



One Hot Morgan Eight

Photographs & Road Test

John Sheally II

Seldom does a sports car come along that is both a comfortable road machine and a race car in one package but five such species have been produced by Isis Imports in San Francisco, California. Until you have driven one you won't experience excellence in spirited motoring the likes of this on this planet in any street car short of a megabuck super cars.

Bill Fink, the legendary owner of Isis Imports, and his associate, Keith Baldwin, formerly a member of the Morgan Motor Company race crew and the older brother of Mark Baldwin, head of the MMC Service Department, are behind this phenomena. With it, they have shown clearly that the potential of the traditional Morgan two-seater is still far from fully exploited or

enjoyed.

If you look at one of these lovelies from a distance (or even close-up!) you have no indication that you are looking at something other than just another Morgan Plus-8 with a Rover V8 and a Rover 5-speed. Then you fire it up. There is a different, even quieter sound to the engine and exhaust note. Pop the bonnet to see the reason and you are in for a shock as there you will find LS2 Corvette 6L engine nestled in,



Continued on page 4



EDITORIAL

The Morgan Motor Company recently announced the retirement of Mr. Alan Garnett, MMC Chairman since 2003. The Works noted that Mr. Garnett had decided to attend to his other business interests. His tenure at the Pickersleigh helm is striking in its effect and warrants comment and commendation here.

He arrived on the Morgan scene during a pivotal period. The Company has often admitted to how dire those days were. The decisions of the years leading up to Garnett's assuming the helm had created a series of enormous losses, emptied the legendary Morgan order book and treasury and lead the once cash-rich Works into hard bank financing, a first-ever experience for the 100-year old company. The passing of the incredible icon, Peter Morgan, had thrown a pall over the company and the community.

Alan Garnett stepped into all this with characteristic vigor and enthusiasm, along with an open door and style. He reorganized the decision structure of the Company, dealt with the bankers, rallied the dealers with a new Dealer's Counsel and searched for new energies for the neglected traditional Morgans, the Company's mainstay. He addressed the financing problems, no small task in itself.

The report card is exemplary. He leaves the company with a plump 2 year order book and a blazingly hot-selling 4 seater (who would have thought that was possible a few years ago?!). His recently arranged refinancing brilliantly re-empowers the

Company and its shareholders. We have not always agreed with each detail of his decisions but his scores here are unquestioned.

It has long been said that the Morgan family has always been blessed with uncanny luck. There is no more poignant evidence of this than Alan Garnett. He has given the Morgan Family and their company a second chance. Let us hope they nurture it this time.

WINGS USAGE RESTRICTED

Malvern, April 2006

As part of a new campaign to market international licenses for usage of the Morgan wings on designer clothing, travel accessories and other items, the MMC has moved to restrict and monitor its use first within the Morgan community itself. Morgan clubs and those with previous agreements to use the wings should henceforth contact the Company with requests for permission for usage on any regalia including the details of their proposal and legal address.

MODERATORS MEET

Mesnil Val, May 29, 2006

All seven Moderators of eMog, the international internet discussion group numbering in the 1000s, gathered from around the globe to meet in this little Normandy town. The event took place during a small annual eMog spring gathering in the area attended by moggers from 11 countries. The Moderators expressed their delight and wholehearted support of this new wave of casual get-togethers (dubbed "emoggers") and joined in the fun of the weekend. The eMoG Pub is a free service to the eMorgan Community.

2006 MOGNW Officers and Board

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TREASURER'S REPORT - AUG 31, 2006 BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 12/31/05	\$7,327		
EXPENSE			
Awards	\$0	\$400	\$400
Mogazine	\$682	\$1,600	\$918
Island Pod	\$404	\$485	\$81
Island Ferry	\$79	\$200	\$121
Midlands Pod	\$157	\$659	\$502
Northern Pod	\$476	\$598	\$122
Southern Pod	\$0	\$558	\$558
President's Discretionary	\$82	\$500	\$418
Regalia Expense	\$4,339	\$1,500	-\$2,839
Oregon Tax	\$50	\$50	\$0
Website	\$173	\$300	\$127
Foreign Exchange Factor	-\$5	\$0	\$5
TOTAL EXPENSE	\$6,439	\$6,850	\$413
INCOME			
Advertising	\$126	\$250	\$125
Dues	\$4,178	\$3,600	\$578
Regalia	\$2,115	\$2,000	\$115
TOTAL INCOME	\$6,419	\$5,850	\$569
GRAND TOTAL (NET)	-\$18	-\$1,000	\$982
BALANCE 8/31/06	\$7,309		

MEETINGS & EVENTS

Social meetings and events are held monthly in the Northern Pod (Vancouver/Victoria), Midlands Pod (Seattle/Bellevue), and Southern Pod (Portland/Vancouver) at times and locations listed in the MOGNW calendar. Contact your Regional Rep for the latest information in your area.

ADVERTISING

Limited non-commercial advertising is free to MOGNW members. Commercial advertising is priced as below, with payment to MOGNW in advance in US\$. Advertisers should provide suitable digital or scanner-compatible copy.

Size of Ad	1 Insertion	3 Insertions	6 Insertions
Business card	\$5	\$12.50	\$25
Quarter page	\$10	\$25	\$50
Half page	\$20	\$50	\$100
Full page	\$40	\$100	\$200

THE PUBLICATION: NWMOGAZINE

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DUES

Dues are US\$24/CDN\$27 per calendar year (US\$30/CDN\$35 if postmarked after December 31). Partial year memberships are US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month. A membership form is available on mognw.com or frequently in this newsletter.

SUBMITTING MATERIAL FOR PUBLICATION

Material for publication can be sent to the Editor at either the email or postal address above. Deadlines are the 15th of February, April, June, August, October, and December.

Email submissions: Articles can be sent in an email or as attachments in .doc, .txt, or .rtf format. Photos and illustrations should be in .tif, .jpg or .bmp format.

Postal submissions: Typed text, photos and illustrations can be submitted for scanning or material can be mailed on CD or 3.5" disk in the above formats.

Submission constraints: Please try to avoid .pdf files or .doc files with photos inset as they require additional steps and/or result in lower quality. The Editor reserves the right to edit material for style, content, relevance, spelling, grammar, length, and appropriateness for the NWMogazine. Material that is not time sensitive may be saved for publication at a later date.

Authors should use Canadian, U.S., or U.K. spelling consistently and as appropriate. The reference for correct spelling will be <www.luther.ca/~dave7cnv/cdnspelling/cdnspelling.html>.

REGALIA

Club merchandise can be purchased using the Regalia Order Form published periodically in this newsletter or by contacting Dick Dice.

THE OTHER SEAT

Craig Runions, President

mognw@verizon.net

Morgans and mortality! What will happen to my Morgan when I'm gone? This presumes I have not sold it before any untimely event and that I haven't bequeathed it. There is also the pretty safe assumption that it will outlast me. If and when the time comes that I can't drive it any more, then I'll arrange for an orderly disposition. Another lucky person will become its caretaker.

It's unlikely that any of my family would want to keep it. While that is the case now, a time might come when I would want specific directives as to what happens to it. If #5092 sustains heavy damage in an accident and I'm capable, I would want to rebuild it rather than have it scrapped. I don't want to have to ask the question, "What will happen to me when my Morgan is gone?"



NEW OFFICERS FOR 2007-2008

The Nominating Committee is seeking volunteers to serve MOGNW for the 2007-2008 two-year term. If you have an interest and time to share your particular talents and passion, or if you care to recommend another member for a particular position, please contact a Committee member below during the month of September.

Thank you!

Craig Runions	206.542.7137	mognw@verizon.net
Wayne Harris	503.472.1911	harris@onlinemac.com
Ron Theroux	604.590.1770	ronsmog@shaw.ca

2009 centenary celebration. The time to start planning is now! There won't be hundreds of Morgans attending in England - there will be thousands! The big event is at Cheltenham the end of July, first of August. That's about 25 miles south of Malvern and about 10 miles east of Gloucester. We're going, for sure. Don't know yet about the car. Lots of expense lies ahead. It needs another restoration if it goes. Shipping and insurance costs. Containers can be shared but the 'when' necessarily involves at least two other cars, or a rental car if the Morgan stays home. When to go over, where and how long to stay, where else to go, when to come home, which events to attend. Events are planned all year

long, although many are by invitation only. July and August get very busy. Accommodations? The list is endless, but all things are possible. Optimism and flexibility, that's Judy and me.

MOGNW activities. Although it's now September, great runs and events still remain. Whistler, Rogue River, Concrete, memorials (2), and on into November. What a summer this has been. I sure hope you had a chance to get out and enjoy some of it in your Morgan. Don't give up; there's still time.

By the way, the biannual midwinter banquet has been set for Saturday, March 24th, 2007, at the LaConner Country Inn, 107 S. Second St., La Conner, WA (1.888.466.4113 or www.laconnerlodging.com).

It's never too early to plan ahead. See also first paragraph! See also second paragraph!

Best wishes, Robert, for a speedy recovery

In mid-July, MOGNW member Robert Couch underwent successful surgery to remove a cancerous brain tumor. He is back on his feet, in the repair shop performing light duty, and doing remarkably well. MOGNW extends its best wishes to Robert and wife Sidney for his successful treatment and continued recovery.

THE NEW RAVEN BADGES ARE AVAILABLE

You might need to replace your front springs or shocks if you mount this piece of heavy metal on the front end. The design is identical to the original badge but made by the firm that did our quality 30th Anniversary badge. They are available to club members for US\$35 each including postage. Contact Dick Dice, Regalia (see page 2 for contact information).

2007 MOGNW BIENNIAL MIDWINTER BANQUET

Plan ahead now to attend the biannual midwinter MOGNW banquet on Saturday and Sunday, March 24 and 25, 2007. The event will be at the LaConner Country Inn, 107 S. Second St., LaConner, WA.

In the meantime, you can make reservations by calling 1-888-466-4113 (US\$109 plus tax, single/double occupancy, including a homemade continental breakfast). Check out the motel at www.laconnerlodging.com.

The dinner and festivities promise to make this a memorable weekend, so plan now to attend!

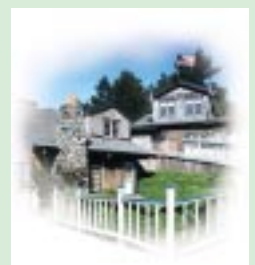
More information will follow in the next NWMogazine.

About the LaConner Country Inn

The Country Inn is the town's most quaint hotel and features 28 sleeping rooms (we have reserved all 28 until the release date, 60 days prior to the event). All rooms have gas fireplaces and coffee makers. The spacious accommodations make you feel right at home. There is a home-made continental

breakfast in the cozy library by the fireplace. What a delightful way to spend a March weekend!

Plan now to join us March 24 & 25!



One Hot Morgan Eight Continued from page 1

producing 400 horsepower and 400 pounds feet of torque!



(There is a great story from the time Bill casually handed the keys to a seeming Plus 8 to an unsuspecting Knut Hallam, Morgan agent, racer and collector in Norway. After a short run, Knut scrambled from the driver's seat to see what he had unleashed in front!)

Controlling this immense powerplant is the beefy Tremec T56 6-speed transmission (the stock unit in Vipers, Mustangs and Aston Martins) and behind that an equally solid LSD axle used in Camaros. Braking is superb, with discs at the four corners actuated by a Morgan master and servo.

This excellent conversion consists of over 200 parts and provides a fully controllable package weighing 2470 pounds.

Compare that to the weight of a Corvette with the same components (3245 pounds) and you have the recipe for a rocket.

The suspension setup has four leading arms (trailing arms)



and a panhard working together with coil-over shocks on a braced Morgan stock rear hoop. An ingenious and effective GM torque arm is used from a flange on the rear axle to the side of the transmission to further stabilize the nose of the axle.

The power-to-weight ratio comfortably exceeds anything less than a Porsche GT (\$400,000) or a spicy Ferrari, yet this Morgan's fuel mileage is less than its Rover V8 brethren with

less than 1/2 its power. In an earlier version with less horsepower and torque, the car was independently tested at a 0-60 of 4.2 seconds and 120 mph in the quarter mile in just 12.6 seconds.

This new version betters that a lot. The LS2 simply bursts through the trad Morgan's aerodynamic limitations. Top end is in excess of 150 MPH. The immense aftermarket for this engine offers an endless buffet of more power tweaking options.

That is all the disa and data. What you really want to hear is how this baby drives and handles. It's both a road warrior and a race car combined.

It is a road machine in that it is very smooth, calm and comfortable to drive at slow and average road speeds around town and sails steadily on Interstates/Motorways. Steering is light but with good feel and feedback. Brakes are excellent. Interior sound is better than average for a Morgan with top/hood erected and side screens in place. With hood/top down, it is quiet and "In the Wind."

The race car side of the ride is earned by its absolutely electrifying bursts of speed and torque delivered on demand at a twitch of a toe. The fly-by-wire throttle needs to move the gas pedal a mere 4 inches rather than the 6 inches of a cable throttled car, and is instantly responsive. In any gear, the +8+ just keeps pulling and delivering all the way.

It hits the curves and delivers great grip on entry but on exit of the corners you must have the car absolutely straight before you use full power or the rear end will kick out as a result of the posi-traction unit kicking in and all the power delivered to the rear wheels. Squeeze the brakes at any speed and this Plus 8 pulls down to a stop straight as an arrow.

I took the machine up to Summit Point Raceway and saw 140 to 150 MPH with wonderful control and acceleration out of the corners and handling spot on. Both on the road and at track speed the car gives no bad feedback. It runs cool (special radiator!) and never breathes hard. All this from a stock engine and drive line that will give you years of good exciting performance and reliability with normal care. The car is a real performer that needs to be respected at speed.

At the Mog 36 Autocross I managed to turn the fastest lap of the day on the track (FTD) of 70.353 in my prepared 1983 Plus-8. Would I have beat that time in a prepared Aero-8? The answer is yes. Would I have been faster than both in this rocket? Answer, most definitely WOW! YES!

\$35,000 will get your post-1976 Plus-8, post-1998 Plus 4 or any post-2004 Morgan converted.

Names suggested for this exhilaration on 4 wheels have been "ISIS-8," "ISIS-SS," and "Mogvette" though one has yet to be chosen. Bill Fink thinks Peter Morgan may have called it a "PLUS-8-PLUS."

Sounds right to me!



Battery Maintenance Tips

Moggie Mechanic

One of the most important parts of your car and at times one of the most neglected is the battery. As long as everything is working we tend not to bother with it until that dreaded time when we try to start it and it either turns over very slowly or just clicks. Then is a time for panic!

A little bit of maintenance and TLC can make sure that the times this happens are rare. For those of you with a four seater Morgan it is hard to forget the battery but those of you with two seaters rarely see your battery and this can lead to trouble. The terminals, supports and leads to the battery need to be checked regularly to make sure that they are not growing white furry stuff. Make sure that you check the leads as well as the terminals, as the corrosion has been known to travel down the battery leads and is virtually invisible until your car will not start. Check also the supports and the shelf to make sure that neither is slowly disappearing. To do this, take the battery out yearly and check that the supports are still intact. Clean up any battery corrosion (which is white) with a solution of baking soda in water and treat any rust or bare metal on the supports with a wire brush, then rust destroyer similar to "Rust Mort" and finally give it a good coat of paint. This will stop the battery ending up on the pavement the garage floor or even the road when you go over a bump. In the four seater it is wise to check that there is no rust under the battery as it has been known to rot through the firewall with little damage visible from the top. Clean it as indicated earlier. A thin coat of Vaseline or Fluid Film on the terminals will help impede the reoccurrence of the white fuzzies but still allow for good electrical contact.

Most of you, I am sure, know how to jumpstart a car using someone else's battery, but I have frequently heard discussions and questions when a group is trying to use a set of jumper cables. If in doubt, cut out these instructions and keep them with your jumper cables. You also never know when someone else is going to have to use your jumper cables.

1. Inspect the battery and make sure that it is not leaking or cracked. (If it is don't even try to boost it.)
2. Connect one end of the positive red cable to the positive post of the dead battery. Then connect the other end of the positive cable to the positive post of the healthy battery.
3. Connect one end of the negative (black) cable to the negative post of the healthy battery. Connect the other end of the negative cable to a metal part of the dead car's engine—a shiny piece of metal on the engine block for instance (avoid greasy-oily parts). Be sure that the cable will clear anything moving when the car starts. It is not recommended to attach the negative cable to the dead battery (although that is what I have usually seen done) as doing so could explode the battery if sparks ignite hydrogen gas emitting from the battery.
4. Next start the engine of the good car, and then start the dead car. Disconnect the cables in the reverse order taking care not to touch the positive and negative clips together.

Happy Motoring MM

Mounting A Coolant Overflow Bottle

Cuthbert Twillie

Morgan Oasis Garage
Hoodspport, Washington

A Cuthbert Epistle to the Mognoscenti

Friends,

Recently it occurred to me that my '61 Plus 4 needed a coolant recovery bottle. In Moss Motor's TR parts catalog there is a bottle for a TR 4 engine. This seemed close enough for my TR 3 engine. I ordered a Coolant Recovery Bottle, Moss #850-320 and a Bottle Cap, Moss #850-330. With postage this was a tad over US\$30.

When all this got here I began to figure how to fit the bottle to the car. I made a wooden saddle for the bottle, intending to place it close to the radiator on the inner left wing (valance). The only reasonable place was just where the inner wing bends, so my saddle wasn't gonna work. I then briefly considered fastening the bottle with bungee cords around the inner wing tie bar, but that was too tacky even for an old codger bodger like me.

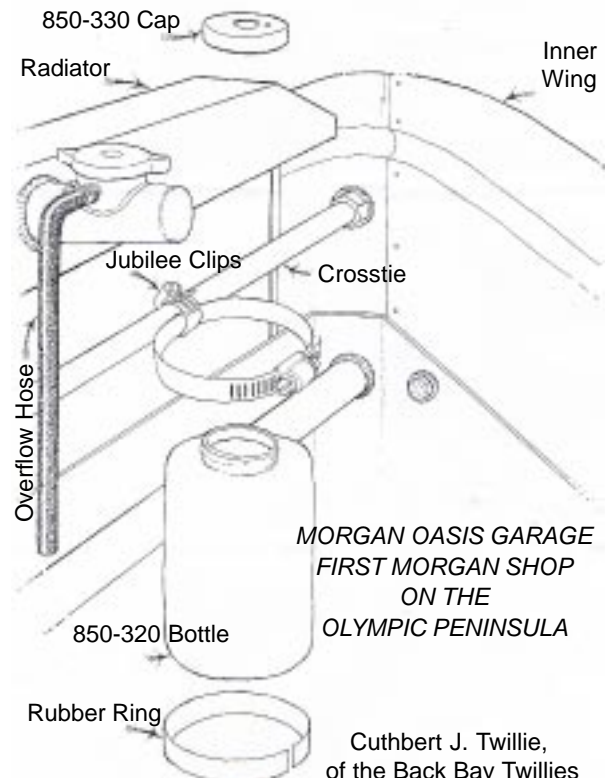
For a few days I'd open the bonnet and stare at the engine room, looking for a likely place to hang the bottle. Then all the way from Dear Old Blighty came an EMOG message from Tim Harris on how he hung his recovery bottle on the inner wing's tie bar using "jubilee clips." Now just what are jubilee clips? It turns out they are what we in the Colonies call hose clamps.

Tim wrapped one jubilee clip around the inner wing's tie bar, and a larger jubilee clip at a right angle through the first jubilee clip. The second clip is big enough to go 'round the bottle, and then the bottle can sit on the upper cross tube of the front suspension's sub-frame. I wrapped the bottle with a rubber ring to prevent the clip from abrading the bottle.

The overflow hose can be shortened so it will tuck right into the bottle cap on the left side of the engine room, up close to the radiator. The hose needs to go all the way to the bottom of the bottle, so overflow coolant will drain back into the radiator as it cools.

I give you that Jim Dietz could do a better drawing. But this drawing does illustrate a simple strong solution to hanging a coolant recovery bottle. I should also say my car does NOT have a stock metal fan in front of the engine. If your car has a Triumph engine with a stock fan there may not be room enough to hang the bottle as shown in my drawing. I believe Tim Harris said his car is a 4/4, and he is hanging a bottle from the tie bar.

I just love simple solutions, even from Dear Old Blighty.



Wine & Water Pumps

Craig Runions

On Saturday, August 19th, nine Morgans, two Bentleys (the Mote's 1936 is to die for! and Button's '53 ain't that bad either!), a TR3, a new Mini, a Subaru, and a nonmember guest of the Harris' in a Triumph TR4A ate, drove, and sipped their way through the hills of the Willamette Valley wine country. What a perfectly spectacular, hot day. Beautiful country, great roads, and the traffic was not too bad. Then there was the Saturday evening party at the Harris' home in McMinnville, where it was still 97° at 7:00pm, with more wine, food and desserts galore. Wow! I obviously had a great time. See below.

----- Original Message -----

From: MOGNW

To: Harris, Wayne

Cc: Tilden, Dick ; Stinson, Bob ; Nelson, Roscoe ; Mote, Bill ; Miles, Ken ; Hodges, Roy ; Hauge, Bob ; Hammond, David ; Glover, Eric ; Davee, Doug ; Button, Bill ; Barofsky, Doug

Sent: Sunday, August 20, 2006 4:41 PM

Subject: Wine Tour 2006

Wayne, Linda, and to all the Wine Tour 2006 participants -

You always remember the first time, right? Whatever that 'first time' was. Well, this year was my first time (hard to believe, but true) and Wine Tour 2006 was indeed memorable, as I'm sure they have all been. Special thanks go to Wayne and Linda for their jobs as organizers and hosts.

Yes, I am safely home. For those of you who didn't know, my water pump bearing started to fail unbeknownst to me sometime in the past but it became quite audible Saturday afternoon. So I had plenty to dream about and to consider all the worse case scenarios all Saturday night. 200 miles on I-5 on a hot Sunday was not on my wish list. I do carry a spare rebuilt pump, but replacing it under anything but ideal conditions was daunting.

The trip home Sunday morning was uneventful. That is, if you enjoy the right hand lane of I-5 at 60 mph. Otherwise, it was painful. Passed by every trucker this side of the Rockies, motorhomes, a group of '55-'57 T-birds on tour, Harleys, and 20-year old Toyota pick-ups. Definitely not my typical freeway driving style, but today was all about preservation of the species. Hang in there. Don't overwork the beast. Get home safely.

I behaved myself and my Morgan rewarded me accordingly. My gas mileage probably improved, too. Saw not one cop. Zip, zero, nada. Where were they? I know I would have found a few along the way had I been in the left lane! I did get lots of looks, stares, thumbs up, and a few beeps.

I had a great weekend, enjoyed seeing lots of Oregon MOGNW members and oh those great Oregon back country roads! The wine wasn't all that bad, either (grin.) From this member, thanks to all who participated.

Cheers,

Craig

Now for the water pump replacement details

I don't know about 4/4s, but on +4s you have to (re)move the radiator in most instances to gain access to the fan, pulley and water pump bolts. Obviously, you have to drain the radiator, remove the top and bottom hoses, the temp sender and the spreader bar that goes between the valences / wings behind the radiator. Last time, only three years ago(!), I took off the grill, bonnet halves and cowl and removed the radiator out the front/top.

This time, I took off the grill and the radiator support brackets and moved (dropped) the radiator down. Notice I didn't say "removed the radiator." The top header tank wouldn't clear the narrowed curved forward inner valences, so it did not drop completely out. The extended filler pipe required plenty of jockeying around to clear the cross head frame, as did the lower radiator hose connection to clear the steering arm. All that was sufficient to go at the water pump from the front.

Another glitch was removing the pulley from the old water pump. Even after only three years, it was well seized on the shaft. So pump removal involved loosening 2 nuts and 1 bolt

equally a bit at a time, move the pump forward a bit and continue to undo the nuts and bolt in the space between the back of the pulley and the water pump housing.

I didn't plan on rebuilding this particular standard TR pump (without the grease zerk fitting), so I pretty much sacrificed it by hammering away on the end of the shaft to free the pulley. It took more than two hands, but with Judy's help at the workbench, the pump finally dropped free.

I can't begin to tell you how many times I was down and up off the garage floor (most often on my back). Down and up, down and up. It could have been a hundred by the time I was done. The front end was raised up and on jack stands. This was also an opportune time to do the front steering / suspension grease gun job. What an exercise the whole job was, and the tools! Oh my gosh! It took me an hour to clean, sort and put my three different tools boxes correctly back together.

More on water pumps and their replacement

<http://www.team.net/www/morgan/tech/plus4h20pump.html>

Road Tests: The New 4-Seater & Aero 8 (Version III)

Colin Jones, from the Morgan Web

THE NEW 4-SEATER

External Features

As a former owner of a Morgan 4-Seater I was very interested in seeing how the MMC had re-worked the car and how in particular the rear styling of the car looked in the metal compared to the press release photographs.

To put it bluntly, the photos do not even begin to do the car justice. The rear styling is a work of art. I was determined not to like the rear 'cut up' at the lower edge and I was wrong. It looks



great and suits the cars styling perfectly. The raised waist line (more later) gives the car an overall elegance of line that makes it look longer and actually lower (in my eyes anyway) and it loses that rather high centre line that 4 seaters have always had. The view from either front or rear corner is my favourite, the line now sweeps from front to rear.



What I can't compliment however, and no matter how hard I try, is the awful plastic lower portions of the side-screens. Yes, I realise that they are there to raise the waistline. Yes, I know that they take the eye in a direct line along the length of the car but they will always look like a cheap solution to making sidescreens. If I were ordering this car, the very first question to Allon White's expert trimmer Shaun would be whether those things can be covered as in a traditional model before I take delivery? What is good about them is the new stainless support

brackets. At last, no more rust through silver Hammerite ... (often at delivery!).



Driving

I have saved comment on the new ultra low profile tyres and wheels for this section, as this was probably my greatest worry, my concern however was unfounded. Very clever work must have gone on behind the scenes with, I suspect, progressive rate springing to overcome the problems with this kind of tyre. The roads local to Allon White are infamous for their spine jarring uneven surface. Not a bit of it in this car! It soaked up the bumps better than my 2002 +8, the tyres gave a secure feel to the car and its crisp handling allied to the vastly lighter steering made driving simple and precise. I understand this pre-production model has had the new bearings fitted at the base of the front springs (between the main road spring and stub axle). It certainly did not have damper blades fitted which seems to confirm that point. The car showed no evidence of the "St Morgans Dance" at a range of speeds and road conditions.



This car was fitted with the V6 Roadster engine and having driven an earlier 2-seater example of this model I noticed an increase in induction noise. This, I suspect, is partly due to the new air intake housing on the nearside of the engine bay. It is not a problem at speed where the car takes on all the normal Morgan noises we all know and love but is noticeable never the less at low and parking speeds. The engine pulls willingly from



even the lowest engine speeds and gives a relaxed driving style when desired coupled with an exhilarating acceleration very reminiscent of the +8.

What is also different is the car now sounds like a sports car. Well done MMC! Whoever tuned the exhaust note has it even burbling on overrun, not quite a +8 but then it won't be, will it?

The only other 'negative' I can state, and this like the sidescreens is just my opinion, others will love them, is that I would not take the centre wood panel option. With my height it rubs my left leg, and even after just 30 min. of driving was uncomfortable. I also see it being very easy to damage if, as I suspect, owners throw luggage into the rear compartment. Even with the split seats folded forward, a simple and delightful operation, there is a large expanse of polished wood to scratch.



Practicality, well I guess it has all the carrying capacity that anyone would need. The car looks superb from every angle, its enhancements, (except the one I have already moaned about) add considerably to the desirability of the model and I am sure the waiting list at the MMC will grow rapidly based on this models introduction. Would I give up my +8 for one, well actually yes, that is until you read the road test on the Aero....

THE NEW AERO 8 (Version III)

To start with I should say I had never actually driven an Aero before so comparison with earlier models can not be made, these observations are therefore based on this event only.

External

The biggest noticeable change is, of course, the revised front-

end styling. The revision to the splitter and removal of the under-tray raises the front bodywork ride-height and tackles the problems some owners had with high speed-humps, etc. The addition of those gorgeous headlights however is a master-stroke in styling excellence. Nothing seen on photographs prepares you for the visual impact this change has made. Instead of a slightly cross-eyed look of previous models the car



now looks more purposeful, and the 'space age' design of the reflector and lamp assemble has more to do with Flash Gordon than a sleepy hillside town in Worcestershire. Whilst driving it was so nice to look across the long bonnet and see headlight nacelles. The rear changes are largely in the boot area with more of the lid space being utilised to give greater carrying capacity. The optional tailored fit luggage set are simply superb! Enough of this time to drive the thing!

Driving

To say there is more room is not enough, there is a massive improvement to interior space. The body (6" wider at the shoulders) and the screen (4" wider) gives much more space than my 2002 +8, foot and leg room for both driver and passenger are also increased. Getting in and out is now as simple as the traditional models thanks to narrower sills, in fact its actually easier now the doors have rams/check straps to hold them in the open position.



Fire the engine and you are met with a deeply satisfying burble, the clutch is light in operation but boy, does it bite! It only takes a couple of shifts to get used to, but it rewards smooth operation. The gearbox has a not unpleasant but noticeable 'clatter' on overrun in second gear. With one of the latest 6-speed ZF variety, gear shifting is a delight. I tried and it really is a one finger flick job.

On to the open road and its almost impossible to tell which gear you are in without reference to the Tachometer, power is available at all revolutions and all speeds. This car is as happy

burbling along at 30 MPH in 6th gear as it is melting the tarmac on the dual carriageway. At one point I passed a line of vehicles and accelerated from below 60 MPH to well over 90 MPH in 6th with no hesitation and with the same kind of acceleration that the plus 8 does in 3rd.

When accelerating with this car in 6th gear you say 'Oh wow'....in 3rd you only get as far as the 'Oh' its simply startling.

The other major change that's noticeable (I am told, as I said I had never driven an Aero before) is the braking system, step on these babies and you can feel the blood rush to the front of your eyes. The car is fitted with both ABS and DTC (Drag Torque Control) not to be confused with TC (Traction Control) and utilises wheel speed signals to stabilise the car under brake and downshift conditions. We never got into the ABS or DTC windows but the powerful feel of the brakes with no hint of grab or pedal kick back inspires enormous confidence as braking points get later and later and still I found I was always braking too early.

Turn in on cornering is sharp and direct, there (at least at the speeds I was driving and I did push it a bit) was no difference on turn in under power or trailing/neutral throttle. The car turns as if on rails with no body roll, over enthusiasm with the throttle on exiting a corner will soon remind you that even with the latest electronic aids this is a car to treat with respect. The progressive rate electronic power steering is (just) about audible at low 'in town' maneuvering speeds, which is normal, but this noise disappears above 10 MPH.

During the test drive it was entirely possible to hold a civilised conversation at normal volume at speeds up to 80 MPH. The rigid chassis was a delight and the car has none of the rattles and shakes well known of other models in the range.



SUMMARY

The new 4 seater is a superb motor car, its timeless style has been enhanced by the introduction of this model. Its lines have been cleaned, especially at the rear, and the car looks like it was always intended to be a 4 seater rather than it has had a 4 seater version added to the model line up. The option of the V6 engine will address the many requests from owners and potential owners who want the added carrying capacity whilst still wanting the effortless cruising and enhanced performance that this engine will provide. The added weight and higher roll centre does not seriously compromise handling and the car remains a true sports car in every sense of the word.

Although grateful for the offer I had never really been attracted to an Aero. I always thought they would be slightly nervous to

drive, too cramped for my 6' 3" height and have more of a (albeit well defined) kit car feel. I could not have been more wrong about this incarnation of Morgan's offering. It has left me with a real dilemma, how on earth do I get my neighbour to sell me half of his driveway so I can get one down my drive and into the garage.

Its simply the most adrenaline producing car I have ever driven, and I have driven some interesting machinery in my time. I just have to work out how to get hold of one for a track day now so I can see how they handle on the limit.....John....Oh John....

Source: <http://www.gomog.com/mogwire/colinsroadtests.html>

Not a Morgan, but a true Automotive Believe It or Not ...

From the 2006 ICBC Autoplan Calendar

1966 SHELBY COBRA GT 350 Yale Shap, Surrey, BC

Yale Shap's 1966 Shelby Cobra GT 350 is the real deal, but it took a fortuitous find to restore this legendary muscle car to its original condition. As a teenager in 1965, Yale fell in love with Carroll Shelby's American classic, and he vowed that someday he would own a piece of motoring perfection. Yale found the car locally twelve years ago; it had been sitting in a warehouse for nine years. "I've replaced the interior, rebuilt the engine bay, and I've added a bunch of other parts," he explained.

But he knew that the engine in the car was not the original and the cylinder heads didn't match the block. By word of mouth, he connected with a guy in Langley, BC, who had the correct Shelby K-code heads, but he wouldn't sell them without the engine he had sitting in the barn-so Yale bought both.

When he took the engine to his builder he discovered that the K-code stamp on the engine block matched the VIN number on his car. Amazingly, it was his car's original engine. Yale Shap's numbers-matching, 289 small-block V8 cranks out 306-hp at 6000 rpm, and according to Yale, "She's never sounded so good."

Morgan History

Reprint from the *Worcestershire Journal*
Submitted by Douglas Seagar

In 1910, a garage owner, H.F.S.Morgan at Malvern Link unveiled his single seater three wheeler at the Olympia Motor Show in London and found himself inundated with orders. He had originally made the car for his own amusement with a little help from ROCKET builder George Stephenson's grandson who was the Engineering master at Malvern College.

H.F.S. Morgan then produced a two seater version of his car in 1911 which attracted the attention of the Managing Director of Harrods, who displayed this Morgan in the store window - the ONLY car ever to be so privileged.

Morgan approached a number of the large car manufacturers to see if they would be interested in manufacturing his vehicle. They all turned him down. This determined him to remain independent and to make his cars individually by hand, a tradition maintained to this day. Morgans are still hand made at the Pickersleigh Road factory in Malvern Link, their home since 1918.

THE TOY BOX
has room for your stuff



1963 Morgan

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- New 2005 AERO 8** Series II, Scarab Green metallic (dark green), black Ambla upholstery! Hard top.
- 2005 AERO 8** Ferrari Pozzi Blue/croc' embossed Shetland Poppy red, 800 miles, as new!
- 2005 AERO 8** Special Order Morgan Silver Shark exterior/Red leather interior piped in black, factory side exhaust, 5.1K miles.
- 2003 +8** 35th Anniversary Edition, Silver Body/Dark Grey Metallic wings; Mulberry Red leather, Koni adjustable. Just won Best in Class at MogWest 24!
- 2002 +8** 3.8k miles, BMW Imola Red/Black Leather.
- 1998 +8** Fiat Avorio Chiaro/Tan Leather.
- 1987 4/4** Silver Body/Black Wings, new butter soft read leather seats w/black piping. Stainless steel/chrome wire wheels w/double eared knockoffs. New Vredstein radial tires, 19k one owner miles.
- 1966 4/4** Amber/Black Wings, chassis B1190. Series V narrow-bodied 4/4. One owner from new. Project car, "as is."
- 1965 +4** BRG w/Black Wings. Completely rebuilt, Super Sport specs. 72-spoke



- OTHER MARQUES**
- 1971** MGB GT
 - 1971** Motoguzzi
 - 1968** MB 230 SL
 - 1967** Austin Healey 3000

- chrome steel wire wheels, new black leather.
- 1964 +4** Raspberry w/Brown Leather. All alloy low profile SS body. 167 dyno'ed HP. *Sale pending!*
- 1959 +4 Roadster** Red with beautiful red leather.



(310) 998-3311-www.morganwest.net-Dennis Glavis, Managing Director-dennis@morganwest.net

Living with CMS

Phil Singher

(Ed. Note: This article is about CMS, not Morgans. CMS is a disease many of us will recognize and is a threat to Morgan owners as well as all old car enthusiasts. The article, from the perspective of old Volvos, originally appeared in the newsletter of the Volvo Club of British Columbia. Phil Singher, a vintage Volvo specialist of significant repute, has a shop in Langley, WA. He recently tuned my 1964 544 and it hasn't run better since I got it in 1966. I hope you enjoy learning about CMS!)

I'm no purist. It's your car, and you can do what you want to it. Still, some of the modifications I see on old Volvos my customers bring in for healing make me cringe. What leads otherwise rational people to change what Volvo hath wrought in ways that make no sense at all? I have a pretty good idea, because I'm a recovering Compulsive Modifier Syndrome (CMS) sufferer myself, that is, someone who wants to make changes just because they can, not because they improve the car.

The very root of the problem is a failure to acknowledge that Volvo engineers knew what they were doing, and that the cars are really pretty darned good in healthy stock form. If your Volvo is worn out, badly tuned, or has unknown previous modifications, it's easy to overlook this. Various forums on the Internet are replete with discussions of old Volvos that lack power, get poor gas mileage, deafen passengers, require excessive effort to steer, or suffer from a wide range of other ailments. In the great majority of cases, the owner has no interest in fixing what's wrong, but instead wants to modify the car around the problem. "My 1800 overheats-how do I put on a six-bladed fan from a 240?" Sometimes the owner even knows what the problem is: "My distributor is shot and I get terrible performance-can I get more power by putting on an exhaust header?"

Does the first owner really think Volvo designed 1800s with inadequate cooling systems? Does the second one believe that ignition that behaves itself isn't fundamental to good performance? No doubt buying and modifying are more fun than thinking, but neither owner is likely to get good results from that approach.

Once that sort of mindset gets established, the owner is wide open to contracting CMS, which often progresses to its acute stage, full-blown Catalog Fever. Of course catalogs, on-line stores, and eBay have perfectly legitimate uses and can be great resources. It's only those severely afflicted with CMS that can't help but buy everything that can possibly be bolted onto their cars, just because the word "upgrade" appears somewhere on the page. The person or company that wants your money must know more about engineering cars than Volvo did-they wouldn't print it if it wasn't true, right?

One of the most reliable indicators of CMS is the inability to resist buying a Weber downdraft conversion. This is often brought on by the widespread and very contagious-myth that SU carbs never really run right and require fiddling with at least semi-weekly. That couldn't be because they're worn out, set up wrong, or mistuned, could it? So, instead of spending \$300 having the SUs professionally rebuilt to new condition with the correct needles for your particular motor, it seems to make more sense to spend \$500 on modifying the car with a Weber conversion. Never mind that this is replacing two 44mm barrels and a fairly efficient manifold with a little bitty carb that has one 32mm and one 36mm barrel (choked down considerably smaller internally, no less) and a long, circuitous manifold. MGs use SU carbs and Ferraris use Webers. Ferraris are faster than MGs, so a Weber must be better for performance, no? (I have yet to

come across a Ferrari with a Weber 32/36 DGV on it, but maybe I don't get around enough.)

Of course, that Weber is going to automatically come loaded with the correct chokes, jets, auxiliary venturis, and emulsion tubes for your particular motor, because you're buying it from a reputable company that's been selling them forever. Their shipping guy is psychic, knows all the peculiarities of your car, and will set all this up for you. If somehow he slips up and your motor behaves like it's running on mentholated guano instead of gasoline, you can always order the Fine Tuning Kit that contains less than half the components needed to really optimize the carb for your motor, exhaust system, altitude, and driving conditions.

Many CMS sufferers never bother with that anyway. If it runs rough, it's because high performance stuff tends to do that. Top Fuel dragsters hardly idle at all, actually. It's not a problem; it's a feature.

Okay, back to reality. Note that I'm not saying that the Weber conversion is junk; or that SUs are the end-all and be-all of carburetors. The Weber can be set up to work very well on mild motors, and SUs become problematic in true high performance applications. In the great majority of cases, though, the conversion is more expensive, more work, fussier to tune, and produces poorer performance than simply sticking with the original equipment and fixing whatever is wrong with it.

If the owner is in the Acute Catalog Fever stage of CMS, you'll find a cheap header in place of the nicely-tuned Volvo manifold and dual downpipes, a performance camshaft that's milder than original equipment, a big-bore kit that results in disastrous piston to combustion chamber relationships, expensive-but-skinny air cleaners that both flow and filter less well than the wide paper ones commonly found on three-bolt SUs, a cast valve cover that's trickier to seal than the original stamped one, and so on.

I know - I've been there and done that, in various combinations, and at excessive length. What's surprising is that I liked the results, even though the car I subjected to this was very picky to tune, tended to ping and run on, and always felt like the gear ratios in the transmission were just exactly wrong. CMS/CF causes delusions long beyond the dreaming and buying phases. The recovery began only when I ended up with a second old Volvo that was mechanically stock, fixed everything that was wrong with it, and came to the realization that it was not only much more pleasant to drive than my supposed hot rod, but faster as well.

Unfortunately (for my bank account), CMS cannot be cured - once you've got it, it's with you for life. It can, however, be controlled, or at least channeled into more productive directions. This requires patience, thinking, research, honesty with oneself, and practicing Safe Shopping. It is possible to modify an old Volvo so it does everything you want it to do better, and with little or no downside. Permit me to offer a few guidelines:

One: If your car is misbehaving, find out why and fix it. It did not misbehave when it was new; trust me.

Two: Never change anything just because you can, or because someone else did and likes the results (remember the delusional thing). Every change needs to be done for a specific purpose. "Upgrade" does not constitute a specific purpose.

Three: If you don't notice a quantifiable improvement, or if there's an undesirable side effect, change it back. Someone on eBay hasn't read this column and will want whatever you're taking off.

Four: More is not automatically better. Why do you want to

know what the biggest wheels and tires you can cram into the wheel wells are?

Five: Remember that the whole car is a system engineered to work in harmony. If you strengthen one area, all the rest is relatively weaker. One example is putting an overdrive transmission into a car that's geared for a regular four-speed (a definite upgrade for many people) and discovering that the stock motor is overmatched by the resulting tall final drive ratio. You'll either want to gear the rear end down the way Volvo had it with OD (not cheap), or build a more powerful motor (very much not cheap). One choice leads to a much more slippery slope than the other, by the way.

Six: Consider how and where you use the car. Most handling improvements are done at the expense of ride quality. Sure, it's easy to rationalize suspension mods since old Volvos were designed for the 80% of roads that were unpaved in Sweden back when Uncle Olaf was a youngster, but you drive on pavement. I don't know where you live, but would you call the freeway that goes through your nearest urban metropolis "paved?" Don't do more than you need to, and take it step by step.

Seven: It is better to spend \$300 on something that produces positive results than \$100 on something that produces negative results. It is surprisingly easy to confuse which is which, particularly if you're making multiple changes all at once.

Eight: When it makes sense to make multiple changes all at once—building a performance motor, for instance—consult with someone who knows what will get you the results you personally want. My email is editor@vclassics.com, and I can very likely help. If I don't have a good solution for you, I'll put you in touch with someone who does.

As for my own battle with CMS, the Catalog Fever part is long past, and I've acquired a fair amount of immunity to it. I try to stick to my own guidelines and practice Safe Shopping. As I said, though, it's incurable, and I'm not done modifying by any means.

The formerly stock, nothing-wrong-with-it car now houses an indisputably silly motor, as those of you who have followed my occasional "Beast" stories in other publications may know. One weak point is now lack of traction, so I plan to put in a limited slip differential along with stronger rear axles. The rear sway bar, which I'd installed as a mandatory suspension improvement while CF was raging, is now sitting on the shelf. The Bilstein shocks (inherited from the original owner) don't match the progressive springs well, particularly if the rear Konis or Carreras are in this car's future. It needs better tires, but not necessarily bigger than the ones on there now, which are already quite a bit wider than the originals. I suspect the exhaust system of interfering with engine tuning in the midrange, so I'll need to reconfigure that. Also, I'm 98% sure that the aftermarket ignition is not adequate at high RPM and full throttle, so I'm devising a cost-effective experiment in that area. We'll see if it's an upgrade or just additional complexity.

That's only six changes, and they all stand a good chance of making sense. If they don't, I'll admit it. CMS is under control, where that car is concerned.

The other car has further to go. Following a full disassembly and restoration, most of the old CF-phase hot rod stuff is gone, but not all. Due to both time and budgetary constraints, the car is a very pretty mechanical bouillabaisse of parts I had left over from other projects, or could get for cheap. This does not add up to a gourmet dish. What this one wants to be when it grows up (do cars demand what they want, or is that another CMS

delusion?) is a powerful, elegant, and somewhat luxurious cruiser. Right now it has a loud, raspy exhaust tone (I reused the old header for lack of something better), revs out well but feels strained doing it (a stock B20E with big Weber sidedrafts is not exactly an engineered solution), and driving on parts of I-5 through Seattle would set off the airbags in a newer car if it rode like that.

This one needs a whole new motor (with characteristics quite different from The Beast), a completely different exhaust system, I'm thinking of electronic throttle-body fuel injection, and the suspension will need reworking in ways I haven't gotten around to thinking of yet.

We'll see how I cope with my CMS throughout all that. I'll let you know. This is a test.

Interested in Morgan racing? Plan to attend the MOTRAH Challenge

Norb Bries

MOTRAH is an acronym for *Morgan, Triumph, Austin Healey Challenge*. The event will be featured once again at Elkhart Lake's most exciting road course in mid-May 2007. Plans are under way to have both on-track and off-track competition among the three makes. Bob Wilson and I are once again coordinating Morgan owners. The Windy City MOG will host the autocross. This should be as memorable as the 2004 Peter Morgan Memorial event held at Road America.

Please make plans to join us. Contact me at 847-247-0447 or nbries1@tds.net.

Unique Morgan Sightings



Spotted by Mike Hutchens, Steve's son, near Monterey, CA. Note the unique boot and exhaust pipe cutout on this RHD Flat Rad. 08/19/2006



Spotted by Pat Miles while at Cambria - a unique Morgan woodie.

A Visit With Peter Morgan

Alan Beck

Reprinted from *Road & Track*, July 1960

Submitted by Craig Runions

The old, diehard, wind-in-the-face, frozen-eared, rugged motoring individuals used to find solace in the fact that two honest sports cars were still being produced - the HRG and the Morgan. In their book all cars were effeminate hybrids unless they rode like a McCormick Reaper, had outboard fenders, with weather gear limited to vestigial or token tops, carried properly mounted wire-wheel spares, and were both light and tough.



"My father built a unique sports car in 1910. It is my aim to build the type of car he would be proud to offer for sale today."

P. Morgan

Now that HRG has been gathered unto its forefathers, the Morgan, they feel, is left to carry on the tradition single-handed. To this breed of sports car purist, the Morgan is the whooping crane of the automotive world. It is a marque whose name is not to be bandied about by Johnny-come-latelys to the sports car fraternity.

The old school sports car drivers, given their way, would make it illegal for Morgans to be owned or driven by teenagers, elderly women, beatniks, or those who get store-bought grease jobs. Given their way, they would breed K-3 Magnettes with Morgans and sell their offspring only to such knowledgeable as owners of topless TC's and graduates of Watkins Glen, classes of '50, '51 and '52.

To these iconoclasts of motordom we would recount our visit to their Mecca, Malvern Link in Worcestershire, England, last fall. The low, red brick factory bore no sign. They might be making doughnuts inside for all the outside world could tell, but the initials "M.M." set in the bricks hinted that it might be Morgan Motor Co., Ltd. It was. The elder Mr. Morgan, who made the first 3-wheeler in 1910, died last summer, and his son, Mr. Peter

Morgan, is carrying on the business and the tradition.

This was the first time we had ever approached the private office of an automotive mogul. In a moist palm we clutched a business card and a letter of introduction. A vintage lady bore them into the sanctum sanctorum. What lay within? Wall to wall carpeting? Contemporary furniture? Waste baskets with tassels?

"Come in," said Peter Morgan, a windblown sort of chap wearing a sport coat with leather patches on the elbows. "Won't you sit down?" There wasn't anywhere to sit; the two oak chairs were obviously being used to pinch-hit for tables, both holding papers of one sort or another. Mr. Morgan cleared them out. An old-fashioned desk, planked squarely in the middle of the office, was loaded with paper work and illuminated by a single drop light from the ceiling. On the walls were photographs of earlier Morgans, including the first 3-wheeler built some 50 years ago. On the wall was a plaque listing the many racing triumphs of Morgan down through the years, and it was interesting to me to see that the first record was dated 1912. We told Peter Morgan of several Morgan legends in America:

(1) That Morgan was the world's smallest automotive manufacturer and produced six cars a week. Answer: "No. We're up to nine cars a week now, have a capacity for 12 a week, and would like to triple production." We asked how he allotted his output. "America gets 80% of our cars and we split the shipments 50-50 between the East Coast and the West Coast."

(2) All Morgans since the first one have been painted by the same man and he is still using the same paint brush. This obviously distressed Mr. Morgan, but being a true English gentleman, he gave us a straight and courteous answer. "Several years ago one man did paint all the Morgans and he used a paint brush, several paint brushes, in fact. Today, however, TWO men paint the cars. One puts on the two undercoats and the other puts on the two color coats." He added thoughtfully, "They use a spray gun."

(3) The Morgan suspension is so stiff you have to hold a piece of Inner tube between your teeth when driving down a cement highway. Peter Morgan's comment: "Father would have liked that."

This characteristic, incidentally, is closer to truth than to humor. Any Morgan owner, in showing off his machine, will suggest that you check the rather stiff front suspension by pushing down on the bumpers. You do so, and nothing gives, not even the split fraction of an inch! Is this good? Well, the Morgan drivers seem to like it. And the passengers can bring along their own pieces of inner tube.

Talk drifted to the Morgan design, and the front end in particular. Like Morgan owners in America, Peter Morgan is not too happy about the present grille and faired headlights, he too preferring the more classic treatment of the flat radiator and separately-mounted lamps typical of the older cars.

"If the general conception of styling in the future is to produce a more individual car with greater character, we hope to revert to something more like the original in future design," he said. "The big problem is the headlamps. Our supplier discontinued making individually mounted lamps, so we were forced to the present design. The old squared-off radiator was the very devil to keep clean, but you can tell American Morgan owners that the old design hasn't been forgotten."

We brought up a sore subject. "The sports car press in America commented unfavorably on your strengthening of the

front section of the frame on your lightweight racing models, but not putting this beefed-up feature on the stock road cars." "It was a misunderstanding," said Peter Morgan. "It was intended solely for trials and rally cars-not cars for racing. English trials and European-type rallies are far rougher on cars than smooth racing surfaces. However, because of the criticism, and not because of necessity, we have been equipping every car with this strengthened frame section for some time now."

We wondered what brought about the end of the famous Morgan 3-wheeler. They are still a familiar sight buzzing about the English hedgerows. "Originally it was a money proposition," said Mr. Morgan. "The purchaser had a tax advantage in buying a vehicle with fewer than 4 wheels and under 1800 pounds weight. That model was discontinued when we started mounting the heavier Vanguard engine in 1950."

Remembering the three months' waiting period for delivery of our roadster, we asked about deliveries of the superb two-passenger convertible, and that answer to a family man's prayer, the Morgan 4-seater. "It takes a bit longer," he conceded. Our own observations in the factory would indicate that only a very patient man should place an order for one of these models. The big push is to try to keep pace with the demand for the popular roadsters.

Mr. Derek Day, shipping manager, graciously showed us every inch of the factory, where hand craftsmen and office workers number about 100. With difficulty we kept our hands in our pockets while walking by the bins of spare parts. Several dozen finished Morgan Plus-Four roadsters (tourers, as they are called in Britain) were lined up awaiting shipment and we asked to see one of the extra-light, aluminum bodied, competition models. "They all look alike," said Derek, as he went about lifting bonnets. "Here's one," he said. "See, the only difference to the eye is in the manifolding." The possibilities of a personally modified competition Morgan are really interesting.

Reducing the weight of this stock vehicle that hits the scales at 18 cwt by adding an aluminum body, PLUS the owner's notions of further heating up a 100-bhp TR-3 engine--well, it's a matter of which comes first, the point of no return or utter collapse of the pocketbook. But when it does occur, you have a rare sight indeed--the sight of a classic-bodied, old-time sports car showing a clean pair of Dunlops to such powerhouses as 300-SLs, Corvettes, and Porsches.

The photos tell their own story--veteran employees working alongside of young apprentices--careful, painstaking hand operations every inch of the way--an atmosphere of loyalty and pride in every department--the smell of ash shavings in the carpentry shop--the nostalgic sight of what has been called a "contemporary classic," taking shape under the hands of men who wouldn't know an assembly line from a tail fin.

We stopped for a moment and talked to some of the men at Morgan. Most of them have worked there all of their business lives. They are proud of their product, and anything less than their best work just isn't good enough. These men obviously are craftsmen first and employees second.

But back to our tour. One back room at the factory contained half-a-dozen dusty, road-begrimed tourers. "Those," said Mr. Day, "belong to Americans who took delivery on their cars here at the factory, and then enjoyed a British vacation. Now we will ship the cars back for them . . . when we get time," he added. We trust this puts an intriguing bee in your bonnet, and we can definitely recommend a two weeks' tour of Cornwall, the north Devon coast, and Wales.

The Morgan has its faults, but so does a pinto pony. Most sports cars leak in a driving rain, but only in the Morgan does a snow storm come right on inside the car. It is one of the few cars in the world which could use windshield wipers on the inside of the windshield. We have never heard of another car on which the frame flexes one jump ahead of the shock dampers. On the other hand, who cares about a top on a Morgan? And the only thing that will go around a corner any faster than a Morgan is a greased monkey with Michelin pads on his rear feet. Of course, a bit of corrugated surface may find you doing a Waltzing Matilda, but after all, it was you who had the temerity to exceed the recommended tire pressures.

The Morgan is nonadjustable. Either you fit the Morgan or forget the whole deal. The average driver from 5 ft 9 in. to 6 ft 1 in. will have no difficulty. All others are on their own. The top of the seat adjusts back and forth, but the bottom stays put. Personally, we find it the most comfortable seating arrangement of all comparable sports cars.

The individuality of the Morgan extends right down to the very cushions you sit on. Inside the leather is an inner-tube sort of arrangement--you literally sit on air. This rather screwball personal suspension works perfectly. The suspendee can adjust his seat to hard, medium or invalid cushion merely by blowing up the rubber innards or letting some air escape. Oddly enough, this air doesn't leak out. This is an unusual arrangement, but as the little Martian said about eating his girl friend's gloves, "Don't knock it till you've tried it."

The Morgan is not for the man who dislikes car-puttering. About one month after purchase it sounds as if every nut and bolt of the old-fashioned construction has started to loosen (a fact about which you were duly warned in the manual). However, one Sunday afternoon of tightening up several thousand nuts seems to do the job permanently. Road grime and Father Time seals them fast.

Then there is that irritating matter of the air cleaners. The trouble is that there aren't any! There are some things that you can't pack under a Morgan hood and one is a TR-3 engine with air cleaners. So the cleaners have to go. But, as Peter Morgan pointed out, "These are the new SU dustproof carburetors, so you really don't need cleaners." We settled for some copper window screening over the intake ports to exclude the larger bugs. Incidentally, this makes for an interesting whistle effect when stepping down on the gas at around 40 mph, a sound rather reminiscent of mother's old tea kettle or a 1925 Buick. (Dustproof SU pots are identifiable by not having any vent holes drilled through the brass caps of the oil reservoirs.)

Name almost any sporting marque you choose and you will find steady "progress" from original hairiness to smooth, svelte comfort. Not so, Morgan. It still goes jolting along like the Allards and the TC's of the past. But at a popular price you can still break 0-to-60 in under 10 sec and, with proper amateur tuning, crack the 100-mile-an-hour mark with ease and as smoothly as with a machine costing twice the price. The gas mileage (though it really doesn't matter) is creditably high. And among the plus factors is one which many rank high on the list in judging a sports car--it is happy and at home at 80 to 90 miles an hour, yet is tractable at 25 and 30. It has that settle-down-and-purr quality when moving along at top road speeds.

All in all, the rough-riding lightweight from Malvem Link holds a unique place in the sports car world today-- it is the last of the classics. And it is heartening to know that Peter Morgan has every intention of keeping it exactly that way.



Craig Runions' comments on the above photo: This photo of the 1952 RAC Rally winning three-car team was published in the 1960 R&T article on Peter Morgan (#136 - J. Goodall, #137 - P. Morgan and #138 - W. Steel). Peter Morgan himself raced KUY 387 at Le Mans in 1952. Ten years later, Goodall's navigator, Terry Hall, became the first owner of KUY 387 (my car) when Peter pulled chassis #5092 off the production line in 1962 and KUY 387's body was mounted and registered to Terry as 138 GAB. Terry Hall is next to Goodall in HUY 982 and Jane is next to Peter in KUY 387. See also my article on www.mognw.com.

2006 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com (recent changes and additions in red)

Sep 22-24	Fri-Sun	Rogue River Run, Grants Pass, OR	Ken Miles	604-576-8036	kengmiles@shaw.ca
<i>This is the last call for the Rogue River Run! Although you may not be able to book the boat tour, but other activities may be available. An alternative two-day mostly non-Interstate 5 route has been planned for Midlanders, Northern and Island Pod members, if you so chose to participate. It means leaving on Thursday, September 21, but makes the long journey to Grants Pass in southern Oregon much more scenic and interesting, travelling over old highways and country roads. The suggested overnight for Thursday, the 21st, is the Best Western Inn in Forest Grove, west of Portland (http://www.bestwestern.com/ (enter city as "Forest Grove" and state as "Oregon"), 1-800-780-7234. Many other motels are nearby. Southern Pod members are also encouraged to drive the alternate route, leaving Forest Grove on Friday morning, Sept. 22nd. Please contact Ken and Pat, and the Riverside Inn ASAP!</i>					
Sep 23	Sat	Whistler All British Run, North Vancouver, BC (new date)	Win Muehling	604-299-2425	wmuehling@telus.net
Sep 24	Sun	Ken Griffin Memorial Run	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Oct 1	Sun	Northern Pod Run to Concrete	Dave Collis	604-465-9403	davecollis@shaw.ca
Oct 14	Sat	Bob Nelson Memorial Run	Kay Jones	206-546-2232	zconsulting@comcast.net
Oct 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Oct 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Oct 22	Sun	Northern Pod Halloween Run	Win Muehling	604-299-2425	wmuehling@telus.net
Oct 25	Wed	Island Pod Noggin & Natter	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Nov 5	Sun	Ladner-Bellingham All British Run	Steve Hutchens	360-733-3568	www.oecc.ca/vcb
Nov 18	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Nov 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Dec 2 or 9	Sat	Midlands Pod Holiday Party (location TBA)	Mike Amos	425-881-2054	meamos@gte.net
Dec 2 or 9	Sat	Northern Pod Holiday Party (location TBA)	Win Muehling	604-299-2425	wmuehling@telus.net
Dec 2 or 9	Sat	Southern Pod Holiday Party (location TBA)	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Dec 26	Mon	Northern Pod Boxing Day Run, Surrey, BC	Mike Powley	604-542-0921	mpowley@telus.net

2007 IS JUST AROUND THE CORNER - PLAN AHEAD!

Mar 24-25	Sat-Sun	MOGNW Winter Banquet, LaConner, WA	Mike Amos	425-881-2054	meamos@gte.net
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2006 MOGNW MEMBERSHIP AND DUES FORM

Date _____ Spouse _____
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Do you want your NWMogazine by Postal Mail ___ or Email* ___?
 *(Requires Adobe Reader 4.0 or later, free from Adobe.com)

Morgans Currently Owned:

1. Year _____	Model _____	Body Style _____	Chassis # _____
Colour _____	Engine Size _____	Body Style _____	
2. Year _____	Model _____	Body Style _____	Chassis # _____
Colour _____	Engine Size _____	Body Style _____	
3. Year _____	Model _____	Body Style _____	Chassis # _____
Colour _____	Engine Size _____	Body Style _____	

Do any of your Morgans have historical significance, special equipment, or interesting specifications?

2006 Annual Dues: US\$30/CDN\$35 January 1, 2006 or after;

Dues for New Members: US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month (US\$22/CDN\$24.75 in February, US\$14/CDN\$16.25 in June, US\$6/CDN\$6.75 in October, etc.)

Remittance: US\$ _____ CDN\$ _____

U.S. Members: Please make check payable to MOGNW and mail your check and this form to William Button, MOGNW Treasurer, 9839 51st Ave SW, Seattle, WA 98136.

Canadian Members: Make cheque payable to Pat Miles, MOGNW Secretary and mail your cheque and this form to Pat Miles, MOGNW Secretary, 15410 Kildare Drive, Surrey, BC V3S 6B9

Questions: Email wmbutton@comcast.net or phone 206-935-3616



FIRST CLASS

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