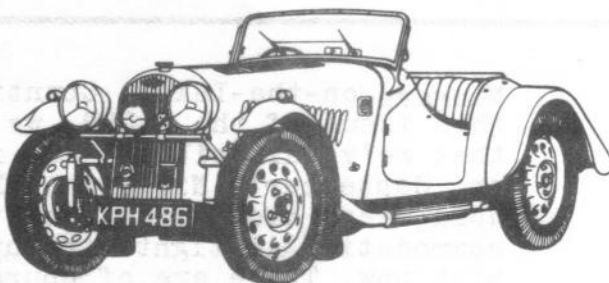


**Morgan
Owners Group**

BY APPOINTMENT

SECOND ANNUAL EUROPEAN CLASSIC SPORTS CAR PICNIC



SUNDAY, JULY 29, 1979 1:00 PM

at the

HUMBER TRAILS CONVERSATION* AREA

12 miles north of Toronto city limits, south off the King Side Road between Hwys. 27 and 401.

All owners of classic European sports cars are invited to attend this annual meet — one which has already become a major annual event in the Toronto area.

This will be a low key affair — no concours or competition — an opportunity for enthusiasts to meet/mingle in a relaxing atmosphere.

Registration on arrival. \$2.00 per car. Participants should provide their own picnic lunch and refreshments.

Organized by
ALFA ROMEO CLUB OF CANADA
THE LOTUS CLUB
MORGAN OWNERS GROUP

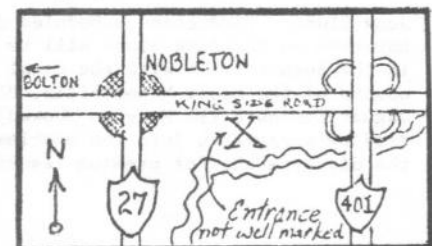
Advertising and promotion compliments of Automotive Finishes and Supply Ltd., RM Paints

Last summer the Alfa Romeo Club initiated the annual EUROPEAN CLASSIC SPORTS CAR PICNIC. It was a pleasant affair nestled in the undulating landscape of Humber Trails Conservation Area. The most challenging facet of the event was the finding of the entrance which is only subtly signified. We made a lot of friends on the King Side Road during the search. Actually everyone had spotted the entry road easily enough but somehow were looking for something more pretentious, with red neon signs ten feet high.

A great variety of interesting cars showed up including a Calgary based Plus Eight, Lamborghinis, pre-war Alfa 1750 Zagato and giant Bentley racer. The Lotuses were there in great force with Sevens, Elans, and Europas and appeared to be "keen types". As participants had such a pleasant day it was decided to repeat it with the tripartite sponsorship of the Alfa, Lotus, and Morgan clubs.

Have your mid-day meal before you come, the lunch you are requested to bring is for very late in the afternoon. Lots of picnic tables. Steve Beer (Bolton 416-857-3210) knows more about this event than anybody. Members with Fords, Cameros, Allards, and the like are quite welcome; there is a convenient parking area just out of view behind some trees.

As other guests will be wondering about your Morgan ("How did it get in that state?" etc.), please prepare a little windscreen placard with specs and history. We will award a suitable prize for the Morgan with the most significant history. If your car's past is particularly boring, do the guests the courtesy of inventing something more appropriate to the marque. And do try to look a little interested in other peoples' cars!



* (SIC)



BOLTON RALLY

SUN
AUG 19
1:00 PM

Last year the Bolton Barbeque hatched a fun rally for it's 3rd anniversary and attracted a record 18 Morgans. Once again Steve Beer will lay out an amusing rally of an hour's duration on Morgan roads. Last year Shelly and Hendrick Rens misread a key instruction and won the event; we trust they will be there to defend their title.

Following the rally and ensuing disputes there will be the traditional barbeque, Audrey laying on the corn and salads (B.Y.O.B. and Meat). So come on out to this family event to set a new M.O.G. record and help topple Hendrick from his perch. A word of caution: The Beers are reputed to have 3 ferocious cats that eat dogs, so for tranquility's sake please leave your pets at home. Please R.S.V.P. by phone to (416) 857-3210 (Bolton).



Don't forget, the Bolton Rally counts for the MOG championship !

RUNNING ON

"KPH 486", the Morgan honoured in the ECSC Picnic's flyer this year, appears with the assumed gracious permission of owner Ken Hill of the New Forest Morgan group. Ken authored the recent book on Morgan Flat Rads and has just prepared a second volume on Curved Rads. The car is one of the 7 famous Coventry Climax Le Mans models introduced in 1939.

The Oakville Antique car rally had a tremendous entry and star of the show was (deservedly) the MX4 three wheeler which John Flavell brought down from Pembroke. It appeared in numerous newspapers. The Toronto Star took a good half hour photographing it but their editor wasn't impressed. A pleasure to meet the Inglises for the first time with their Blood Red 1959 + 4. The local cable TV recorded the finish of the rally. Apparently the Oakville Journal Record published an article about the Morgan Owners Group. We are still trying to get our hands on a copy to see if we can sue for libel. If we're successful we can hold the line on next year's membership dues and keep them at the current level of \$5. Of course, if all our members had paid their 1979 dues, such a drastic course of action might not be necessary.

June Blurb - Production schedules got a bit harassed so the June Blurb will be incorporated in the August issue with the usual factual accounts of the April Memorabilia, Blue Mountain, Jaguar Concours (14 Morgans showed), and Derek Bradley's research into the problems related to the disappearance of premium leaded fuel.

Niagara-on-the-Lake: Counting this issue of the BLURB, we reckon that we've distributed 350 flyers on September's Niagara Weekend. Word seeps back already that accommodation is tightening up so book now. There are, of course, lots more motels in the Falls & St Kitts than mentioned in the Flyer. Informal theatre or dinner parties could be the order of the day for Friday night or Sunday aft. We're hoping for a good turn-out from Michigan and Ohio. Rochester group seem to be booking like mad!

PEOPLE TO CALL

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CHRIS CHARLES
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(416) 821-2628

PIPER'S HILL



JUNE 24

Piper's Hill, our traditionally relaxed summer social, brings days of preparation for our hosts - baking and mixing greens, cutting the long hay by the roadway, trimming the lawns, scrubbing the swimming pool, and installing new batteries, rads, or brakes in assorted Minors, Allards and Bentleys. Not to mention the annual ceremony of the Twining of the Gutbucket at the time of the Summer Solistice; the installing of a new blue and white nylon binder twine in the Gutbucket for subtle sounds in the evening songfest.



Preparation peaked as Alan Sands impaled a hog on a spit and guests took their turn through the day turning and basting...The Pock Marked Yellow was the first to arrive because it always sets out early "just in case". The burning question of the day was whether the event would break the Beers' Bolton Rally record of 18 Morgans last year.

Johnny Marks put in a rare appearance in the fabulous Black Diamond Lil - you know the car; it's the Plus Four with a clock built into the ignition key and with the diamond studded dash board. Lilliana and Luciano arrived in the sacred Living Room Special which attested to the superfine weather in T.O. and gave promise of a record Morgan turn out.

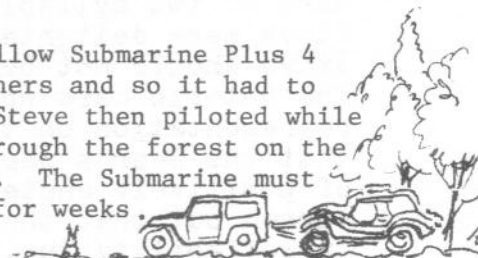
Peter and Von Whitworth had been expected down from Manotick (south of Bagdad-on-the-Rideau) but by now were two days late. The bush telegraph buzzed of brake failure followed by burnt valves. Reg and Audrey arrived in the Silver Cloud instead of the Blood Red Bitza; apparently Martin had undertaken to take it down to Luray a week early. Ostensibly this was to allow for gasoline shortages; few people could actually believe that this was just a ruse to preserve their Bolton event's record of the most Morgans.

The Hendryks' + 8 arrived with only 4 people this year, almost matched by the Smiths' JAP SS with one adult and two urchins. Shelly and Hendrick Rens soon motored in with their incredibly black 4/4. At long last the Whitworths made it and enquired as to the way to Luray. The total count now was up to 16 Morgans; with the expected appearance of David Sands and the Foulkes the Bolton record could still be tied yet.

David and Helen Sands were long overdue and when a red Rover trundled down the lane instead of the Chameleon Green Double Spare, Alan knew that the Bolton record would stand.

After months of delay we finally got the last of the grille badges as John Collins relayed them in the Remarkable Blue 4/4. The very last was snapped up by the Black Diamond Lil thereby elevating her total worth at one swoop to \$15,000 (asking). David Ross managed to grab just enough to fill long standing mail orders (patience out there). We thought that we had a sufficient supply for years but hadn't reckoned on the new hobby of collecting both the original and the new style badges; indeed there are people who systematically collect Morgan car badges from all over the world. We hear that Patrick Boisivieux of France has the most complete collection (mais vous n'avez pas notre original, Patrick, et c'était mieux!).

An established Piper's Hill tradition has been to get Alan's Yellow Submarine Plus 4 ready for the summer. However bits of it were off at the polishers and so it had to be manhandled out of the barn and down the ramp to the field. Steve then piloted while Alan towed it behind the Toyota Rustcruiser, up the hill and through the forest on the old Indian Trail (unimproved since it was surveyed by Tecumseh). The Submarine must now need new shocks and Steve probably did not sit comfortably for weeks.



The roasted hog was duly vivisected and Zdenka's salads and compotes wolfed down by the Morgan hordes. The Eat and Run brigade then departed; nightfall was fast approaching and they obviously were nervous about driving their Morgans in the dark.

The braver among the Morganistes marched into Piper's Hill Great Hall to be entertained by the Adjala Vernacular Quartet; Zdenka on the accordin, Reg Beer and Bruce Fuller on the Gutbucket, and Allan alternating on bango, harmonica, guitar, and his celebrated bird imitations.



LURAY

MOG 9 ... ALL THE LURID DETAILS

by John Collins

There is a ritual which may be traced back beyond the dawn of time, at least 3 or 4 years anyway, whereby Morgan Owners gather in Virginia, at Luray, in the first weekend of July, some say that this coincides with sunrise over Malvern Link on Midsummers Day, delayed by the time it would take for news of this sacred event to be brought to Luray by a courier in a Three Wheeled JAP Engined charriot, on the assumption that it could travel over water. Others say this is a load of rubbish. Whatever the origin, the event certainly does exist, and a report on this ceremony has been commissioned, Audrey Beer told me I'd better write one; the following discription has therefore been compiled before the mists of time, after the mists of Southern Comfort, have clouded the memory.

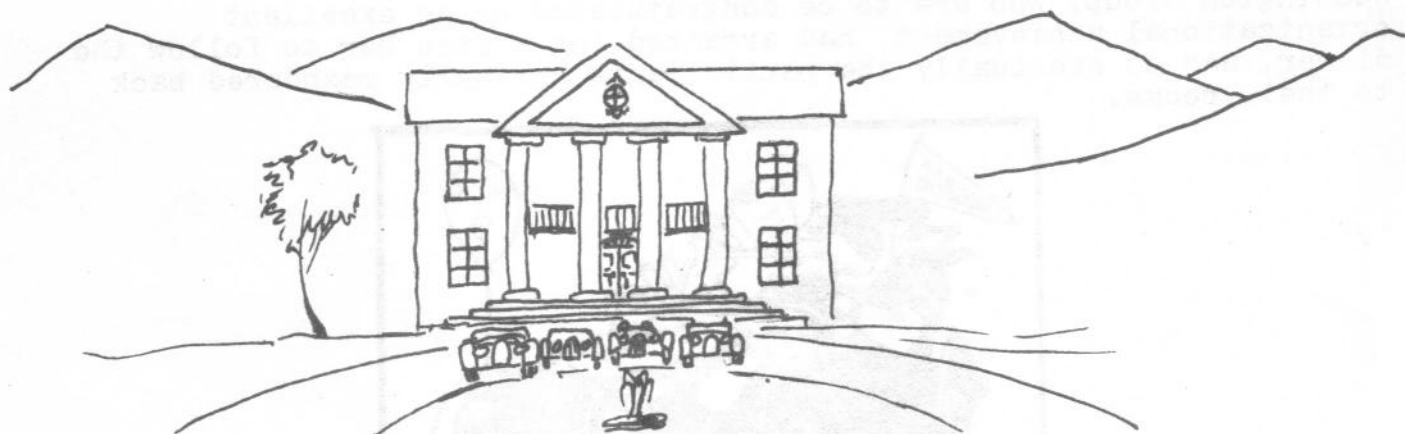
MOG Ontario was well represented this year, with five four-wheelers and one Three-wheeler. Reg Beer's Rolls Royce does not of course qualify as a motor vehicle for MOG 9 purposes, but it was present, as was the device Dave Smith used to trailer his JAP engined masterpiece. Audrey's Red Plus Four and Steve's Super Sports were there, as were Peter Whitworth's BRG Plus Four, Chris Charles' Pock Marked Yellow Plus Four, and John Collins' recently resurrected Blue Four Four.

There was a Darts Competition on the Friday evening, in which none of the Ontario crew did conspicuously well, but the evening was spent generally in settling in and relaxing after the journey down. We did have some rain Friday evening, but were not downhearted.

Saturday was Concours Day, and it was alternately bright and overcast, there was no rain, several MOG Ontarians bought T shirts and other regalia, and wandered amongst the 60 or so Morgans which were arranged on the lawn in front of the Mimslyn Hotel, presumably chosen as the venue for this event because, like the Morgan, it is a word of two syllables beginning with M and ending with N. Audrey and Steve were delighted to volunteer their services as judges, though Steve should not be asked to verify this. More to the point, none of the Ontario cars won any prizes, so the wisdom of having ones own representation on the judging panel must be questioned; couldn't be that the Beer's were unbiased? Another item of interest was a number of positively ancient vehicles parading up and down Main St. It turned out that the local Holiday Inn was an overnight stop on a Can-Am Reliability Run, some 70 pre 1915 Autos were en-route from Key West Florida to Halifax Nova Scotia. There were Stanley Steamers, a Chalmers, a 1912 Silver Ghost, Franklins and many more, clearly, their appearance at Luray during the MOG 9 event was more than a coincidence, could it be that they had organised their whole excursion around MOG 9? Who says Morgan owners are megalomaniacs?



That evening we trooped off for dinner at Dan's Steak House, unfortunately they don't take reservations on Saturdays, and we had to wait outside, wondering if we would get in. Reg volunteered to go and attempt to influence the waitress, shortly thereafter a somewhat dishevelled-looking Reg emerged, and we were ushered inside. Clearly bodywork is his speciality. The steaks were massive and the prices low, we munched on the food and sipped the wine, all of which were excellent. Then came a message that a young English waitress had never had a ride in a Morgan, and would very much appreciate having one. Quick as a flash Reg, despite having driven the Rolls Royce to Dan's volunteered, and tore himself away from our happy coffee drinking crowd to oblige the young lady. The sacrifices that fellow will make for other people never cease to amaze;;;;;;;;;;



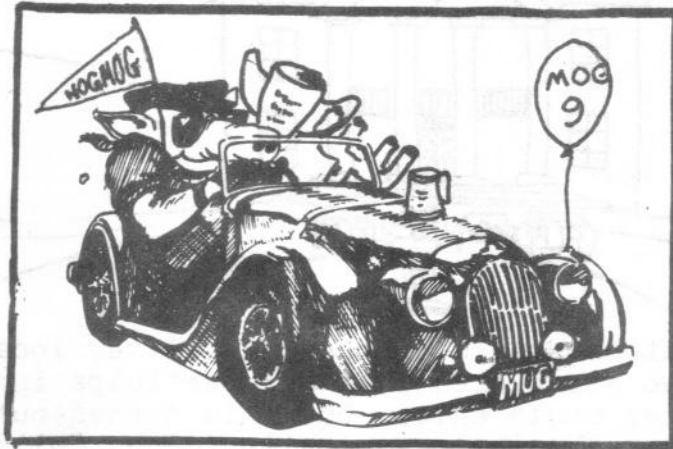
Sunday was Autocross and Gykhana day. After locating the Blue Bell parking lot, we discovered that all participating cars had to be "Teched" before they could enter, but this turned out to be a relatively painless mechanical examination. John Collins in the Blue 4/4 took an early lead in the Autocross. Then car number 2 had its run and changed all that. The course was a figure eight on the first lap, and a circle, or thereabouts, on the second, each contestant had 3 runs, and the best time was counted. Martin Beer in Audrey's cunningly disguised Pillar Box outsmarted us all. Pretending to get lost on his first run, he completed two figures of eight (one of sixteen?) before executing the circular lap. We all laughed, but he of course, had extra course practice, and finished up in second place in his class. He who laughs last;;;;;;;;;;

Then came the Gymkhana, and then came the rain. Now those people who laugh at Reg Beer for having an unwieldy Rolls Royce when he could have a nippy Morgan were put well and truly in their places. Not only had Reg's car been used as a safety barrier on the sharp corners in the Autocross (you wouldn't believe the price of bales of straw these days) but it became THE place from which to observe those twits in Morgans bursting balloons in the rain. Ontario was well represented, and Steve Beer and Barb (Teachers do it with class) Rushforth were the outright winners. There was an appearance by the mysterious caped crusader "MOGMAN". A couple of honoured guests, Charles Smith from England and Roger Moran from Belgium, suitably equipped with suntops consisting of handkerchiefs knotted at the corners, completed the course as three-legged-race entrants, their time was not good, but they did eventually receive a suitable award. (can't next page)

LURAY CONTINUED ...

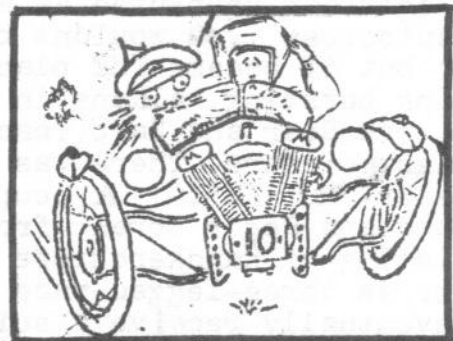
Monday was Rally day, and the sun shone. This was a gentle low-speed run of about 70 miles, a picnic stop for lunch was included on the Skyline Drive on the hills over-looking the Shenandoah Valley. The whole area is beautiful, and the hills in places, are uncannily reminiscent of the Malverns, highly appropriate. Ontario as it turned out, did not win a prize in the Rally, but then we mustn't be greedy.

Monday evening was reserved for the formal dinner, the menu for which included such items as "Flounder avec Crabmeat à la Malvern" and British Racing Green Beans. "MOGMAN" made a brief appearance, the speeches were made, and the prizes were awarded. There were also door prizes; Dave Smith won a pair of Hella driving lights, and now only needs a vehicle suitable for their installation, Pauline Smith won a tankard engraved with the Morgan insignia, and Audrey Beer won a porcelain exhaust manifold for a Plus Four. So MOGMOG did well. Then all too soon the weekend was almost over. Fortunately the Washington Group, who are to be congratulated on an excellent organisational achievement, had arranged for a free bar to follow the dinner, and so eventually the participants gradually meandered back to their rooms.



To pick up on a theme expressed in their speeches by Charles Smith, Editor of the Miscellany, Newsletter of the Morgan Sports Car Club, and by Mort Kuff, last President of the Washington Group, Morgans and Morgan Owners are FUN. The whole weekend was a low key relaxed time in which a large number of fascinating cars and interesting people were available for inspection and to enjoy, the setting was perfect, the organisation excellent, and fortunately, the weather was pretty good too, all in all MOG 9 was a success, gasoline crisis notwithstanding, and it will be no surprise if all who were at MOG 9 are already planning to be at MOG 10.

DON'T FORGET!
SUNDAY AUGUST 19, 1:00 PM
BOLTON RALLY





Niagara '79

NIAGARA ON-THE-LAKE

ONTARIO, SATURDAY SEPT. 8, 1979.

PICNIC COMMENCES AT 12 NOON AT BROCK'S MONUMENT PICNIC GROUNDS AT QUEENSTON HEIGHTS, MIDWAY BETWEEN NIAGARA-ON-THE-LAKE AND NIAGARA FALLS. AFTER A PROCESSION ALONG THE SCENIC NIAGARA GORGE PARKWAY TO NIAGARA FALLS WE WILL DOUBLE BACK TO HISTORIC NIAGARA-ON-THE-LAKE FOR A STROLL AROUND THE DOWNTOWN AND THEN A LATE DINNER AT THE VENERABLE OBAN INN. SUNDAY MORNING CAN BE SPENT POKING IN SHOPS AND IN A MORGAN TOUR THROUGH THE TOWN. THEATRES ON FRIDAY NIGHT OR ON SUNDAY.

NIAGARA-ON-THE-LAKE IS THE EARLY LOYALIST CAPITAL OF ANCIENT UPPER CANADA WITH FORTRESSES AND OLD MANSIONS. TO-DAY THIS SMALL TOWN IS FAMOUS FOR IT'S QUAIN'T SCENERY, FINE CRAFT AND ANTIQUE SHOPS AND OLD HOSTELRIES. IT'S ALSO RENOWN FOR IT'S SHAW FESTIVAL FEATURING THE PLAYS OF GEORGE BERNARD SHAW AND CONTEMPORARIES AT TWO THEATRES.

THIS EVENT IS SPONSORED BY THE WESTERN NEW YORK AND CANADIAN MORGAN OWNERS GROUPS. PLEASE CONTACT:

AL ISSELHARD 16336 CHURCH STREET, RD1, HOLLEY, N.Y. 14617, U.S.A (716) 638- 6994
AUDREY BEER BOX 137, BOLTON, ONTARIO LOP 1A0, CANADA (416) 857-3210
DOUG PRICE 95 WILLINGDON BLVD., TORONTO, ONTARIO, M8X 2H8 (416) 233-8342

WE WILL KEEP EXECUTIVE OF OTHER MORGAN GROUPS APPRISED OF DEVELOPMENTS.

VISITORS CAN CONTACT HOTELS/MOTELS IN NIAGARA-ON-THE-LAKE, NIAGARA FALLS, ONTARIO, OR ST. CATHARINES ONTARIO. LUNCHEES CAN BE PURCHASED AT QUEENSTON HEIGHTS.

GASOLINE IS PLENTIFUL IN ONTARIO! BOOK AHEAD FOR ACCOMMODATION.

HOTEL	ADDRESS	TELEPHONE	RATE*\$
ANCHORAGE	186 RICARDO ST., NIAGARA-ON-THE-LAKE	(416) 468-2141	C 28
QUEENSTON HEIGHTS	RR#1, NIAGARA-ON-THE-LAKE	(416) 262-4513	C 22 - 34
BROCK MOTEL	VILLAGE OF QUEENSTON, ONTARIO	(416) 262-4634	C 24
SHALIMAR CAMPGROUND	VILLAGE OF QUEENSTON, ONTARIO		?
FAIRWAY (135 RMS)	5951 CLARK, NIAGARA FALLS, ONTARIO	(416) 356-4860	C 24
FALLSWAY (LARGE)	4946 CLIFTON HILL, NIAGARA FALLS, ONTARIO	(416) 358-3601	C 41 - 43
HIGHWAYMAN	420 ONTARIO ST., ST. CATHARINES	(416) 688-1646	C 38
HOLIDAY INN	2 NORTH SERVICE RD., ST. CATHARINES	(416) 934-2561	C 45
PORTAGE HOUSE	280 PORTAGE RD., LEWISTON, NEW YORK	(716) 754-8295	U.S. 20 - 32

* 2 PERSONS IN DOUBLE ROOM; CANADIAN \$ (C) = U.S. \$.85
OBAN, PRINCE OF WALES, PILLAR AND POST ARE BOOKED UP.

