



THE PRICE LESS BLURB



THE MORGAN BOOTH, BRITISH CAR
AUTOJUMBLE NOV/90



OUR FEARLESS LEADER, JOHN COLLINS

PRICE, H. Douglas — At his home, in Toronto, on February 25, 1991, in his 51st year, after a long illness. Survived by his mother Doris; daughter Megan in Australia; brothers Gary and his wife Jan, and Terry and his wife Marilyn; and his very good friend Ron Fischer. Predeceased by his father Harold. A memorial service will be held at St. James-the-Less at 1 o'clock, on Friday, March 1. Remembrances to the charity of your choice would be appreciated.

Doug Price passed away on February 25. Due to a series of medical problems he had not been active in Club affairs since he relinquished his editorship of the Blurb in 1985. The last event I remember him attending was the Christmas Party in 1989. He did not make the 1990 party, and so, without any knowledge of his true situation, I telephoned to see if he would be interested in a ride to the Club Brunch on February 17. He told me he could not contemplate the trip: cancer had caused his lungs to collapse to the extent that he could stand no further therapy, and he had only a matter of days to live.

Doug said he was able to receive the odd visitor, so I went over that evening, and again, briefly, on the Monday. Doug, though constantly on oxygen, was in good spirits. We had lively conversations about the old days, and he said quite calmly that he was reconciled to his fate, and was remarkably composed.

Those who were lucky enough to know Doug will remember him in their own ways. For those who were not, I reproduce below a "Letter to the Editor" which I wrote in February, 1986.

If I may be permitted a few moments of seriousness, I would like to record my appreciation of Doug Price's contributions to the world of Morgans.

I first became associated with the Morgan Owners Group in August of 1977, at which time Doug was President of the club and Editor of a one or two page broadsheet known as the Blurb, which did not extend itself to photographs, but which did contain Doug Price line drawings to illustrate Doug Price reports on club events. I still own some of these early Blurbs. I still re-read and re-enjoy them. From time to time, I will continue to do so.

It was Doug who, among other things, suggested we become HogMoggers; gave the world the Snobmog; concocted the Definitive History of the Morgan Marque; and insisted the Blurb become "Inestimable". It was he who set the style for the magazine, which remains a testament to his talent and long hours of labour.

Morgan enthusiasts tend to "specialize" in various areas: the performance of their cars; the appearance of their cars; social aspects of meeting other owners; and collecting memorabilia, to name but a few. It seems to me that Doug's enthusiasm is for Morgans, pure and simple, equally encompassing most of the aspects. He is, in essence, the true Renaissance Morganiste.

His touch will be sorely missed, and I sincerely hope he will continue, as time allows, to make further contributions. Meanwhile, I respectfully suggest that, in tribute to his past work, the Blurb cease to be "Inestimable", and become "Priceless".

Sadly, this time, Doug will make no further active contributions to the Club. To honour his memory, and in recognition of all his past contributions, I propose the Club establish a Doug Price Trophy, to be presented annually at our major event, whether or not it remains at Niagara. Details can follow regarding the nature of the trophy, and the conditions governing how the recipient will be chosen. The important thing is that, in some small way, this will help to perpetuate his name and memory among those who owe Doug a real debt of gratitude for all he did for the Club, and for Morgan owners and fanciers near and far.

for those who, as suggested in the obituary, wish to make a Charitable Donation in Doug's name, I suggest you send your cheque made out to the charity to me. I will forward whatever has been received by April 30, together with a letter indicating the donations are from members of the Toronto Morgan Owners Club, and that receipts for tax purposes should be sent to each individual donor.

On behalf of the Club that Doug did so much to help to develop and grow, I extend deepest sympathy and condolences to Doug's family and friends, and especially to his mother, Doris.

John Collins.

I am shocked and saddened to learn of the death of Doug Price of the Toronto Morgan club.

first met Doug in April 1979, at the Oban Inn in Niagara-On-the-Lake, Ontario. I had previously contacted Doug to determine the Toronto Club's interest in a US/Canadian Morgan affair and this meeting, which Doug referred to as the "border incident" was a planning session for the very first, of many, Niagara Morgan meets.

When remembering Doug, several things come to mind - Morgans, SnobMogs, hogs, England, Mosport race course and other lesser important matters.

Mary could not attend the 1980 Morgan meet in England so I decided to travel alone and, finding out that Doug also planned to attend, made arrangements to share a hotel room with him, in England, at Buckler's Hard, a restored 17th century ship building village in the New Forest area. We both thoroughly enjoyed this first major international Morgan affair. I remember sightseeing one afternoon with Doug and Chris Charles and viewing impressive Salisbury Cathedral, an architectural masterpiece, in all its splendor and enjoying conversation with one of the clergy serving that congregation.

Doug's fascination with hogs is responsible for the Toronto club's nickname - HogMog. In England, in the New Forest area, cattle, hogs, horses and numerous other farm animals are free to roam wherever they wish, including the roads, and upon seeing an example of a huge hog at roadside, Doug abruptly stopped the car and demanded that I photograph him posed near the reticent hog, which I did.

As faithful, enthusiastic editor of the Toronto Morgan club newsletter - the Blurb, his efforts helped the club grow, sustained club spirit, his polished wit & humor seasoned the newsletter and sparked the success of the Toronto Morgan club. (swine were a familiar sight to the Blurb reader during Doug's term as editor)

Doug was a proud Morgan "SnobMog" owner, this model being a mid-50's Morgan drophead coupe designed to accommodate four people instead of two. There were fewer than 60 of these rare Morgans manufactured and they are generally considered to be (by their owner's, of course.....) the most elite of all Morgan sports cars. Doug enjoyed perpetuating this philosophy at every opportunity. I never actually saw Doug's SnobMog but there is no question he treasured his car.

Doug enjoyed sports car racing in his earlier years, as I did (and still do) and had worked the races at Mosport Park as a corner marshal. This was during the mid-60's era when men drove sports cars at Mosport, not Formula 1. My interest in sports cars and Morgans began during this period and even not knowing each other at the time, Doug & I both witnessed Jim Clark, Graham Hill, Bruce McLaren and even Roger Penske, all piloting closed wheel sports racing cars at Mosport on their road to glory.

Doug often mentioned his young daughter, Meagan, who lived with her mother in Australia following his divorce. He cherished a beautiful sweater his mom knitted for him featuring a Morgan motif. He faithfully sent a Christmas card each year. And I remember him alluding to some serious health problems when I first met him.

These brief remembrances are merely a sketch of a unique gentleman, dedicated to the marque, who will be remembered for his contributions, fellowship and loyal Morgan friendship. May he rest in peace.

Al Isselhard
Western New York MOG



Dear Jenny:

Mary and I are among the ones to have known Doug Price from 1976 when we joined the group after being unaware of the number of Morgans around this area.

I remember Doug for his enthusiasm and high spirits as he was involved in the organizing of the group. He introduced Snobmog but he was not the snob. Doug enjoyed Morgans and their owners regardless of their condition.

I echo John Collins in his proposal to establish a Doug Price Trophy to be awarded annually at our major event. I would like to see the trophy awarded to an individual, not a car. It would go to someone whose spirit and enthusiasm echoes Doug's. The recipient would be chosen by the president and judges at the annual meet. I would also suggest that the club make a donation to a charity to be named by each year's trophy recipient.

Ray and Mary Shier

MAY 4, 1991

HILLEBRAND ESTATE WINERY TOUR & TEXAS CHILI BEER BASH

TOUR COST IS: \$5.00 + .35 GST = \$5.35/PERSON

INCLUDES: private winery tour, cheese, pate, crackers, souvenir wine glass & wine of course.

TEXAS CHILI BEER BASH will follow wine tour at Lynn & Fred's in Burlington. BYOB.

RSVP to Lynn Kuzyk 416-336-0251 no later than April 22nd, 1991. There is a cut off deadline with the winery and after this date, if you haven't RSVPd you will be unable to attend the wine tour. The fee is payable to Lynn at meeting point, May 4th.

We have also extended an invitation to the British Sportscar Club to join us for this event. We hope to see everyone out and look forward to a fun time.

We have arranged several meeting points so that the people who live in the Niagara area do not have to come to Burlington to start the tour. Following are maps to the meeting points. Please note we will leave on time, if you are late just follow the maps and join up with us at one of the other meeting areas.

Also, if anyone is travelling alone, would they be interested in taking along a passenger. We have 2 people who would love to join the tour in proper transportation if possible instead of a Detroit tin box. Once again please call Lynn if you can help out.

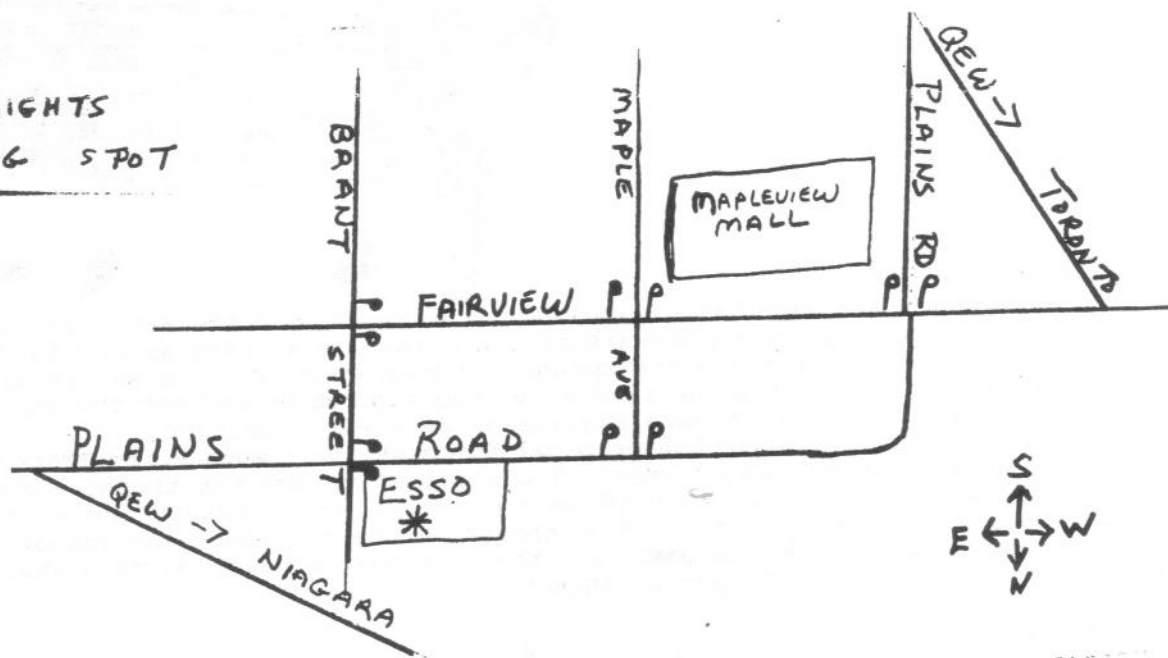
MEETING AREA 1 -meet between 10:30-11:00A.M. we will leave promptly for Meeting Area 2 at 11:00 A.M.

FROM TORONTO AREA: QEW to Burlington exit Plains Road (this exit is on the left hand side of the highway) follow Plains Road past Brant street (1st set of stoplights) and pull into the Esso Station on the Right - Meeting Area 1. (if you rsvp in time coffee and donuts will be provided.)

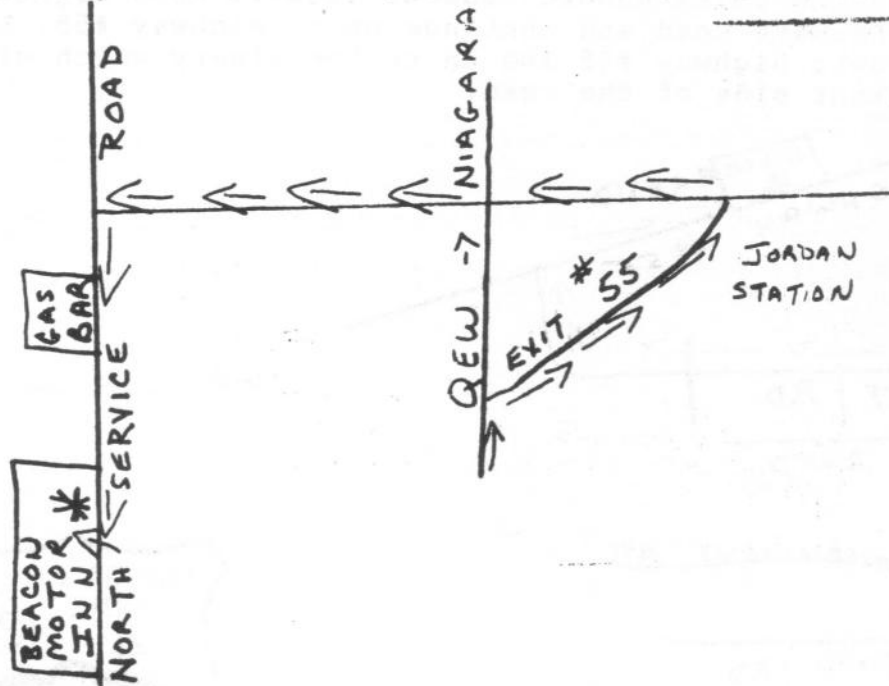
FROM HAMILTON AREA: QEW to Burlington exit Plains Road East. Go thru the first stoplight and follow the road around past 2nd set of lights Maple Street. Before you get to the 3rd set of lights you will see an Esso Station on your Left hand side pull in this is Meeting Area 1.

PP - STOPLIGHTS

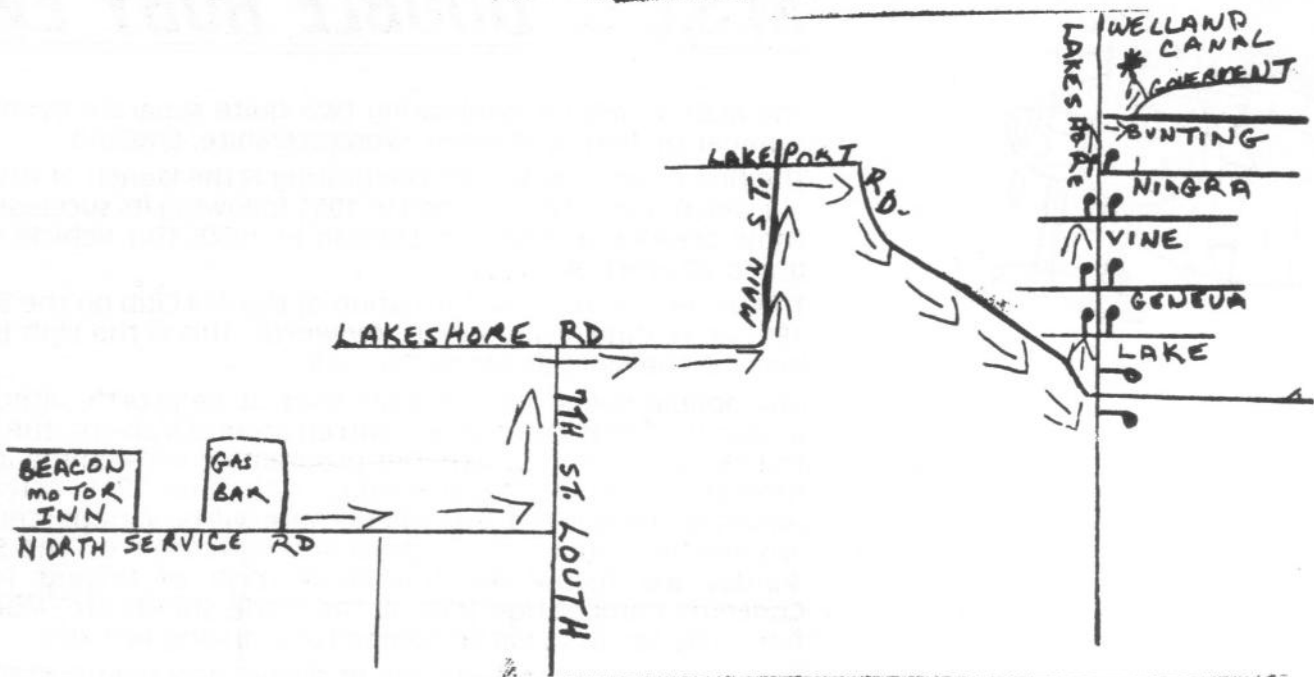
* - MEETING SPOT



MEETING AREA 2 - QEW to Jordan Station, exit #55 to Beacon Motor Inn Parking Lot. We will depart from the Beacon at 11:45A.M.

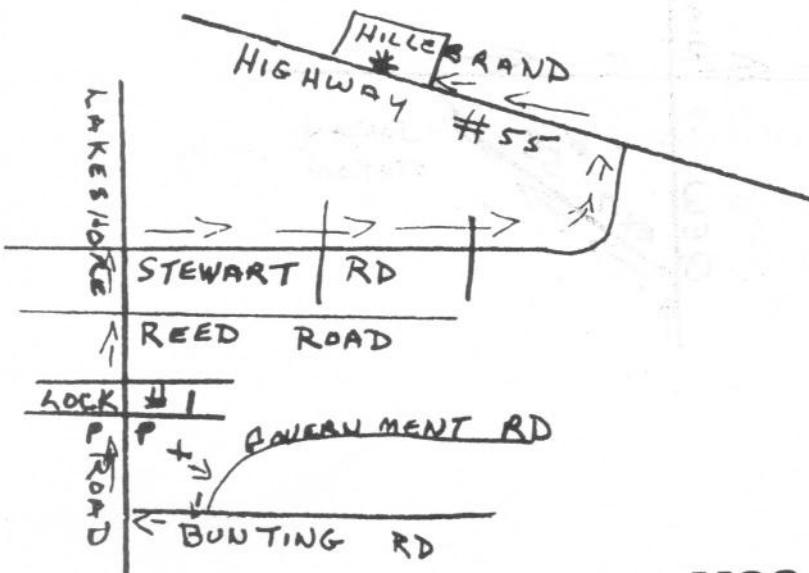


MEETING AREA 3 - continuing on the NorthService Road from the Beacon Motor Inn -left turn on to 7th Street Louth, right turn on to Lakeshore Road which turns into Main Street, Port Dalhousie - at stop sign right turn on to Lakeport Road at 1st set of stoplights left turn on to Lakeshore Road to the Welland Canal Lock #1 - parking area MEETING AREA 3. We will departing from Meeting Area 3 at 12:10p.m.



DESTINATION: Hillebrand Estate Winery

Continuing on Lakeshore Road to Stewart Road right hand turn onto Stewart Road and continue on to Highway #55. Left hand turn onto Highway #55 and on to the winery which will be on the right side of the road.



MOG 91



MOG 91



M.S.C.C. DOUBLE RUBY EVENT

The M.S.C.C. will be celebrating two quite separate events in the summer of 1991 at Malvern, Worcestershire, England.

The first event that we are celebrating is the launch of the Morgan +4 which started production in 1951 following its successful Motor Show preview at Olympia, London in 1950. This vehicle will be a grand 40 years old.

The second event is the formation of the 4/4 Club on the 30th June 1951 at Ye Olde Flying Horse, Kegworth. This is the club that later became the Morgan Sports Car Club.

Our double event will naturally start at Kegworth, although the majority of activities will be centred around Malvern, the home of the Morgan Motor Co. Ltd. Our programme will commence with a meeting at Kegworth on Sunday, 30th June 1991. Activity then moves to the Malvern area where there will be various scenic drives around the County of Hereford and Worcester on the Saturday. Sunday will follow the traditional form of Driving Tests and Concours Competition plus all the trade stands etc. Monday will hopefully see us at Castle Combe for a driving test day.

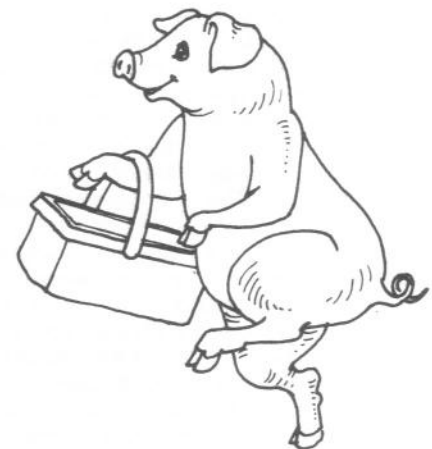
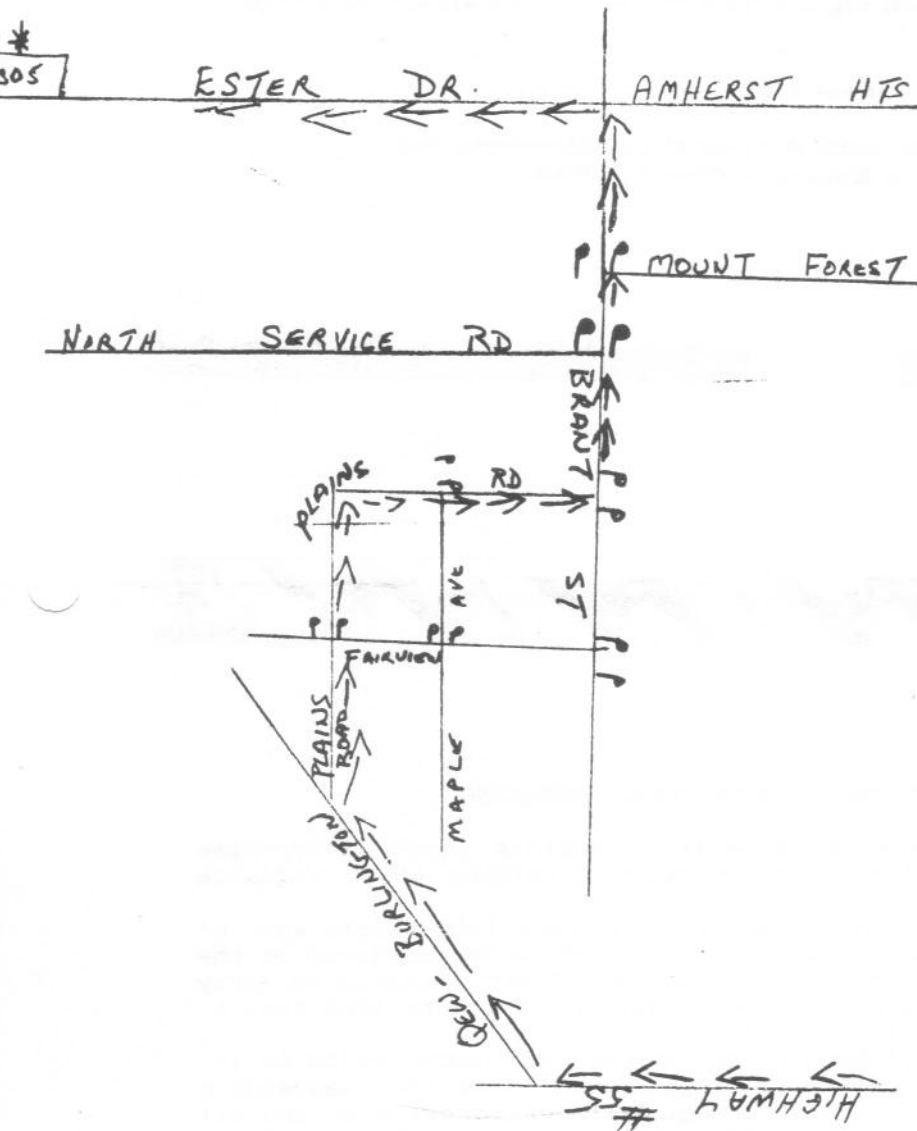
The social side of the event will, as always, play an important part of the event. There will be a welcoming Noggin & Natter on the Thursday with a Civic Reception hosted by the local Council on Friday evening. On Saturday evening there will be a Barn Dance with a more formal Double Ruby Dinner on the Sunday.

Further details will be announced in due course through Miscellany, the Club Magazine, and application forms will be sent out with the Magazine at the end of the year. Non-members who require an application form are asked to contact me.

Malcolm Lamb, 7 Rodman Close, Edgbaston, Birmingham B15 3PE.

TEXAS CHILI BASH AT LYNN & FRED'S

Depart Hillebrand Estate Winery by Highway #55 to QEW - Burlington exit Plains Road East - continue thru stoplights follow road to the 3rd set of lights Brant Street - Left hand turn on Brant - passing two stoplights 1st is North Service Road, 2nd is Mount Forest - just past 2nd lights we will make a left hand turn onto Ester Drive number 1305 marks the spot it is the very last house on the right hand side.



Sunday, July 14, 1991 'Summer Sizzler'



INVITATION: Morganeers who like to B-B-Q, swim (heated pool), natter and noggin!

DATE: Sunday, July 14, 1991 TIME: Anytime

LOCATION: 101 Kennedy St. W., Aurora

DETAILS: RSVP - Carol Cigagna (1-800-387-9501) or FAX 890-1699 (humorous only!)

B.Y.O.B. please and a 'suit' (towel would be nice too)

DIRECTIONS:

Aurora : north on Yonge St. past Bloomington Side Road to Kennedy St. West, turn West!



MOGGINING SEAT OF THE (FROZEN) PANTS SPEAKING

I have just read and re-read Peter George's article about winter-time Morgan starting. I think I got lost when he started talking about variable actuation.

My understanding of winter time Morgan driving comes from frigid seat of the pants driving one winter while waiting for a body job to be completed on the MGB. When I took the MG to the body shop in late summer, I said I was in no hurry to have it back as I was quite happy to drive the Morgan. I had no idea that my happiness would extend well into the next year.

I don't know how Peter would describe my engine with 95000+ miles on it, but I would say there were no "excessive friction losses" with the "descending piston(s)". The "compression ratios" varied from cylinder to cylinder and oil EVIC-uated itself from every place imaginable. However, even with "excessive emissions of oxides of nitrogen" among all that smoke the engine started with little fuss or bother even on the coldest days.

Peter talks about "unsteady flow experience" but my problem was with the steady flow experience of frigid air coming from the gaps behind the seat and from the gap where the doors didn't close or from the gaps above and below the sidescreens. An old blanket tucked behind the seat alleviated the wind currents somewhat but I don't believe my kidneys thawed out until late February. The car did have a heater that kept the passenger's feet cosy but the screen had to be cleaned manually inside and out.

These problems are minor. The clean underbody adds to the "excitation" of "supercharging" over the snowdrifts; and the narrow tyres are ideal when going through deep snow.

I've attempted to rationalize the benefits of Mogginig in the winter but I was glad to get the MG back that February. It has a defroster that almost works.

Ray Shier.

March 19, 1991

Dear Vintage Car Enthusiast,

Morgans will be the featured marque at SVRA's Vintage Grand Prix held at Mid-Ohio Sports Car Course, June 21-23. The event, advertised as the United Telephone Grand Prix, will host approximately 100 Morgan participants and 30 entries in an all-Morgan race. The distinguished guest of honor and keynote speaker at Saturday evening's banquet will be Charles Morgan, Director of the Morgan Motor Company in England. If you are a Morgan owner and wish to join the fun, contact Chas Wasser at 513-779-0871.

All of the "Morgan only" activities aside, the SVRA Mid-Ohio summer meet is an event for all lovers of vintage and historical racing and cars. The traditional Chesrown Concours d'Elegance will begin at 9:00 a.m. on Saturday, June 22, and will attract over 300 competitors ... Porsches, Ferraris, Austin-Healeys, Corvettes, Alfa Romeos and Triumphs. Individual car clubs will select their five best entries; these car club winners will participate in the final Chesrown Concours judging that begins at noon. Winners will be announced late afternoon.

In an effort to assist participants in finding those hard-to-find car parts, the staff at Mid-Ohio is coordinating a Vendor Sales Swap Meet ... just a fancy name for a flea market. The concession area fee will be \$25 ... call Jeannine Zimmer at 614-876-3344 for more information on the Swap Meet.

The fee to car club members entering the track as spectators and/or entering the concours as competitors is \$20 per person for the weekend.

Vintage drivers, crew and car club members are cordially invited to attend a Saturday evening cookout featuring all the barbecued pork ribs you can eat (or, as an alternative, shredded barbecued pork on a poppy seed kaiser roll), French potato salad, homemade coleslaw, melon wedges and (in honor of our Morgan guests) Strawberries and Cream Haagen-Dazs ice cream with fresh strawberries. The cost per person is \$14.50.

I hope to see you at Mid-Ohio for this unique event! If you need further information, please call 1-800-MID-OHIO or 614-876-3203.

Sincerely,

Barbara

Barbara Trueman
President

Mid/Ohio
SPORTS CAR COURSE

TrueSports, Inc.
4355 Davidson Road

Hilliard, Ohio 43026

614/876-3354



January, 14 1991

CANADA'S HOME OF MOTOR RACING

Morgan Owners Group, Toronto
R.R. #3
Bolton, Ontario
L7E 5R9

Ladies and Gentlemen;

On the 27, 28, 29 and 30 of June 1991, Mosport Park in conjunction with SVRA (Sportscar Vintage Racing Association) will be conducting a major Vintage Festival -- the largest and most broadly-appealing event of its kind in Canada. We intend to incorporate several elements into the event including:

- A vintage Can-Am reunion with such famous marques as Chaparrals, Lolas, McLarens and Porsches etc.
- A concours d'elegance, featuring the world's most exotic vintage cars
- A full slate of vintage races, sanctioned and run by SVRA
- Concours for clubs

Why are we writing to tell you about this? To invite your club to participate! With the broad appeal of this event plus the fact that we have over 700 acres of space, your club is welcome to come and either display your vehicles or conduct a concours. Should your club wish to participate, we would provide the required amount of space free of charge and provide your club members tickets for the weekend at an agreed-upon discounted price.

The event will provide a forum for your club members to rub shoulders with automobile enthusiasts from Canada and the United States in a pleasant, parkland environment.

Knowing that this event will be one that your club will not want to miss, we request that you contact us to confirm your participation at your earliest convenience.

Yours truly,

Pete Notz
General Manager
Mosport Park Limited

1991 SHANNONVILLE VARAC CONCOURS

"VINTAGE MEMOIRS"
SUNDAY JULY 7 1991

SHANNONVILLE MOTORSPORT PARK
(13 KMS EAST OF BELLEVILLE)

IN CONJUNCTION WITH

VARAC VINTAGE FESTIVAL JULY 5,6,7 1991
"3 DAYS OF VINTAGE CAR RACING!"

Registration	7:30 AM	to	10:30 AM
Judging	10:00 AM	to	11:30 AM
Awards & Lapping Session			12:00 NOON

CLASSES

A	pre 1972 Sports Cars
B	post 1971 Sports Cars
C	pre 1972 Touring & Grand Touring
D	post 1971 Touring & Grand Touring
E	Sedans
F	Race Cars

Trophies & professional photo(8x10) awarded to 1st, 2nd, 3rd in each class. All participants will receive a *HIGH RESOLUTION LASER* dash plaque.

AWARDS FOR PEOPLES CHOICE IN ALL CLASSES
 OLDEST CAR
 FURTHEST TRAVELLED
 MOST CLUB POINTS
(includes group photo for each participating club member)

*****RAFFLE PRIZES DURING JUDGING *****
*****AWARD PRESENTATIONS TRACK SIDE*****
***** 3 LAPS OF TRACK *****

Concours entry fee of \$15.00 includes driver's spectator/pit pass for Sunday's races; \$7.00 will be donated to CHILDRENS HOSPITAL FOUNDATION. Additional passes \$10.00 per person, available at the track.

SEE PAGE 14 SEND COMPLETED REGISTRATION WITH \$15.00 CHEQUE
 PAYABLE TO VARAC CONCOURS
 to

ROBERT TARZWELL
R.R. # 6, SMITHS FALLS
ONTARIO K7A 4S7

TORONTO MORGAN OWNERS GROUPFINANCIAL STATEMENT FOR THE YEAR OF 1990CANADIAN ACCOUNT

OPENING BALANCE AT JANUARY 1, 1990	\$ 3,761.73
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RECEIPTS: DUES	\$ 855.00
REGALIA SALES	\$ 2,821.43
NIAGARA/MOA MEET	\$ 8,413.73
INTEREST EARNED	\$ 375.07

	\$ 12,465.23

EXPENSES: BLURB PUBLICATION	\$ 781.61
REGALIA PURCHASES	\$ 2,541.23
NIAGARA/MOA MEET	\$ 10,692.73
BANKCHARGES AND	
MISC. GENERAL EXPENSE	\$ 106.01

	(\$ 14,123.58)

ACCOUNT BALANCE AT DEC. 31, 1990	\$ 2,103.38
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US ACCOUNT

OPENING BALANCE AT JANUARY 1, 1990	US \$ 1,318.93
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RECEIPTS: DUES	\$ 30.00
REGALIA SALES	\$ 277.00
NIAGARA/MOA MEET	\$ 1,071.65
INTEREST EARNED	\$ 39.87

	US \$ 1,418.52

ACCOUNT BALANCE AT DEC. 31, 1990	US \$ 2,737.45
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Please note that some of the monies received for dues as well as some expenditures for Blurb printing and mailing, are integrated with Niagara/MOA expenses. (Example: US account dues according to member count paid should be more than the 30.00 shown, however these were either mailed with Niagara registrations or paid and not separated at the meet). This of course does not change the end result but reflects a shift of \$\$\$ within the receipts or expenses.

Starting a Winter-time Car

Today's joy titled "Starting a Winter-Time Car" is the continuation of an earlier article.

Not all country fellows could keep cars running through the winter but there were many of us that did even during the coldest of cold weather. Everyone had a bag of cold weather starting tricks that would impress a Nazi tank commander who was up to his turret in snow in suburban Stalingrad.

These tricks or procedures which were basic, simple and easy to follow always ensured that if the car could start, it would start. Everyone had their own tricks. The most important ones are as follows,

1- If you did use starting aids such as Kwik-Start, gasoline antifreeze, battery warmer or a block heater you used them before starting the car, not after the car wouldn't start.

Can you imagine trying to thaw a frozen gas line after having forgotten to add the appropriate additives to the last tankful.

2- If your car had been out in a blinding snow storm or blizzard it was always wise to remove any under the hood snow build-up before starting the engine.

For a moment picture this. You have just started the car after a rather bad storm but you hadn't checked under the hood. Suddenly the car stalls out and won't restart. Do you know why? It is simple. The snow under the hood has melted and has "shorted" the ignition electrics. And you can rest assured it will be a devilish problem now to dry out the engine electrics.

3- Once a car was started, the engine was always coaxed to warm up before moving to prevent stalling. In cold weather it was doubtful if a weak battery contained a second start. The gods had indulgently smiled for the first start, - a second request might not be so favourably received.

4- And finally the last important rule which is more of an observation or comment. The fellow who stored his boat in the garage drove neither the boat or the car to town.

Granted a strong fresh battery, good ignition wiring and new points and plugs all combined with a recent major engine tune-up would have ensured reliable cold weather starting but who would invest this amount of money in an old wreck. However regardless of cost everyone paid special attention to the weight of oil (oil viscosity) that was used. A heavier oil was used in the summer to retard engine oil burning but in the winter heavier oil was a definite no-no.

Starting my old 1948 3/4 Ton G.M.C. in the winter was never a problem. I had a regular starting sequence that was time tested and reliable. Here is what I did at the end of each driving day.

1- As the ignition key was being turned off I would fully depress the gas pedal, (this would pre-charge the cylinders for starting).

2- I would always cover the engine with an old tarp.

3- And finally I would disconnect the battery and take it into the house. The battery had it's own special wooden carrier and the carrier fitted into the frame that was anchored into the truck floor between the seat and the gear shift lever. The battery cables came up through the floor and to speed up the electrical connections the regular bolt clamps had been replaced by over-centre dog clamps. The lengths of the cables and the clamps

themselves ensured that the battery could only be installed one way to confirm proper polarity. I could remove or replace the battery in less than 30 seconds.

To start my 3/4 all I did was to,

- 1- Remove the engine tarp.
- 2- Prime the carb with a shot of Kwik-Start
- 3- Install the battery
- 4- Pull the choke out
- 5- Turn on the key and hit the starter

And the darlin' would start.

All the fellows had their own tricks. One lad, come winter time, used to park his car in the bottom part of the barn. It was easier to snow plow a driveway to the barn than to start a cold car. However this technique had a few disadvantages. His family kept chickens loose in the barn and periodically the cattle would break down the barrier around his car. At this point I will leave the extent of the resulting colourful messes upto your imagination.

Another friend had his own heated garage. He had rescued a cracked furnace fire box from the dump and had it proudly set-up in his garage. No he didn't burn coal or wood or stove oil. He burned used motor oil. There was a 10 gallon drum on top of the furnace and a valve in the connecting 1/2 inch line regulated the oil to the furnace. His garage was never hot but it was warm enough for his car to always start. (This is where my Grandfather and I got rid of our spent engine oil.) To put a light bulb or heat lamp under the hood was a common practise. A friend of mine went a step further, he put a very small stove oil heater in beside the engine and then covered the front end of the car with a tarp. These measures worked, but, required self-discipline. Another lad I knew couldn't be bothered with lamps or bulbs or plug-ins. Instead he got up every two hours through the colder nights of the winter to start his car and let it run for a few minutes. His five minutes of running every two to three hours did guarantee that his car would start in the morning. I guess he owed his intestinal fortitude to outdoor plumbing.

Wondering if the car was going to start on a very cold morning was a good reason for concern. But having attempted to start that same car and coming to the stark naked realization that it wouldn't start did cause a raft of emotions. These emotions ranged from incomprehension (Why me?) to fury (You son of a ...) to helplessness (How can I get it started?) to worry (Have I enough money for repairs?) to desperation (I got to get this thing going).

We had a neighbour who would regularly get his wife and two daughters to push his car up and down the road. But a nearby farmer refined this method even further. He kept a horse to scuffle potatoes. When his old truck wouldn't start he simply hitched the horse to the truck and brought the reins back to the driver's window.

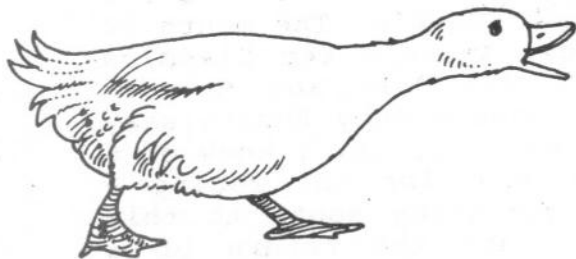
Another lad unable to thaw a frozen gas line put a gas tank from a wrecked truck on the floor behind the frontseat and connected it to the fuel pump using neoprene gas line threaded through the interior of his car. It was something to see when he pulled into a gas station. He opened the back door of the car to fill the tank.

I've seen vacuum cleaner hoses used to divert hot exhaust gases from one car onto the engine of another. I've even seen three batteries connected together first parallel then series in order to start a car. And I've seen the same car running a whole day just to charge those very same batteries. One friend even nightly drained the engine oil into an old pot and kept it warm on top of the space heater in the living room.

And finally there was a local who had a Saturday night date in town. Unfortunately we were in the middle of a fierce cold spell and his car hadn't been running for a few days. He knew it wasn't going to start without help. He figured the fastest way to warm up the engine was to light a little fire under the crankcase. Fortunately the car was parked outside away from the house. There was nothing but a burned out hulk by the time the volunteer fire department arrived. Needless to say he was late for his date.

In my next article I will recount the first four hours I spent outside in 40 below zero with Nat. Earlier I had said I wouldn't buy the Plus 4 if I couldn't drive it first. Have a good day.

Peter George



FILL OUT & SEND IN, SEE PAGE 10

CONCOURS 1991 VARAC

OWNER

NAME _____

ADDRESS _____

CITY _____

PROVINCE _____ POSTAL CODE _____

PHONE (H) _____ (W) _____

CLUB _____

SHOWN BY

NAME _____

VEHICLE

MAKE _____

YEAR _____

MODEL _____

COLOUR _____

LICENSE NUMBER _____

SPECIAL FEATURES OR HISTORY _____

OFFICIAL USE ONLY

CLASS _____

ENTRY FEE _____

SPECTATOR _____

EDITORIAL

It is finally spring, and with it comes the inaugural car meet, the first outing of the year in our real cars, and lots of work. Dusting off the cars, changing the fluids, etc. Ah, those familiar lines and smells.

With the amount of good sounding events this year, it should be quite a lot of fun and busy. In our neck of the woods, the Ancaster flea market for British Cars is pretty much the first time we see our cars on the road in almost 6 months. Our next meet is the Wine tour of Hillebrand Wineries and the following Texas Chili Beer Bash at the Kuzyk's. The month of June is packed full of possibilities. There's the Classics Against Cancer Concours, Morgans at Mid Ohio and Mosport Vintage Races, and the start of the Double Ruby Anniversary in Merry Old, and Mog 21 in Charlottesville, VA. I know of 6 Hog Moggers so far heading to Mid Ohio for the racing - how many others, I wonder will be venturing south to this event? The Mosport Can Am Reunion sees the return of a weekend full of great sportscar racing to this scenic track. I think we as a club should try to attend this, as finally it's back within an hours drive of the big city. Any comments/suggestions?

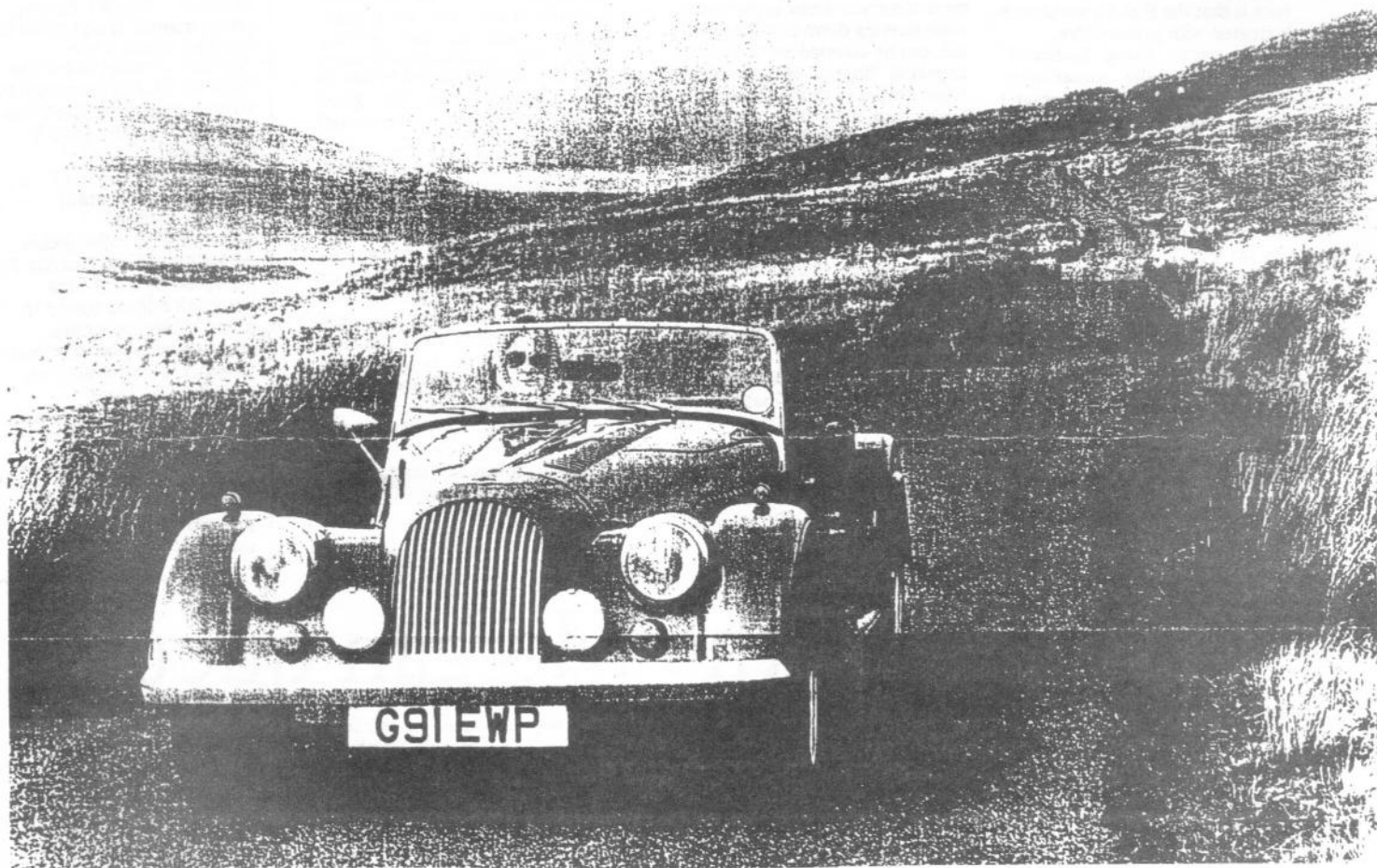
July sees even more Vintage racing, this time at Shannonville and this also marks the return of their concours on Sunday. Usually this event draws quite a crowd and as there are now 2 race weekends back to back, both Mosport and Shannonville should be quite thrilling! The following Sunday brings to us a pool party at Carol Cigagna's, and then we have some breathing space - any ideas for future events?

The Toronto Triumph Club has organized the Can Am Challenge to be held in Kincardine this year. I'm sure details will be at the Ancaster Flea Market but if anyone is interested, please let me know and I'll give you the details - it is to be held May 24-26.

The passing of Doug Price in February came as a shock to many club members and we felt it appropriate to dedicate a couple of pages to our past editor's memory. The article from Al Isselhard will be printed in their newsletter, and included a lovely photograph of Doug. We hope to be able to run it next issue, as by then we should have the original. Please give some thought to the suggestions as to how we should remember Doug and pass your thoughts along. Hopefully we can get something going to do justice to his memory. We will keep you informed in the pages of The Price Less Blurb.

Jenny

A mover and a shaker that rattles and rolls



Phil Llewellyn meets the Morgan Plus 8, a style-setter with history, bags of character and astonishing pace

PETER MORGAN is nothing if not honest. He will tell you, with the straightest of faces, that reasons for *not* buying a Morgan are easier to list than those in favour of such a purchase. Although not recommended to those who earn their daily bread selling Metros and Sierras, this is typical of the company whose robust philosophy and old-fashioned sports cars have become synonymous with British eccentricity at its best.

I have just covered almost 1,000 miles in the latest Morgan Plus 8. Introduced two months ago, this neo-vintage roadster looks the same as ever, of course, but is now powered by a 3.9-litre engine clean enough to satisfy even California's stringent exhaust emission laws.

Driving a Morgan can be likened to a session with Miss Whiplash. While not wishing to label all Morganeers as masochists, it must

be said that they love these cars *because* of what non-believers describe as serious shortcomings, not despite them. Devotees of the Malvern marque are cast in the same mould as those who prefer gung-ho sailing to sipping cocktails on a chrome-plated cabin cruiser's sundeck. They would rather live in a creaking, squeaking, timber-framed house — "bags of character" — than in a des res with all mod cons.

16 Telling a Morganeer that a Lotus Excel or Toyota MR2 combines strong performance with far

more comfort and convenience is a waste of breath. There is really no point in even considering a Morgan if you intend to judge any facet of its character, other than truly astonishing straight-line performance, by today's conventional standards.

What makes the Plus 8 such fun is the fact that most onlookers think they are seeing a beautifully restored relic from the Thirties. This is true to the extent that the Morgan 4/4 was unveiled on 27 December 1935. According to no less an authority than the *Guinness Book of Records*, it has therefore been in production for longer than any other model in the history of the horseless carriage.

Despite being a relative newcomer, launched as recently as 1968, the Plus 8 shares its record-breaking stablemate's basic looks and layout. This staunchly traditional two-seater embodies such features as a long, louvred bonnet flanked by wings that flow back to become what yesterday's motorists called running boards. Three stubby wipers sweep a windscreen devoid of vertical or horizontal curves. Cut-away doors, shaped for the casually draped elbow, draw the eye back to an abbreviated tail on which the spare wheel rides, as naked as Lady Godiva. Like the earliest cars, the latest Morgan has ash frames for its body and doors. The only difference is that the Plus 8's woodwork is treated with preservative.

The car's "flying bedstead" chassis is equally conservative. The suspension has Morgan's unique sliding pillars — patented by the company's founder in 1910 — up front and semi-elliptic leaf springs at the rear. Although slightly softer than in the past, the settings are rock-like by the rest of the car world's standards.

Morganeers joke about being able to feel if the coin they've just run over was heads or tails. Despite that reputation, the Plus 8 rides acceptably well on roads that are reasonably smooth. Poorer surfaces provoke remarks about Araldite for the dentures and a pilot's licence being more appropriate than a driver's.

Those who mistake the Morgan for a pre-war sports car experience a jaw-sagging, mind-boggling shock when the driver's right foot goes down. The 3.9-litre version of the light, compact and long-serving V8 engine combines almost

190bhp at 4,750rpm with outstanding mid-range torque characteristics. The Plus 8 accelerates hard enough, from a standing start and in the higher gears, to trade punches with the sleekest of today's Ferraris and Porsches.

Supercars capable of matching its top-gear performance, all the more dramatic when experienced while peering down that long bonnet, can be counted on the white-knuckled fingers of one hand. Used properly, to minimise overtaking time, abundant power is no less a safety factor than the Plus 8's impressive brakes.

All this muscle is provided by a stretched version of the aluminium engine that started life in a 1961 Buick. Rover acquired the manufacturing rights three years later. After more than a quarter of a century, the faithful old servant still powers the likes of the Range Rover and Discovery.

In this application, Morgan's cures for automotive halitosis include twin catalytic converters, for the exhaust, and an evaporative control system for the fuel supply.

The latter filters petrol fumes through a canister of charcoal before they reach the atmosphere.

Stylish alloy wheels sport Pirelli's wide, low-profile P600s. These excellent tyres provide enough grip to compensate, in part, for the suspension's antiquity. Complemented by very direct steering, they make the Plus 8 an impressive and exhilarating performer in favourable conditions. But bumps that a modern car would absorb act as a sort of automatic brake, albeit one applied by the driver, when you're at the helm of a Morgan.

Cosy is the polite word for the cockpit's dimensions. The passenger almost literally rubs shoulders with the driver, who sits unfashionably close to the steering wheel. The rudimentary heater's output is supplemented by hot air that emerges from the gaiter around the stubby, snickety-quick gear lever.

Stripping the Plus 8 for topless action involves stowing the primitive hood, which proved quite effective in bad weather, then removing sidescreens of the type fitted to very few sports cars since the Sixties. Hood and screens share the space behind the seats with the intrepid travellers' personal effects. A luggage rack, which fits over the spare wheel, is a sensible option.

Few cars polarise opinions as the Morgan does. It is either loved or hated, coveted or dismissed as a

relic of the Dark Ages. But nobody can deny that encountering a hard-driven Plus 8 is like meeting a senior citizen who can run the socks off Carl Lewis.

SPECIFICATIONS

MORGAN PLUS 8, £23,296.

Engine: 3,946cc V8, 187bhp at 4,750rpm.

Transmission: five-speed manual, rear-wheel drive.

Top speed: 130mph. 0-60 in 5.6 seconds, 22-25mpg on unleaded fuel.

COMPARISONS

TVR S3C, £19,499. Strong performance, if not quite in Morgan class, from "green" version of Ford's 2.9-litre V6. Rare enough to attract attention. Spacious and luxurious by Plus 8 standards.

CATERHAM SUPER 7 HPC, £18,493. Latest version of high-performance roller skate derived from 1957 Lotus 7. Powered by a 2.0-litre Vauxhall engine tuned to give 175bhp; few cars accelerate faster. Minimal comfort. Sold in easy-to-complete kit form.

LOTUS ELAN SE, £21,620. Sophisticated, front-wheel-drive alternative to old-style sports cars. Sparking performance, superb handling, controversial styling.

How to jump the Morgan queue

DEPENDING on which model you want and which dealer you talk to, there is a 12-year waiting list for the delivery of a new Morgan. If you are very lucky you might get it in just six, but the best option for getting behind the wheel of this most British of sports cars, especially if you are in a hurry, is to buy second-hand.

It is not difficult to analyse why the Morgan is so popular: they simply don't make cars like this any more. Back in the Thirties, the majority of companies employed craftsmen to hand-build every part and used traditional materials and methods. For Morgan, that simple design philosophy has not changed since 1935, when the company diversified from producing motorcycle-engined trikes to new-fangled, open-topped sports cars. Consequently, in an age where everything seems to have been pressed from the same mould, a Morgan has character by the cartload and no two are exactly alike.

Nevertheless, it is difficult to spot the difference between a Fifties, Sixties, Seventies or Eighties Morgan 4/4, unless you look under the bonnet. In order to keep up with contemporary sports cars, Morgan installed a variety of engines under the uniquely long and louvred bonnet. Standard, Triumph, Ford, Fiat and Rover have all provided engines.

Within the Morgan range, the 4/4 is the four-cylinder standard model, while the more sporting Plus 4, discontinued in 1968 and revived in 1984, fills the middle ground. The ultimate in-

carnation of the old in the new is the top-of-the-range Plus 8.

Making the emotional decision to buy is not difficult, but there are practicalities to be considered. Modern cars have spoilt us rotten, but if you don't mind your internal organs rearranged by an ancient suspension system, stunned insects between the teeth, premature noise-induced deafness and a dousing whether or not the hood is up, then the Morgan may still be for you. Less easy to live with may be a car that disintegrates before your eyes.

There is a 12-year waiting list for a new one. You might get it in six, but the best option is to buy second-hand

The hand-built features that make a used Morgan so attractive can count against it in the long run. Amazingly, neither the timber frame nor metal chassis were protected against rot until 1986 and relatively new models may be in serious disrepair if they have not been cared for.

A dull thud rather than a metallic ring from the chassis when tapped with a screwdriver points to serious corrosion. The ash frame is a vital part of the car's structure and if you can insert a thumbnail or small penknife easily between the grain then it is on the way out. How-

ever, as the frame is largely covered by body panels, another test is to rock the body gently and watch whether the doors go out of alignment. In addition, the bodywork rusts and, even if aluminium panels are fitted, they may still crack and deteriorate. The good news is that most parts can still be obtained, or re-manufactured by specialists. What you will need, though, is a skilled craftsman to put it all back together again, which is very costly.

Sadly, the asking price is also likely to be considerable, for this is a sports car that can afford to snigger in the face of depreciation. A nice Sixties 4/4 might set you back £10,000, but a Plus 8 of similar vintage is double that, and a mid-Eighties Plus 4 £15,000 or so. Even a good-as-new low-mileage G-registered Plus 8 will sell at a shade under £30,000, which is around £6,000 more than it cost as it left the factory.

The chances of making a mistake, however much you pay, are still high; better to buy from an enthusiast, or be guided by Morgan aficionados, and that is why membership of the Morgan Sports Car Club is a must. Tracking down the right used Morgan and even saving up for one may not be easy, but it has to be better than joining the queue to buy new.

The Morgan Sports Car Club, 41 Cordwell Close, Castle Donington, Derby DE7 2JL.

James Ruppert

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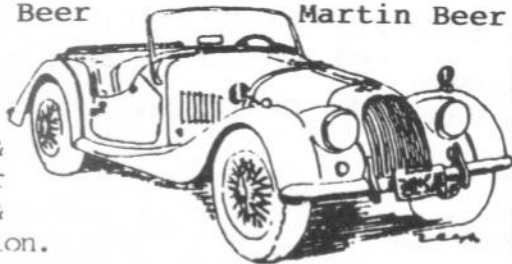
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Calendar of Events

May 4	Wine tour	see p 3-6
June 16(?)	Classics Against Cancer	Georgetown, ON
June 21-23	Morgans at Mid Ohio	see p 8
June 27-30	SVRA Can Am Reunion	see p 9
July 4-7	MOG 21	Charlottesville, VA
July 4-9	Double Ruby Anniversary	see p 5
July 5-7	VARAC Festival	see p 10, 14
July 14	Summer Sizzler	see p 7

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