

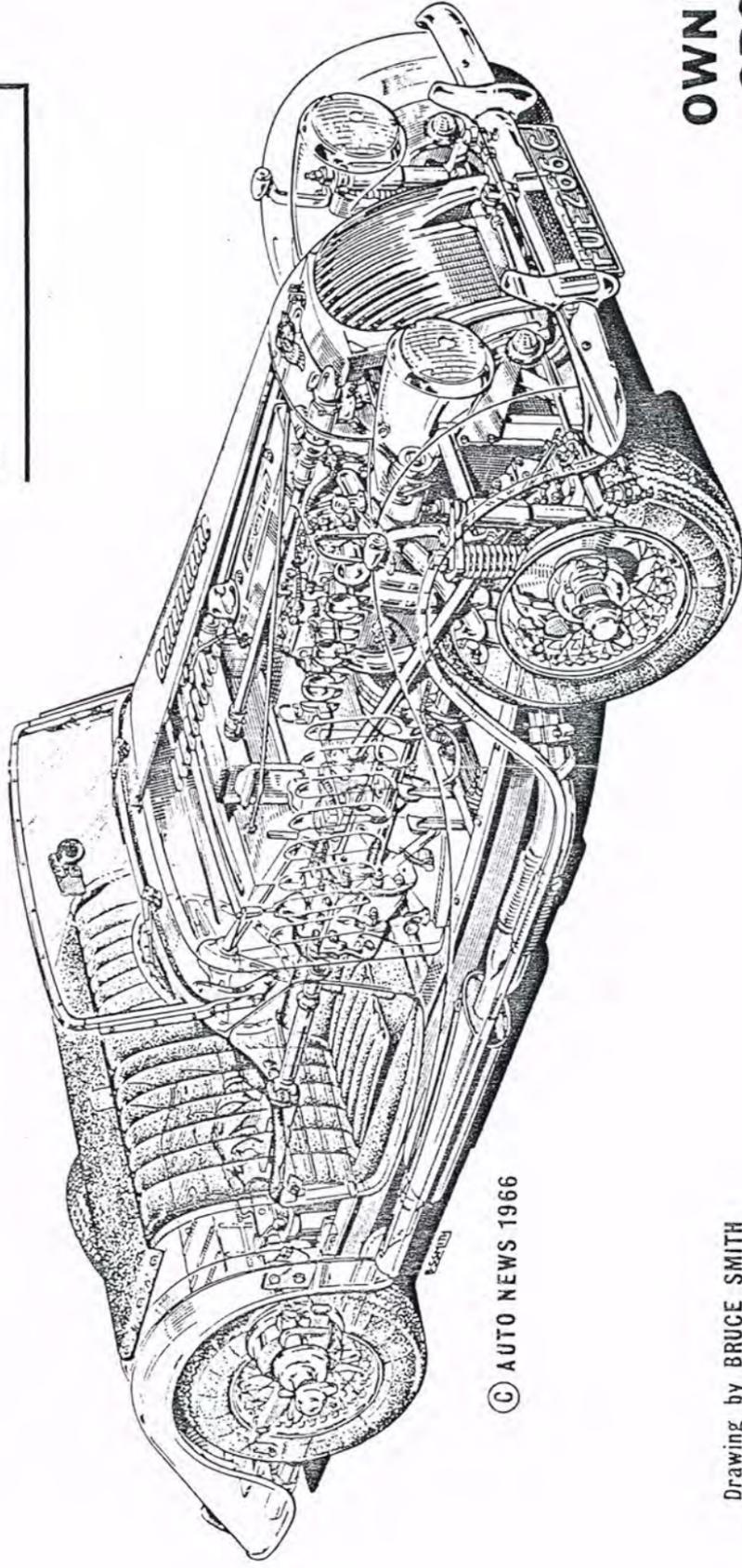


Reprinted from AUTO NEWS, Thursday, May 12, 1966

### AUTO NEWS ROAD IMPRESSION

### the Morgan Plus Four Super Sports

All the details of this lively Morgan sports car can be clearly seen in this special Auto News drawing. The engine, fed by twin Weber carburetors, delivers 120 bhp at 5400 rpm and gives impressive acceleration.



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Drawing by BRUCE SMITH

**OWNER'S  
GROUP  
NORTHWEST**

MAR 85'

March 7, 1985

To: The Morgan Club Members

Other than Grady's design, none have yet been submitted for a new badge, however, we still have until this month's meeting, which is March 19, 1985, 7:30 p.m. at the Horse Brass Pub.

At the last meeting we discussed lack of attendance at the meetings -- an age-old problem which we hope will be changing in the near future.

This will, in fact, be the last newsletter you get unless all of your checks are sent to Daryl for dues at his home address of: 14300 S. W. Hazelhill Dr., Tigard, Oregon 97223.

Good News! After a lot of years of waiting, an April rally is scheduled jointly with the Seattle contingency. It is scheduled for April 20 - 21, 1985, leaving Portland at 8:00 a.m., arriving in Seattle for a tour of the Chateau Ste Michelle and then staying overnight in a bed and breakfast located at LaConner, Washington. The Seattle sponsors for the rally are Bob and Loretta Nelson (no relation) and locally we are going to need to know who's going, so you can call me or Dan Warren, so that we can coordinate having enough rooms to stay.

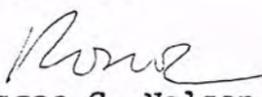
Ten rooms have been reserved, five of which will go to the Seattle club and five for us, but more could be obtained provided we do so quickly. Please make your plans and let us know as soon as possible and let's get a good group together to head north.

The rest of the rally season is still open, and below listed are months that are signed up for and/or are available. As I said last month, there certainly can be double sponsorship in a month. The months are as follows:

April * Bob & Loretta Nelson	August* Rosco & Linda Nelson
May * Dwight & Meredith Smith	Sept * Rodger & Linda Huntley
June * Jim & Lovetta Henry	October
July *	November *
	December Banquet

I look forward to seeing you all.

Sincerely,

  
Roscoe C. Nelson, Jr.

RCNJr:jeg

(over please)

This will be your last newsletter unless your name is below or your dues are paid by April 1st.

Paid members to date:

Fred Bowman and Jolene Williams  
Geoff Burkholder  
Bill & Pat Byrne  
Bob & Fran Eayers  
Alan Geiger  
Stanley Grenz  
Bob & Janis Hauge  
Jim & Lovetta Henry  
Rodger & Linda Huntley  
John & Jane Jennings  
Neal Langbehn  
John Mack  
Ken & Pat McClinton  
Grady Myers  
Bob & Loretta Nelson  
Roscoe & Linda Nelson  
Daryl & Crystal Ozuna  
Richard Schleuter II  
Dwight & Meredith Smith  
Don & Jana Springer  
Gilbert & Barbara Stegen  
Woody & Carmel Thomson  
Dan & Ruby Warren  
David Wellington  
Phil Kelly  
Win Sharples - DC Club

For our March 19th meeting Bob Hauge will be showing slides of his restoration of his 1962 4/4, plus we will be having slides on the Morgan Factory presented to you by Roscoe Nelson. Please try to attend this meeting and social time with fellow Mog Owners.

We have had inquiries as to the 75th Anniversary Badges and the Anniversary Plate we will try to update you on these items in our next letter.

Hope to see you at the meeting Tues. March 19th - 7:30 Horse Brass Pub. Have a Happy St. Patricks Day!!!!!!!!!!!!

Sincerely,

  
Rodger Huntley

## EVERY PICTURE TELLS A STORY: THIS ONE IS ABOUT YE HAIRY MOGGIE

IT SEEMS EXTRAVAGANT to print a picture of the "new" V-8 Morgan really, because it looks just like any other Morgan of the last dozen or so years except for some funny cast aluminium wheels. Leaving a blank space on the page would be more economical, captioned that the Morgan Plus 8 was here 15 seconds ago but is now just over a quarter mile away doing a bit over 90 in third. Actually that would not be accurate, there shouldn't be an empty space on the page at all, but two black rubber stripes disappearing overleaf, to emphasise that the Pow-lok differential genuinely does "lok."

Really, the Motor Industry Research Association ought not to take subscriptions from Peter Morgan, they ought to hire the Mafia and have him liquidated as a menace to the whole profession of automobile engineering. The Plus 8's independent front suspension is just a beefed-up version of the sliding-pillar scheme which Peter's father introduced in 1910. This incorporates the steering pivots of course, but on the '68 Moggie they are lubricated with engine oil, bled off from the sump!

The new car's chassis built on two Z-section side members, with its floor rested on the inward-facing lower flanges, follows the lines which Pa also introduced for his 4-cylinder tricycles very early in the 1930s. The cart rear springs, tucked neatly inside lengthened side members, have been with us since the mid-1930s, when Morgans first got four wheels. And to cap it, Plus 8 bodies are still wood-framed with sheet steel bent over them, there being scarcely any double-curvature surfaces needing tin-bashing skill.

Yet this relic of the dark ages, invigorated with Rover's British-built version of an obsolete Buick V-8 engine, in domestic tune with silent, hydraulic tappets still in situ, makes most products of vast teams of skilled engineers look utterly pathetic. Rest to 60 in 7 seconds, to 100 in about 18 seconds (with top gear not yet needed) and about 130 as the top speed until a higher-geared crown wheel and pinion are available. Controllably, and smoothly too on modern roads; top gear isn't just ok at 20 mph in top, it will start you from rest and whisk you up to the ton in under 25



seconds without the antiquated Moss gearbox being exercised at all! To beat that, you have to sign a far, far larger cheque than the £1,155 (plus purchase tax) which gets a Plus 8 out of the old-fashioned factory below Worcestershire's Malvern Hills. Just what have all those "Chartered Automobile Engineers" been doing all these years?

The fuse of Peter Morgan's bomb has been spluttering for two years or so, since Rover (who were not then linked to the Triumph sports car factory) offered the 450-cars-a-year Morgan folk their still-secret V-8 engine: fancy the approach having been that way around! The Plus 4's frame needed alterations to take 65% more cubic centimetres of engine, but not many, as witness the weight having gone up by less than half a hundredweight. Buick's 3,531 cc 186 bhp aluminium V-8 isn't significantly different in weight from the 2,138 cc Ferguson tractor engine's sports derivative but it helps to recall that from it was spawned the Repco-Brabham F1 unit of 1966. As always the Plus 4 has been lumbered with a Moss gearbox, the one used in the S type to transmit a big Jaguar engine's torque, and the Salisbury rear axle also was already strong

enough. Note that the cooling fan is electric, with a cut-out thermostatic switch.

An inch on the length of the chassis cross-members and a change to a more compact water pump pulley let the V-8 Rover engine slip snugly into a Morgan chassis. Experts will note a slight extra curve in the familiar side-member pressings to permit more rear axle movement, before it rebounds onto the underslung chassis. Also a bit more steel in the floor around the scuttle to limit flexibility, although this is still a car with a chassis which can twist quite a lot, but with road springs which deflect but slightly.

Cast alloy wheels are of 15 inch size with 5½-inch rims, ventilated and big enough to enclose 11-inch front brake discs with big, servo-assisted calipers. On this 16½ cwt car, drum rear brakes seem fully adequate and offer no handbrake problems. With no more engine weight to cope with, the same steering gear as on recent Morgans remains ok, geared at 2½ turns from lock to lock. It has a lousy lock actually, limited by the big Dunlop 185 mm high speed radial tyres wanting to rub against the chassis. Two universal joints are needed to get the steering column past the V-8 engine, and as part of the American safety thing

the top section of steering column is a Saginaw telescopic device for stopping drivers painlessly.

Joe limped to the Plus 8 on a stick, convalescent from a slipped disc in the personal backbone chassis, wondering if it rode like his Plus 4 of 1952 or the 3-wheeler of 1927 he once bought very second-hand. On tarred roads, the Plus 8 is quite civilised, although just occasionally bumps will make it shake itself like a dog that's emerged from a pond. It doesn't really do anything modern like oversteering or understeering, you go into a corner at what seems a rather adventurous speed, and after steering round it, you wonder why you didn't go much faster. No soft springs to roll, reasonable weight distribution, and lots of braced-tread rubber on the road.

Mostly, there's more power available than you can conceivably use for many seconds at a time, so you leap past other folk in a high gear at very few rpm, though if you want it, there's plenty of power to spin both back wheels on a dry non-skid road, but the back axle which hasn't a radius rod of any kind around it doesn't play tricks. Could it be because engine torque reaction can be felt twisting the car instead? At 3,000 you get 226 lb/ft of the stuff. Some of the real diehards will regret, no doubt, that the seats now slide on runners and that the windscreen (3 wipers) doesn't fold any longer. As the enthusiasts well know, there's nothing quite like a folded-down screen for those who like to enjoy all the fun of the fair.

Of course, we found a rough dirt road to drive along, but didn't go far. That sort of thing makes the Plus 8 leap and shudder and squeak and rattle. But if you lived amongst those sort of roads you could use pneumatic suspension, 24 pounds pressure which I had in the tyres is safe above 130 mph, but for normal motoring such big tyres on so light a car could safely be run quite soft. I wonder how much heavier that would make the steering?

So there are limitations to getting so much (utterly docile) performance for so little money? This pepped-up version of a design which was considered pretty inferior 30 years ago still makes most modern so-called sports cars look pretty bloody futile.

Joseph Lowrey, B.Sc.