

PRICE LESS LESS

MARCH/APRIL 1992

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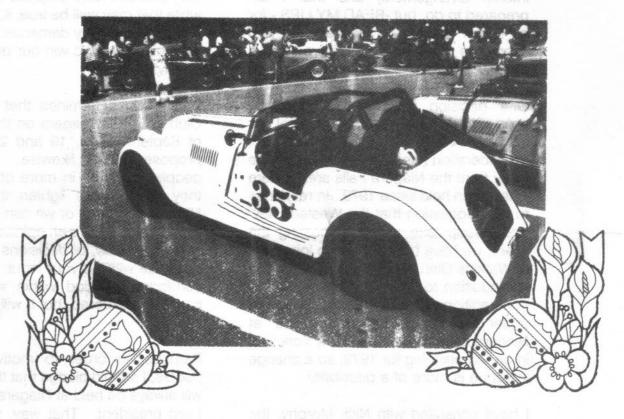
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THE PRESENT

Last issue's "Pres Sez" must, in all editions save for mine, have been produced in invisible ink! Not one call has reached me from the northern version of Bill Clinton. Why am I not surprised?

Under the circumstances, the logical course is for me to continue as an interim arrangement, and that I am prepared to do, but -READ MY LIPS - for no longer than 1992. Please, each and every one of you out there, give serious thought to helping keep your club afloat.

One decision which must be made before much longer is the location of our main event this September. Consideration has been given to a move away from the Niagara Falls area, where it has been held since 1979. In response to my suggestion that the Western New York group take a turn at hosting the event, we have been invited to join them at Watkins Glen. My view is that this is a fine addition to, but not a substitute for, our traditional meet. I now feel we are under no obligation to continue at Niagara because Western New York was in on the planning for 1979, so a change in venue is more of a possibility.

I have consulted with Nick Murphy, the man who makes it happen each year, together with John Roden and Brian Morgan (only, I must add to anyone about to charge me with sexism, with the help of their families), and his view, yet again, is that he doesn't mind organizing things, but it's hard to come up with anything new or different. Speaking personally, that is not a problem. I like the comfortable routine that has been established. I do not subscribe to the philosophy that the only difference between a rut and a grave is depth.

Tradition is born of routine to some extent at least, and we are driving Morgans, not the leading edge creation of the automotive ateliers.

Further, last year we were treated well by the Healey Club, who were good enough to organize a slalom, buy a trophy, and then let us win it (let's not argue that they couldn't have stopped us anyway-while that may well be true, it's churlish!). Common decency demands that we buy one this year, and win our own damned trophy!

So, I have determined that the Healey Club will be in Niagara on the weekend of September 18, 19 and 20, 1992. I propose we do likewise. We can if people wish, join in more of the events they organize, to lighten the load on Nick and cohorts, or we can continue as before. If you have an opinion, please let someone know, or decisions will have to be made without your input. There is a comfortable period within which ideas can be considered, but it will not last for ever.

Perhaps, in order to motivate a few people, I should pledge that the fall event will always be held at Niagara as long as I am president. That way, the movers out there have a clearly defined motivation to stand for high office. On the other hand, all you have to do is wait until next year, and someone else will be making the decisions anyway.

That, then, is the plan. Please feel free to provide whatever feedback you feel is appropriate. Failing feedback, Niagara it is. I laughed the first time I heard the expression "This is a democracy, and I'm running it!" That was before getting involved with HogMog! John Collins.







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

ADMISSION:

Adults: \$3

Children: UNDER 12 FREE

Vendors: \$20 HOST CLUB MEMBERS \$25 NON CLUB MEMBERS

Club-Display: OUTSIDE ONLY FREE

HOURS:

Public 10-4, Vendors 8-6

Snack Bar

MOG 22 VIRGINIA: JULY 3-6.

ANNIVERSARY OF THE SUPER SPORT

The Coordinator for MOG 22 in Virginia Hank Giffin called me middle of February to explain that as July 4th was a Saturday several people stated they could not attend for a long weekend & requested a two day Meet.

He was concerned enough to call every long distance club Liaison who's members attended in the past to obtain their input before a final decision was made, consensus was that those who drove the longest distance did not deem it worthwhile for a 2 day Meet.

In a letter received today we have the final decision. The MOG Meet is to be at the same location as last year, The Boars Head Inn in Charlottesville Va. (Sorry the phone listed is the US 800 # not applicable in Canada) Room rates are; \$85. a night US (normal rate is 125.) Alternate accommodation will be printed in the next Rough Rider.

The timing of the Banquet has been changed to Saturday eve to ensure they have as many attendees as pos. for many would be leaving early Sunday to be back at work on Monday Morning.. The final schedule is listed below.

Note: Wednesday July 1 is Canada Day;

Thurs; 5-30-9pm. Regisatration

7-8pm Earlybird Great Unwashed Car Show- THE UN-CONCOURS.

7-9pm Cookout on the outside Patio 9pm-lam Hospitality on Ednam Courtyard.

Fri: 8-30-10am Registration

10am-2pm Concours

2-3 Technical Seminar

4-7 Rallye or Field Trials

Dinner on your own

Sat. 9-10am Registration

8-9am Autocross School

9am-1pm Autocross

3-5pm Funkhana

6-7pm Reception

7-11pm Banquet & Awards

Sun. --- No set schedule, Unguided tour of Charlottesville, Winery, Shopping etc

5-7pm Picnic at Polo Matches.

For further information call me at 857-7320

Audrey Beer.

SUNDAY APRIL 12, 1992

ANCASTER FLEA MARKET

SUNDAY MAY 25, 1992

CAR RALLY



Please R.S.V.P. by April 10, 1992 to Lynn Kuzyk at 416-336-0251.

Ten (10) cars a must or the meet will be cancelled. It would be a terrific way to start off the car season hope to see everyone there.
Further details to follow.

SATURDAY JUNE 20, 1992

LUNCH AT THE WOODBINE RACETRACK

Preceded by a leisurely ride thru the countryside.

Cost includes:preferred parking, entrance fee, racing form, lunch, taxes and gratuities (alcohol not included) the price is \$27.95 per person.

For this group outing we require 20 people - come one come all bring friends, relatives, enemies for a lively afternoon at the races.

Please R.S.V.P. by April 10th, 1992 to Lynn Kuzyk at 416-336-0251.

SATURDAY JULY 4, 1992

Lynn & Fred's X-Mas IN JULY BLIZZARD BASH TIME: 1P.M. ---

---- (1 M/4) that 59/4

ATTIRE FOR THE DAY: Bathing Suits

NECESSARY EQUIPMENT:

Towels. Cup or cups of cheer(BYOB) to celebrate the season accordingly. One hand-Made paper decoration for each guest to appropriately decorate the x-mas tree.

OPTIONAL EQUIPMENT:

Guitars or any musical equipment that can be transported easily for x-mas carolling.

PLEASE R.S.V.P. to Lynn Kuzyk at 416-336-0251.

FORTUNE NAVIGATION BOAT CRUISE OF THE WELLAND CANAL.

We will take a leisurely ride to the Niagara Peninsula where we will board The Garden City for a cruise of the Welland Canal.

The boat is liquor licensed and light meals are also available.

Price and time of departure will be available after April 15,1992.

All those interested in this expedition please contact Lynn at 416-336-0251.

OCTOBER 1992

FALL COLOURS TOUR AND HAY RIDE

A Fall Colours Tour and Hay ride is being planned for October. The date, time and price will be available at a later date. This outing will require at least 25 people. All those interested please contact Lynn at 416-336-0251.

The Globe and Mail, Saturday, March 14, 1992

Reuters News Agency

LONDON — The MGB, one of the most famous names in British sports car history, will make a comeback in September, three months after the 30th anniversary of its original launch and 13 years after its production line cranked to a stop.

MG manufacturer Rover Cars said it would make a limited edition of the MGB open two-seater, called the MG RV8, at a rate of 15 a week.

But baby-boomers dreaming of returning to the cheap, wind-in-the face fun of their youth may be in for sticker shock — the price tag in Britain is likely to be about £26,000 (\$53,000) each.

The car will be powered by a 3.9-litre fuel-injected eight-cylinder engine, with a top speed of 215 kilometres an hour and with new suspension and braking systems. The V-8 engine is also used in the company's Range Rover vehicles.

But, like its predecessor, the new MG will incorporate extensive use of wood and leather interior trim.

"The MG RV8 is an evolution of the MGB," a Rover spokesman said.

He added that "Rover is still assessing the possibility of returning to volume sports car production."

About 500,000 MGBs were built between 1962 and 1980 at a plant in Abingdon, near Oxford, making the car the most successful sports car of its period and the best selling British car in the United States.

The car was powered by a fourcylinder engine, although one model, the MG-C, sported a six-cylinder power plant.

In June, MGB enthusiasts from around the world will gather at the Donnington motor racing circuit in central England to celebrate the model's 30th anniversary.

Rover, a subsidiary of British Aerospace PLC, has rights to the MG name dating back to the 1960s, when the company traded as British Leyland. It became Rover Cars in 1986.

MGB sports car staging a comeback

Price tag likely to top \$50,000



Starting Dur 100-4

Our Healey rebuild is now well underway. In the beginning we did have problems. We couldn't wait for immediate results. We wanted to see something, anything started and completed. But as I've stated in the past " Rebuild/Restoration is not the act of taking something apart but rather the art of putting something together." We stopped our helter-skelter running in circles and prepared an action plan to follow.

Our Plan

- Determine specifications to which the car would be rebuilt.
- Find competent tradesmen.
- Find necessary bits and pieces.
- Schedule rebuild.
- 5 Schedule vehicle assembly.

We knew we had three Healeys but what were they. It is impossible to return a car to original if you don't know what original was.

Uncle Sam found the names, addresses and telephone numbers of several Healey Clubs in U.K. listed in a British Sports Car Publication sold on our news-stands, called "Practical Classics." And as a result of several early morning trans atlantic phone calls he found the information we needed. This first problem taught us one important valuable lesson. Which is, "A quick answer is worth what it costs to get it."

Uncle Sam could have written several letters; he may have received a reply or two; but with a phone call he got his information immediately. From Uncle Sam's English source this is a brief overview of what we learned about the three cars. The four cylinder Healeys were only built for less than four years 1953 to 1956 and went through four different variations. The first model affectionately known as B.N 1 was modified for racing and was called a 100S (the S for Sebring). When Danny called his car a Healey Daytona he was wrong, it was a Healey Sebring and now Uncle Sam had one of only fifty made. The other two Healey's were 100M's and there were only 1159 built. This 100M was a variation of the B.N.2. The Healey history of this period is most exciting. When our 100S rebuild is finished I will recount their racing story.

Our next problem was to find competent, reliable and respected automotive rebuilders. Dur local types would say, "Don't worry, just leave it to us, we'll take care of everything." But that wasn't to be our style. We wanted to worry. We had to find craftsmen who would have time to listen to our plans and who would have the patience to explain their ideas and methods to us.

Hemmings Motor News and Old Autos proved to be excellent sources for the names and addresses of automotive rebuilders and suppliers. Nothing would be gained by mentioning who are our rebuilders but do let me say they were chosen very carefully. We talked to each and every potential rebuilder even before we started to dismantle or to select the parts to be rebuilt.

We screened out many possible rebuilders with an initial phone call. Then we did visit the remaining specialists in order to firstly inspect their service facilities and secondly to clearly discuss the various aspects of our rebuild. Eventually after much comparison and debate we chose our rebuilders. And then we paid another visit to those very same people to finalize the paperwork such as scope of work, cost of work and completion dates.

After all the paperwork was signed we then left behind those very same parts as discussed for rebuild. This went on until everything was out being inspected at the various rebuilders. It didn't matter if the rebuilder was near or far we delivered it all.

I think by now you do know what our third problem could have been. Records. We decided at the beginning that we would keep complete, and accurate records of all activity. Uncle Sam asked Liz for all her help as our Comptroller, and she accepted. The Randall living room was turned into an office complete with file cabinets telephone, Fax machine and a table covered with files and paper to be processed. Uncle Sam when he gets going, thinks on a grand scale.

It wasn't long before we had the lists of parts from all our contractors that were needed to complete the basic rebuild. Uncle Sam, Liz, Kenny and I started our hunts. For almost two weeks Uncle Sam was up every morning at 3:00 A.M. phoning suppliers in England. And as luck would have it Uncle Sam foraging for bits and pieces during these early morning hours found a garage owner whose father had been head mechanic for one of the Healy factory racing teams. Uncle Sam talked to this man for almost an hour. Lady Luck had indeed smiled. Not only did he find spares but he found racing spares and the mechanic who initially installed them.

The next decision was no decision at all. Uncle Sam made arrangements to go to England. He had to talk to this elderly mechanic face to face. We had originally thought that Uncle Sam might go to England to expedite the shipping of needed parts but now there was this added incentive.

Uncle Sam was gone two weeks. By the end of the first week after his return the spare parts started to arrive. As soon as the parts arrived we delivered them to our rebuilders. We were progressing.

I have recounted how we got started. My next article will detail what we are doing and may be a third article will praise the finished car that is still scattered across most of Ontario and part of Upper New York State.

Have a good day.

Peter George

MOG1992

Beer, Audrey & Reg; Bolton Beer, Martin & Donna; Etobicoke Beer, Steve & Jenny; Brampton Browning, Mike & B. Viner; Toronto Cameron, Don; Islington Chapman, Barry & S. Robins; Orillia Collins, John; Mississauga Dale-Johnson, Vern & Amanda; Toronto Davis, Craig & Tina; Bolton Drew-Smith, Tom & Kathy; Cambridge English, Robert; Erin Fyfe, Ian; Hyde Park Gard, David; Calgary AB Geeting, Orin; Saginaw MI Harvey, Stu & Ria; Toronto Johnston, Miles & Carol; Pickering Kaufman, Greg & Kath; Woodlawn Kosower, Rafi; Toronto Kyzyk, Lynn & Fred; Burlington Lafford, George & Marylou; Ancaster LeSeeleur, Tom; Oakville

Lindsay, Dave & Anne; London Lohr, Ron; Guelph MacFarlane, Gary & Sherry; Burlington MacLaren, Peter; Ottawa Hall, Mike & Carol; Mono Centre Morgan, Brian & Brenda; Jordan Station Murphy, Nick & Linda; Vineland Station Pearcey, Keith & D. Parr; St. George Rens, Henrik & Shelley; Oakville Rigg, Ken & Barbara; Pt. Robinson Russell, Johnathan & Michelle; Vancouver, BC Russell, Alastair; Toronto Sands, Al & Marlies; Colgan Siemsgluess, Eckard; Germany Stainless Steel Muffler; Brampton Stapleton, Dr Kelly & Cheryl; Cambridge Struthers, Dr Andrew & Susan; Bathurst NB Sullivan, Bill; Winnipeg MB Turner, Doug; Mississauga Tweedie, Chris; Ottawa Wheeler, Michael & Donna; Avon Lake, OH Woodlawn, Bill; Orangeville

No longer way to speculate and accumulate

The classic car market is no longer territory for the speculator.

This is the view of Mr Peter Morgan, managing director of the Morgan Motor Company that still produces what has become a classic British sports car.

"A few years ago you could get an extra £5,000 over what you paid if you



sold a new Morgan," he said. "Today you would get about £1,000.

"The speculative side of the classic car market has

gone — whether it has gone for ever I don't know.

"Somebody remarked that if we stopped

producing Morgans, prices would escalate just like Bugattis.

"I am glad to say we are still producing Morgans. If you keep your Morgan in a reasonable condition, it will always be worth more than you paid for it.

"But I think it is a great shame if cars get so costly they can only be shut away in a museum."

Morgan still makes its marque despite honday October 28 1991 the young upstarts

In an age when all cars look much the same, one name holds on to its individuality. ROSS REYBURN visited the home of Morgan in the shadow of the Malvern Hills.

f you park a Morgan in a big car park, you know where it is." In an age when so many cars are indistinguishable from their contemporaries, the four-wheel Morgan sports car has proudly survived looking much as it did when it was unveiled to the world in the 1930s.

And the company's distinctiveness claim remains justified.

The Morgan Motor Company has shown the past can survive in the present for the world's oldest privately-owned motor company remains the last firm making production cars by hand in a world of robotassembly car factories.

You can find workshops making handmade vehicles for the classic cars market, but Morgan at its factory at Malvern Link in the shadow of the Malvern Hills is making the only coach-built production car in the world.

The advantages are not only psychological.

"It's not like a tin box — you don't need a can opener to work on it," says Mr Peter Morgan, a tall, sprightly 72-year-old

still running the company his late father, HFS Morgan, founded.

"One of the most interesting points of the Morgan is the actual shape and style — I don't think any mass producer can economically simulate our shape.

"The advantages are not quite so great as they used to be — it used to be very light compared with other cars. But it is very easy to repair — the parts are not manufactured in large pressings.

"The fitting of our panels is also done by screws rather than being clamped together with a spring catch that eventually deteriorates and probably rusts away."

Educated at Oundle, Mr Morgan served

People are always interested in Morgans. Children will say: 'Oh look mother, there's a Morgan'.

> Peter Morgan Managing director

You can find workshops making handnade vehicles for the classic cars market, ut Morgan at its factory at Malvern Link as a Major in the REME in the war years and succeeded his father as managing director of the company in 1959.

Today the Morgan costs anything from £15,000 to £26,000, there are some 1,500 names in the order book, the waiting time is about five years ands the Malvern works produces 460 cars a year.

The external changes have been relatively small over the years since HFS Morgan produced his four-wheeler to follow his successful three-wheel car. But, in

performance terms, the car has changed considerably.

"In the late 1930s, it was a lot slower," said Mr Morgan. "The maxium speed was 78 to 80mph. Today it is about 127 mph.

"This is academic though. What you want is good passing speed. The change to the V8 engine in 1968 was the most spectacular change. Now you can go from 0 to 60 in just under six seconds. In the mid 1950s, it would have been something like 9.5 or ten seconds."

Owning a Morgan is an adventure rather than a luxury — careering around the place feeling the contours of the road with the hood down, exposed to the elements, is for the adventurous.

"I like to think that the car is fun," says Peter Morgan, who learnt to drive the prototype four-wheeler as a teenager in the 1930s and drives his Morgan daily.

"It's fun to drive and it stands out. It won't have major appeal but people are always interested in Morgans. Children will say: 'Oh look mother, there's a Morgan'."

nlike the modern car, the Morgan has those distinctive wings over the wheels — a style Peter Morgan once tried to change.

"At one time we were deciding whether to go full width or not but my father maintained the wings," he recalls.

"I am very glad he did. In the early 60s the car was not very popular and I built a car in 1964 with a full-width body. It just didn't go down well — I think I finished up building 28."



Behind the wheel: Peter Morgan in a Morgan Plus Eight at the factory.

Famous Morgan owners include Brigitte Bardot and Mick Jagger plus a couple of

Today there is a 130-strong workforce at the Morgan factory, a collection of work-shops and sheds where gleaming Morgans stand impressively side by side.

In a lean-to shed you can look at the dwar piles of ash wood and then go inside the factory and see how they are transformed into the wooden frames for the cars, allowing a suppleness you won't find in modern cars.

Charles Morgan who, dressed in his brown brogues, brown cords and tweed jacket, looks as civilised as the Morgan if you ignore the fact he is wearing a tie with an elephant on it, shares his father's obvious enthusiam for the car his family made famous.

"It's a powerful car," he will tell you as he reels off an impressive array of facts and statistics during a guided tour of the factory. "It is one of the fastest cars in the world in fourth or fifth gear.

"The combination of a 3.9 litre V8 engine and the weight of a Volkswagen Golf means it can accelerate quicker than the Porsche Turbo or the Testarossa Ferrari.'

oin him in the passenger seat of his Morgan on a quick drive around the Worcestershire country lanes by his factory and what he has said doesn't take long to register.

When he puts his foot down, the car surges forward dramatically like a plane taking off. But as well as this sensation of sheer power, you also feel the car's wheels are glued to the road.

It is these qualities that make the car at ease on the race track.

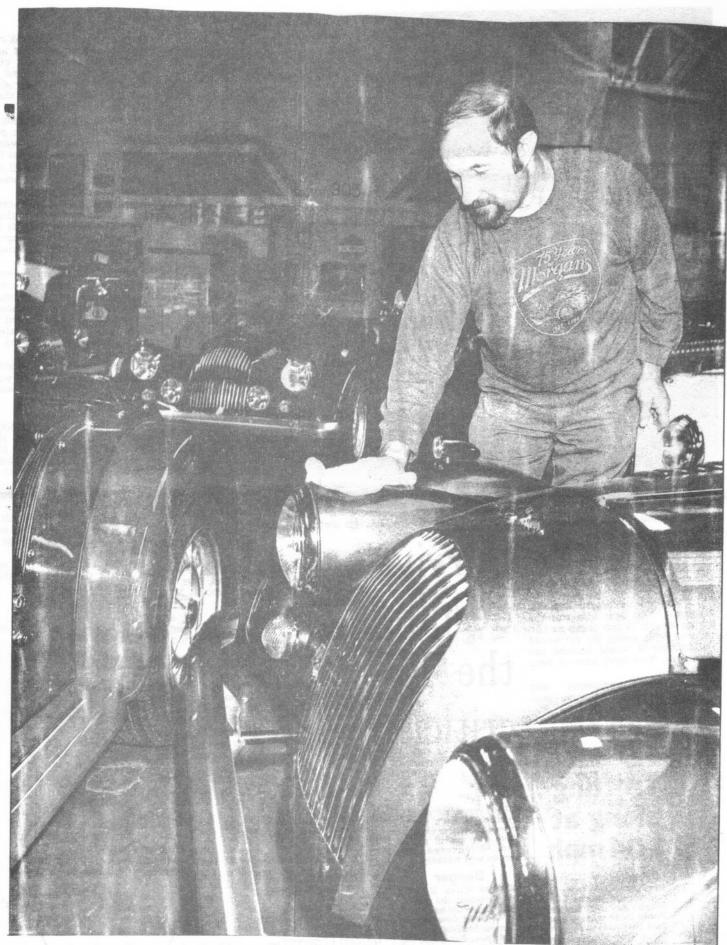
"You can go to a club meeting at Silverstone and you don't have to modify the car to go on the track," said Peter Morgan.

"The Morgan is very firmly suspended, it behaves very well when you corner fast. You don't have the same control with a mass-produced car."

'It is the last of the sports cars."



10



Fi lishing touches: New cars in the Morgan showroom gleam after the final polish. Pictures: Alan Williams.



British racing green: The Morgan has become a symbol of English craftsmanship.

another two per cent on the figure I was planning. We have had the recession since his visit and I am very glad I didn't put up the price any more — if I had we would be struggling now.

"In the end he begged his own argument. You hear him start by saying the car is too cheap and in the end he is saying the car would fail because it would become too expensive. You can't have it both ways.'

When the programme screened, Morgan had some anxious moments.

Survival despite the TV

"Three people rang my assistant at home that night asking what was happening to Morgan, was it going to bite the dust?" recalls Mr Morgan.

"My agent in Southport had a chap call him and ask him whether it was safe to put down a deposit on a Morgan.

Happily, unlike some of the other firms spotlighted in the programme, Morgan Cars survived unscathed — production is up by 12 per cent and the recession has criticism drop from eight years down to a mere four or five.

organ Cars enjoyed a dubious exposure in the national spotlight a couple of years ago when Britain's leading industrial expert Sir John Harvey-Jones cast his expert eye over the Malvern operation.

"The Morgan is different," was his verdict. "It is not the product of the fertile mind of some marketing man — it is the real thing.

"The factory itself has all the period charm of a sepia photograph of some bygone age.

Less flattering was his incredulity that the company has a waiting list of up to ten years and its failure to manufacture more cars and make larger profits meeting this demand.

The firm's managing director, Peter Morgan, remained unconverted by the man used to dealing with telephone number sums though and Morgan admirers rested happy knowing the Morgan operation remained uncontaminated by modern business methods.

"Good news is not interesting it is as simple as that," was Mr Morgan's verdict on the way the Troubleshooter television series operated.

"I don't think he understood the motor industry. He was slightly critical of the general way the car is built. What I don't think he completely understood is the handbuilt nature of the car. He thought that could be sidetracked but that is not so easy.

"I think he imagined the demand would always be there. In my experience things can change very quickly.

"He did suggest putting up the cost of the car. I think I did put

Trotting along at **104mph**

MOTORWAY police thought their speedometer was on the blink when an old Reliant Robin three-wheeler shot past them doing 94 mph.

PCs Ray Murrock and Duncan Brown tailed the V-reg car for 10 miles, clocking speeds of up to 104 mph.

They were so puzzled by the Reliant's perfor-mance they later checked their own patrol car — and discovered the speedo was working.

Banger

Owner Clive Richley later revealed the speedy secret of his old banger— it was going downhill.

Labourer Richley, 25, of Maidstone, Kent, said the three-wheeler had done 257,000 miles. But he added: "I wouldn't change it for the world.

Keith Yardy, prosecut-ing, told magistrates in West Malling, Kent, the engine of the car had not been modified.

Richley was disqualified from driving for 21 days and fined £150 after he admitted speeding on the M20

He also had to pay the £80 cost of checking the patrol car's speedo.

Taken from the International Express



OLD AUTOS JAN 20/92



A birthday surprise

by Sigrid Hough VANIER, ON — In mid July 1990, while they were celebrating Bastille Day in France, I awakened on my birthday with no idea of the extraordinary day ahead. Although it never occurred to me, I was to become the owner of my own car for the first time in my life. My husband, who was once a racing driver, overheard me express my admiration for the Morgan sports car and on this day I was to become the owner of one.

Many of you will know that a Morgan is a hand-made British sports car which has not changed its basic body design nor suspension for over 50 leaps into vivid reality. years. Some of you already know that the greatest enemy of the Morgan is not rust but could be the termite. Morgan's frame is made of wood-Ash to be precise.

My knowledge of the Morgan up to that mid July day was limited to the early thirties appearance of the car and the eccentricity of some of the owners. I did not know, for example when I took the wheel for the first time, that the wait at the factory for delivery of a new V8 Morgan was twelve years. Yes, that's right, 12 years.

Having driven manual transmission vehicles over African terrain, I did not fear the clutch and gear shift, but the long louvered hood held down by a huge leather strap and the right hand drive, gave me a different outlook. The Moss gearbox, beloved by English car makers of the 50's is not particularly easy to manipulate and when you are doing it with your left hand, a period of considerable adjustment is required.

The car's rugged appearance with visibility separate fenders, headlights and running boards is complemented by an unbelievably harsh suspension and the truck-like steering at low speeds was, I thought, more suited to a body builder than to me. Once underway though, it's a different story. The rugged handling characteristics of the car only make it the more endearing to the owner.

When travelling at highway speeds with the cut down doors and the miniscule aero screens replacing the windshield, the "wind in the hair", "bugs in the teeth" mode of transportation.

Whether at rest or defying the principles of wind resistance and modern car appearance, the effect the car has on others continues to be remark-Cyclists, pedestrians and some other drivers shout "nice car" or give the thumbs up sign. Friendly waves and smiles are the rule rather than the exception. Invariably when the car is at rest in a downtown area, interested persons drawn to the car, ask such questions as: "Is it a replica? Is it a kit car?" And occasionally, "Is it an MG?" Sometimes a person will aproach who recognizes the Morgan. Infrequently some will be Morgan owners. Young women often openly admire the car, which is unexpected considering that my car is perhaps 15 years older than the admirer.

How would I describe the Morgan? It's a tough, uncompromisingly rugged, sports car. It makes no pretensions. It never claims to be anything other than what it is, a classic

1930's sports car which happened to have been built in Mine came to me wrapped with a red ribbon in July 1990 - a birthday present and what a present!



S. Hough and her 1958 Morgan.



George Lafford has arranged a place to meet after the Flea Market in Ancaster - The Headquarters on Wilson Ave in Ancaster. If interested, track him down on the day and let him know.

Our April & May pub nights (second Tuesdays of each month) will find us in Oakville at the Manchester Arms at 322 Church St at Reynolds. Reynolds is 1 block east Trafalgar, Church, 1 north of Lakeshore. There is parking in behind the Funeral Home. For further details, call the Rens' at (416) STARTS 8PM 842-0694.

Lynn has advised me of changes in prices for the Lunch at Woodbine. Lunch will be \$21.95 & the valet parking is \$8.00. This apparently allows us to park the cars & keep the keys, but they are parked together & in a secure area.

Kacine THE SUNDAY EXPRESS January 19 1992

of the field

is way ahead

Sporty touch

by David Benson

ece:

Motoring Editor

sports car makers are hard put to meet demand. there is one bright corner 30 per cent in two years Britain's small specialist and new car motor indussales down

this year — a situation which brought a wry smile to the face of Peter Morgan, chairman of the Malvern and expect to do even better reported higher sales in 1991 Ginetta pany which makes the pre-War styled Morgan two-Morgan Motor Company Worcestershire, com-Engineering Cars have апо

John Harvey Jones

ering for customers on its seven or eight-year waiting workforce produced in 1990 - and is now delivcars in 1991 -Morgan's 40 more than 130-strong

Not so long ago his com-pany was heavily criticised by TV "troubleshooter" Sir

engined sports cars, the In Blackpool where TVR makes its V6 and V8most expensive, with Rover V8, 3.9 litre engine, £26,000. costs about £15,000 and the mood was equally upbeat

us later than most," says Peter Morgan. list. "The recession is hitting

people in the industry think lia are going well. Contrary to Sir John's opinion, a lot of Germany, Japan and Austra-"Exports, particularly to

> against mass-produced specialist cars priced up to £40,000 as much as it has public hasn't reacted against we have got it right. The

with 1600 cc Ford engine The cheapest Morgan

says:

The new car, the TVR Grif-

target is 1,000. 792 cars last year compared with 691 in 1990. This year's The 195 employees made Chairman Peter Wheeler "We have a new

model and we are working advance orders, some going back two years." around the clock, with good

and £30,000 depending on specification. Delivery time is four to five months. costs between £20,000 roadster, right

and TVR Griffith, left The Morgan, above,

BOUNTIFUL: SMALL IS

recession because we make car hand built to the custom good value for money," says Peter Wheeler. "And it is a a product that is extremely er's specification. "We are riding out the

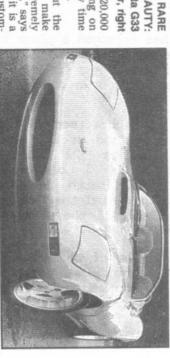
hope to make 200 of their £19,965 G33 roadster. Terry — nearly 40 per cent more than in 1990. This year they produced 150 cars last year Ginetta Cars in Scunthorpe The 42 employees at

beating the

"Many buyers come to the factory several times to see

are working overtime on demonstration cars for our their cars being built. We

European distributors.
"The beauty of a handhave a deadline to meet in that extra effort when you made car is that you can put



Ginetta G33 BEAUTY: RARE

ing director, says: "We are to order. because our cars are made Drought, sales and marketrecession

Sunday we made our way southwest with the aim of having dinner with Reg & Audrey on their last night in England before sailing on the QEII. On our way to Southampton, we detoured off the motorway to visit Brooklands, The Birthplace of British Motorsport & Aviation. Brooklands, in Weybridge Surrey, was the world's first purpose built motor circuit. After closing in 1939, it has only recently been reopened to the public, and if enough money was not raised in 1991, the gates would likely not open again for a long while. The weekend before we went there, the MG club arranged what was dubbed the world's largest picnic & the quantity of people that showed up, more than ensured the museums survival. At times the gates had to be closed as there were so many people. The day we were there, the Rolls-Royce Enthusiasts Club were meeting together - a real treat for our eyes. (No, I haven't been paid by Reg to say that!) The Museum Trust was set up in 1987, & hopes to restore the appearance & atmosphere of this village which for over 8 decades in the 20th century was the site of engineering & technological achievement. The circuit was built & opened by Hugh Locke King in 1907, the first ladies motor race was held in 1908 & won by his wife. In 1926 the first British Grand Prix was held there & the track has seen 3 world land speed records set in 1909, 1914 & 1922. The track was 2.7 miles in length, width 100' & maximum height of its banking was 28'8". The outbreak of war in 1939 witnessed the end of motor racing on the circuit & Brooklands maintained its position as the home of pioneering aviation development until the end of aircraft production at the British Aerospace factory in 1987. Consequently, great portions of the track & field area have been torn down & taken over by these buildings. Here, A.V. Roe made the first flight in a British built aeroplane in



1908, Tommy Sopwith developed & flew his Sopwith Pup & Camel, & Hawker Hurricanes & Wellington Bombers were built during the war years. The post war years have been highlighted by the achievements of the Vickers Factory including the Viscount, VC10, & their contributions to the design & manufacture of the Concorde.

The map tour takes you around the existing part of this famous track, which is only a small portion of the original. There are parts visible of the track not open to the public, with weeds growing through, quite sad actually. The first stop on the tour is the Clubhouse where the restored Clerk of the Course's office, Billiard & Ladies Reading Rooms can be viewed. This is where their small car collection can be found. This building was used by the members & their guests of the Brooklands Automobile Racing Club. We walked through the motoring village, a cluster of sheds by the paddock used by the engineers, tuners & various racing specialists including The Campbell shed, used by Malcolm Campbell as an office, workshop & showroom for several years & the ERA shed, used as a showroom for their famous racing cars, & where the first prototype was built. We continued past the Flight Ticket Office, built in 1911, & several aviation industry buildings standing but not open yet for public viewing - one is though, the Finishing Straight Hangar, supplied to Vickers-Armstrong by the Ministry of Aircraft Production in the early part of WWII. It contains some of the Brooklands Museum Collection of aircraft including a Concorde nosecone & the Wellington Bomber 'R for Robert' rescued from Loch Ness in 1985, & currently undergoing restoration by amongst others, some of the people who originally built it. Next, we walked along & up the Members' Banking section of the track, along to the Members Bridge & past the Members' Hill Restaurant buildings, currently awaiting restoration. Here we looked up to see the anti-aircraft gun tower built during WWII which helped protect the wartime aircraft factories at Brooklands against enemy air attack. Before you know it, the tour is over, and you are left with a feeling of awe. It's amazing that such a piece of motoring history has been allowed to fall into such a state, and yet it's amazing, considering what the area has been through, so much survives. Best of luck to the Trust and the Brooklands Society, we'll be sure to drop by next time we are in England. While we were there, we met the most fascinating lady, one of the first women allowed to join the Society. The stories she told & the people she has known & still does was incredible! The BBC program, the Power & The Glory was being aired while we were in England, and she was busy watching it, and talking to all her old friends. "Well, just last week Wilkie & I were on the phone..." I could have stayed all day! Fortunately we bought some goodies from her booth set up by the Brooklands Society, to make her time worthwhile.

All to soon, it was time to push off and make tracks for Southampton. Reg & Audrey were found easily enough in the hotel, and off we went for dinner. We had talked to them while we werre all in England on the phone but had not yet seen them. It was all we could do to shut up long enough to eat, with all the stories we were sharing.

The next day Steve & I left for Beaulieu while Reg & Audrey & their travelling companions Ken & Dorothy Morrell packed up & left for the Cunard Docks. We had hoped to get back to Southampton in time to see them off. The National Motor Museum was founded in memory of the Hon. John Scott-Montagu, one of the pioneers of motoring & aviation, & started with a small display in 1952 in a hall of the Montagu home. In 1959 the collection moved to a building in the grounds of the Beaulieu estate, & eventually with private & public support it has found the home it is in today which opened in 1972. This museum represents the history & development of motoring in Great Britain from 1895 to the present & is housed in 7 main halls: The Hall of Fame, which celebrates the various pioneers - Benz, Daimler, Royce, Rolls, Ford etc; The Veteran Age (up to 1919) contains over 30 vehicles; Vintage & Post Vintage introduces mass production with models like the Beetle, Morris & Mini; Record Breaking cars designed for one purpose only - to break the land speed record. Four are included here, 1920 350hp Sunbeam driven by K. Lee Guinness & Sir Malcolm Campbell, 1927 1000hp Sunbeam & 1929 'Golden Arrow', both driven by Sir Henry Seagrave, and lastly Donald Campbell's 'Bluebird'; Racing and Sports cars is one of the biggest displays containing nearly 40 cars & shows the history & development of these cars; The Commercial vehicles section includes passenger transport vehicles with everything from a stage coach through to tractor trailers & steam vehicles; the last is the Graham Walker Gallery, containing the motorcycle displays.

We left the museum, and made our way back to Southampton. We had been hoping to see Ken & Janet Hill while we were in their area, but as luck would have it, they were away on holiday. We

parked our car and walked down the dock area in time to see Reg & Audrey & the ship sail. There was a band on the quay playing various tunes & finally Rule Britannia, just before the huge ship pulled away.

THE BIRTHPLACE OF BRITISH MOTOR SPORT AND AVIATION



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BROOKLANDS MUSEUM ADMIT ONE



PLEASE NOTE

In the interest of safety * No dogs (except guide dogs) are permitted on the site * Children under 16 must be accompanied by an adult * Unauthorised driving on the banking or Test Hill is strictly forbidden

Brooklands Museum Trust Ltd. Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 OQN

We visited the Portsmouth area on Tuesday, viewing the HMS Victory & Mary Rose. Walking towards the Victory, we passed by the HMS Warrior, the first British iron hulled, iron clad battleship, launched in 1860. This ship is relatively fresh from a £7,000,000 restoration in Hartlepool. She was a sight to see, but we only had so much time. Maybe next visit. The HMS Victory is probably the best know of all the Royal Navy's Warships. Launched in 1765 with 100 guns, she did not see commission until 1778 in which she battled against the French. This was only the beginning of an illustrious battle career. After a refit, in 1803 she became the flagship in the Mediterranean of Lord Nelson. In 1805 Nelson left England in the Victory to take over command of the fleet blockading Cadiz. In October, off Cape Trafalgar, the combined fleets of France & Spain were vanquished. The joy of this victory did not last however, as it was here that Nelson was killed, and the ship was badly damaged. She underwent temporary repairs in Gibraltar, & with Nelson on board, sailed for Portsmouth. Her last voyage was to Portsmouth in 1812, where she underwent another refit, & was ready for her next commission in 1815. However, Waterloo had brought an end to the Napoleonic wars & an end to her career. She remained in reserve until until 1824 when she became flagship of the Portsmouth Command. She was berthed in Portsmouth harbour until 1922, her timbers a matter of grave concern, when she was moved to No. 2 dock - the site of the oldest graving dock in the world. A successful public appeal was launched to restore Victory to the appearance she bore at Trafalgar. This was complete in 1928, and she was opened to the public. She is 226'6" in length, her beam is 51'10", and the mainmast rises 175 feet above the deck. Roughly half a million people tour her every year, and after being searched for weapons etc, we were escorted on board in groups of about 20. We had to bend over in the holds below, as the ceilings were quite low. After viewing the ship & listening the lore told by an incredible storyteller, I'm rather glad I didn't have to serve on her! Next we went to look at the Mary Rose. She was the pride of Henry VIII's Navy, & was built in Portsmouth from 1509-11. She was sunk in action against the French in July of 1545, & finally raised in 1982 after several earlier attempts. She is housed in an enclosed tent in dry dock No.3, itself completed in 1799. The temperature inside this building is kept at less than 5 degrees Celcius & cold water is sprayed on her for 20 hours a day. She is gradually being re-assembled with what they have, and her timbers are being treated to help ensure her survival. Over 1000 relics from the ship are also on display at the Mary Rose Exhibition Hall down the dock area, along with videos & photos of the recovery project. It certainly is amazing to see such old vessels, and I look forward to seeing the work completed on our next visit.



Wednesday we visited C.M. Booth's Collection of Historic Vehicles in Rolvenden, Kent. For those of you not familiar with this collection, Chris houses his motor vehicles, etc, in a garage behind his antique store. The majority of vehicles are Morgan Three-Wheelers, amongst which are the following: 1913 Runabout with air cooled JAP engine, 1922 Grand Prix, 1927 Aero, 1935 Super Sports with Matchless engine. There is also a 1904 Humber Tri-car, 1929 Morris van, & lots of model cars & memorabilia. It's a wonderful collection, & you can't beat his enthusiasm.

Later in the day we toured the Eurotunnel Exhibition Centre, which is a modern building built next to the Folkstone entrance to the Channel Tunnel. You can climb the observation tower and look over the miles of track and roads & barely see the entrances underground. When walking through the building, there are video displays of the research & work involved in this huge project. The really amazing part of it all, is the section on tunnel history, chronicling the past tries at such an idea, some over 200 years old! A 32 metre long model shows the Folkestone & Coquelles terminals & tunnels in between & how they work. Two of the boring tools are on display outside, one current, & one from the past.

When back in London, we went to The Earl's Court Motor Fair, which conveniently was on while we were there. What makes this show different from the other new car shows, is that it isn't all new cars. There were various sections on display of motoring history, with focus on the sports and sports-racing cars. There was the GT40 from the movie LeMans, & many others of similar distinction. We went the day after the Brooks Auction, so some of the cars involved in the auction were just being moved out.

They also had a motorsport day where, during the night before, the various car manufacturers moved out some of their new cars, and moved in various racing cars from their past. There was Senna's F1 McLaren, Mansell's Red 5, the '91 LeMans winning Mazda & many others. We walked around the various displays and made our way to the Morgan booth, manned by staff from Wykehams, Libra Motive & the Factory. It was a very bright display & it has been fun reading the various reviews in magazines since, not all of which have been complementary. There were five examples of Morgan excellence on the floor, in shades of black, bright blue, lipstick pink (which has apparentley been sold), & the Shell Show Car (as documented in previous issues).

So we left England, flew home & the very next day, bright eyed & bushy tailed (?) showed up for the British Car Autojumble at the International Centre. All in all it was a great trip & it only drizzled one day (amazing for October). There are a number of publications you can get which document the various transportation oriented places of interest, whether for car, train or ship. It certainly makes a change from my previous tours of relics & cathedrals etc.



HIR HER AND

Ah, the sweet smell of spring has finally arrived! (Well at least on some days.) Our first meet this season where most of us try to get our Morgans out is upon us & looking at Lynn's list there will be plenty more. We still have many people that have not renewed their memberships for 1992. Please take a look at the membership list & if your name isn't on it, send in your dues. (Unless, of course you've recently sent them in.)

It's a good thing that we have friends and relatives that think of us often enough to send us clippings from all over. I shall give credit where credit is due - The Morgan Still Makes the Marque article came from a friend of Marlies & Al's; The MGB article from John Collins; Racing through the recession, from my Aunt. Speaking of articles, it's pretty bad when you have to buy articles to get submissions from our own members - A Birthday Surprise is a case in point - a hefty \$1.50 including tax had to be paid out for this one.

Meanwhile, have a good spring and we hope to see you at a few of the meets

this year. Keep those cards & letters coming, folks!

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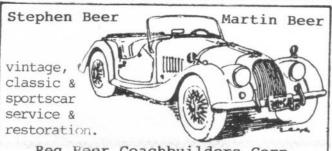


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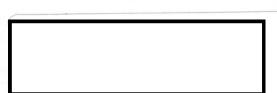
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