


# THE SPOKES

An Official Publication of the MG Car Club, Western NY Centre

TODAY'S SMART CAR IS THE  *Princess* 1100



SEPTEMBER 1984





# WESTERN NEW YORK CENTRE

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(716) 323-2687

PLEASE ADDRESS ANY CORRESPONDENCE DIRECTLY TO THE APPROPRIATE OFFICER LISTED ABOVE.

DO YOU HAVE ANY ARTICLES, STORIES, OR AN ANECDOTE YOU WOULD LIKE TO SHARE? PLEASE SEND THIS MATERIAL TO THE EDITOR. IT DOES NOT HAVE TO BE TYPED, JUST LEGIBLE.

"SPOKES" IS THE OFFICIAL PUBLICATION OF THE MGCC, WESTERN NEW YORK CENTRE. THE PUBLICATION IS DISTRIBUTED TO MGCC MEMBERS, LOCAL CLUB REPRESENTATIVES, AND CLUB EVENT PARTICIPANTS. THE DEADLINE FOR SUBMISSION OF ANY ARTICLE FOR "SPOKES" IS THE LAST DAY OF EACH MONTH. ANY MATERIAL RECEIVED AFTER THAT DATE WILL BE PUBLISHED IN THE NEXT ISSUE.

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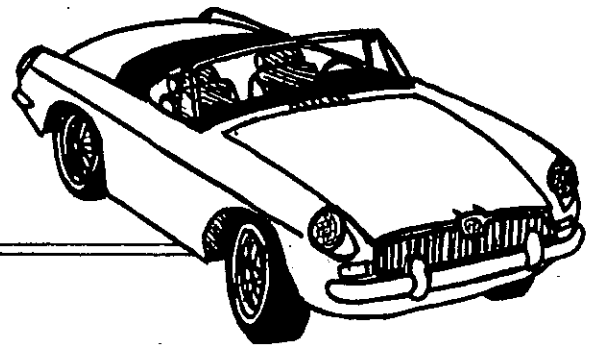
MEETING LOCATION: COLONIAL INN 1129 EMPIRE BLVD. WEBSTER, NY

MEETING DATE: THIRD THURSDAY OF EACH MONTH. 8:00 P.M. ALL INTERESTED PERSONS ARE URGED TO ATTEND.

REGALIA: NOW AVAILABLE ON A LOCAL CLUB LEVEL: JACKETS, CAR BADGES, JEWELRY, NAME TAGS, BUTTONS, ETC.  
CONTACT: STEVE FITCH: (716) 872-1476

## CHAIRMAN'S CORNER

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Hello again. I hope you have enjoyed this summer. I haven't been in touch with a lot of you since the Rally in July. We couldn't make the August Steak Roast and Peg and I celebrated our anniversary the night of the August meeting so Dan Goodwin chaired that meeting for me. I have been out tooling around in the "B" a lot. It's just great being an MG owner again. There is so much character to these little cars. I try to take it to work as often as I can so I can enjoy all the driving I have to do at work.

There was no August Spokes so I'll recap the July event. The Rallye started in Ames Plaza in Ontario and over 20 cars participated. It was perfect top-down weather and the event went off smoothly without any problems. The rallye was about an hour long and Peg, Gary Newman and I ran the first and last checkpoints. After the last car was off and running we went over to Lombino's and set up the finish checkpoint and trophies, etc. We had a lot of fun with the trivia questions and I believe everybody learned something along the way. The complete trivia quiz is reprinted with the answers in this issue for those of you interested. The official results of the rallye are also printed. By the way, the Western NY Centre newest tradition, "The Bent Camshaft Award", to last place position is being taken care of this year by Franz Zechmann who well earned it. (Maybe next year I can run the rallye and I'll win it.) Many thanks to Gary Newman, Art & Cathy Appleby, Mike & Wanda Mulcahy, and Peggi for all the help in organizing.

There has been a request that we start a Service & Reference Directory in the Spokes. Members with talents, parts, advice or even tools that they would like to share with the club are asked to send in a business card like ad so that we may establish a directory. Don't be shy - send them in. Also if you have had good luck with a certain garage, chrome shop or even mail in catalog house - send in your short reference and we will put it in the Spokes. This will be especially helpful to members who need a particular service done and don't know where or who to contact. This is a primary reason for some members joining our club (access to information and parts) and we feel that the Spokes is ideal for this.

The next event is the Gymkhana, Sunday, September 23 at BOCES in Fairport. It will be held in the parking lot off Baird Road just west of Whitney Road. That's just after the one-lane underpass. See the flyer in this issue. Steve Fitch, George Haynes, Bob Tescione and myself have been working on this event. I think you'll find it to be a little different event and I'm sure you'll have fun. After the gymkhana we'll be going down to "Brandy's" restaurant where we will have a Noggin & Natter. The club will provide some snacks there. If you are interested in participating or even watching, call me for registration and information.

Peg and I are waiting patiently for our special plates "OUR MG". Hope we have them before this month is out. We've really had little time (or funding) to do everything we've wanted to do to "B". Isn't that always the case? By the way, the Datsun is still for sale, \$3,000 which includes spare parts and hardtop if you know anyone who may be interested.

See you all at the meeting, Colonial Inn, September 20, 8:00.

*George*

## EDITOR'S NOTES

Well, it's been a while! I had a nice break in the busy summer months from having to gather an August issue together. Since our publishers, Dick and Bethel Powers, were in England we printed a July/August issue if you remember. I wasn't completely idle, however. You should soon be receiving an MG Roster of current paid members. This includes name, address and phone. We opted to drop the cars from this booklet because of the megatons of time it would involve to update the list and the fact that this information is changing so often. This Roster was widely requested by several members in the club. I hope it's what you were looking for.

I had a good time at the July Rallye even though we didn't run it. (That's probably why I had a good time.) We had great weather and a pretty good turn out considering how many things were going on that day. Lombino's did a great job with the picnic again this year, as usual. I wish we could have stayed longer but we had a family reunion to get to out of town. What a beautiful spot for a picnic!

I hope to see a lot of you at the gymkhana. They were a little more brave in the planning this year and included a high speed event. All you Mario Andretti's out there will have a chance to prove yourself. And for those who come just to spectate there will be a Noggin & Natter at Brandy's right afterwards. We want to hear from you even if you just plan to watch so we can get an idea of how many to plan for at the party.

As George mentioned in his article, and as you will see further on in this issue, we have begun a Service and Reference Directory. I really think this is a great idea and hope to hear from you. We can collect this from you at the meetings or you can mail to our home.

Sadly, most of you probably have heard that the Applegrove Restaurant was lost to fire just recently. As of yet I haven't heard any plans for rebuilding. In any case, I'm sure we will have to plan a different event for November. Let Desi know if you have any ideas or special requests.

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### MARKETPLACE!!!

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P.S. Look for George Herschell's artwork in the September and October issues of Road and Track.

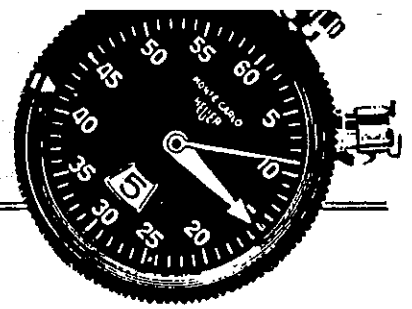
'67 DATSUN SPL 311 1600 ROADSTER: Red, solid, spare engine, hard top, good tires, no winters George Heissenberger 524-2107

'53 TD REPLICAR: Made in 1980, 2,000 mi., teakwood dash & steering wheel, full instrumentation, spoke wheels, British Racing Green, side curtains, 4 cyl. Jean 524-2718

'69 MG CGT: Brown, completely rebuilt, new brake pads and rebuilt rear drums, overdrive, 500 mi on rebuilt engine, spare parts including hood, bearings, etc. Body solid, exc. paint, front spoiler. \$4,950 or BO. Bob Marshall (315) 457-0062

# MGCC MINUTES

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AUGUST 16, 1984  
MEMO OF MEETING

Vice-Chairman, Dan Goodwin presiding

Meeting called to order at 8:18

Treasurer reported on present amount of funds in the MGCC checking account. No funds yet received from festival account.

No Secretary report.

No Spokes report.

Activities report: Rallye and picnic questions were discussed. Steakroast, last Sunday in August at Churchville Park. Possible gymkhana for September (planning meeting at Heissenberger's August 22.

October 7 - wine tasting. Possible Noggin & Natter at Dick Moll's sirloin room.

Steve Fitch: reported on Cornhill Meet.

Charlie Searles: reported on R.I.T. Show.

Old Business: Show critique - Desi offered her house as a meeting place. S. Fitch moved that September meeting be a critique of the Victor Show. This was seconded and passed.

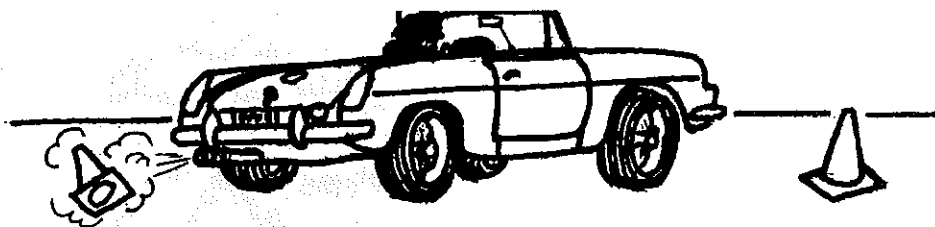
New Business: A 3-day trip to the MG Museum in Vermont was discussed. No conclusions.

Charlie Searles donated waterless hand cleaner for door prize.

Several cars for sale were discussed.

Dick Powers reported on his trip to England.





THE NEXT EVENT

M G C C G Y M K H A N A

S U N D A Y , S E P T E M B E R 23, 1984

BOCES PARKING LOT (Between Baird Road and O'Conner Road,  
Fairport)

11:00 A.M. - Registration  
11:30 A.M. - Walk through and tech. inspection  
11:45 A.M. - First car off

F E A T U R I N G :

High speed & medium speed slalom course  
Blind folded driver course  
Navigator participation maneuver  
Noggin & Natter

F U N T O C O M P E T E - F U N T O W A T C  
\*\*\*\*\*

After the Gymkhana the Club will have a Noggin & Natter at  
BRANDY'S - Corner of Baird Road and Route 31 F. They have  
reserved a special place for us and the club will provide hot  
chicken wings, Buffalo Chips (deep fried potato slices), cheese.  
Join us for a day of fun and frivality.

FEE: \$ 2.00 per car.

CALL: George Heissenberger (315) 524-2107 (local call from Roch.)  
for Reservations.

### III. The Real Man on Wheels

Remember when being a Real Man meant flying down the highway at 100 mph stone drunk, with one hand on a seventeen-year-old blonde, and the other wrapped around a can of Schlitz?

Fortunately, some things never change—and the automobile still remains the sacred shrine of Real Men everywhere.

But while Real Men still drive too fast, drink too much, and generally reject such obtuse concepts as bridge tolls, fuel economy, environmental controls, and the fifty-five-mile-per-hour speed limit, there are several new twists in their rules of the road.

To wit:

1. Real Men no longer drive Corvettes. Despite being able to squander gas with the best of them, even today's least enlightened Real Man finds the notion of a \$17,000 plastic car with no trunk somewhat absurd. (Real Men, after all, need cars made of good, solid steel—with enough storage space to carry around wine, women, shotguns, and all the other essential paraphernalia that Real Men find essential on the open road.)

2. Real Men do not drive sports cars—MGs, Flats, Maseratis, Triumphs, or Aston Martins. They've come to realize that spending a sum equivalent to the gross national debt of England on a car—not to mention having to adopt an auto mechanic—is not the most cost-effective way of proving their masculinity.

3. Real Men do not drive stick shifts. They're secure enough to let their gears be shifted automatically.

4. Real Men—who live in cities—do not drive Jeeps.

5. Real Men don't order the courtesy light group.

6. Real Men do not have vanity plates. (What self-respecting Real Man would drive a car tagged "Cute-asle"? Or "His 'N' Hers"?)

7. Real Men do not put bunny stickers in the rear window; they don't have flared fenders, moon roofs, airdams, fog-lights, racing gloves, cruise control, or six-tone airhorns that play "Here Comes the Bride."

8. Real Men don't own vans with murals of naked women or sunsets painted on the side.

So what do Real Men drive?

It's simple: Chryslers. Massive, hulking, gas-guzzling Chryslers. Indy 500 specials. With four-barrel carburetors, automatic transmissions, and five million cubic inches under the hood.

Real Men, after all, are realistic:

How are you ever going to lose a state trooper in a Honda?

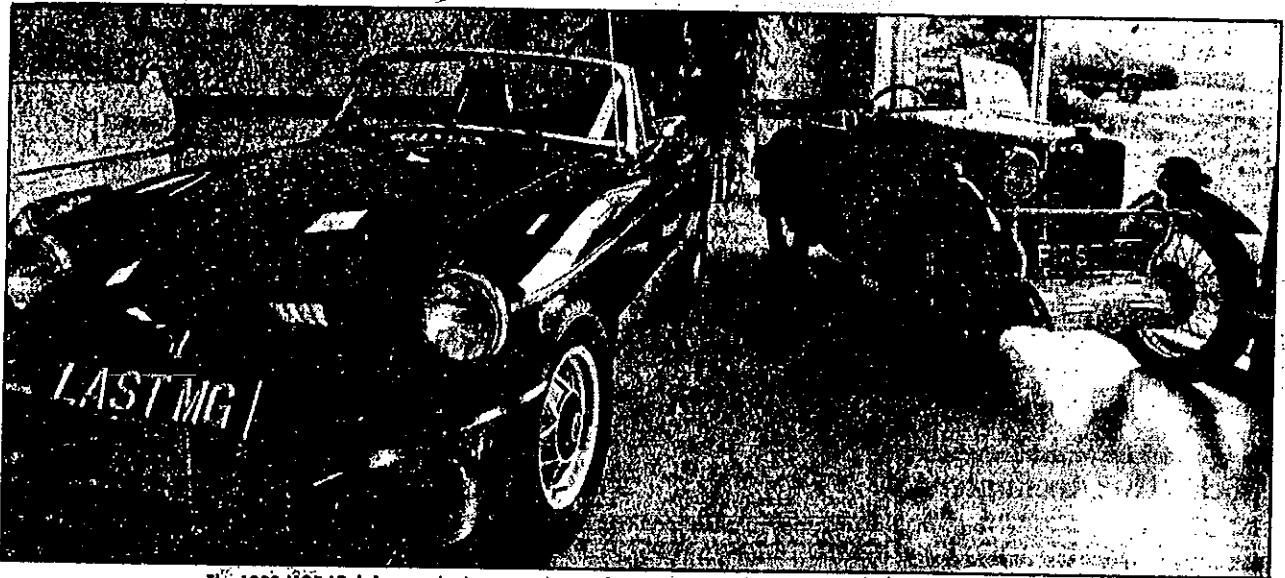
## SERVICE & REFERENCE DIRECTORY

SANDBLASTING: Bob Tescione (716) 442-7080

TIRE MOUNTING & BALANCING: George Haynes (716) 244-4204

DASH PLAQUES FROM THE JULY RALLYE ARE AVAILABLE 50¢ EACH.  
GEORGE HEISSENBERGER (315) 524-2107. (LOCAL CALL FROM ROCH.)

# 2 Historic MGs Find Home Here



The 1980 MGB LE, left, was the last MG imported to America and the "M Type" Midget was the first.

By Doug Wenrich  
Sunday News Staff Writer

In the corner of the Gast Classic Motorcars showroom in New Holland, between the vintage Cadillac convertible and the gleaming Mercedes 280 SL, sit two MG roadsters.

One is a beige 1929 "M Type" Midget. The other is a black 1980 MGB "LE" Jubilee. Both are very special. They are arguably the two most important and most valuable examples of the MG marque in the world: the first and last MGs imported to America.

"We get people who come from England to see the cars," said Jeff Gast. "They can't believe they're here. We're very fortunate."

Gast and his father, Sam, bought the cars about two years ago at an auction in Scottsdale, Arizona. Gast said when he found out the two cars would be offered for sale, he told his father they "just had to have them."

"We heard they were going to be put up for sale and we decided we would do whatever it took to get them," said Gast, who is a partner with his parents, Sam and Joan Gast, in the family's classic car business.

"We love MGs and we've always had fun with them," he added. "They're a car that's fun to drive and is affordable to almost everyone."

So Gast and his father traveled to the auction in Scottsdale, where the historic pair was to be sold to the highest bidder. Thousands of people came to the auction. Bidding was intense. But the Gasts came home with both the M Type and the MGB.

The two cars represent the beginning and the end of a car line that introduced British-style sports car motoring — "Don't mind the rain, just pull your cap down a little lower" — to over a million enthusiasts. And the two-seat, wind-in-your-face driving theme influenced nearly every car company in the world.

"Phil Hill, the MGB factory racer, was sitting beside us at the auction," Gast said, "and after we bid for the cars he turned and said 'you just bought two fine pieces of automobile history.'"

Indeed, Besides being the historic bookends of a sports car company that sold over 1.1 million autos in 51 years, the cars themselves have an interesting history. Before coming to rest alongside the sparkling Jaguars, Porches and Corvettes in the Gast showroom at 870 E. Main St., both were originally part of a collection started by one of the American auto industry's founding families — the Fords.

In 1929, Edsel Ford (son of Ford founder Henry Ford) brought the early car to the United States. It was the first MG produced in significant quantities but was never marketed in America. Ford drove the M type over 27,000 miles before retiring it to the Ford Museum in Dearborn, Mich.

In 1980, Henry Ford II (Edsel's son) bought the later-model car. It was the third-to-last car to roll off the MG assembly line before it was shut down. And was the final car built for the U.S. market. With less than 1,000 miles showing on the odometer, Ford placed the MGB beside its forerunner in the Ford Museum.

The M-Type is cream-colored with

hand-hammered black fenders covering 19-inch wire-spoke wheels. The car weighs only 1,100 pounds. The body is constructed from canvas stretched over a plywood frame. Its 20 horsepower, four-cylinder engine can push the car to a top speed of 65 miles per hour. One of only 3,235 M Types made, the serial number is H2-812.

The MGB, serial number 523000, is black with a tan interior, five speed transmission and alloy wheels. It is heavier, more powerful and more comfortable than its predecessor. But its purpose — to provide topless transportation for two people as cheaply as possible — is the same as the older car's.

The Ford Museum sold the cars to raise money for maintenance and operating expenses according to Gast. He said his family is considering building an automobile museum and making the MGs the central exhibit. In any case, he said the cars are "definitely not for sale."

Gast said Ford bought the M Type because he wanted to "find out what made it tick." And because he liked it.

"MGs did for sports cars what the Model T did to other cars," Gast said. "They were for the masses. And Ford liked that."

How much are the two cars worth?

Gast said he "can't put a price" on the cars.

"How much is history worth?" he asked rhetorically. "These cars are irreplaceable. You can't replace history."



OCTAGONAL PURSUIT

MG CAR CLUB WESTERN N.Y. CENTRE  
RALLYE - JULY 29, 1984

Multiple choice. Circle one; more than one circled is considered an incorrect answer. This quiz is a portion of the scoring for the Rallye.

1. Approximately how many "TC" MG's were imported to the USA?  
a) 4,000 b) 2,100 c) 8,000 d) 3,500
2. Who or what were the "Cream Crackers"? a) tea time crumpets served at MG factory  
b) factory workers who hammered body work on 1930's MGs c) factory sponsored trials team in the 30's d) off-white disc wheels available as an option in the 30's
3. What model and year was the last pre-war overhead cam engine MG produced?  
a) 1936 "PB" b) 1937 "TA" c) 1935 "VA" d) 1936 "SA"
4. The MGA body was closely based on an MG entered at Lemans in what year?  
a) 1951 b) 1954 c) 1950 d) 1952
5. Approximately how many MGA's were produced? a) 50,000 b) 150,000 c) 100,000  
d) 200,000
6. Who or what were "Easton's Dancing Daughters"? a) George Easton's famous  
celebrity daughters b) Series of MG racing cars driven by George Easton  
c) Ladies Lemans factory MG team in the 30's d) Easton's pit crew
7. Approximately how many MG TC's were produced? a) 10,000 b) 25,000 c) 30,000  
d) 42,000
8. One third of all MGB production went to one state in the USA. What state?  
a) Texas b) New York c) California d) Florida
9. Approximately how many MGB's were produced? a) 250,000 b) 330,000 c) 100,000  
d) 520,000
10. The MGB V8 was only produced for 4 years. What years? a) 77-80 b) 73-76  
c) 75-78 d) 72-75

( ANSWERS ARE ON NEXT PAGE. )

# PART TWO

Fill in the answer to the following 10 questions:

1. What year was the first MG car produced? \_\_\_\_\_
2. How many occupants did that first MG seat? \_\_\_\_\_
3. Name any record-breaking MG. \_\_\_\_\_
4. The "T" series MG was introduced in what year? \_\_\_\_\_
5. The first MG Midget was produced in what year? \_\_\_\_\_
6. That MGA look alike at that early Lemans was based on a T'series MG...  
which type? \_\_\_\_\_
7. The MGB was introduced in what year? \_\_\_\_\_
8. What famous factory MG special ran at Sebring in 1969? \_\_\_\_\_
9. Was the MG factory at Abingdon ever bombed in WWII? \_\_\_\_\_
10. What was the first unit-body (monocoque) MG sports car? \_\_\_\_\_

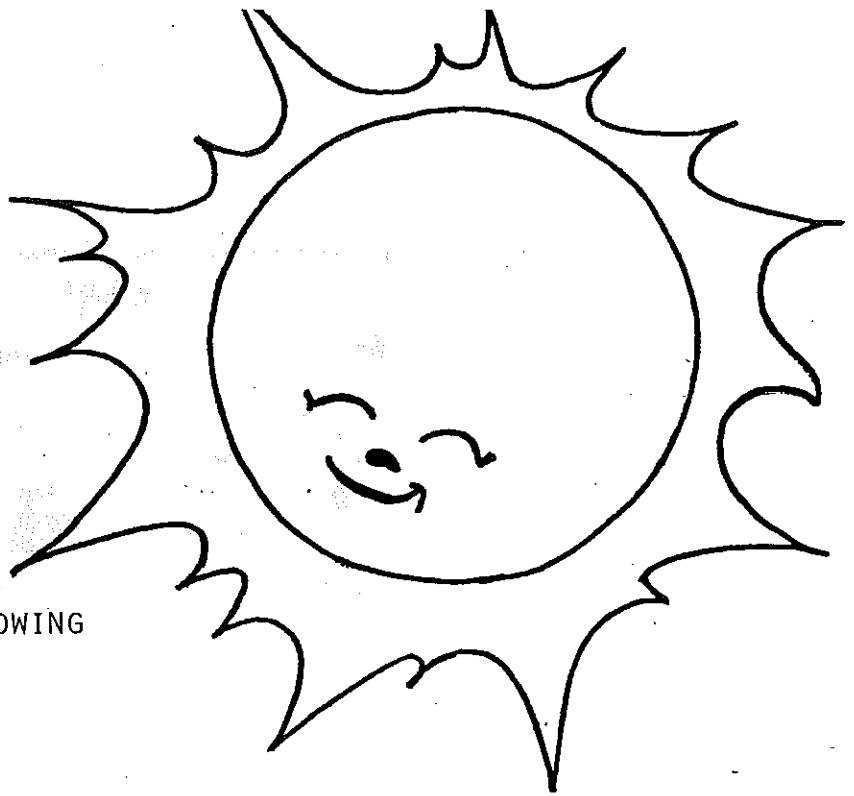
ANSWERS: Multiple Choice - (1) b (2) c (3) a (4) a (5) c (6) c (7) a (8) c (9) d (10) b  
Fill in the blanks - (1) 1924 (2) 4 (3) EX 181, 182, 135 etc. Magic Midget (4) 1936 (5) 1928 "M" Type Midget (6) MGTD MK II (7) 1962 (8) MG GTS (9) No, accidental fire in 1945 (10) 1961 MG Midget MK I

## RESULTS OF THE JULY RALLYE:

Place	Driver/Navigator	Car	Total Score
1.	Steve Fitch/Mary Fitch	MGTD	36 points
2.	Dave Glassmann/Fred Folsom	MGTD	44
3.	Bob Tescione/None	Volvo P-1800	45
4.	Jeff Langswager/Don Wright	MGA	47
5.	Dan Suter/MaryEllen Krebs	MGB V8	49
6.	Bob Philip/Patty Philip	MGB	69
7.	John Forrester/Shirley Forrester	Corvette	75
8.	Jamie Suter/Barb Stephan	MGB	76
9.	David Forrester/Julie Schrieber	Buick 65-400	77
10.	George Herschell/Nancy Herschell	MGB	80
11.	Art Brown/Pat Brown	TR-3	87
12.	Sue Keppeler/Bob Keppeler	MGA	101
13.	John Lombino/J. Savigneux	MGTD	122
14.	Jim Herschell/Sue Herschell	A-H Sprite	229
15.	Franz Zechmann/Herb Zechmann	MGA	233
16.	Alex Kopen/ no navigator	MGTD	0

CHECKPOINTS: Mike & Wanda Mulcahy, Art & Kathy Appleby, Gary Newman  
Peggi & George Heissenberger

OUR  
SUNSHINE  
PAGE



HAPPY BIRTHDAY TO THE FOLLOWING  
PEOPLE IN SEPTEMBER:

5 GARY NEWMAN  
7 DAN GOODWIN  
9 SHERRY RUGG  
13 MARCIA BRADT  
13 NANCY HERSCHELL  
14 IRENE SEARLES  
16 JOHN BORYCKI  
17 RICK BRUDER  
19 LINDA FAZIO  
19 BILL WARREN  
19 PETER BRUDER  
20 REG NEWMAN  
22 T.J. WARREN III  
26 GRETA HEISSENBERGER  
26 ANGIE GIEHL  
27 ERIC MEHSERLE  
28 BOB PHILLIP  
29 BERT PATENALL

HAPPY ANNIVERSARY TO THE FOLLOWING  
PEOPLE IN SEPTEMBER:

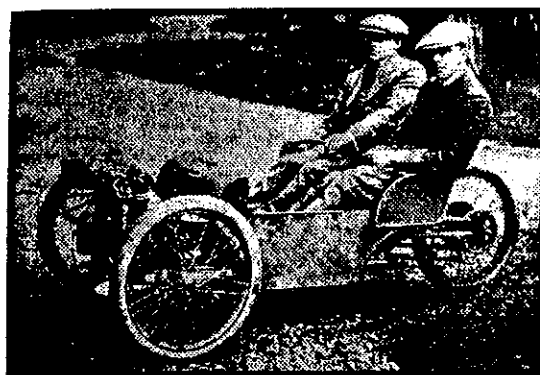
6 ANDY & PAT FAZIO  
9 DICK & BETHEL POWERS  
14 WINSTON & HELEN DOBBINS  
15 ALEX & BESS KOPEN  
17 REG & CAROL NEWMAN  
25 HOLLIS & DOREENA HAMES

BIRTHS

TO JEFF AND JAN LANGSWAGER:  
CHRISTOPHER RYAN LANGSWAGER

TO MIKE AND WANDA MULCAHY:  
KEVIN MICHAEL MULCAHY



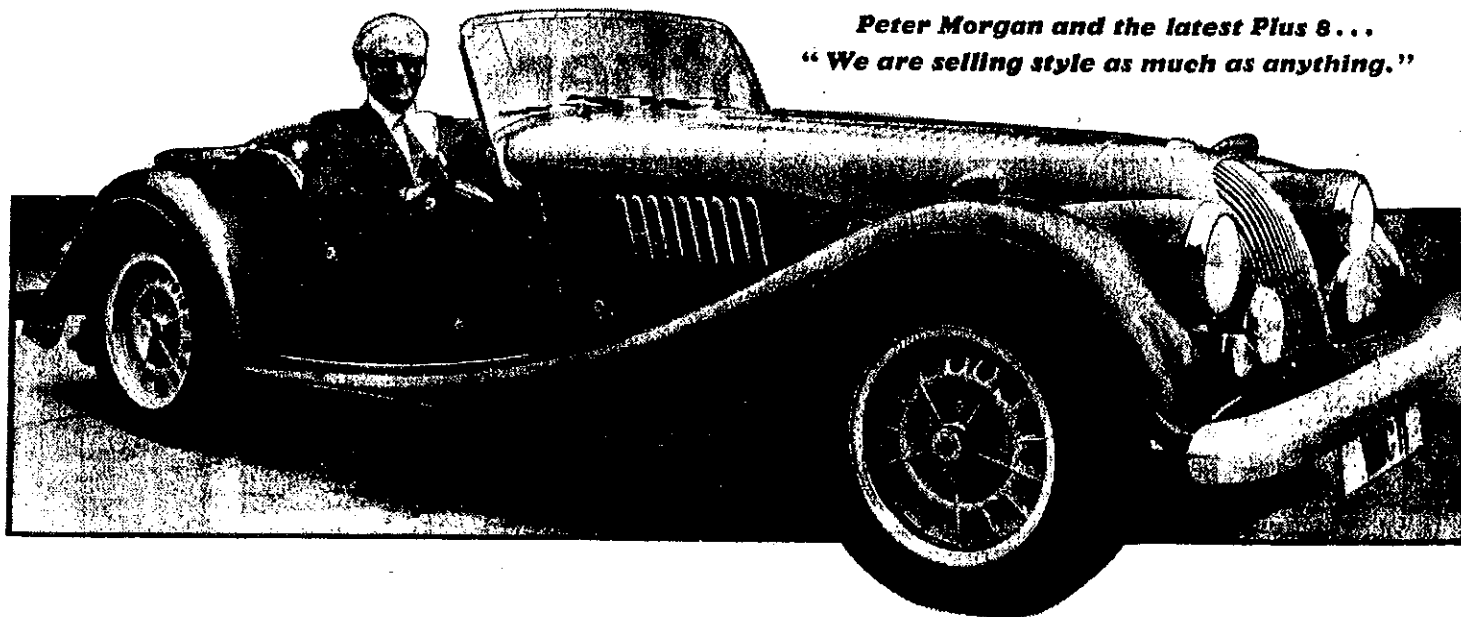


"HFS" driving a 1911 prototype

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## *Amid the smell of sawdust and the clang of panel beaters, the magic of the Morgan is born*

*Peter Morgan and the latest Plus 8...  
"We are selling style as much as anything."*



This article was brought back from England by Dick, Bethel, and Rachel Powers. While there, the Powers attended the 75th anniversary of the Morgan Car Co.



**FOLLOW** Peter Morgan into the workshops at the foot of the Malvern Hills in Worcestershire where his family has been making sports cars for 75 years this month, and you have to put your hands over your ears.

Craftsmen are still beating the car's sheet metal body panels into shape by hand.

Walk on through to another section and you might be entering the peace of a wood where a tree has just been felled.

The air hangs sweet with the scent of fresh sawdust. It is 1984, but this is where they cut and plane seasoned ash that will be jointed and glued to make the car's wooden frame.

Yet the gleaming, hand-finished product is one of the fastest and most sought after sports cars in the world.

## FRIGHT

The combination of wood and metal grants resilience with lightness, and also a phenomenal power-to-weight ratio for the latest Plus 8 Morgan, fitted with Rover's V8 petrol-injection engine.

It will do 0-60 in 5.3 seconds, a top speed approaching 140 miles an hour and yet will return 26 miles per gallon driven hard.

Peter Morgan reckons it will be giving the Porsche 911 turbo a fright on the road and it costs virtually a third as much, at £12,950.

But the basic Morgan still gives you eye-catching, head-turning, coach-built high-performance motoring, and for just £6,500.

The potent look of the car with its savagely long louvred bonnet and graceful cut-away tail with spare wheel stuck on like an afterthought and no boot, has not altered for a quarter of a century.

Nobody changes anything for the sake of change at Morgan. Not even the production rate.

Order a Morgan now and it may not be ready for you until 1988.

For Peter Morgan's dedicated workforce of 117 finish about 84 cars a week.

Yet such is the car's remarkable appeal that the waiting list, with orders from as far afield as Japan and New Zealand, is well over 3,000.

"I think we are selling style as much as anything," says Peter Morgan.

"We make an open car that is fun to drive. Some enthusiasts joke that you don't sit in a Morgan. You wear it."

"Customers can send us a sample of the colour they want and we will do our best to match it."

by  
**RICHARD  
BARKLEY**

## SAMPLE

"The wife of our agent in Stuttgart wanted one in pink. It looked quite nice actually. I think she wanted all the local owners of Mercedes to take notice."

Briditte Bardot used to have one.

"I always say it lasted her longer than Gunther Sachs." And the King of Spain bought one last year.

"He wanted a special cover for it. We couldn't think why until we learned it was to protect the car while he took it on his yacht for a motor-trip in North Africa."

They have even found their way behind the Iron Curtain. Reports have filtered out that Genadi Mikhailov of Lenin Street, Riga, runs a 1938 Coventry-Climax engined Morgan four-seater.

"We export about 45 per cent of our cars, and Germany is our best customer, maybe because there is no speed limit on the autobahn."

I do think about raising output. But it is a question of skilled labour. I can't just

go out into the street and say, "Come and make Morgans."

"We have eight or nine different trades here from carpenters to coach trimmers and we have to train virtually everybody ourselves. But labour turnover is quite low."

## STORIES

"There are attractions about staying small. Some of our foremen started here as boys." And they have stories to tell.

Norman Henton, foreman of the sawmill, plucks the dust extractor off an electric plane and points to a gash in its steel bead.

"That happened a few years ago when we were plan-

ing some ash from Belgium. The plane struck something embedded in the wood. It turned out to be a chunk of case-hardened steel, a fragment of shrapnel that had been in the tree since the First World War."

Morgans have never had a strike. A professional yet informal atmosphere prevails. Prospective owners often drop in to watch their cars being built.

At the end of the month the private company is celebrating its 75th birthday with a colossal party. Morgan owners are coming from all over the world, many with their cars, to join in the festivities in the town where

Peter's father, the 25-year-old son of a Hereford rector, began the story in 1909 by knocking up a three-wheeler with the help of a master from the boy's college.

"H.F.S." as he was known called the car the Morgan Runabout.

"It was a single-seater and he really built it for himself, plus one or two others," says Peter Morgan. "None has survived. Father had a genius for making one part do more than one job. Unfortunately, he put the exhaust gas through the pipe-frame of the chassis and I suspect the first cars just rotted away."

## RACING

"When he designed a two-seater sales really took off. He used to test every car himself before delivery by driving it up the one-in-four track to the top of the Beacon (1,396ft)."

The little Morgan began to make a name in racing circles and production of the simple-to-build car rose to 2,400 a year in the 1920s.

In 1930 Arab Legion leader Glubb-Pasha's sister Glenda set up a record for three-wheelers that still stands, lapping Brooklands at a top

speed of 116 mph in a J.A.P.-engined Morgan to cover 101 miles in an hour.

The company has had its difficulties. The advent of the baby Austin Seven severely knocked its sales. After the war the three-wheeler would not sell abroad.

"And at that time the government wouldn't let you have the steel to make cars unless you were exporting them," says Peter Morgan. "So we concentrated on making four-wheeled cars."

In 1962 a Morgan Plus Four won the two-litre class at Le Mans.

Peter Morgan drives a Morgan Plus 8 two-seater or a Ferrari—"the big one"—depending on the number of his passengers. His second wife, Heather, who also works for the company, runs a Morgan 4/4. His son Charles, a former I.T.N. cameraman who accompanied Sandy Gall on his Afghanistan expedition, has set up in a film supply business but is a director of Morgans. And the family spirit of adventure remains strong.

A few weeks ago Peter Morgan, 64, received an invitation to visit the 50th anniversary celebration of the Montreux Grand Prix in Switzerland, where there was

to be a big rally of vintage sports cars.

"They only had the one Grand Prix, in 1934. I didn't think of going until I remembered that we still had here a Morgan F4 three-wheeler actually made in that year."

"I thought it would be fun to pick up Charles in it from London and take a day driving over to Boulogne, then another day driving to Paris where we would put the car on the train for Switzerland."

But four miles out of Malvern, the little car's petrol pump failed. Peter nursed it back to the works, stopping to top the carburettor by hand every few hundred yards.

## PASSED

After a quick repair and an exhilarating start in France overhauling huge pantechnicons labouring up the inclines of the N1 only to be passed in turn by them on the downhill stretches, they reached Paris to an enthusiastic reception from bystanders and the news that there was a train strike.

"So we just set off and motored all the way to Montreux, taking time to wander through the minor roads of Burgundy for the fun of it," says Peter.

In five days, the 50-year-old Morgan F4, built by "H.F.S." piloted by Peter, and navigated by Charles, covered 1,250 miles.

## WESTERN NEW YORK M.C. CAR CLUB REGALIA

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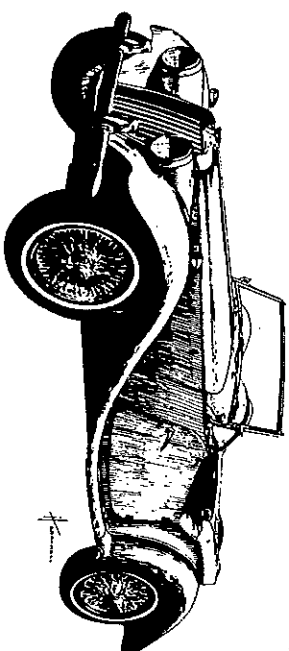
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or bring it to the next meeting.

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## Membership Application

Name \_\_\_\_\_ Date \_\_\_\_\_

Spouse's & family members names \_\_\_\_\_

Family birthdays \_\_\_\_\_ Anniversary Date \_\_\_\_\_

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City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone ( ) \_\_\_\_\_ Car(s) owned \_\_\_\_\_

Interests: Racing \_\_\_\_\_ MG Series Cars \_\_\_\_\_ Autocross \_\_\_\_\_ Rallying \_\_\_\_\_ Restoration \_\_\_\_\_

Concours D'Elegance \_\_\_\_\_ Other \_\_\_\_\_

Miscellaneous (hobbies, occupation, etc.): \_\_\_\_\_

\_\_\_\_\_



# Western New York Centre MGCC Calendar of Events

1984

January <i>Theater Party</i>	February <i>Winter Steak Roast</i>	March	April <i>Niagara-On-the-Lake Tour</i>
May <i>Balloon Festival</i>	June 3rd <i>Victor Car Show</i>	July 29th <i>Rally and Picnic</i>	August 26th <i>Steak Roast</i>
September 23rd <i>Synkrona Noggin &amp; Natter</i>	October 7th <i>Wine Tasting</i>	November 4th <i>Apple Grove</i>	December 15th <i>Christmas Party</i>

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