



The Blurb



MORGAN MOTOR COMPANY



PREZ SEZ

John Roden (jsroden@vaxxine.com)

I was reminded the other day that this first column for the Blurb should include at least one "Thank You", and it goes to Don & Cathy Allen for hosting our annual general meeting and Christmas party. You guys were perfect hosts - great location, wonderful house, and what a kitchen! Thanks to you both for all your efforts on our behalf.

Incidentally, have you noticed that the club's Ontario membership base is gradually shifting westward from the Greater Toronto Area towards Burlington, Hamilton and the Niagara Peninsula?

Our discussions at the January club meeting sparked my curiosity. While I enjoy reading Miscellany whenever I get it, this time I took a different look at the magazine.

There are 34 "centres" in England and Wales under the umbrella of the Morgan Sports Car Club and that a 35th is on the way - an Aero 8 centre. There are also 27 clubs in various countries around the world, including Romania and ours in Canada. In addition, the U.S. of A. has 15 clubs. Morgans attract enthusiasts, and enthusiasts like to share their enthusiasm with other enthusiasts.

If you saw the January 2008 Miscellany then you will recall the cover photo of 6 (count 'em - 6) Aero 8's in the sunshine in the paddock at the Circuit de Luc (where ever that is - France?). Inside is an article titled 2000 miles across Europe with Club Morgan Aero 8, a trip which included 17 Aero 8's. Ads for new Morgans, used Morgans, Simmonds hoods - what a contrast to what we can obtain here in Canada.

In the depths of a cold Canadian winter, with our cars tucked away in the garage, Miscellany can fuel our dreams until spring arrives.

For us in Ontario, spring arrives semi-officially the 2nd last Sunday in April (not March 21st) with the Ancaster Flea Market, which has become the semi-official start of the top-down driving season. From then on, one Morgan event per month through October is our goal for 2008.





BLURB EDITOR

Thomas Van Zuiden (tvanzuiden@sympatico.ca)

Club Members would like to thank **Glenn Nigh** for his role as Club President in 2007. He participated in most events despite not having his latest project ready for the road. It must have been sad for Glenn and Rene to watch the beautiful white car leave for Ottawa. I am sure the car Glenn is working on now will be just as nice as 86 GNP.

John Roden has stepped up to the plate as President of our club this year. John and Sharon have a long history with the club and own an award winning 1972 Morgan 4/4.

Martin Beer is our new Treasurer and informs me that our new bank account is up and running!

Rod Wilkinson will continue on the job as Secretary.

The Club welcomes **Ken Miles** as a director! **Ken and Pat Miles** have been supplying articles for the BLURB for years and they both carry the torch for our group in Western Canada.

Ray Stevens will continue as a director at large.

Each renewing member will receive a canvas tote bag sporting our logo on one side and a Morgan graphic silk screened on the other side! Please give us some time to compile the paid up list so we can do a mass mailing! So get your membership renewal in and take advantage of this FREE offer.

Badge sales continue at a slightly slower pace. But we are in the black on this project and every sale goes directly to the treasury.

The Club has approved a website so hopefully this will be up and running in the next several months. This should give the club greater visibility in the Morgan world and allow much easier contact for outsiders with enquiries. **Gord Lawson** of the **Niagara British Sports Car Club** has agreed to help with this undertaking. You can visit our new website at **morgansportscarclubofcanada.com**. Gord will be constructing the site over the next several months as we give him information. Thanks Gord!

The **Christmas Party** was a success at **Cathy and Don Allen's**. The modest kitchen was adequate for our needs. Ha! There are some pictures of the event

further on in this issue.

Congratulations to **Rod Wilkinson** as the 2007 recipient of the **DOUG PRICE AWARD**.

Congratulations to **Cathy Lytle** for her contribution of the winning photograph for the photo competition. Brackney Hills Knitting were kind enough to provide a blanket as a prize in exchange for advertising in "The Blurb". I hope to have a little more participation for the **2008 Photo Competition**. **SEND ME YOUR PHOTOGRAPHS!**

Desi Benet informs me that the **Western New York Morgan Owners Group** have held 50 rooms at the new hotel going up in **Watkins Glen, New York** for the **2009 Zippo Vintage Races**. The rooms will be discounted at \$140 per night. Morgan is the Marque for this event. There are other hotel rooms a distance away. There will be more information on this event in future newsletters.



Barbara and Colin Bray write "Please don't forget to book your rooms for the weekend of July 11-13 (nights of July 11 and 12) at the **Bayfield Village Inn, in Bayfield, on Lake Huron, either 1-519-565-2443 or 1-800-960-1864**. We are hoping to have as successful a weekend as we did last year in Collingwood. **Ray and Mary Shier** have put us in touch with the **Kincardine and Area British Car Club** (website - **kabcc.ca**), and they are organizing the run for us on Saturday, July 12. They are planning a stop at noon in Victoria Park in the centre of Kincardine. It is well treed for shade with lots of room for cars and pictures. They are hosting a light lunch for us.



There are some lovely roads in the area and as well, one of their members who has a number of Rolls Royce's, would like to give us a tour of his garage, for those who are interested and I'm sure there will be lots of interest here.

Hope you will all make plans to join us July 11-13. Book now so you won't be disappointed. There are 15 rooms (we have the whole motel - price includes a continental breakfast). They can suggest B & B's close by if there is an overflow. We're also having dinner at the beautiful **Albion Hotel in Bayfield** on the Saturday evening.

It was great to see **Nick Murphy and Teresa David** come to the January Pub Lunch! The room was full! **John and Sharon Roden** have put off their **ERIE Canal** tour for this year but will be having a

barbecue at their home in Fonthill instead. This event will be on July 27th. **Malcolm Taylor** intends on leading a group to **Chris and Gayle Taylor's** in Burlington before embarking on a scenic route to Fonthill. More details will be available in the next issue!

I was disappointed to hear at the last meeting that we may be losing **Fred and Outi Hendriksen** back to the Netherlands due to changes with Fred's employment situation. Darn! Good folks and Plus 8's just keep leaving the country.

Alan and Cathy Lytle will be holding their annual Barbecue on Sunday June 8th at their home in Mississauga. I understand that Cathy will be offering photo lessons at this event.



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NEW BOOK Morgan Sports Cars: The Heritage Years

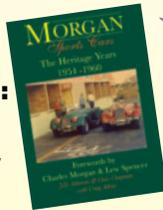
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CHRISTMAS PARTY 2007





Central Canada Morgan Events

March 2	Pub Lunch, Queens Head Pub, Burlington, Ontario
April 13	Pub Lunch, Queens Head Pub, Burlington (second weekend due to road race)
April 20	British Sports Car Club Flea Market and Car Show- http://www.ahcso.com
April 27	Booth' Bonnet Car Club 08 Auto Jumble, Kingston, 10-2pm - olden@kos.net
May 17	MOGGIE MIGLIA, Stroudsmoor, Pennsylvania, Tony Souza, tjsouz@epix.net
May 24	Drive Your British Car Week
June 8	Summer Picnic, Cathy and Alan Lytles, Mississauga, Ontario
June 20-22	Can-Am Thunder, Mostport, www.varac.ca/festival/fest_welcome.html
July 3-7	MOG 38, Shepherdstown West Virginia
July 11-12	Lake Huron Run, Bayfield Village Inn, Barbara & Colin Bray- bjgardner@sympatico.ca
July 13	Brits-In-The-Park, Lindsay, Ontario, Ken Inglis, 416.544.9203
Aug 8,9,10	British Car Show, New Brunswick, http://www.michaeldunn.ca/NBBCS2008
Sept 8-10	Zippo U.S. Vintage Grand Prix, Watkins Glen, New York
Sept 21	British Car Day, Bronte Park, Burlington, www.britishcarday.com

Western Canada Morgan Events

Feb 17	Annual Harts and Tarts- hosted by Steve and Liz Blake 604-943-6416
March	still planning
April	still planning
May 17	Van Dusen- ABFm, Contact Bob McDiarmid- 604-539-4636

Notes From the West

The year 2007 ended with a bang on boxing day. The day was forecasted to be sunny and a mild three to four degrees. It dawned with rain and a bit of snow on the ground. Pat and I decided to leave the Drop Head at home and take our daily driver. We headed downtown to the observatory where the Vintage Car Club and the Old English Car Club where meeting. By the time we got there it had stopped raining and the sky was improving. At 11:00 the Old English Car Club left with two old English cars and the rest tin tops. The vintage car club was getting ready to leave with cars from the early teens to the 50's.

We left to meet the Morgans at the end of their drive or where the action is at Mike Powley's house. The only Morgan in the drive was Mike's followed by the tin tops of McDiarmid, Burkholder, Thoreaux, Green, Muehling, Allen. Dave and Thea Wellington drove up from Washington State to join in the fun. As expected the Christmas cheer flowed liberally and the potluck luncheon was wonderful. As usual Mike and Rosemarie had gone to a lot of trouble to host a good party. This has become an annual event for the Northern Pod of MOGNW and for many years Mike and Rosemarie have hosted this event with great success. Steve Hutchens, a member of both MSCCC and MOGNW is the victim of a serious accident in the

Ken & Pat Miles (kengmiles@shaw.ca)

past week. Steve was doing some maintenance work in his garage and was standing on a six foot ladder when it slipped out from underneath him. He fell breaking both legs and an arm. He was airlifted from his house in Bellingham to Harbourview Hospital in Seattle a distance of over 80 miles. Last Thursday he was moved to a care home in Bellingham to recover.

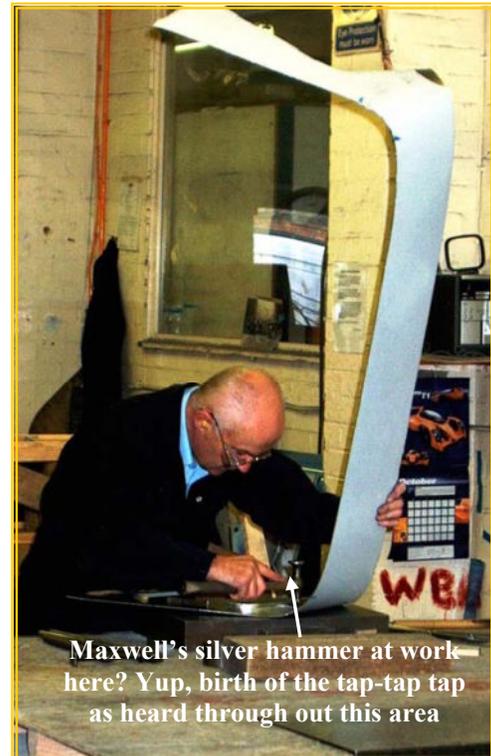
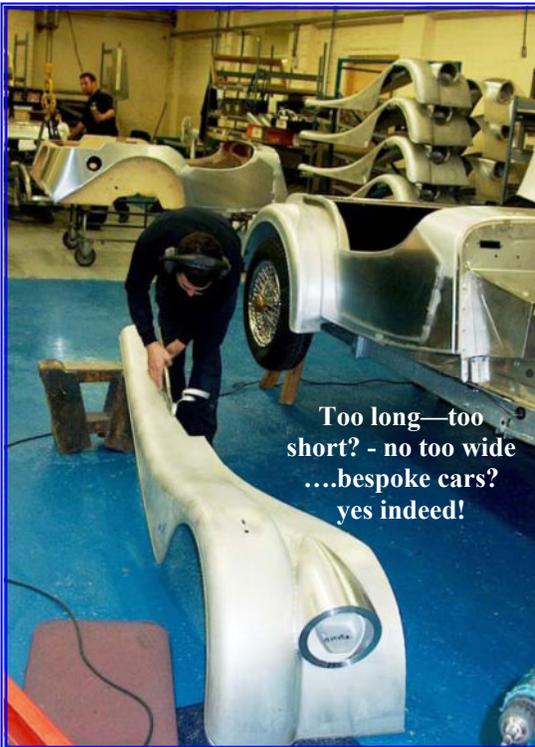
Ken Miles Running for President at MOA



One day at the factory: “Let’s go inside” Part 2 The “Tin-Shop”(watch your fingers here!)



Every time I see this “operation” aboveI’m amazed at the skill and precision these two lads execute in punching in the louversall by hand, one to “punch” and one to “push” ...are the cars hand built or NOT!



Still more of the skills these folks apply to the “build” of the cars. I always remember the factories response to Dennis Morrison’s enquiry back to the factory that the wings they had shipped for his car “were too long”. The representative cheeky (but practical when you look at these two examples) response was “lucky they were not too short”. Next stop the trim shop

**One day at the factory: “Let’s go inside”
...On over to the “Trim Shop”.**

Once again a stunning “statement” for the craftsmanship demonstrated at the “works” ...yes your car is built by humans

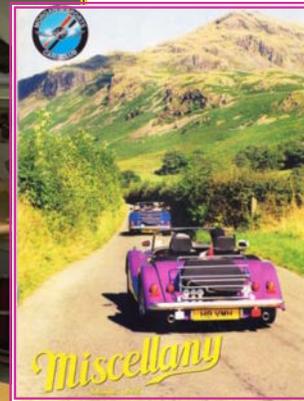


The wood in the interior now is more “lush” than it has ever been.

On the righta reminder for all “Do not throw away you old top ...you will need it as a pattern for the new oneall, as can be seen are “fitted”.



Val Harris possibly the last real seamstress (sewing lady) ...”an extra car built if they come in on Sat.” and hey they “walk the talk and drive the car” see them right on the cover of Miscellany—Val & husband attacking Hardnott Pass at Fell Mogs Windermere Weekend in the 1999 running season. WOW!



So now it is “off to see the”





One day at the factory: "Let's go inside" Part 2
Now on down to the Aero 8 "shed" - we don't duck under the door
.....we go in the "regular door and stay in the walking boundaries.



Ooooooh boy ...
...wanna work on this mess?



Quick nowwhat is the model of the Morgan to the left ...can you name it by the "wings" only????

Hint—these are shots from the visit made in 2005.

See next page

One day at the factory: "Let's go inside" Part 2 Now on down to the Aero 8 "shed" through the "town" & home.



Yes, as luck would have it in 2005here I was, as was the newly minted Aeromaxin for warranty work ...oh dearbut what an opportunity.

It seems among other things the rear windows were cracking and there was other stress issues with the wings ...all the nasty's of a one-off dream car commissioned by Prince Eric Sturdza, Chairman of Baring Bros. Switzerland .. And whilst described as "stunning", "brilliant" & "spot on" at its debut at the 2005 Geneva Motor Show, but it was not without "teething" problems.

The car was considered at this time as a "one off" commission and was designed by Matt Humphries and built using the traditional ash & aluminum coach building techniques by the craftsman at the works. Driven there by Dixon Smithwhom you met in part 1.

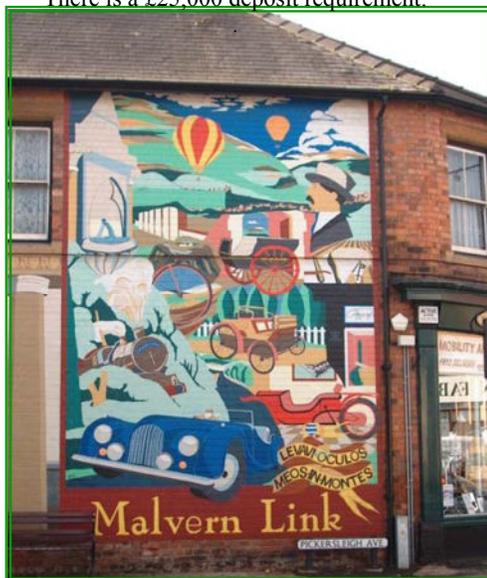
Such has been the response to this one off car, and the enthusiasm from its owner to make more of this unique design, that the Morgan Motor Company undertook a feasibility study to determine whether it could be made a production reality. The answer is a resounding yes! Just 100 cars will be made, with production commencing in early February 2008. The car will be priced from £94,000 + vat, and be offered in either manual or automatic form. Whilst all 100 are now spoken for, we are running a reserve list as there may be the occasional late cancellation. To join this list, please email matthew.parkin@morgan-motor.co.uk

There is a £25,000 deposit requirement.



Well, that is enough of that heady stuff ...you can learn/see more of this car at the factory site: <http://www.morgan-motor.co.uk/sales/aeromax.html>. No wonder the late Chris Rowe ...called his visits to the factory "like going to heaven".

So we reluctantly leave "heaven" through the town and by the mural see left ...and home to our B & B at #3 Pickersleigh Road and in the hands of our hosts therethe Roberts. What a day!



Thanks to Mike Powley for the article

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stars queue for Morgan super car

COMEDIAN Rowan Atkinson - best known as Mr Bean and Blackadder - has put his name down for a £110,000 supercar to be built in Malvern.

Atkinson is one of several celebrities to have put down a £25,000 deposit for the Morgan Aeromax, said to have a top speed of 170mph.

Top Gear's Richard Hammond, and Paul O'Grady (Lily Savage) are other star names to be buying the Aeromax, only 100 of which will ever be built.



The news comes as Morgan celebrates its best year ever in 2007, when 640 cars of various types were built in its Pickersleigh Road factory.

"That's a record for us," said marketing director Matthew Parkin. "And it's a record we're hoping to slightly better in the coming year." "We're absolutely delighted that people like Rowan Atkinson have been interested in the Aeromax, and we've got the first phase of production starting in February."

Mr Parkin said that other highlights for 2008 will include the Geneva Motor Show in March, where the Aeromax will be on display, alongside the LifeCar, the unique environmentally-friendly concept car powered by hydrogen fuel cells being developed with Qinetiq.

"The LifeCar is not really perceived as a production car, but it's taking us along the path to things like new materials," he said.

Other innovations for 2008 include a new 1.6-litre Ford engine for the 4/4, which is due out in April. And the company is looking further ahead to 2009, its centenary, when celebrations are already being planned.

"We've got a good year planned. We'll be having events throughout the year, many centred on the factory here in Malvern," said Mr Parkin. <http://www.redditchadvertiser.co.uk>

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An historic Morgan named Vino

by Cliff Baker

During 1940 the Italian government absorbed Alfa Romeo as part of the war effort, the racing department was not affected, this was run by Enzo Ferrari.

After a move to Maranello the factory was rebuilt after being bombed, so in 1946 for the first time was able to produce road cars. "Scuderia Ferrari" literally means "Ferrari Stable" which is figuratively "Team Ferrari". The Ferrari 166 Inter was the first Ferrari road car first being shown at the 1948 Turin Motor Show it featured a V12 engine of 1995 c.c., named after the victories at the Coppa Intereuropa at Monza. The engine was designed by Gioacchino Colombo and it produced around 115 b.h.p. with a top speed of 105 m.p.h, coupled with a five speed gearbox with drum brakes all round. Several different coachbuilders made bodies but the main one was Carrozzeria Touring. Only 38 examples were built, as the car was replaced with the Ferrari 195 Inter. The number 195 is actually the cubic capacity of each cylinder, so the 12 cylinders increased the engine size to 2341 c.c. litres with 195 c.c. from each cylinder. Around 24 cars were produced before the car was developed into the Inter 212 with even larger engine.

Now you may have read all this and wondered what on earth this has to do with a Morgan, well Roy Clarkson who had helped launch Autosport magazine owned a Ferrari Inter which he rallied.

Roy had been impressed with the overall performance of the Morgan Plus 4 and had got to know Peter Morgan.

With regulations favouring a class for rallying 4 seater saloon cars Roy decided to start rallying a Morgan with a special body. In 1952



Above: The Classic Inter style has been scaled down very well, note after problems in early Rally life with hinging the bonnet from the rear, front hinge holes can now clearly be seen.



Left: Early in it's life VNO had "on tow" applied to the spare wheel access panel

Article by Cliff Baker thanks to Mike Powley



Above : an unusual pair but showing how similar the body sizes are 10 years difference in age aluminium and glass fibre bodies both rare when introduced.

Sydney Allard had won the Monte Carlo Rally outright in one of his own saloons, so Roy decided to have his car completed for the 1953 event.

By having a special aluminium body made for the Plus 4 rolling chassis allowed him to have a car which was competitive.

Charlie Robinson (Adams and Robinson) who

was based in Chertsey, Surrey, started to replicate the body style of the Ferrari which had been bodied by "Carrozzeria Touring" using their "Superleggera" (ultra light) construction method. This consisted of a light tubular superstructure welded to the chassis. Although Robinson was very skilful his firm got into financial difficulties. Maurice Gomm



Vic and Kate chat about their adventure to Zandvoort with Machiel Kalf and Andy Downes.



who shared the premises took on the task of finishing the body, with rear and side windows being made of Perspex, the overall weight was just 14? cwt. If you look at photographs of the Ferrari Inter you will see the front windows were sliding like the early minis so weight saving was considered of the highest importance by all coachbuilders. A second car which had been started by Charlie Robinson took a further three to four years to finish, but this was based on a Jowett rolling chassis, and that car is now in the hands of Ed Nankivell a well known Jowett enthusiast.

From reading Morgan books the Ferrari Roy owned was a 195 with a 2.3 litre engine.

The bodywork of the Morgan was built in only a few months as the car was entered in the 1953 Monte Carlo Rally.

During the next three years the car was used in many rallies and competed in the 1953 Tulip Rally (Tulpen Rallye). The last stage of which was a special stage driving around the Zandvoort Race Track, but to ensure those who raced at the track didn't have an unfair advantage, the direction of travel was the reverse to normal races, being anti-clockwise. This was not easy as the cambers were never designed for this direction of travel. According to Morgan factory records on the 4th September 1953 the axle was changed for one with a higher ratio.

On the 16th March 1954 a TR2 engine no. T5911ME was purchased from the Morgan factory we don't know when it was fitted but Roy Clarkson sold the car in 1958.

Vic and Kate Champness found out about a Morgan for sale with an unusual body 27 years ago, and they bought the car with the idea of putting a more conventional body on it at some time. As they were not aware of the cars history at the time, as Vic looked into the cars history it became apparent this was a Morgan with an interesting history. So the car remained with the special body with its then white paintwork. For ten years the car was regularly used taking their children to school and being taken to noggins etcetera. Kate has always remembered the car as a slogger, it never really let them down and kept going despite the occasional minor ailment. The car has been in a garage for many years. When Vic had enough time to start refurbishing the car, with considerable encouragement from Machiel Kalf, a deadline provided added incentive. Unfortunately also many headaches as so many problems materialised. The deadline was the H.A.R.C. race meeting at Zandvoort on the weekend of the 7th-9th September 2007. Vic stripped the paintwork back to bare metal where he discovered a great deal of fibre glass had been used which had not only changed the shape of the car but also covered up many splits and rivets in the panel work. With any competition car which has been used extensively one will find this type of wear and tear, but there was never an intention of fully restoring the car to a concours one.

This would have been prohibitively expensive with such a complicated body. Vic has





Above: After the circuit demonstration the two Tulip cars take a rest.

Below: the vent above the fuel filler was added during the rally years



After removing lots of filler and welding the split aluminium body the swage lines and original shape of the Touring styled copy can clearly be seen.

car was originally blue but what shade of blue was not known. After major problems with paint re-acting, brakes not working properly and several water pumps etc.etc.

Vic and Kate drove the car to Zandvoort via Harwich where Tulip Rally plaques were added – the car looked absolutely superb.

On the Sunday lunch break between races a special display of the Tulip car driving the wrong way around the circuit provided a wonderful re-creation of the cars 1953 Tulip Rally drive. The Morgan was not alone though, there was a 1971 Morgan 4/4 Competition model following. This Dutch registered car owned by Jochem Kentgens who together with Kasper Pruysen had entered the 54th Tulpen Rallye in May 2007 winning the "Touring Class" in the standard car.

Vic has done a superb job with VNO and despite hitting really heavy traffic on arrival in Holland, he managed to keep the engine from overheating.

To get the car finished in the short time available is reminiscent of how the car was originally conceived and built. Because of the shortage of steel in the early 50s there were quite a few special bodied cars in this period, including a saloon and estate cars being built by different coachbuilders. Vic and Kate's car is not only unique, it is part of Morgan history and they are to be congratulated for all the hard work they have put into getting the car finished.



POWER VERSUS TORQUE taken from the EMOG Pub Jan/18/2008 thanks to Lorne Goldman

Torque:

You already know what torque is. You use it often in your work. Torque is a measurement of force. It's raw energy at it's most basic level and it's measured in reference to a rotating shaft..you measure and apply it all the time with your torque wrench.

As it is measurement of the force turning a shaft, it is an ideal measurement for car engines, which have rotating shafts. As you know, torque is measured in pounds-foot- or nm. If an engine has a shaft with a arm sticking out that is 1 foot long and it can lift 500 lb, then that engine is rated at 500 ft-lbs. If the arm is 2' long and still lifts 500 lbs, then that unit is rated at 1,000 ft-lbs, because 2' times 500 lbs = 1,000 ft-lbs.

So torque is a simply the measurement of a given "ability" to move something. It says NOTHING about the speed of that ability to be delivered. If you turn your torque wrench quickly or slowly you will still arrive at the same torque.

Coupling engines through a set of gears can multiply or reduce torque. For example, if an engine is turning 2,000 RPM and produces 1,000 ft-lbs of torque and then we reduce the gear ratio to 2:1 the output shaft will only be turning at 1,000 RPM but the 2:1 ratio will increase the torque to 2,000 ft-lbs. Therefore transmission (and rear axle) gearing can multiply torque.

Horsepower:

While torque defines how much force or work can be accomplished, horsepower determines how fast it can be used. Horsepower is really nothing more than a mathematical equation. Horsepower is torque times RPM or how fast the shaft we are applying a certain amount of force (torque) to is turning.

What this all boils down to is, as far as maximum automobile acceleration is concerned, that all that really matters is the maximum torque imparted to the ground by the tyres (ASSUMING ADEQUATE TRACTION).

At first glance it might seem that, given two engines of different torque output, the engine that produces the greater torque will be the engine that provides the greatest acceleration. This is incorrect and it's also where horsepower figures into the discussion. Torque and horsepower peaks of an engine do not necessarily occur simultaneously. Normally, Buick/Rover/LR engines develop their top torque at 4000 rpm and top horsepower at 5500 rpm. However, this will vary a bit with different aftermarket configurations, engine stroke, and compressions.

It's the torque applied by the tires to the ground that actually accelerates a car, not the torque generated by the engine. Horsepower, being the rate at which torque is produced, is an indicator of how much "potential" torque multiplication is available. In other words, horsepower describes how much engine rpm can be traded for tyre torque. The word "potential" is important here. If a car is not geared properly, it will be unable to take full advantage of the engine's horsepower.

Most mogs are not equipped with optimal gearing, because things like engine/gearbox/axle outsourcing, durability, noise, and fuel consumption take precedence to absolute acceleration.

Weight:

As a vehicle will continue to accelerate until the sum of the motive and resistive forces are zero, so, theoretically, the weight of a vehicle has no bearing whatsoever on its top speed. HOWEVER, weight is only a huge factor in how quickly a vehicle will accelerate to that top speed. and that is what all motorized sport vehicle fun is all about, acceleration. NOT top speed.

For example, a stock Aero is placed in Class B in the Morgan challenge as the tuning allowed for Class B Plus 8s, coupled with their lower weight gives them a higher torque and power-to-weight, but the Aero's better steering and suspension dynamics gives them an advantage in the corners which balances things out. A Class A Plus 8 (tuned 4.6s) is another story.

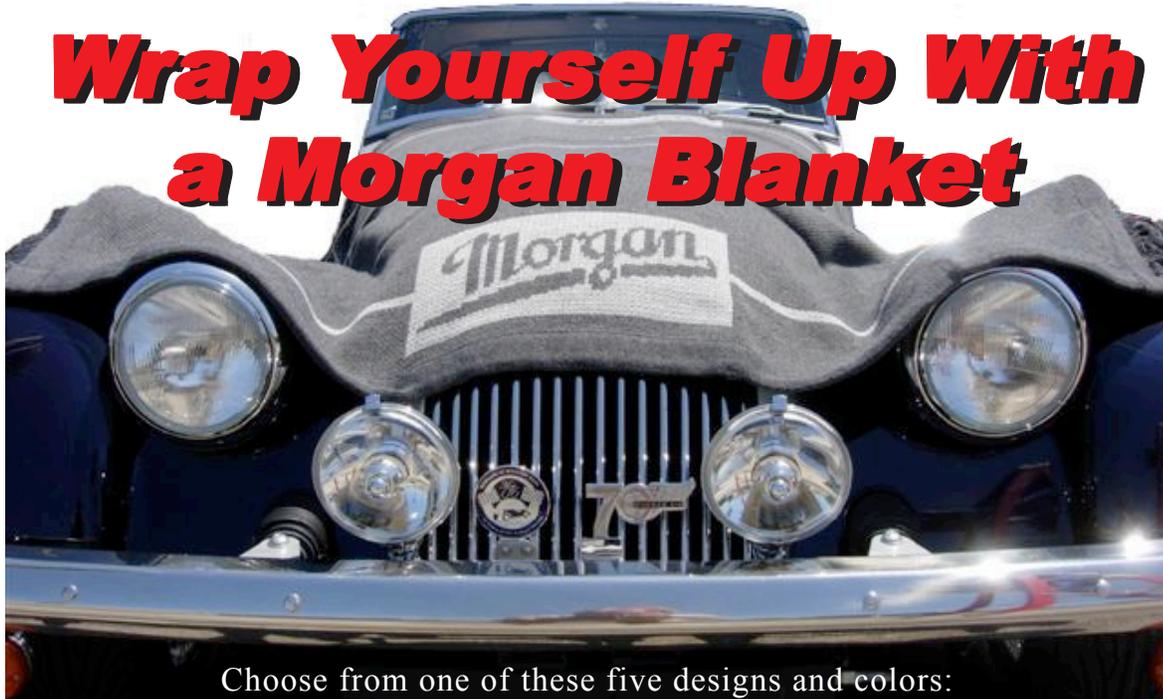
Conclusions:

Should one build an engine for torque or horsepower? That should be rephrased to something like "What rpm range and gear ratio should I build my car to best please me and fit my needs?". Pick an rpm range that is consistent with your goals and match your components to this rpm range.



Cooler Nights Are Right Around the Corner

Wrap Yourself Up With a Morgan Blanket



Choose from one of these five designs and colors:

Morgan Vintage



Green & Tan



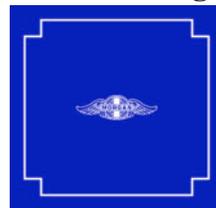
Berry & Lt Gray

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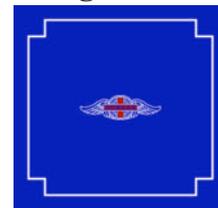


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