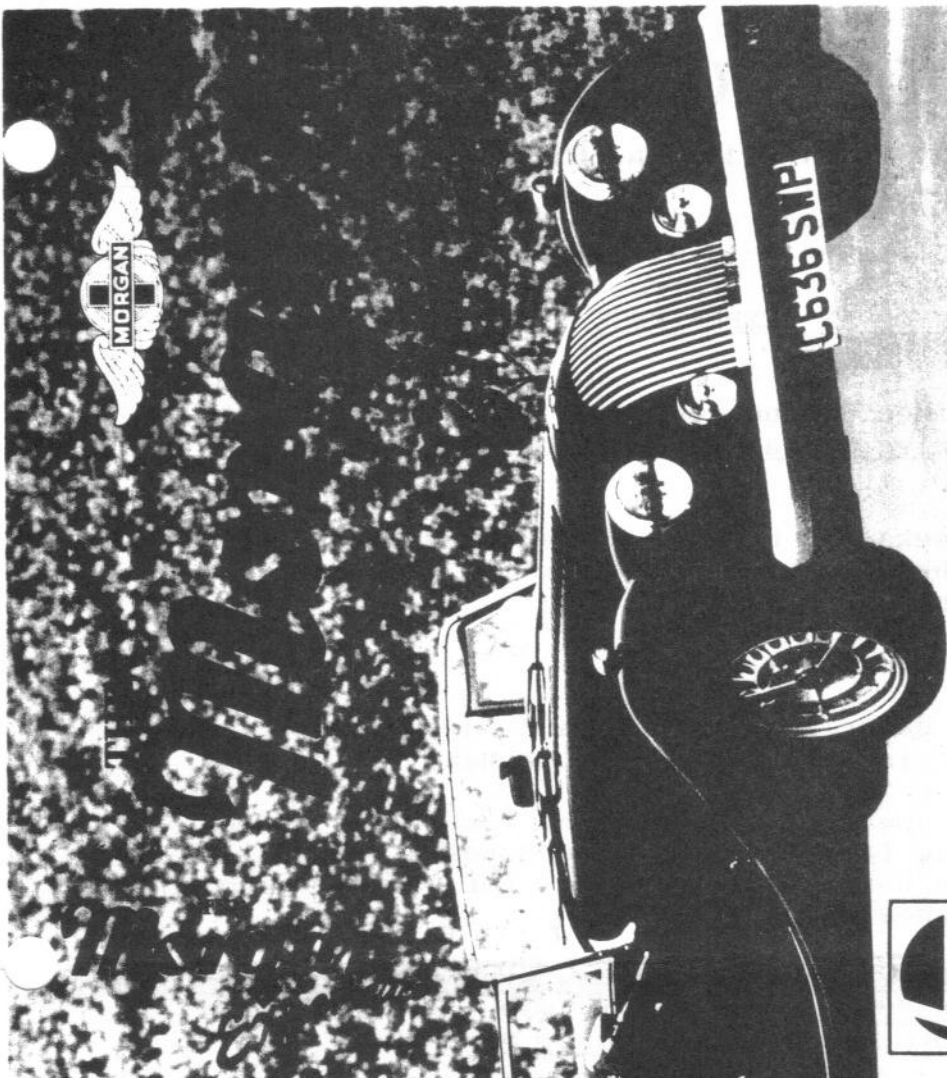
The Morgan Experience...



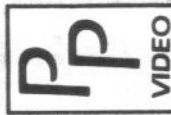
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APPROX
ONE HOUR



PPV 3106

All 3-Wheeler and 4-Wheeler Models
Produced with the kind co-operation of The Morgan Motor Company.

- HISTORY, FROM 1910 TO THE PRESENT DAY
- RACING FROM 1912-ON, INCLUDING LE MANS
- RESTORATION AND DIY MAINTENANCE
- MAKING A MORGAN – THE FACTORY
- MODEL DEVELOPMENT
- ROAD TESTS
- BUYERS GUIDE



PP Video Productions

The STOREHOUSE, Little Hereford St, Bromyard Heref, HR74de

Tel 0885 488800 Fax 0885 485012



THE MORGAN EXPERIENCE

The new video from PP Video Productions, in association with Castrol, described by Charles Morgan as "ABSOLUTELY MARVELLOUS!"

Top BBC cameraman Brian Weeks has been so mad about Morgans that for over twenty years, he's been filming them on and off the track. This video combines:

- the best of Brian Weeks' material
- much archive footage never seen before and going back to Morgans in action in 1912, in the '30s and at Le Mans in the '60s
- video material shot specially by Brian for this video, including a look around the factory, plus 'how Morgans are built today', hosted by Charles Morgan, what to look for when buying, and the anatomy of the 3-wheeler.

As the jacket states, This video was produced with the kind co-operation of The Morgan Motor Company and was conceived and directed by top-selling motoring writer Lindsay Porter.

Please note that we have included an inlay and advance information sheet for your interest.

A personal note from Lindsay Porter

"We all got a great kick out of producing this video - in fact, we're based only a dozen miles from the factory - and we hope you enjoy watching it as much as we enjoyed producing it.

"We also hope that you would like to make the video available to your customers and visitors. Some of them may have along time to wait for their cars; perhaps this would help to ease the pain of waiting!

"Copies of the videos are available immediately and we can therefore despatch any order that you may wish to make - **order straight away and receive your copies in time for Christmas!**

With best wishes,

Sarah Wynn

PP Lindsay Porter
Member of the Guild of Motoring Writers

Moggining Technically Speaking

My last article on Winter-time Cars brought back a flood of memories of how we started our cars in subzero weather. Some of these memories are comical, others depict ingenuity and a few are examples of abject stupidity. I thought that maybe to-day's article would be written around these memories but then I remembered my promise to detail certain Nat-type Morgan pre-spring work plans. However between writing about work plans and getting to the pen and paper I read a technical article in the S.A.E journal and would like to share it with you. The article dealt with engine intake valve tuning and variable actuation that would supplement a greater range of engine compression and stroke variables. This future perspective would foster brisk vehicle performance, good fuel economy and pleasant driving characteristics. One must remember that a myriad of variable engine design options differently effect fuel economy, full-load torque curves and idling characteristics. And finally the selection of engine design variables must respect the parasitic or excessive friction losses that may be inherent with required accompanying valve timing or fundamental engine kinematics.

Valve timing is important. Late intake valve closing (LIVC) incurs a pumping loss or engine load as the descending piston draws in the air/fuel mixture. This loss is directly proportional to the degree of throttle opening/closing. As the valve closing is extended with the throttle valve fully open it is obvious that the engine compression ratio will decrease because some of the fuel charge is expelled back into the intake manifold. Intake valve timing and kinematics must temper performance needs to ensure optimum efficiency. Early intake valve closing (EIVC) also incurs a pumping loss or engine load however this loss is due to creating a lower pressure effect caused by the descending piston.

In either early or late valve closing one must consider net thermal efficiency. Thermal efficiency loss deteriorates rapidly with a decreasing load caused by EIVC rather than LIVC. In other words for fuel economy one does sacrifice performance.

Now performance could be increased by increasing the compression ratio. The compression ratio aspects could be so applied as to increase upon engine load decrease.

However this general approach to alter clearance volume i.e compression ratio by relative movements of the heads and pistons do have the negative environmental effect of increasing hydrocarbon emissions.

One may wish to consider increasing fuel economy by reducing piston stroke progressively rather than by intake throttle control. It is obvious that to meet full demands the engine must have a high stroke to bore ratio. But at the lower end of the power curve requirements a lower stroke to bore ratio would meet the lesser needs. Unfortunately experiments to date have shown excessive engine emissions of oxides of nitrogen and increased friction of the variable stroke mechanism that limit fuel economy potential.

Or even step-wise reduction of engine loading accomplished by deactivating engine cylinders could be considered as an alternative fuel saving measure.

We all do remember do we not that one Cadillac model did boast of this feature. But the aperiodic engine cylinder firings sorely taxed the drivers sanity.

Next, to improve engine performance intake tuning could be considered. We all know that the passage or travelling pattern characteristics of the fuel charge through the intake manifold to inlet valves is not uniform.

This unsteady flow experiences pressure and rarefaction waves which is noted as Helmholtz oscillation. It is possible to create greater-than-ambient pressures ahead of the intake valve which results in the supercharging of the cylinder by means of this excitation. But in order to realize this phenomena the intake configuration must be tuned or physically geometrically proportioned to establish Helmholtz resonance at that particular engine speed. To benefit from Helmholtz resonance supercharging redundant inlet configurations must be selectively used throughout the broad range of engine speeds. Simply stated a tuned inlet manifold or header pipes will improve performance but it is limited to a finite range of engine speeds.

Next, lets overview valve timing. There are three truisisms that must be stated.

1- Engine torque is dependant upon fuel mass inducted into the cylinder.

2- The quantity of fuel mass inducted into a cylinder is a function of the valve timing and engine kinematics.

3- Inertia of the air mass negatively impacts upon the rate of cylinder fuel charging

Clearly if intake valve closing could be varied with engine speed then the engine torque curve would not fall off as sharply at higher rpms. Naturally aspirated engines having high specific power requirements have valve timing favouring high speed operation. Hydraulic valve lifters having an accelerated leakage of oil to shorten lifter height to match decreasing engine speed have been developed for this specific design approach. The downside to this development is the incessant valve ticking noise that results.

There are many new and marvellously innovative engine designs waiting to be introduced to the world car market. I've attempted to rationalize a few whose benefits are being reviewed by the auto makers.

Maybe in my next article I will return to yesteryear of 40 below zero, a car that wouldn't start and a date in town awaiting.

Peter George

Everyone can own a Morgan! by Ron Lohr

You're driving past the showroom window and the shiny yellow +8 catches your eye. You stop, back up, get out of your car, and enter the showroom. An amazing spectacle lies before you as you dumbfoundedly gaze at the wide selection of dream cars before you. Each and everyone is an image of perfection, minutely detailed for your scrutiny. You've entered The Magic Image, a die-cast toy enthusiast's heaven. I came across this little art gallery/toy store recently in my hometown of Pickering - run by a husband and wife team - you can guess who has what. And after spending the better part of an hour shooting the breeze and picking out some toys, I left with my wallet empty and a bag of toys for my collection.

At this point I will say that this preamble was a ruse to get you interested in the rest of what I wish to say. I have never seen any articles addressing the collection of Morgan toys and figured it wouldn't hurt to write one. Maybe some of you already have collections, or have a couple of toys laying around. Maybe some of you would be interested in acquiring some toys but didn't know any were available. Getting back to my purchases at The Magic Image, my prize was a red 1933 Morgan SS, 1:43 scale, made by Brumm of Italy. They were also available in black or yellow and have a gold coloured exhaust system. Very nice looking, maybe a tad expensive at \$26.95. As a collector, I would like to get all the colour combinations. Because I don't normally collect Morgans, I balked at the cost. Because I collect toy Volkswagens, I didn't balk at paying \$70.00 for two original VW Dinky toys. I also picked up my missing Dick Tracy cars, and a beautiful red 1968 Shelby Mustang by Ertl. The latter I got because I liked it and it was cheap (relatively).

Getting back to Morgans, besides the Brumm's, they also had a Polistil +8 in yellow with black fenders. These are 1:18 scale and retail for about \$35. I've also seen them in green. I don't have one yet but my birthday is coming up... These 1:18 scale cars are very detailed and many other sports cars are available in this scale in the Polistil brand, and in other brands like Solido and Burago. The Polistil and Burago are Italian, the Solido French.

This back-street store has a remarkable selection of current die-cast toys to interest any car enthusiast and includes a sprinkling of older toys for the diehard collector. It wouldn't surprise me if there were more stores like this one tucked away somewhere waiting to be discovered.

Another Morgan you can find is the 1:50 scale +8 put out by Majorette. Okay, so it's not as detailed and is Matchbox sized but it only costs about \$1.29 (if you can find it). I get my supply at Roots Home Hardware here in Guelph. There's only one left because I bought three last night; one to take out of the package (bubble plastic) and the other two to leave in. These two face opposite ways in the packages (you never know what will be of value). I've bought a number of Majorettes over the years. The current series is a light silver-green, presently with a blue windshield. The earlier ones of this colour came with a clear windshield. Before this series was a dark green series. I bought two of those, opposite facing, and found out later they had two different styles of wheels. These, incidently, have yellow windshields. Before the dark green series was a red series. Mine has a clear windshield. All Majorettes seem to have white tops. That's as far back as I go on Majorettes. I would imagine there were other variations in these series and perhaps other colours

dating back further. Mine were new over the last 5 years.

On a recent trip to Germany, I found a Siku +8 (1:50 scale, #1062). I had also brought one back three years earlier. Both were identical - blue with a white top, but in different bubble plastic packaging. I've never seen a Morgan Siku in Canada, but some Toy vendors do sell Siku. The most likely place to pick one up would be at one of the large Toy Shows at the International Center in Toronto. I would recommend such a show to anyone, whether they collect toys or not. Its a way of determining how much those old toys you destroyed as kids are worth today (anyone have an original Corgi Batmobile?). The next show is near the end of April.

Now that I've used a whole page to describe the four brands of Morgan toys I've found available, let me describe some of the older ones I have. The Brumm company started into die-cast vehicles with a cyclecar series, in which Morgan three-wheelers were well represented. I have three Morgans from this earlier series, a green 1923, and red and blue models of unknown vintage (I don't have their box). These latter two are the same car, one with the top up, one with it down. I bought these about four years ago but they may be older. I also have a 1:75 scale red Tomica +8, made in Japan. It first came out in 1977. I bought it used and I doubt it is still available. The last toy I have is a yellow 1:75 scale Corgi Whizz Wheels +8 which came out of Great Britain in the early 70's. These latter two were picked up at Flea Markets for \$5.00 or \$6.00. My total Morgan collection consists

of just over a dozen examples, a drop in the bucket next to my 600 plus VW's.

One interesting fact that came to light is that Great Britain, for a long time the leading manufacturer of die-cast toys with Dinky, Corgi, Matchbox, Lonestar etc., produced no Morgans that I could discover until the Corgi Whizz Wheels of the early '70's. This conclusion was reached by reading through my comprehensive books on the Dinky, Corgi and Matchbox marques (current to the early 1980's). Every other sports car imaginable is represented. Did the Morgan factory not give permission for a model to be produced? Did die-cast designers look upon the Morgan as an unknown car and produce the Cunningham instead? Maybe a reader can supply us with the answer. All the British biggies are now made in Hong Kong or Macau, with Matchbox now producing collector's editions under the Dinky name.

Another interesting fact is that all toys are either 3 wheelers or +8's. The 4/4's and +4's don't seem to be worthy candidates for scaled reproductions.

I hope this article has been of interest and that it may stimulate other Club Members to submit articles on more off-beat subjects. It may be interesting to hear of other Morgan toys that Club Members may have and perhaps to catalogue them. I am also open to donations of more VW paraphernalia and older VW toys if anyone is willing to part with them. Perhaps we can set up a toy exhibit at the Niagara meet?



February 21, 1991

To:

MORGAN OWNERS GROUP

LISTED BELOW IS THE LATEST MEMBERSHIP ROSTER, IF YOU HAVE PAID YOUR DUES AND STILL DO NOT FIND YOUR NAME ON THE LIST, (PER LAST BLURB, YOU SHOULD NOT HAVE RECEIVED THIS COPY), PLEASE CONTACT MYSELF, AND IF AT ALL POSSIBLE SEND A COPY OF CANCELLED CHEQUE, OR DETAILS OF PAYMENT.

THE FINANCIAL STATEMENT OF THE CLUB AS OF 02-07-91 WE HAD IN THE BANK CANADIAN FUNDS OF \$2,281.29 (TWO THOUSAND TWO HUNDRED AND EIGHTY ONE DOLLARS AND TWENTY ONE CENTS), AND US FUNDS OF \$2,737.45 (TWO THOUSAND SEVEN HUNDRED AND THIRTY SEVEN DOLLARS AND FOURTY FIVE CENTS) .

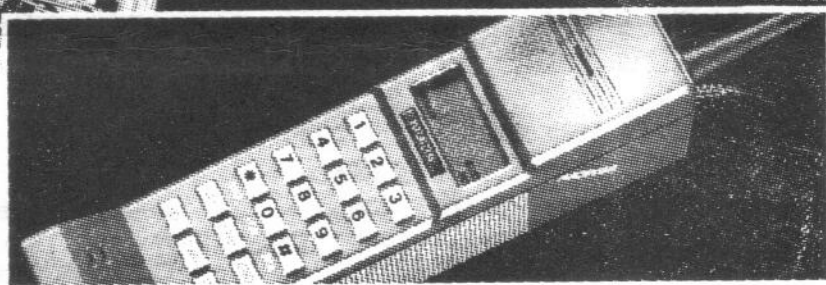
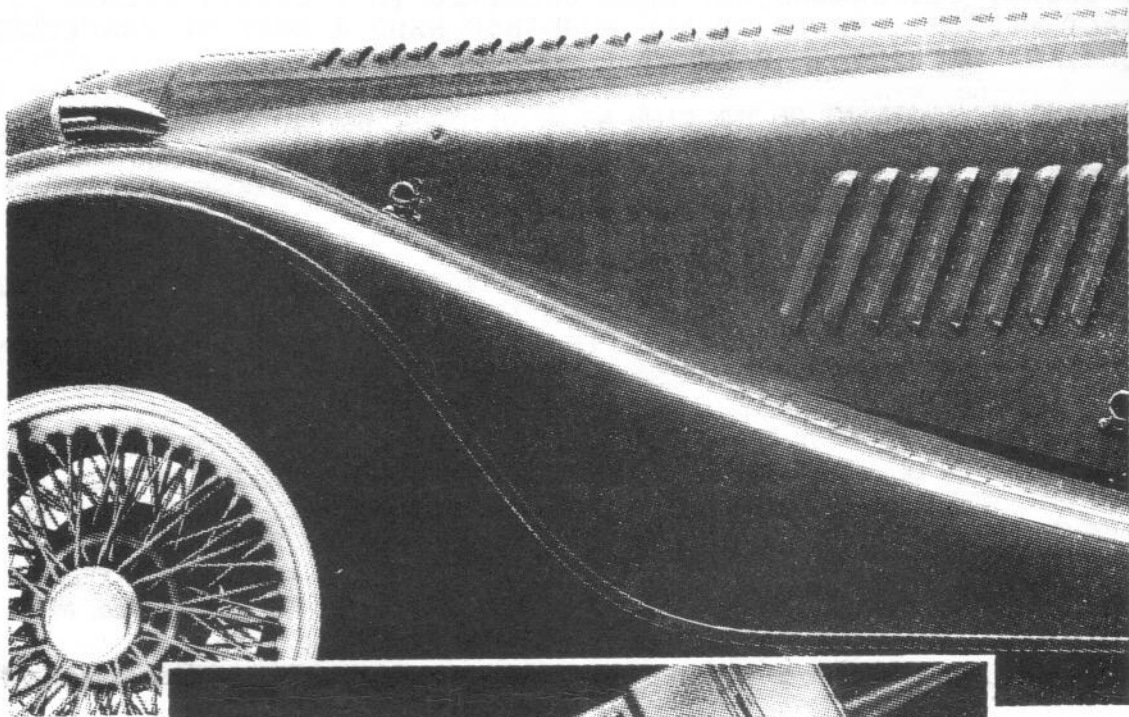
OUR FIRST MEETING, FEBRUARY 17 1991, WE DISCUSSED A NUMBER OF ISSUES, WE HAVE A NUMBER OF REGALIA ITEMS FOR SALE, CONTACT LYNN KUZAK . WE HAVE A NUMBER OF CLUB EVENTS IN THE PROCESS OF FINALIZING, IF YOU HAVE ANY THOUGHTS ON AN EVENT YOU WOULD LIKE TO BE INVOLVED WITH PLEASE CONTACT ANY MEMBER OF THE EXECUTIVE .

OUR FIRST CLUB EVENT WENT VERY WELL, WE HAD A GOOD TURNOUT . THE LOCATION WAS GREAT, NICE VIEW OF BURLINGTON WATER FRONT, AND THE FOOD WAS TERRIFIC . WE HELD AN INFORMAL MEETING AFTER LUNCH AND A NUMBER OF ITEMS WERE DISCUSSED . THE MEMBERS THAT WERE IN ATTENDANCE, LYNN AND FRED KUZAK, NICK MURPHY, JOHN RHODEN, JOHN COLLINS, GARY AND SHERRY MACFARLANE, CAROL CIGAGNA, PETER AND DOROTHY PFAHL, AND LASTLY CRAIG AND, DAUGHTER, NICHOLE DAVIS . SEE YOU AT THE NEXT CLUB EVENT .

CRAIG DAVIS

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Calendar of Events

Apr 21	Ancaster Flea Market	see pages 3 & 6
May 4	Wine tour	see forthcoming
June 21-23	Mid Ohio Vintage Races	see pages 7-9
June 27-30	SVRA Vintage Festival	see forthcoming
July 4-9	MOG 91 Double Ruby	

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