

OWNERS GROUP BLURB

MAY 1979

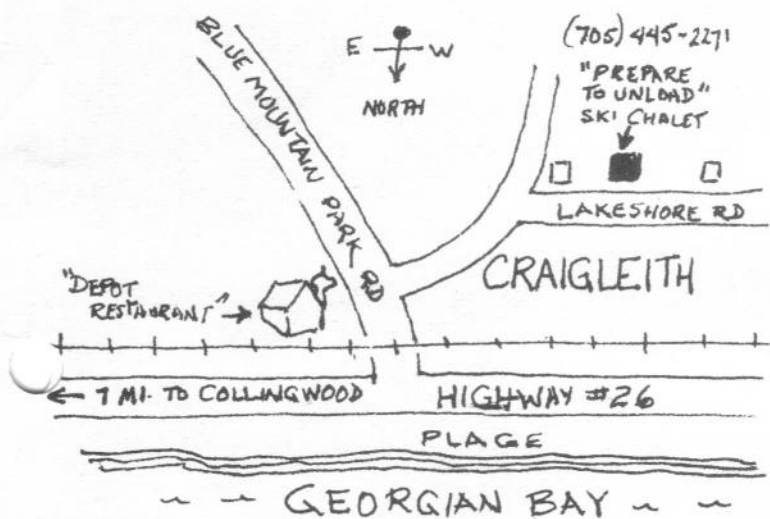


Morgan

HAVE YOU HIT YOUR "ONE SHOT" LUBE BUTTON TO-DAY

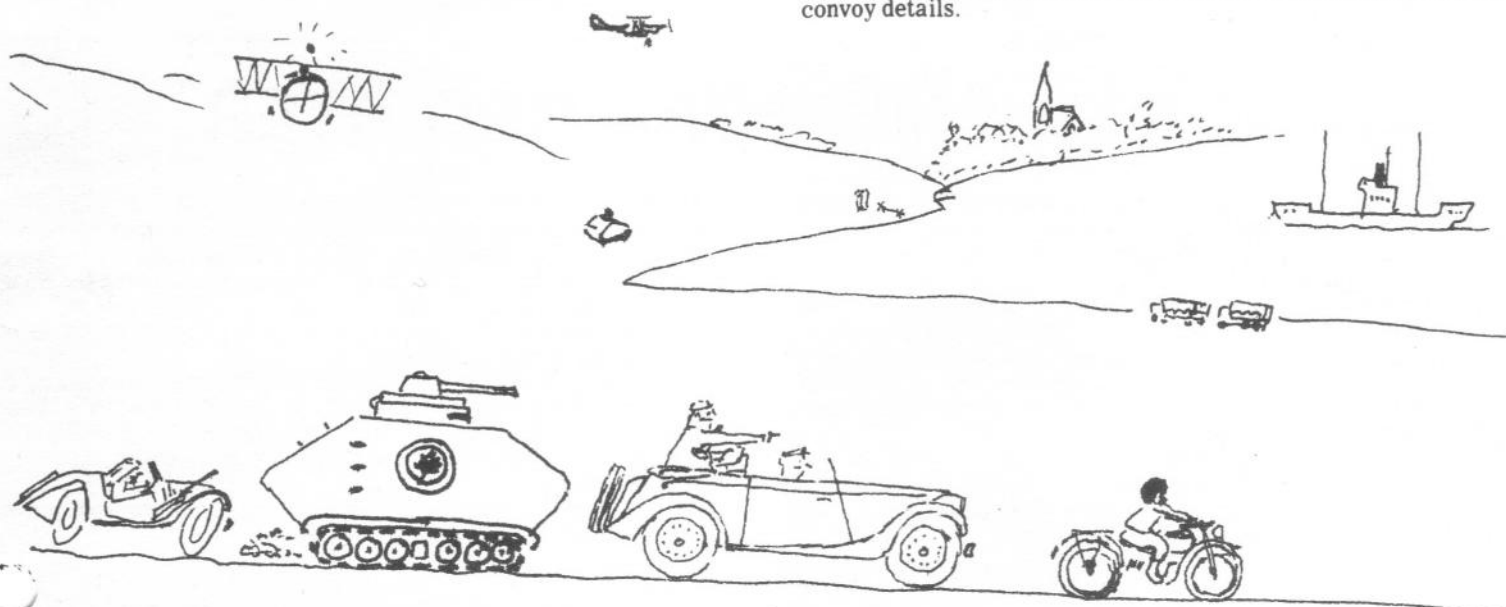
"PREPARE TO UNLOAD" RALLY & BARBEQUE

SATURDAY MAY 26



At the end of May the usual grueling MOG season of competitive tea parties gets underway with a barbeque at a Blue Mountain ski chalet overlooking Georgian Bay just west of Collingwood. For the faint of heart we plan to run a convoy from the corner of Hwys. 27 & 50-Albion (BP Stn.) at 11:00 a.m. and make a Progress up No. 50. the corner of No. 7, David Smith threatens to join us with his '33 Super Aero JAP 3 wheeler and perhaps some of the 4 wheelers coming in from the west can do him pick-up coming in on the perilous journey from Bramalea (call him at 791-9753). After picking up the Beers at Bolton and the Sands at Piper's Hill and, reaching Highway 89, we'll search out a safe route through one of the pacified townships of the Farm Belt and make for Collingwood and thence to the ski village at Craigleith, 7 miles to the west at 1:00 p.m.

An hour long fun rally on good roads will enable us to pit our wits against the rally master from 2:30 p.m. The Barbeque will commence at 5:00 p.m. enabling the more timorous to get away before dark falls. Our host is Harry Walters (who had all those large pictures taken at the Bolton Rally and gave them over to the Club to bolster its funds). Harry will lay on the barbeque and members are asked to RSVP to Harry or Anne at Toronto (416-920-8273). BYOB Commemorative T-shirts available at special price of \$3. Contact D. Price (416)233-8342 for convoy details.



THE "WAR DEP'T GREEN" WILL LEAD A SAFE CONVOY THROUGH THE PACIFIED TOWNSHIPS OF THE FARMBELT TO CRAIGLEITH.



Peter Dattels' 1969 + 4 four seater at rest with unidentified poseur.

NORTH AMERICAN REGISTER

Last summer Mildred Scherer of Florida had generator problems with her plastic +4+ just one hundred miles from Luray. At Luray, when asked why she hadn't called on local Mogmen for succour she replied "what local Mogmen?"

And so it was decided to compile a register of all Morgans living in North America; the idea being that if, for example, you are on the Alaska Highway you would be happy to learn from your register, in the unlikely event of a breakdown, that a Drophead Super Sports resides in Anchorage and probably knows all the neat places that have suitable parts.

After much cajoling by Audrey Beer, 7 of the 10 known clubs in North American submitted membership lists and these have been painstakingly typed up into one booklet. This is available from Audrey (Box 137, Bolton, Ont., L0P 1A0) at cost — \$2.50 + postage. Copies will be available at forthcoming M.O.G. do's. If requesting by mail, make cheques out to Morgan Owners Group and provide for postage as follows: Canada \$.67, U.S.A. \$.87, U.K. \$1.35 air mail.

Every book deserves a review and so your editor has prepared a small critique. Please note that in view of space constraints there is not room for your reviewer to observe the time-honoured tradition whereby the critic uses most of the article to try to prove that he knows most about the subject and is a person of considerable savoir-faire.

Still he can't help but be surprised that The Register was dedicated to neither Mildred Scherer nor himself (which would have secured a glowing review and the purchase of 10 more copies). Royalties will be dedicated to Reg who financed the thing until his loan is paid off. The book will be of inestimable value in your Morgan travels but do not have a breakdown on the West Coast unless you are in a 3 wheeler.

A register of this sort can never be completely up-to-date as members will insist on swapping cars about without the least warning; some have actually sold theirs. And until people improve their hand-writing we cannot be absolutely sure whether they have 4/4's or +4 4 str.

For Ontario readers we offer the following breakdown of model types in Ontario (including a few new members):

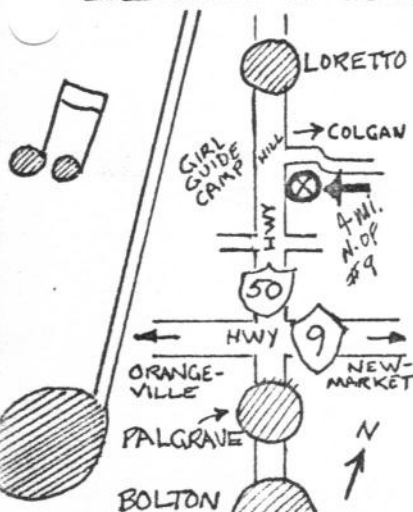
Drophead Coupes 7

Other Models 94

"Other" includes 14 3 wheelers but no doubt the trike section will insist there are more and we leave it to them to prove it.

The Register is a great job and henceforth Morgan Owners that breakdown will explain "God bless Audrey" as they check the list for the nearest Morgan owner to call. Those who get called on these errands of mercy will no doubt exclaim "Blessed Audrey", or words to that effect.

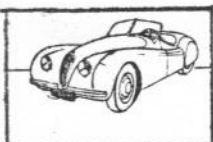
PIPER'S HILL SONGFEST SUN-JUNE 24, 2PM



IT'S THAT TIME OF YEAR AGAIN FOR MOGMEN TO SWARM TO PIPER'S HILL FARM. THE FORMAT WILL CHANGE TO A SONGFEST WITH ALL YOUR TRADITIONAL FAVOURITE MORGAN FOLK SONGS ACCOMPANIED BY ACCORDIANS, BANJOS, GUITARS, EXHAUST PIPES AND CHURCH ORGANS. WE CANNOT ABSOLUTELY GUARANTEE A TROUP OF MORRIS MINOR DANCERS. ALAN PROMISES TO CLEAN OUT HIS SWIMMING POOL AND LAY ON THE BARBEQUE PITS SO BRING YOUR BATHING COSTUMES AND RAW MEAT. ZDENKA WILL SPREAD OUT THE SALAD BAR. SO BRING ALONG YOUR MUSICAL INSTRUMENTS AND MORGANS AND B.Y.O.B. LOTS OF SPACE FOR CHILDREN. THE SANDS CAN BE REACHED ON THE PHONE AT TOTTENHAM (416) 936-4341.



JAGUAR CONCOURS AND BRUNCH SUN. JUNE 10: DON'T FORGET THE JAGUAR CONCOURS AT THE INN-ON-THE-PARK AT EGLINTON EAST AND LESLIE. MORGANS ARE EXEMPT FROM JUDGING SO YOU CAN SAFELY SNEER AT THE ROLLERS AND JAGGERS. CARS SHOULD BE THERE AT NOON. LOTS OF YOU MENTIONED AT BLUE MOUNTAIN THAT YOU'D BE COMING FIRST TO THE LIGHT BRUNCH AT 10:00 AM. I FORGET NOW HOW MANY, SO PLEASE CALL DOUG PRICE AT 233-8342. BRUNCH ADDRESS IS 95 WILLINGDON BLVD. IN THE WEST END (NORTHEAST OF ROYAL YORK & BLOOR)



VINTAGE EUROPEAN SPORTS CAR PICNIC

Tentatively on Sun. July 29, 1 PM.
Humber Trails Conservation Area



ANTIQUE "AUTO" RALLY SUN:JULY 8

THIS YEAR THE 5TH ANTIQUE AUTO RALLY SETS OFF FROM FORD MOTORS (QEW AT FORD DRIVE) IN OAKVILLE. CARS TO BE READY AT 11-12AM. THE VARIOUS CLASSES SPLIT AT 1945, 35 MILE RALLY FOR PRE-WAR; 50 MILE FOR POST WAR. POST 1962 MORGANS ACCEPTED BY SPECIAL ARRANGEMENT. THIS IS A GALA EVENT SPONSORED BY THE OAKVILLE "JOURNAL RECORD" NEWSPAPER. FREE REFRESHMENTS AND ENTERTAINMENT BEFORE AND AFTER. THE FORD AND CRAVEN MUSEUMS WILL HAVE SOME CARS ON HAND. LET'S GET TOGETHER A BIG ENTRY AND SHOW THE OLD CROCKS HOW IT'S DONE. SEE ATTACHED FOR ENTRY INFORMATION AND SEND YOUR ENTRIES DIRECT. SPECIAL RALLY MAGAZINE TO BE PUBLISHED ON JULY 4 AS PART OF THE NEWSPAPER. TO ARRIVE EN MASSE (FOR MAXIMUM INTIMIDATION) WE'RE SWARMING AT ROBIN AND MIKE WEMYSS' PLACE IN OAKVILLE-BRONTE, 2413 ONTARIO ST. (WHICH IS THE SOUTH EXTENSION OF BRONTE ROAD, SOUTH OF LAKESHORE RD. FACING THE LAKE). AFTER REFRESHMENT WE'LL HEAD FOR THE RALLY. MIKE HAS DETAILS - CALL (416) 827-2868. BE AT MIKE'S NO LATER THAN 10:30.

Fees per car; \$7 per car until June 9

\$10 per car at starting line

Cancellations: up to June 30, 1979.

Categories; A. up to 1931 C. '46 to '56
B. '32 to '45 D. '57 to '62

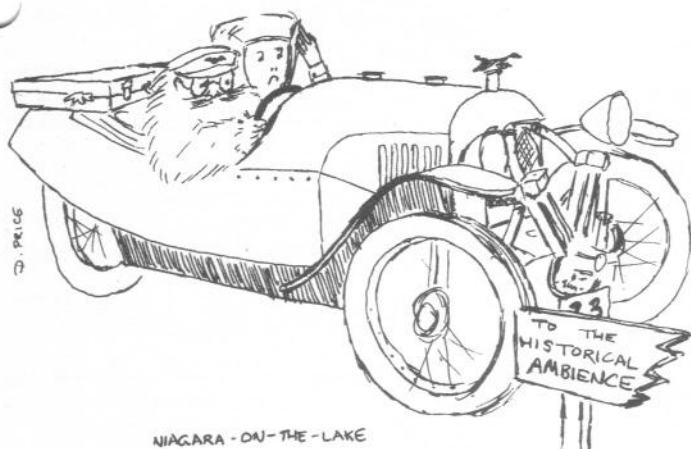
Awards; { 3 best in each category plus
best dressed team and participation plaques.

post '62 Morgans
by special arrangement but not eligible for awards.

Cheques to Oakville Journal Record, 284 Lakeshore Road E, Oakville, Ontario, L6J 1R2. Be sure to send them registration form, also enclosed with Blurb.



NIAGARA-ON-THE-LAKE



NIAGARA - ON - THE - LAKE

Over a leisurely lunch in the bar at the venerable Oban Inn, Audrey & Reg, Mike Wemyss and the ed. conspired with Bill Clarke of N-O-T-Lake and Mary & Al Isselhard of The Rochester Group for September 8 & 9's joint meet. Its olde Englishe bar, comfortable dining rooms, and free hospitality suite argued persuasively for the Oban for our headquarters and Sat. evening dinner. A list of hotels with prices, including the Oban, and Shaw Festival shows (Fri. & Sun) will follow. Members to make own reservations. Historic Queenston Heights with its scenic picnic grounds and sheltered areas has been tentatively selected for the Saturday picnic.

Bill and Mike will be checking out details like events at the Shaw Festival, campgrounds, box lunches, confirming picnic grounds and possible tour through the Inniskillen Winery (reported to be Canada's only winery).

Niagara o-t-Lake, with its early colonial houses reflecting its past glory as the original Loyalist capital of Upper Canada, Forts George and Mississauga, its theatres, fine restaurants and hotels, antique and craft shops, and its general historical ambience has the makings of a fine venue. The town is completely different to nearby Niagara Falls and, for the homesick, offers an inspiring view of the Toronto skyline across the water.

Suitable bumpf will be supplied in a future Blurb, information also available at forthcoming Morgans do's.

1979 CALENDAR

This is slowly evolving. It is made up of our own M.O.G. events and selected events by other Morgan Groups. We have also included certain events by other local clubs; of these we are seeking a good MOG turn-out for some, while others are listed for the convenience of those who might be interested.

With the passage of years each of our own events develops its own character. The Spring Tune-Up in 1979 will take up something of the nature of a songfest; this seemed logical because there is always music of some kind at Piper's Hill. The Bolton Barbeque has begat a rally with Steve Beer as midwife in 1978 and the Barbeque should be a highlight for the coming season.

For the second annual European Vintage Sports Car Picnic each club has appointed a delegate to a committee to choose a and format. Steve Beer will represent M.O.G. In conjunction with the Rochester Morgan Register we will organize a weekend joint meet at Niagara to which the Great Lakes and the Ohio Group have been invited — this event was initiated by Rochester. For some time we

have threatened to go watch a VARAC race (Vintage Automobile Racing Association of Canada). For convenience we shall be listing their events separately and if there is interest we could single out one event for a M.O.G. visit.

There remains the question of getting there. Sometimes we run informal convoys of Morgans. Last year Rosie Price held a breakfast in her garden for people coming from the west to go to the Jaguar Concours. A lot of this is informal and spontaneous and suggestions are very welcome indeed.

If people will let us know of events that might interest others we will be happy to list them with, if appropriate, the name of the person to contact. Perhaps these events might include automobile flea markets, antique car meets, steam traction rallies, sports car rallies and races. Come to think of it, our constitution doesn't proscribe non-car events. How about a Pub Night in some of Toronto's Olde Worlde taverns?

RUNNING ON

The cover of the January issue of "Cars and C&C: Commissions" featured Charles Morgan's Prototype Plus 8 (MMCII) and Chris Cooke's Modsport 414. Readers will recall the racing successes of these cars in the January Blurb. The supporting article notes that the Plus 8 was wiped out at 6 months by a motoring correspondent and rebuilt with a new chassis "which survived right up until last winter when general fatigue dictated replacement". A new engine was installed after 70,000 rather hard miles. Interestingly, the magazine declares that "the ideal box for racing Plus 8's is the Moss box as fitted to MMCII". In 1978, out of 17 starts, the car took ten 1sts, four seconds, and one third.

Cooke's Modsport 4-4. Readers will recall the racing successes of air ducts for rear brakes, a Lawrence tune hardtop, and looks rather bizarre if not downright ugly. However ugliness is "in" in racing cars these days. Its glassfibre body covers a spaceframe and complex roll cage. Steering is by rack and pinion however the pillar suspension is little changed. The radiator is mounted at the rear. The 1,800 cc Ford engine delivers 180 horsepower. The magazine is available at downtown Smith's bookshops, having arrived late as a result of the recent bolsheist trouble in England. Our spies in "Miscellany" advise that the March issue of "Classic Car" will have a similar feature.

Jaguar Concours — Sun. June 10. In case you don't get your June Blurb in time — The Annual Jag Concours (our traditional Posh event) will be at the opulent Inn-on-the-Park (Eglinton E. at Leslie) by 12 noon. Only Jags and Rolls are judged but last year the Morgans went for fun and were second best represented marque. Once again a light brunch will be laid-on at 10:00 a.m. in Toronto's west end at 95 Willingdon Blvd. (N.E. of Royal York & Bloor). An RSVP at 233-8342 would be helpful.

The Ohio Morgan Owners have a new club badge featuring a flat radiator. A few are available at (U.S.) \$14.

The Ferrari and Alfa Romeo clubs have asked the M.O.G. to join them on a rally this summer. At press time no date has been set but this should be a good fun event and count for points in the great M.O.G. championship for 1979. As the editor will be campaigning the "War Department Green" this season he is already leading, having been allocated a handicap of 1,500 bonus points.

Piper's Hill 1967: Has someone some old photos of this inaugural event? We'd like to publish them in a future Blurb. Please call the editor at (416) 233-8342. 1979 date is Sun., June 24.

Renewals: The Registrar tells me that the following have renewed: The Whitworths, David Smiths, David Bergman, John Marks.

LETTERS TO THE EDITOR

Vintage Racing

Sir:

At the close of our second full season, the cars have been driven or trailered home to their respective garages to either wait out winter or be lovingly worked upon readiness for next spring.

By all accounts the summer of '78 was quite successful in that we saw a few new cars emerge from work shops, where they had been undergoing major restorations. A few other cars also appeared, having been purchased abroad and shipped to Canada for the express purpose of Vintage racing, a sport that is growing like wildfire on an international scale as well as here in Canada.

Although we are growing, we could still do with the larger entries. Our biggest fields this past summer were about a dozen cars except for the Hamilton round-the-houses race where the Americans joined us in a field of over 30. If we could attain an attendance of 30 cars on a normal race day we would be more than happy.

Vintage racing is fun, it's not difficult to do and it's not very dangerous. Crashes are few and far between, in fact we had none in 1978. It is by far the cheapest way to go racing too, with reduced entry fees for the Vintage race at regional race week-ends, usually held at Shannonville or Mosport.

The way to start is to buy or already own a car that fits into the V.A.R.A.C. eligibility rule book. Basically, it must be built prior to 1962 (some later cars are eligible if identical to pre-1962 cars of the same series) and can be anything from Bug-Eye Sprite up to a Formula One Ferrari. The car should be to original specs. There are no classes as yet, and the racing is for fun rather than trophies. We try not to let things get too serious, as this might encourage dangerously colourful driving. The atmosphere we are trying to promote at our meets is one of friendliness, as it was at the club meetings back in the good old days before sponsorship made it all so bloodthirsty.

If you had no experience on a race track or do not possess a current racing licence, a driving school is to be held for one day in the spring to assist you in obtaining one, a none too difficult task.

M.O.G. "Goodies"

Dear Doug,

I have read your recent letter in our Miscellany (Morgan Club Magazine, U.K.) and found it most interesting. Apart from being a Morgan parts and 'goodie' supplier, I have 3 Morgans myself and am the Concours Sec of the British club. One thing which I would very much like to see is many of our overseas Morgan owners join our club; at the moment we have approximately 20 per cent from abroad.

I note that Audrey Beer is compiling this list of all known Morgans in North America, which would be interesting to both myself and club.

I am shortly going to mail out a catalogue of all the items I stock and will be sending one to everybody I can. Included in the envelope will be full details of the MSCC, its events and sample of monthly magazine.

From this, we hope to increase our total membership; this will enable magazine and running costs to be spread over this large membership, and hopefully keep the annual subscriptions down.

When Audrey has compiled her full lists, I wonder if she would be kind enough to send me 2 sets, one for the club and one for myself; please let me know the nominal sum you mentioned and I will forward it by return.

Well, thank you for taking the time to read this letter, if you are ever in England do look me up, but in the meantime I look forward to hearing from you shortly.

Best wishes,
Melvyn Rutter

(Ed: Looks like the opening salvo of a membership raid by British imperialists!)

The only other things then required are a helmet (Snell '75), flame proof underwear (suit optional) and all-leather shoes. With that, you're away to the races, so to speak.

So, all you enthusiasts with the nice old cars, come out and give them a real run, a rare treat in these days of radar and stop signs on every corner. I stress that it is not difficult or dangerous, in fact most of us in V.A.R.A.C. had never been on a race track prior to joining two years ago. You can go your own speed, fast or slow, and nobody minds at all. The main thing is to get these old, beautiful cars out on the track.

Why not plan on running with us at our first meet of the spring? At the very least, come and see for yourself what fun we are having.

For further information on Vintage racing, contact John Winter, c/o V.A.R.A.C., P.O. Box 65, Station "A", Weston, Ontario, M9N 3M6.

THE VINTAGE AUTOMOBILE RACING
ASSOCIATION OF CANADA

NOT For Sale?

Dear Editor:

After reading about Mr. Canard's problem trying to sell his Morgan after the Bolton Rally, I am struck with the truth of the old adages "It's as ill wind that blows nobody some good" and "one man's poison is another man's meat".

Since it has become public knowledge that my MGB tied for second in a Morgan rally I have been deluged with offers to buy my MG. Some offers have been well into the three figure level. Until now I hadn't realized the value of rallying for a marque. I intend to keep my MG for many years now and I shall resist all offers of purchase. Therefore I request that my name and address be withheld.

Sincerely, Abington (sic) Classic

(Ed — Three figures, eh? I suppose that would be about \$9.51)

Binding Situation

Dear Editor:

Your new format is simply unfair. For months you have persisted in printing on 8½ x 14 paper. I have faithfully collected every issue because I wish to build up Canada's most complete collection of Morgan memorabilia. I own a 1955 blue 4/4 but you never mention it. Anyhow I am writing to complain that I finally invested in a 3-ring legal size binder (rare and expensive) last January. And now you change to 8½ x 11! I think I should warn you that I (and others) are thinking of switching to the Nash Metropolitan Club.

Yours truly, Neville Snivel.

A Blessing

Sir:

The type in the old Blurb was so small that one couldn't really be sure what you were saying. With the introduction of the larger type I now realize what a blessing the old format was!

Nigel Canard.

P.S. You didn't publish my last letter last month. I dare you to publish this!

Letters to the Editor are welcome and should be addressed to:

EDITOR
95 WILLINGDON BLVD.
TORONTO, ONT. M8X 2H8