



1-93

THE PRICE LESS BLURB

CO-PRESIDENTS:

PAUL DONOGHUE/
BARBARA HARMER
 86 Herkimer St
 Apt 3
 Hamilton, ON
 L8P 2G7
 (416)525-7260

PAST PRESIDENT:

JOHN COLLINS
 7550 Langworthy Dr
 Mississauga, ON
 L4T 2R9
 (416) 677-7417

VICE PRESIDENT:

VERN DALE-JOHNSON
 1532 King St W
 Toronto, ON
 M6K 1J6
 (416) 530-4599

REGALIA & EVENTS:

LYNN KUZYSK
 1305 Ester Dr
 Burlington, ON
 L7P 1L2
 (416) 336-0251

TREASURER:

CRAIG DAVIS
 39 Deer Valley Dr
 Bolton, On
 L7E 2E6
 (416) 857-5542

KEEPER OF THE LISTS:

RON LOHR
 62 Talbot St
 Guelph, ON
 N1G 2E9
 (519) 824-9230

CLUB LIASON:

AUDREY BEER
 RR3
 Bolton, ON
 L7E 5R9
 (416) 857-7320

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APRIL 18

2/93 BLURB TARGET DATE

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11TH ANNUAL BARRIE SPRING AUTO FLEA MARKET

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MOSPORT PARK, BOWMANVILLE, ON

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JUNE 6

OHMOG

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JUNE ?

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AUG 20-22

MONTEREY HISTORIC AUTO RACES, MONTEREY, CA

SEPT 3-6

VINTAGE RACING, LIME ROCK, CT

SEPT 9-12

23RD BARRIE FALL AUTO FLEA MARKET

SEPT 9-12

VINTAGE RACING, US VINTAGE GP WATKINS GLEN, NY

SEPT 19

BRITISH CAR DAY, BRONTE PARK, OAKVILLE

OCT 1-3

AUTUMN MOG, POCONO, PA - 3/4 CLUB

OCT 3

MOGS AT THE POINT, SUMMIT POINT RACEWAY, WV

OCT 3

BRITISH CAR AUTOJUMBLE

CHRISTMAS PARTY

CONTRIBUTORS: C. DAVIS, BOLTON, ON; S. VIGLE, LOS ANGELES, CA



THE PREZ SEZ!

The new year of 1993 brings with it hopes and expectations that 1992 will seem to be a poorer year in comparison. The weather, economy, world events and even the activities of HogMog all failed to provide, in 1992, levels of enjoyment seen in the mid 1980's. I suppose I tend to be a bit fatalistic about such things, accepting a certain amount of ebb and flow in the affairs of HogMog, and consequently do not get as disenchanted as would otherwise be the case. There is no doubt, however, that the more active times of yesteryear provided more fun, and a return to times more like them is an attractive proposition.

There are, of course, no guarantees, but the portents are good. The presidency of HogMog will pass into new hands for 1993. In fact, it will pass into more hands than ever before. Paul Donohue, in agreeing to take on the position, decided that it will be best if HogMog adopts a co-presidency approach, so that he and Barbara will both share the joys and sorrows of heading up the preeminent club for Morgan owners and admirers in the Great White North. I'm sure all of you will join me in wishing them every good fortune in guiding the club in the future, and will lend them your support and encouragement.

The "election" was, as is traditional, conducted at the annual Xmas party, held once more chez Linda and Brian Rumohr, whose hospitality was, as always, much enjoyed and appreciated. Attendance this

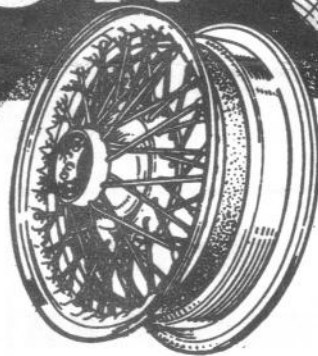
year was, as for other events, lower than in some past years, but, contrary to what some may believe, size is not everything, and the evening was an enjoyable experience. Attendance would have been a little higher but for an unfortunate event affecting the Beer family. Martin, en route for work the previous week, was injured when another vehicle pulled across his path, and was still in hospital. I understand his injuries were quite severe and painful, but that he is on the way to a good recovery. I'm sure you all join me in wishing that to be as complete and speedy as possible.

The balance of the volunteers who keep the club ticking over have agreed to continue in 1993. Lynn will continue to refuse to be disillusioned when the events she organises are not always oversubscribed. Jenny will continue to find room in the Blurb to report on such events. Craig will continue to take your money, and to look after it on your behalf. Audrey, even if she tried, could not but continue to be a beacon for inter-club liaison. Ron Lohr will keep on keeping the membership register, and Vern Dale-Johnson will continue as Vice President.

So, as has been the case for lo these many years, your club will be there for you. The hope for 1993 and beyond, is that you will be there for your club.

John Collins

ancaster british sportscar flea market & car show



for information contact:

Don Alnsorth
147 Gladstone Avenue
Hamilton, Ontario
L8M 2H8

or
Lyn Chrysler
735 Glancaster Road
RR1 Mount Hope
Ontario
L0R 1W0

THE OLD-FASHIONED WAY

Those classic lines that made motor enthusiasts fall for the Morgan are still working their magic today...



ORGAN is an institution. Proof that there is life beyond the alien dance of the robot arms stitching metal and

the churning production lines of the modern car company.

They still do things the old fashioned way down at Pickersleigh Road, Malvern Link, which is why it takes three months to build a Morgan.

And this is the reason why the waiting list stretches back up to eight years for those hopeful Morgan lovers who dream of owning their own piece of motoring mythology.

It costs a modest £100 to stake your claim to a piece of British craftsmanship, £100 and an inexhaustible supply of patience as you wait for your name to move slowly up the list.

But in the end you get something very special and well worth the wait. Like a bespoke suit from a fine tailor, your Morgan will be like no other - custom built to your order and painted in your individual colour choice.

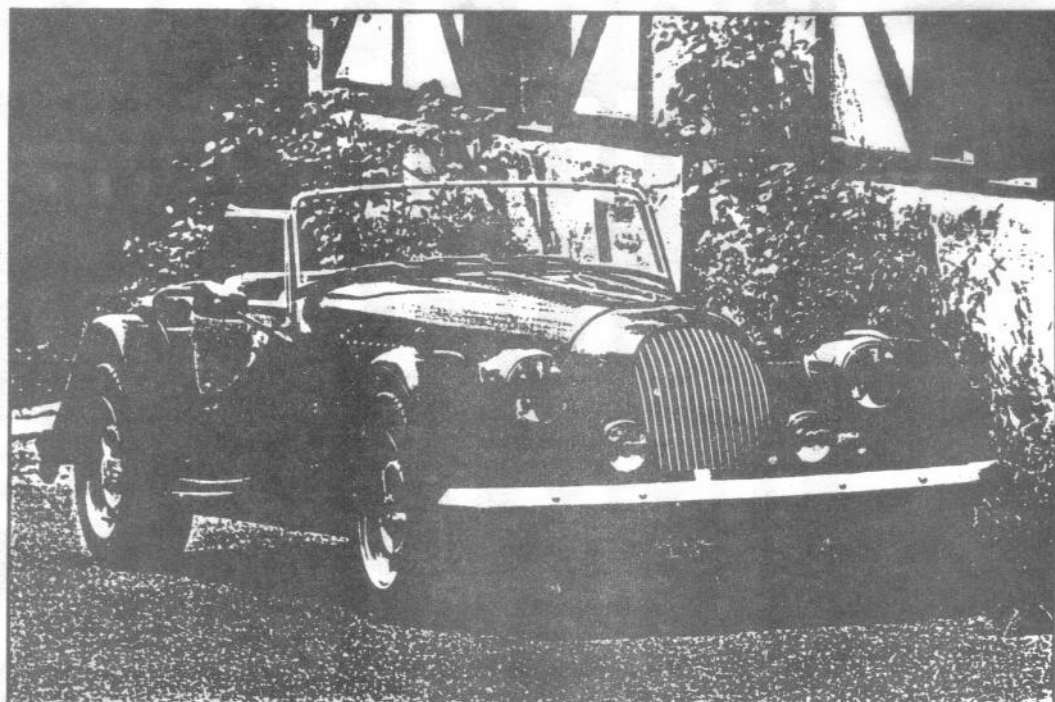
Celebrated industry guru Sir John Harvey-Jones suggested in a celebrated television programme how Morgan

'A recent innovation was woodworm treatment for the frames'

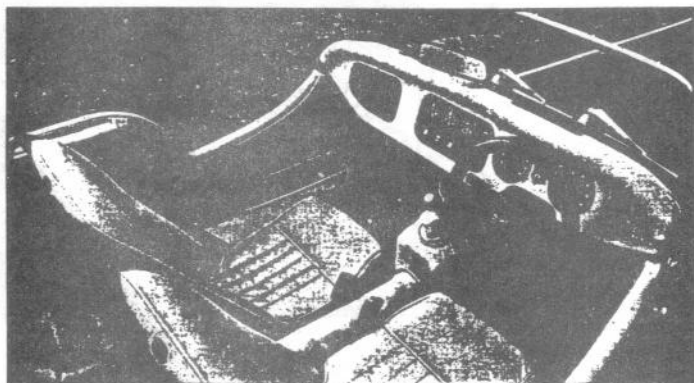
could boost production, charge more realistic money for its effort, improve cashflow and generally subscribe to all the icons of modern business. The Morgan family listened politely and promptly ignored his advice.

Sir John had failed to realise the essence of Morgan, what made it special and the fact that Morgan fans wanted it to stay that way. It would not be the same if you did not have to wait.

Early Morgans were three-wheelers, the first of which was built back in 1934. The first four-wheeler



■ Each machine built at the Pickersleigh Road factory is custom-built and sports the owner's chosen colour scheme



■ Modern Morgans are more comfortable but still strictly for outdoor types

followed a year later. These cars really set the style we see today, although that distinctive curved radiator grille did not appear until the Fifties.

■ In the frame

Construction follows the old ways, with a separate chassis upon which is fixed a wooden frame clad with metal panels (steel or aluminium, according to customer choice). A recent innovation by the company was to include woodworm prevention treatment for the frames.

There are currently three models on offer. The 4/4, which is offered as a two-seater or a four-seater roadster and powered by a Ford 1.6-litre CVH engine; the more potent Plus Four, which utilises a Rover two-litre motor and available as a two-seater only and the top-of-the-range model, the Plus 8 which incorporates a 3.9-litre Rover V8 under that long louvered bonnet. Of course, it still has a leather

strap, but over the years, refinements have crept in.

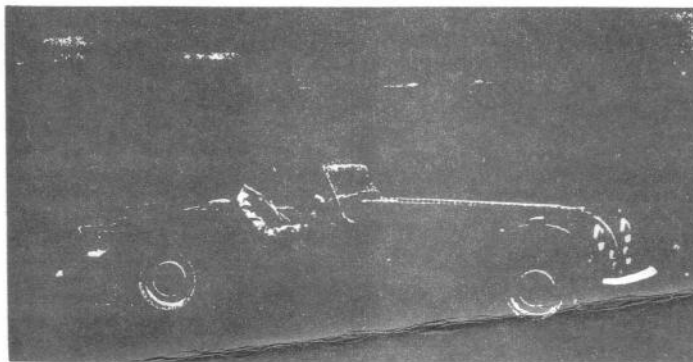
The interior is far less spartan than it used to be, but Morgan owners are tough types and the cars are rarely seen with that beautiful tailored hood in place.

If you are touring, then forget about luggage. A toothbrush and a change of underwear is about all you will be able to pack.

For all its antique styling, a Morgan can turn more heads in the street than a shark nose plastic wedge supercar and the prices are amazing.

Don't think that you can easily jump the queue by buying a second-hand example - you will find many enthusiasts on the same trail.

The cars hold their prices well and because of the enthusiast factor, are generally well looked after with lower than average mileage. As a result, a C-registered Plus eight could still set you back around £20,000.



■ The waiting list for these classic roadsters will really test your patience

TAKEN FROM AUTO EXPRESS SPORTING CARS

Peter George

Slim, Mouse and Blue
by Peter George

The time is right to recount what I believe is the true story about Mouse and the Grubbe. Now some of you may say I'm all wrong, so be it, but, this is the way I saw the facts and even today I still think my assessment is correct. Mouse was a quiet sort of chap. Where the average individual would use three or four sentences Mouse used three or four words. You were never left in doubt as to Mouse's opinions. He may have been quiet but he was eloquent in his silence. Mouse was one of those rare single purpose types. The main problem was he had many different sole purposes and approached each one with the same burning intensity.

The Grubbe was a powder blue 1956 Ford convertible complete with continental kit and lake pipes. Some said the Ford Grubbe never existed because Herr Greubber only built 1950's chevs. Others thought that this specific car belonged to a member of the Galt Stokers. But Slim and I knew better. One afternoon earlier-on Slim had coaxed me to take-off and wander motor-cycle repair shops.

In an industrial complex tucked away in the south-east corner of Kitchener not only did we find one of our repair shops but also a single-bay truck lettering shop. Here was this Grubbe. How did we know it was a Grubbe. Simple. In the left corner, down low, on the trunk lid was the little polished name plate that read, " Built by Herr Greubber. Greubber was a local mechanic turned craftsman and artist. He had a two bay garage behind his house in an older section of town, the skills, experience and knowledge to make dreams come true, a love of automobiles that rivalled that of his family and a passion for privacy that bordered on barbwire and machine gun towers. He built and rebuilt cars (preference Chevs). These cars were usually from the 50's. Some could be totally stock; others would be heavily modified speed merchants or sleepers or boats. But none were ever gaudy awkward fantasies. All were called Grubbes. You may not have heard of him. It is not surprising. He cherished his privacy almost to a point of religion.

The Grubbe we saw at first was just a nicely finished Ford. A second closer told a different story. The car was up on a floor track lift being "pen-stripped" and all could be seen. Here is what we saw,

- standard transmission
- finned oil pan (oversized and oil cooler)
- heavier suspension front and rear
- torsion rods on the rear
- split exhaust system, headers lake pipes - non functional, exhaust cut-outs and Walker Wendals (mufflers)

In front of us was a speed merchant decked-out as an old dowager Empress. Our admiration was cut short . The painter said he was expecting his boss any moment and didn't want us around when his boss did return. With that we left.

We never gave that 1956 Grubbe Ford another thought. That is until late one Friday night a few weeks later, Slim and I as was our habit were having a coffee in the Knotty Pine as this beauty/beast sauntered by and then thundered up the Preston Hill. And I mean thundered. Between us and the turn onto the hill he had opened his cut-outs and punched in the blower. You could hear him pounding off onto Kitchener. We even heard him backing-off to make the turn at the Freeport Sanitorium.

Monday's paper highlighted this event on the third page titled, "Police Outdriven by Phantom". The article recounted that the police had given chase to a speeding convertible on the Preston-Kitchener highway Friday night. It seems that this vehicle with no headlights and no muffler travelling at speeds in excess of 100 mph had disappeared into the south-east section of town. The police were unable to apprehend concluded the article.

Over the next several weeks this performance was repeated each Friday night. We would see the Grubbe float past the Knotty Pine, hear the roar off into the distance and read of the futile police attempts to catch him in Alex Potter's column "About Town." Each Monday there was a different headline.

Phantom Speeds Away
Phantom Spooks Police
Phantom Floats On By

~~The Police could not catch this elusive Grubbe.~~

At this point you might stop to ask, - "Why couldn't the O.P.P. catch this speeding car." Well you must remember this strip of road between Preston and Kitchener was not under the jurisdiction of the O.P.P. but rather the Township Police. And the resources available to the Township Force did not match that of the O.P.P. No matter how hard the Township Police Force tried to apprehend the culprit the local newspapers ridiculed their efforts.

These Friday night chases continued regularly on into the fall. And each unsuccessful chase was carefully heralded in A.O. Potter's column. This was most unfortunate for the Township Police. Their time was running out. This was the year for approving their operating budget. At the public hearing embarrassing questions were asked. Why was more money necessary? Were the extra prowls/patrol cars actually necessary? How could the Phantom get away night after night? Very quickly the questions centred around the elusive Phantom. In the end it was decided to pay for O.P.P. protection and disband the Township Police Force. The Township Police Force closed its office doors officially the 30th September. The K.W. Record carried the story. They chronicled the Force's History, its inception, work and demise. In my next article I will detail the Phantom's role. Have a good day.

Canadian Carriage Driving Classic Inc. invitational classic car show

by Paul Ross

We would like to inform your publication about a very special Premier Antique Classic Car Show which is being held in conjunction with the Annual Canadian Pleasure Driving Championships; the first annual Invitational Classic Car Show which will take place on July 8, 9, 10 & 11, 1993.

The Canadian Carriage Driving Classic is an annual event which combines the beauty of restored antique carriages and the excitement of the skill and teamwork of Man, Horse and Carriage against the clock and fellow participants. In 1984, in response to the needs of a Canadian location for this growing competition, the first Championship was held at "Trailee Farms", in the Caledon Hills of Southern Ontario. The natural beauty of this magnificent site is enhanced by graceful Victorian style pavilions, extensive landscaping, and a large pond with a fountain and swans. All of this is less than a one hour drive northwest from downtown Toronto. It is now regarded as one of the finest facilities in the world for pleasure driving.

To further enhance the beauty of this distinguished event, the organizers are extending a special invitation to the owners of Classic Automobiles, via their Club's affiliation, to exhibit their vehicles and partake in the various activities during the 4 day competition from July 8 through to July 11, 1993.

The "Car Show" has been divided into 2 diverse groups: Saturday, July 10th, will be for classic antique automobiles and trucks; Sunday, July 11th, will be for British classic cars. Special awards will be presented each day for the top 5 vehicles, including "Best of Show" recognition. Admission and Registration fees will be "free" to all pre-registered car club participants.

Since this is an "Invitational" car show, it will be necessary for all individuals to get their "special entry forms" from their respective car clubs.

In addition to the 2 day Invitational Car Show, we are looking for individuals with vehicles, to participate on Thursday and Friday, July 8th and 9th respectfully. No special registration is necessary,

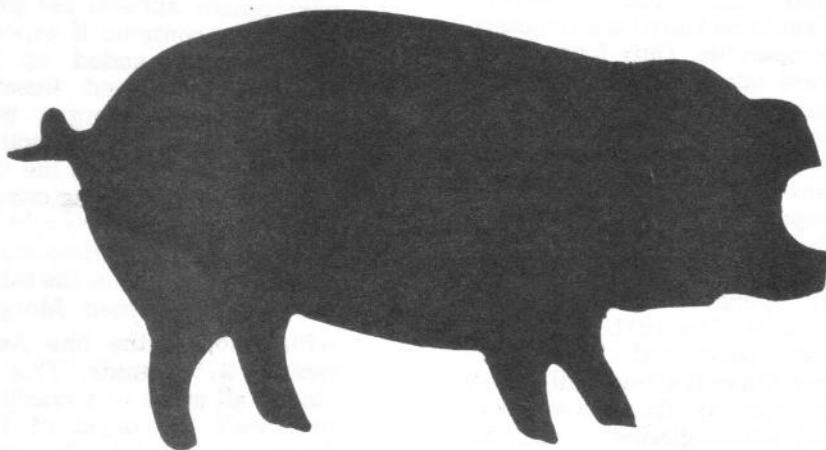
only show up with an antique car and the driver and guests will be admitted "free of charge." We have added this feature to allow individuals that are not affiliated with a particular club, to be able to participate. Special parking areas will be designated for these vehicles. General admission will be \$5 per person, children under the age of 12, free.

The response has been outstanding! Fifteen car clubs have already registered for the event with expected attendance to exceed 200 classic automobiles. We are sure there are many other car clubs - antique vintage - who would like to participate, but we have been unable to reach out to them. Hopefully, this story will inspire the various club events co-ordinators to respond to our special invitation to partake in this prestigious car show.

We are creating, what we believe, will be a very distinguished event, by not only identifying specific attention to car clubs, but more importantly, giving the participants the opportunity to show-off their fine vehicles without the usual entrance fees.

All interested car clubs can contact me directly by phoning (519) 927-5444, to receive complete details and a registration kit for the show.

To sum up, entry for the Saturday and Sunday event is by Special Car Club Invitation only and all participants must be pre-registered through their specific club. Individuals can attend the show, free of charge, on Thursday and Friday (July 8th and 9th) by simply driving in with their antique classic automobile.



FOREIGN AFFAIRS

DEPARTMENT

by NORM MORT



Transportation for tomorrow - here yesterday!

Many young people turning sixteen find the proposition of purchasing an automobile far beyond their means. The price of a car and insurance is staggering at this age. So it was for the average wage earner in the teenage years of this century and into the 1920s and 30s. Because private transportation was becoming more and more essential in daily life manufacturers responded first with motorcycles and then added sidecars. Although popular there were obvious drawbacks to this mode of travel. A large price gap existed between two-wheeled and four-wheeled vehicles.

The solution of course was to offer a light vehicle, taxed at the motorcycle level, economical to run like a motorcycle but offering some of the comforts of an automobile. Thus the three-wheeler appeared to fill that gap. The most successful of the three-wheeled vehicle makers in Britain was Morgan.

Whereas some manufacturers concentrated on family-sized "cyclecars" Morgan designed a three-wheeler for the sporting enthusiast. This was certainly the wisest decision as the Morgan "trikes" outlasted all the others until production finally ceased in 1952. It should be noted that although Morgan produced more three-wheelers overall than any other British maker (est. 40,000) B.S.A. built more trikes in the thirties.

H.F.S. Morgan was one of the first manufacturers of three-wheelers that resembled anything like a production run. The company was founded in 1910 based on the funds supplied by H.F.S.'s father George Morgan. He was a local vicar with sufficient funds to loan his enterprising son, 3000 pounds. This was enough capital to acquire all the necessary drilling machines, grinders and lathes to build cars as well as purchase a factory site and erect a building. There was still money leftover to provide the necessary working capital.

The first Morgan appeared at the Motor Cycle Show of 1910. It attracted a great deal

of attention with its fully independent front suspension. Only the French Sizaire-Naudin had anything remotely comparable. Only four orders were taken though as it was an unproven design and could accommodate but one person. Morgan responded to criticism by competing in the popular trials events and with those victories and the establishing of Harrods as an agency orders began to flow in. The 1911 model had been advertised, "The Morgan Magnet attracts all young couples by its double seating accommodation." The car was hit with the press and other agencies immediately began selling the stable, comfortable and fast (45 mph) trike.

The year 1912 was a turning point for Morgan. First on the 27th of March a Morgan, driven by famed motorcyclist Harry Martin, won the inaugural cyclecar race held at the famous Brooklands track. More important though was the winning of the Cyclecar Trophy for 1913 by setting the one hour record for cycle cars at just under sixty miles an hour.

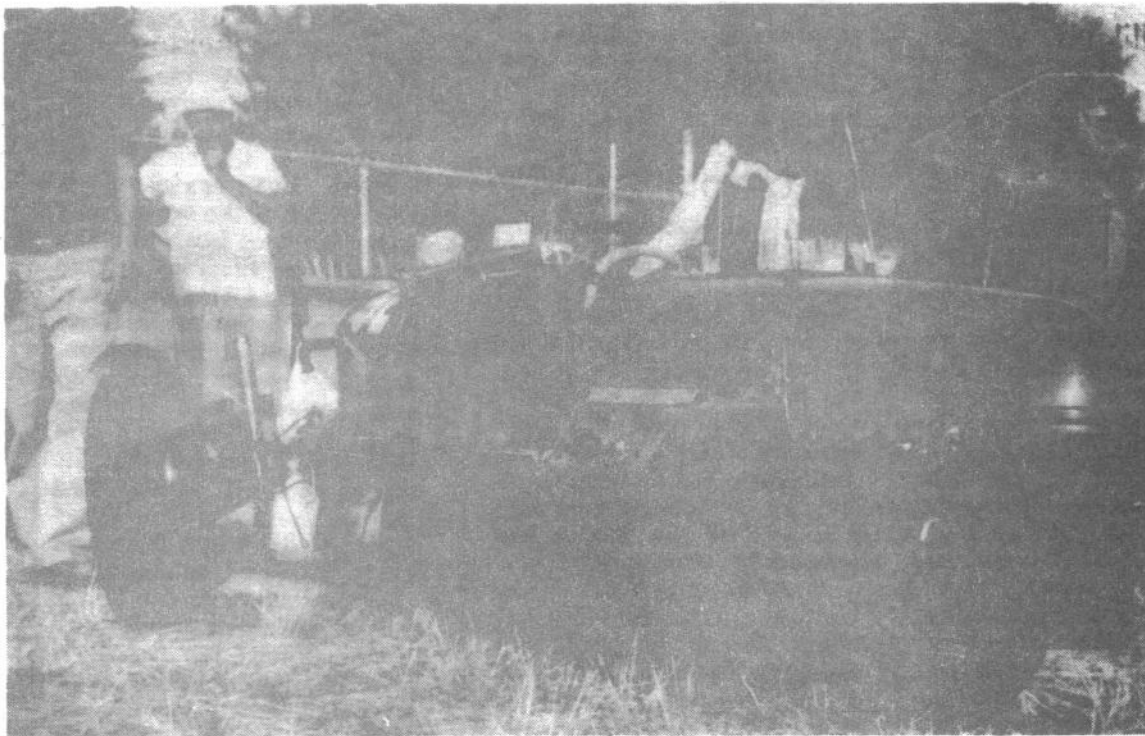
This, combined with the reliability record Morgan had established, the comfort level superior to other cars in its class, and the fact it could be started from inside the car, convinced prospective buyers they were getting the most value possible for 65 pounds.

In 1913 Morgan's competition superiority was further enhanced when they won the French Cyclecar Grand Prix. Four cars had been entered, two with overhead valve J.A.P. engines, one a Blumfield engine and the last was fitted with a specially modified Green-Precision engine. All were water-cooled and under 1000 cc. The total weight of each vehicle was around three hundred pounds.

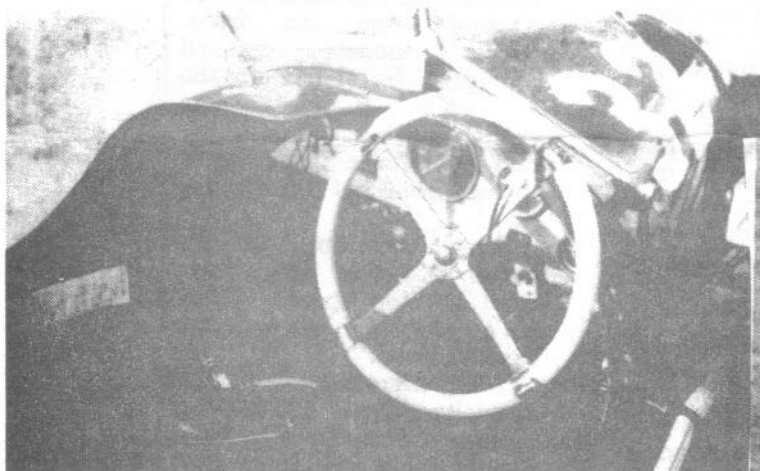
A J.A.P. engined car won the race barely beating out the tough and heavily favoured French machines.

With the advent of WWI production switched to supplying shells but the government allowed car production to continue if exported. Morgans ended up in Canada, India and Russia. After the war Morgan was able to resume full production quickly and such was the demand for any motoring conveyance that top prices could be charged. In 1921 prices started at 218 pounds for the tubular frame designed Morgan with a top of the line Aero costing 275 pounds. This of course all came to a crashing halt with the onset of the Great Depression. In 1933 the three-wheeler "Family" model cost 80 pounds while the top of the line was priced at a mere 125 pounds.

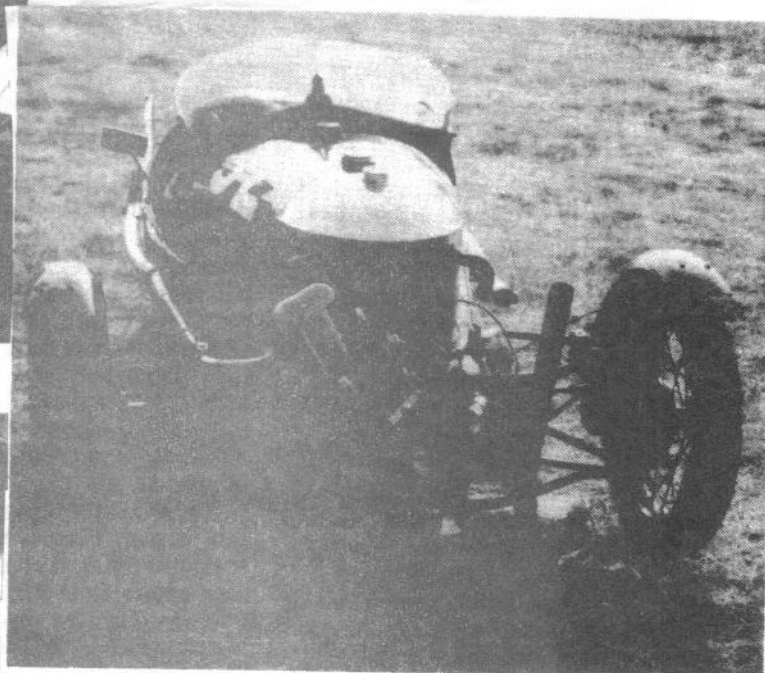
SINCE THIS ARTICLE WAS WRITTEN, DAVE HAS BEEN SEEN
CAMPAIGNING HIS TRIKE ON THE TRACK.



Dave scratches his chin while contemplating the future rebuild. Boattail bodywork was rarely seen in '32 as most Mogs had an abruptly cut-off tail and fitted spare.



The windscreens are covered in oil when approaching racing speeds due to the exposed rocker arms.



Was it a bird? Was it a plane? No just a cylinder head!



The 3-speed transmission drives a worm gear box that in turn leads to sprockets and chain to single rear wheel.

One might wonder why three-wheelers were so popular abroad and yet failed to make any kind of an impression in North America. Firstly three-wheelers held no real tax advantage on this continent and secondly motorcars such as the Ford Model T were readily available in every small town, versatile in their use and easy to maintain. But wait you say; Britain did have the Austin Seven and others. The Austin Seven actually benefitted Morgan when it was introduced. As Gregory Bowden points out in his excellent history, "Morgan: First and Last of the Real Sports Cars," the advent of the Seven, "...made H.F.S. reduce the scale of his business in good time before the Great Depression began in the late 1920s, and enable the firm to prosper at a time when many other car companies were obliged to close down."

The thirties saw the demise of many great marques and Morgan, although never losing money had some lean years. Fortunately the Morgans were astute businessmen and they anticipated the change in taxation as it applied to motor vehicles. All taxes were reduced in 1935 and cyclecars lost their competitive edge in the marketplace. But 1935 also marked the year of Morgan entering the four-wheeled sector with the introduction of the 4/4. (Four wheels, Four seats). This saved the company as demand for three-wheelers fell drastically with only 285 sold in 1936, 137 in 1937 and only 29 in 1939. After the war production was slow to resume as much of the factory space had been let out to others and materials and suppliers parts were difficult to obtain. Three-wheelers continued to be built in minuscule numbers until 1952.

Morgans of both the three-wheeled and four-wheeled variety have always been fitted with a wide range of powerplants. Matchless, J.A.P. M.A.G. Precision and later the big twin Anzani are but a few seen in the trikes. Both air-cooled and water-cooled motorcycle engines found their way into Morgans.

The car featured here belongs to former VARAC Vice President and racer Dave Elcomb. Dave has owned this 1932 Super Sports Brooklands competition model for over twenty years. It was purchased by a friend in England for him. The former owner had two Morgans and a Rolls-Royce and really didn't want to part with it. He did only because he wanted the money to restore the Rolls to its former glory. Dave's trike was in the same garage but was hanging from the rafters. It had been there for years which probably accounts for the fact it has matching serial numbers. The 1100 cc J.A.P. V-twin water-cooled engine puts out about 42 hp. In 1932 all Morgans were fitted with J.A.P. engines. Dave's is stamped, "Special Racing." When he originally refurbished the engine and removed the cylinder heads he found them copper plated and looking like new.

In 1932 Morgan introduced more changes than ever before. A new tubular chassis could be fitted with four different body styles. The Super Sports, Sports Two-seater, Sports Family and Family could be supplied by the works.

Another change was the dropping of the twenty-one year old cone clutch transmission and replacing it with the more conventional single-plate dry clutch. The steering mechanism was modified with the result that the $\frac{3}{4}$ turns, lock to lock reduced the steering effort which Dave will attest to is substantial unless at speed.

It was also the first year for the Dunlop Magna removable and interchangeable wheels. The Super Sports like Dave's had a slightly wider front giving more foot-room and were made 'snazzier' with the fitting of chrome-plated exhaust pipes running the length of the body.

Dave Elcomb has been racing for forty years. He began in '49 driving USAC Midgets. Much of his racing was behind the wheel of Morgan +4s and 4 + 4s although he also spent some time in MGs.

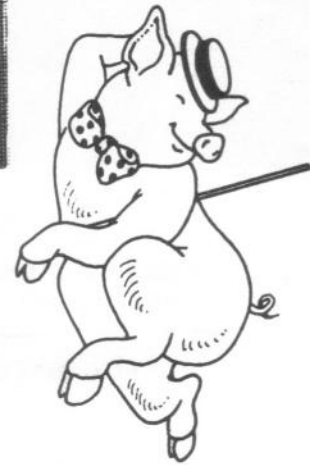
In 1972 he began racing his Mog trike. He has had it up to 96 mph but confirms reports I've read that at above 70 mph the Morgan begins to float. He leans in the corners for balance but confesses it also gives him the opportunity to get a bit of fresh air. The term cockpit certainly applies to the Morgan three-wheeler. It is a snug fit for one let alone two. You get the impression, especially when fitted with aero screens, that you are slipping into the seating of a WWI Spad that just had its wings shot off by the Red Baron. The steering is heavy but very direct and Dave told me you tended to use all of the road although the car is very stable. It actually handles better when the track is slightly slippery. There is no accelerator as the throttle and spark controls are thumb controlled levers on the cord bound steering wheel. The 1932 edition was the first to be cranked from the front. Earlier models cranked through a bevel box on the side while electric start was available. This was also the first year for a three speed transmission but no reverse yet.

Dave's reaction to the entire situation was, "You can't get too upset. There isn't anything there that can't be fixed."

Today there are a few small specialty firms producing modern trikes. They've been around for a few years now and haven't exactly taken the market by storm. One has to wonder if perhaps a comeback is in store for trikes or cyclecars with the ever escalating prices of fuel, insurance and automobiles. Maybe they'll become the transportation alternative of the future again.

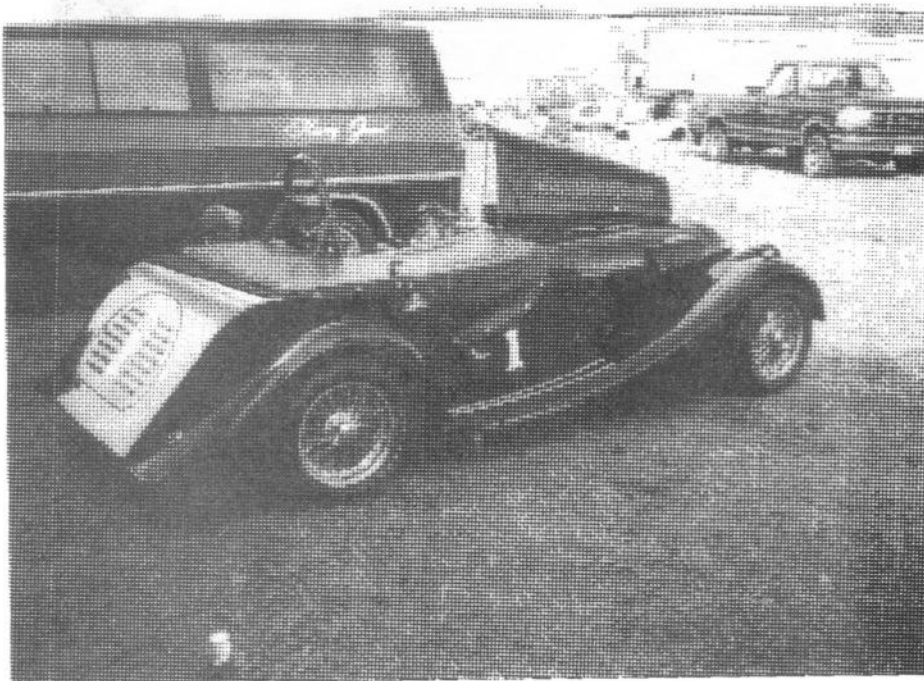


SLR MOG WATKINS GLEN SEPT 1992



HARRY GAUNT'S '56 +4, WATKINS GLEN SEPT 1992

KEN RIGG PHOTOS

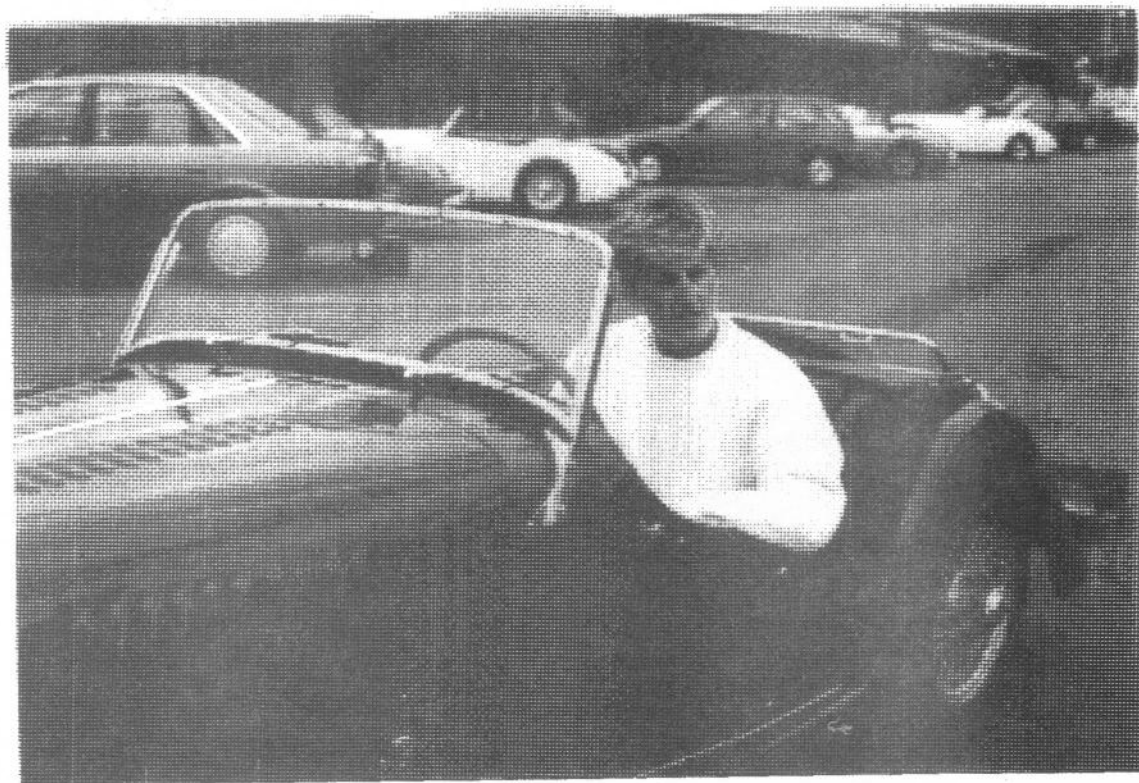




J. BEER PHOTO

BRIAN RUMOHR, BOAR'S HEAD INN
CHARLOTTESVILLE, VA JULY 1992

CAROL MACKINNON, VERN DALE-JOHNSON PHOTO



A Modern Glimpse of Yesterday

You look through a flat, shallow windscreen. It has a fairly substantial frame but there's no visibility problem; to the sides there is clear, unimpeded vision—and fresh air. The narrow engine cover stretches out ahead, its centre hinge forming an 'aiming line' to the tapering nose. It is curiously practical that bonnet—engine-shaped if you consider it—with two parallel rows of louvres to let the heat out and some air in. The plain nose cowling, aside from its gentle slope, reflects the radiator within. The front wheels are covered by equally simple wings—mudguards to catch mud and rain, and provide a mounting for the side-lights, no more, no less—extended back to form a step alongside those little cutaway doors; a 'running board'. The back? All it has to do is contain the fuel tank, spare wheel and the rear lamps. The 'spare' fits in an indentation in an otherwise straight panel; it's proud to be there, with no attempt at concealment. The steering wheel is close, upright, the seat doesn't adjust and it is not entirely comfortable. But the stubby little gear lever falls nicely to hand. That instrument panel is a bit stark, but tells you most of what you want to know. The rev counter is right there in front of you, through the wheel. The speedometer? Oh, that's in front of the passenger. Let her worry—or even be impressed by it.

Such a description could fit dozens of cars of the 1920s and 1930s. It could apply to a smaller number in the 1940s and 1950s. But in the Sophisticated Seventies it can mean only one thing—a Morgan.

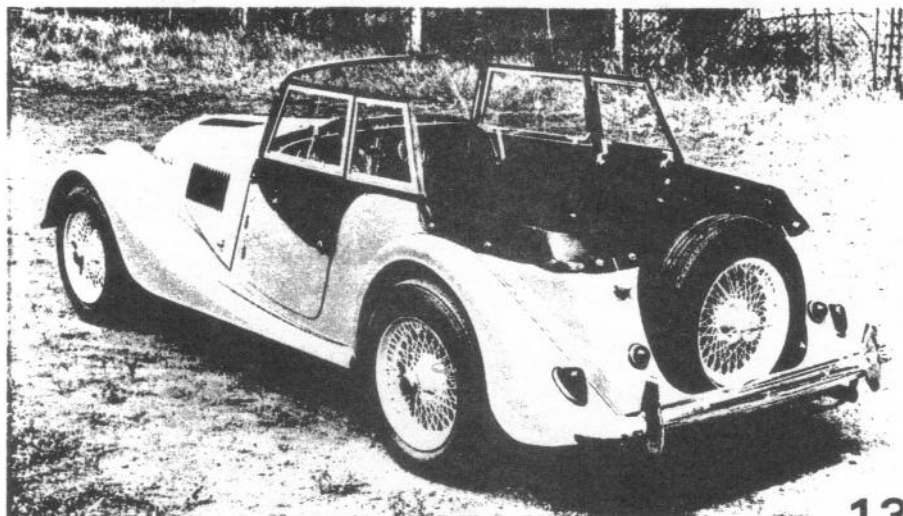
Yet a Morgan isn't a replica, like the fine but fake Bugattis, Mercedes and what-have-yous that crop up from time to time. It is a direct, linear descendant of a car that first appeared in 1936. It is modern in the sense that it has an up-to-date power unit, a very competitive performance, disc brakes, radial-ply tyres and good lighting, and has even passed the crash tests required before a car can be sold in America. It is distinctly old fashioned in the way it looks, the way it is made and the way it rides over bad roads.

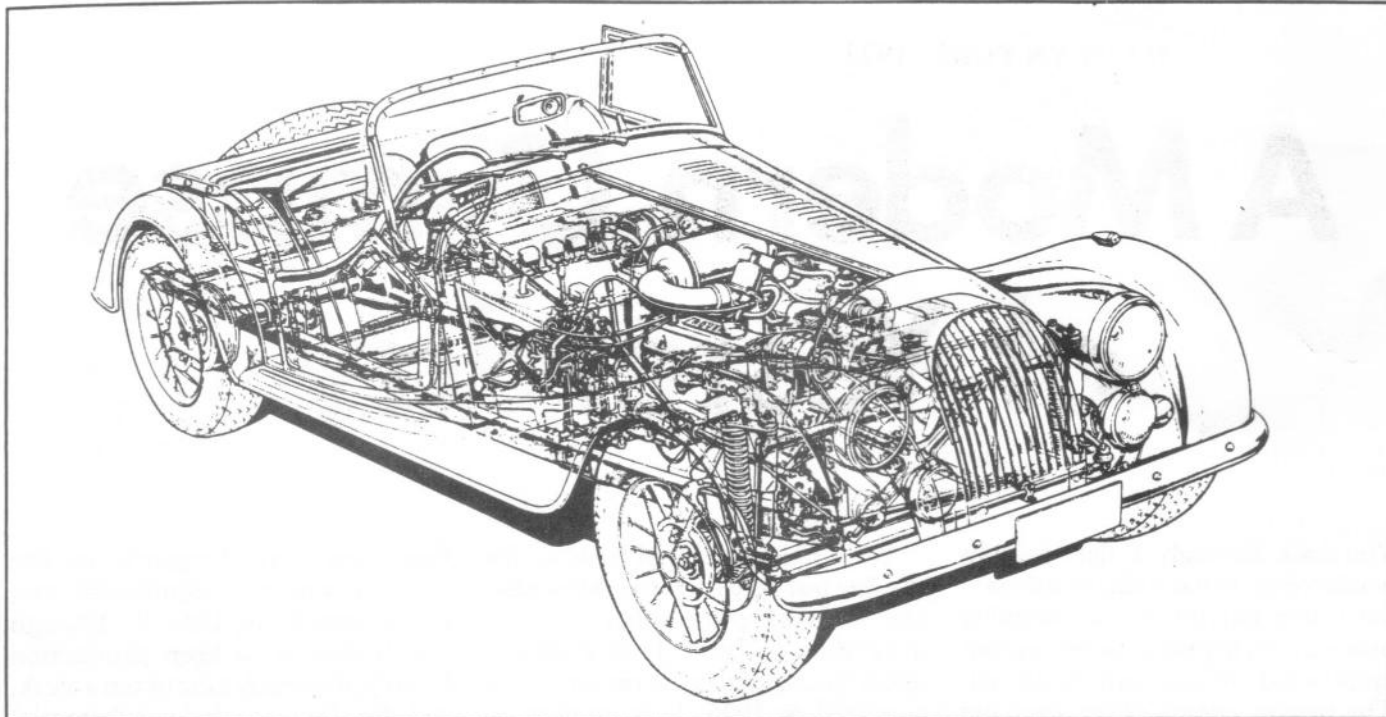
It is not that the Morgan family (the firm's founder H. F. S. Morgan died in 1959 and his son Peter is now the boss) are particularly stubborn. They have never been keen for their company—situated in the Malvern Link in rural Worcestershire and currently employing around 100 people—to grow big. As a result they have never found it necessary to go out and research the car market, to build the sort of car that people say

they want. The Morgan is not like that, it is a no-compromise car; you either love it or hate it. Enough people love it to keep production flowing at a steady nine or ten a week, and for there to be a substantial waiting list, even today.

The present models outwardly differ surprisingly little from that first Morgan four-wheeler of 1936. While MG (altogether in a bigger league than Morgan) gradually developed a similar theme until under the British Motor Corporation they produced their first all-enveloping body on the MGA, Morgan stopped at the point reached by the Abingdon's firm's TF model of 1954/5. Several years later, in 1963, they did dabble with a glass fibre all-enveloping coupé body for a model called the Plus Four Plus, but one suspects that they were never entirely happy

Morgan are alone now in offering for sale a traditional four seater open sports car, a style which was very popular in the 1920s and 1930s. This is the 1600cc Ford engined 4/4





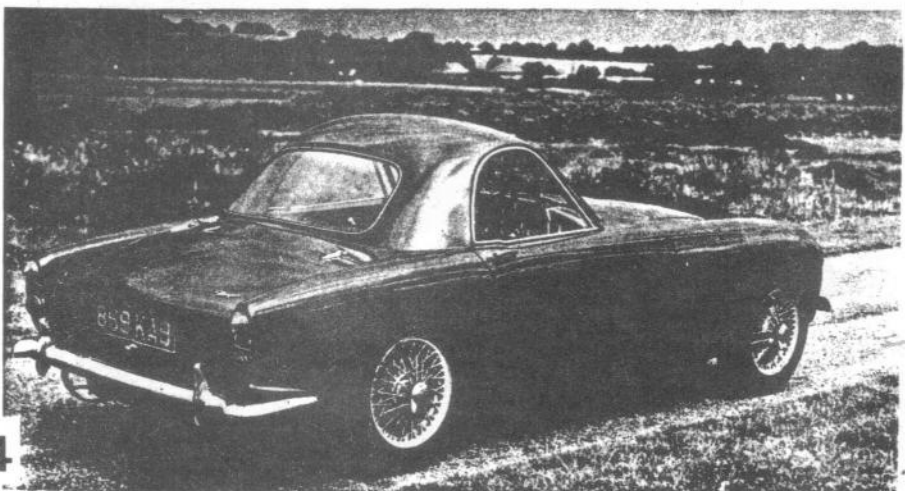
Above: 3½ litres in a traditional framework—the Plus 8

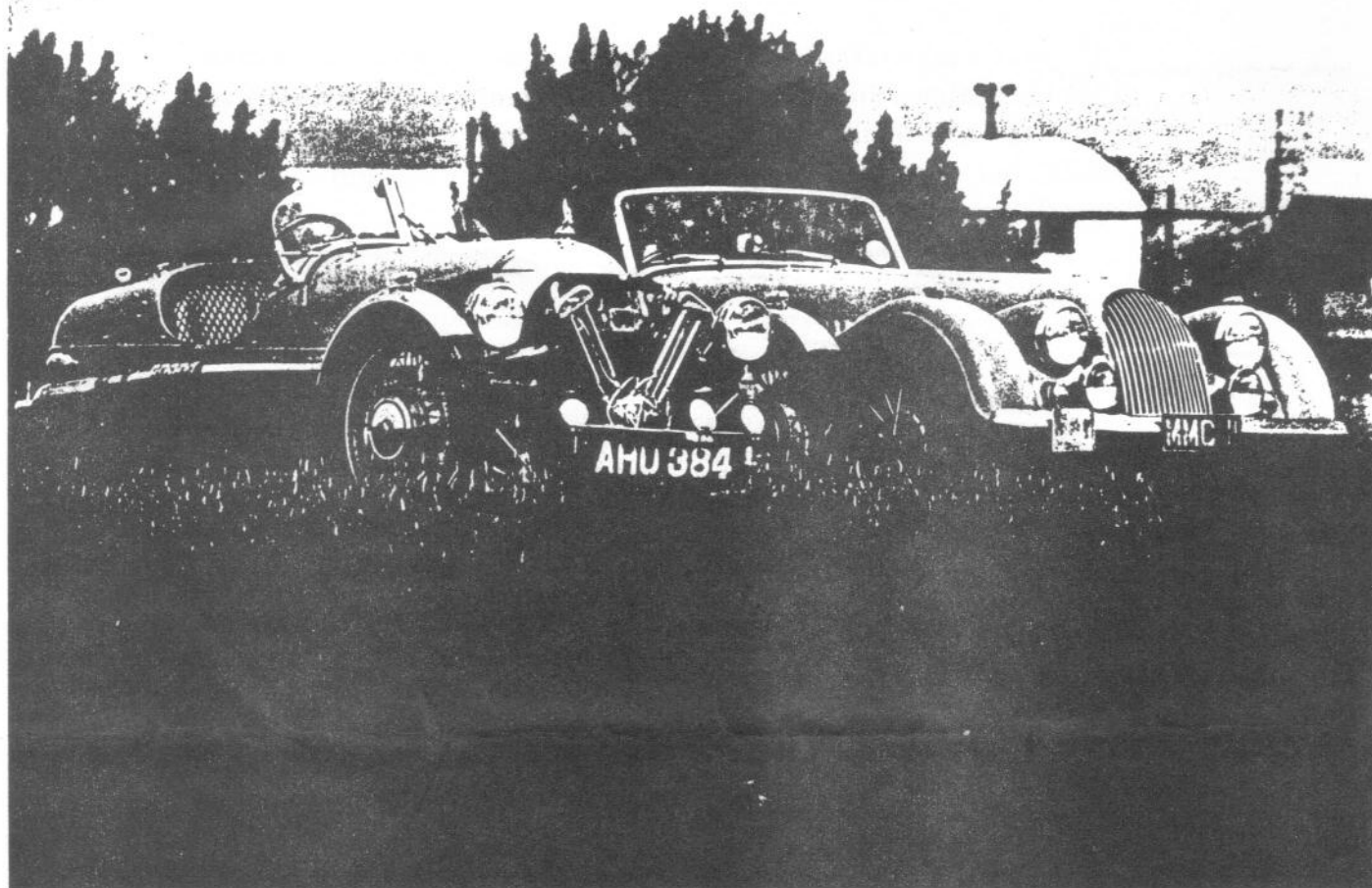
Left: Plus 4 Super Sports at Le Mans. The Plus Four Plus coupé (below) had a short life



with it and only 49 were made before the idea was quietly dropped.

All Morgans to this day use the same type of sliding-pillar coil spring independent front suspension that first appeared on the spidery little single seat three wheeler that 'H.F.S.' built in 1909. This was the age of the cyclecar, which meant a vehicle with a chassis weight of less than 770lbs and an engine of less than 1100cc. Some of the examples of this rather rudimentary breed of early motor car were single seaters, others carried a passenger ahead or behind the driver and still others had conventional, if tight, side-by-side seating. The latter was the path Morgan elected to take when popular demand led him to produce cars for sale. Morgan successfully stuck with the three-wheeler concept long after most of their competitors had given it up. The Morgan Runabout, as it was first called, was fast and did well in competition. In 1925 a special streamlined model was timed over a kilometre at 104.68mph, making it officially the fastest unsupercharged car in the world. Five years later a racing model took the One Hour record at over 100mph.





Many different types of engine were used in the Morgan 'trike' over the years, usually derived from motorcycles. In 1933 a 4 cylinder Ford engine was fitted and the three-wheeler remained so powered until it finally ceased production in 1950.

The four-wheeler, designated the 4/4 to indicate that it had four wheels and four cylinders, was first powered by 1100cc Coventry Climax engine. A special version of the 1267cc Standard 9 engine followed this and was used until the need for more power brought in the 2 litre Standard Vanguard engine in 1950. This much faster version was called the Plus Four. In due course the more highly tuned engine of the Triumph TR2 took the Vanguard unit's place and a second series of 4/4 using the side-valve 1172cc Ford 10 engine was introduced. For racing there was an aluminium bodied version with a 100bhp TR3 engine which consis-

tently beat the TRs because it was considerably lighter. This Super Sports ended up winning the 2 litre GT class at Le Mans in 1962, to the incredulity of the French, who had turned the Le Mans entry down the year before on the grounds that it looked old-fashioned and therefore must be dangerous!

The 4/4 in time gained the ubiquitous Ford Cortina 1600cc engine and is still available in both two and four seater form. The open four seater sports car is a pre-war fashion that has otherwise disappeared; rear seat occupants are behind the rear axle and have a pretty bumpy ride.

Basically the same car, with the same simple 'Z' section chassis frame, the same wood-framed doors and floorboards and, until mid-1972, the same type of Moss gearbox mounted in the cockpit, separate from the engine, is the exciting Plus Eight. Depending on one's attitude,

Generation gap. The Morgan Plus 8 stands alongside a fine example of the Morgan 'trike'—a 1934 JAP-engined Super Sports. This had an 1100cc vee-twin cylinder engine producing 40bhp, giving the three wheeler weighing only 8cwt a spirited performance

15

this generated cries of glee or terror when it was introduced in 1968. It has the alloy 3½ litre Rover V8 engine (derived from a Buick of the early 1960s) delivering 160bhp. The Plus 8 weighs only 17.7cwt. It will do 124mph and is faster to 90mph than a six cylinder Jaguar E-type. It is better mannered than one might expect—and can even give some specially prepared rally cars a run for their money on rough roads if the driver is skilful and brave enough—but it is not a car to be trifled with. It is tremendous fun in an old-fashioned manner. That is hardly surprising, and definitely the way traditional Morgan enthusiasts want it. At Morgan it is only the move towards conformity which goes slowly.

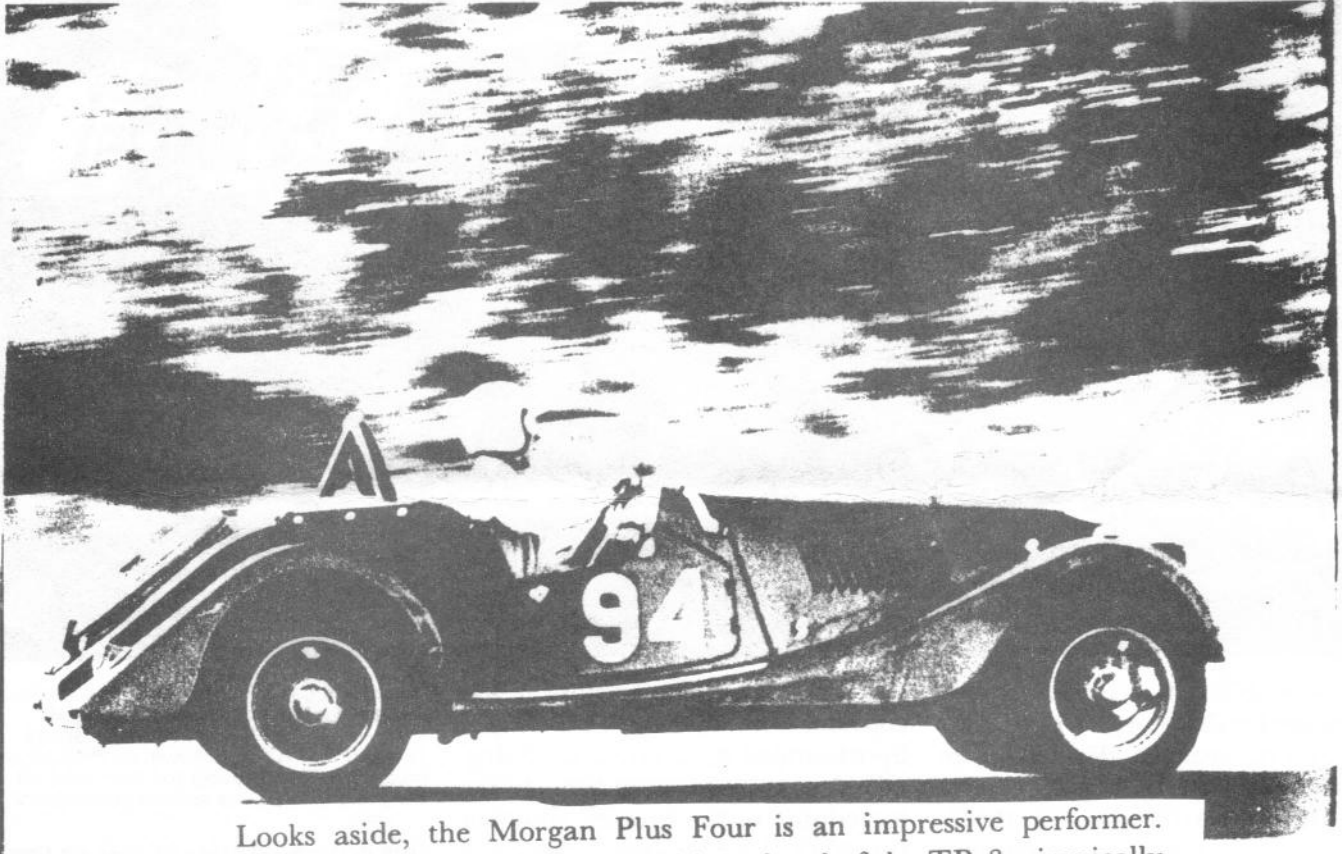
MORGAN (British)

MORGAN PLUS FOUR

CLASS D PRODUCTION

Engine: 4 cyl. OHV (Triumph TR-3)	1991 cc.	100 bhp.
1940 pounds	0-60: 11 secs.	Max. speed: 100 mph.

The way a man takes to the looks of a Morgan is a pretty good guide to his ideas about automobiles. Today Morgan is about the only reminder of "traditional" British styling. To some it is ugly and raw-looking, but to most enthusiasts it is sturdy, sporting, and somehow "right."



Looks aside, the Morgan Plus Four is an impressive performer. Ironically, the Morgan usually finishes ahead of the TR-3—ironically because it uses the TR's own engine. Lighter weight and better handling give the Morgan the edge. With her water-cooled, front-mounted engine, four-speed gearbox, live rear axle, drum brakes and rather stiff suspension, the Morgan is a good example of the dual-purpose British production sports car. For all-out competition, disc brakes (front) and an aluminum body are available.

Not all Morgans boast the TR-3 engine. Only the Plus Four has it. There's one Morgan version with the 1172 cc. British Ford engine (36 bhp.) and a second with a British Standard Vanguard engine (2088 cc., 90 bhp.). Neither of these two engines produces the power of the TR-3's. So only the TR-engined Morgan is seen in serious American competition.

TAKEN FROM A GUIDE TO AMERICAN SPORTS CAR RACING,

1993 MEMBERSHIP

1	BAKER, JOHN & LINDA	OAKVILLE, ON
2	BANHAM, DON & DONNA	KINGSTON, ON
3	BEER, AUDREY & REG	BOLTON, ON
4	BEER, MARTIN & DONNA	ETOBICOKE, ON
5	BEER, STEVE & JENNY	BRAMPTON, ON
6	BIRCH, NIGEL & MARYJOAN	BURLINGTON, ON
7	BRIDGES, STEVE & NORA	ST. CATHARINES, ON
8	BROWNING, MIKE & R. VINER	TORONTO, ON
9	CAMERON, DON	ISLINGTON, ON
10	COLLINS, JOHN	MISSISSAUGA, ON
11	DAVIS, CRAIG & TINA	BOLTON, ON
12	DALE-JOHNSON, VERN & AMANDA	TORONTO, ON
13	DONOGHUE, PAUL	HAMILTON, ON
14	DREW-SMITH, TOM & KATHY	CAMBRIDGE, ON
15	ENGLISH, BOB & HELEN	ERIN, ON
16	FINK, GEORGE	MINNEAPOLIS, MN
17	FYFE, IAN & SARAH	HYDE PARK, ON
18	GARD, DAVID	CALGARY, AB
19	GHISLANZONI, LUCH & LILLIANA	TORONTO, ON
20	GREEN, MICHEL & MURIEL	MONTREAL, QUE
21	GOULIN, DALE & DEANA	BRAMPTON, ON
22	HALL, MIKE & CAROL	MONO CENTRE, ON
23	HARVEY, STUART & RIA	TORONTO, ON
24	HINCHCLIFF, JEREMY & ARLENE	MARKHAM, ON
25	JOHNSTON, MILES & CAROL	PICKERING, ON
26	KAUFMAN, GREG & CATH	WOODLAWN, ON
27	LAFFORD, GEORGE & MARYLOU	ANCASTER, ON
28	LAWSON, DONALD & MAIRE	RIDGETOWN, ON
29	LESEELLEUR, TOM	OAKVILLE, ON
30	MACLELLAN, JOAN & STEWART	CLARKSBURG, ON
31	MACKINNON, CAROL	BRANTFORD, ON
32	MCCOWAN, PETER & HEATHER	STOUFFVILLE, ON
33	MCDONALD, JOAN & DAVID	TOTTENHAM, ON
34	MURPHY, NICK & LINDA	VINELAND STN, ON
35	PEARCEY, KEITH & D. PARR	ST. GEORGE, ON
36	RIGG, KEN & BARBARA	PT. ROBINSON, ON
37	RUSSELL, ALASTAIR	TORONTO, ON
38	SANDS, AL & MARLIES	COLGAN, ON
39	SIMMONS, CLEM & MARSHA	NORTH BAY, ON
40	SKEAT, CHRIS	TORONTO, ON
41	SPEIGHT, GILBERT	TORONTO, ON
42	SULLIVAN, WILLIAM	WINNIPEG, MB
43	STAPLETON, DR. KELLY & CHERYL	CAMBRIDGE, ON
44	STRUTHERS, DR. ANDREW & SUSAN	BATHURST, NB
45	TURNER, DOUGLAS	MISSISSAUGA, ON
46	WATSON, GEORGE	AURORA, ON
47	WARBIS, FRANK & JOAN	WELLAND, ON
48	WHITWORTH, PETER & ROSE	MANOTICK, ON

Editorial

Finally, spring is almost here. I suppose I should quickly touch a wood dashboard so as not to jinx anything. At times I'm sure most of us thought we'd never see any of this snow melt. As soon as it would start to diminish, sure enough another storm would arrive.

I must apologize for the delay in this edition of the newsletter. With one thing and another cropping up, I've managed to push publishing it back until now, and the next one will be coming out fairly quickly - it will be handed out at the Ancaster Flea Market. Anyone attending will get a copy then, and the rest will get mailed out early the week following. Speaking of mail, it would appear that a great chunk of the U.S. mailings have gone astray. Anyone who did not receive issues from last year, please let me know and we'll do our best to send along replacements. This year we will try a different tactic and see if it works any better. With people not getting some Blurbs it is possible that membership renewal reminders did not get to the people needed - so here is another reminder.

In order to help defray costs, we will try to come out with newsletters in time to be handed out at club functions, with the rest mailed out to those not attending. Unfortunately, this requires more organization, and more information will need to reach me earlier. So for those wishing to send me stuff for April May & June events, I'll need the stuff around April 7th.

The newsletters will now be marked with issue numbers instead of using bi-monthly parameters. This will allow for greater movement in publishing, and will allow us to release newsletters when more are needed - in the summer. Although you may like getting the Blurb throughout the year, it is harder to find stuff to put in them through the winter when there are so few events. This isn't to say there will not be anything from the Autojumble to the Ancaster Flea Market, just that we might put out only one issue. There will still be six sent out throughout the year.

I will list the deadline for the next issue, and the targeted hand out date/spot on the events/contents page of each issue of the Blurb.

There appears to be lots to do this summer with lots of new ideas on the planning desks. In addition to attending other club's events, a few members have started to plan events for our own club, and information should be forthcoming in future newsletters. Keep your eyes open. Convoys are planned to several U.S. events, including MOG23 and AUTUMN MOG, in July and October respectively, once again more information will be following in the next issue.

As you will have read in John's Prez Sez, or heard, brother-in-law Martin is coming along after his accident in December, although he still has plenty of surgery left. Three months after the accident, he started back at work this week for half days.

Now that we are officially in spring, hopefully the good weather will not be far behind, and this long winter will leave. For more than one reason this is one winter I am happy to close the garage door on.

Hope to see you at Ancaster!



MEMBERSHIP RENEWAL

NAME: _____
SPOUSE: _____
ADDRESS: _____



TELEPHONE # HOME: _____ BUSINESS: _____

MORGAN(S) OWNED: MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____

MEMBERSHIP FEE: \$15.00 FOR THE YEAR: _____

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