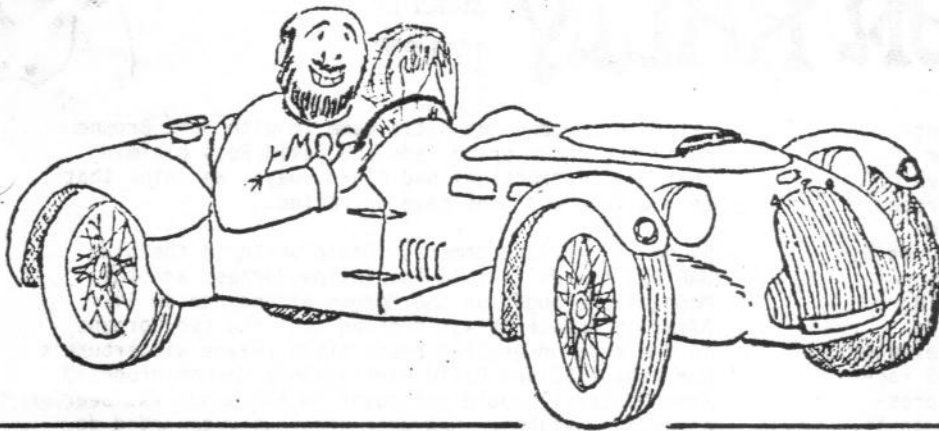


the *Blurb*, Sept 1979



**Morgan  
Owners Group**

TYPICAL ALLARD DRIVER TRYING TO "PASS" AS A MORGANISTE

## Beer Stein Contest !!!

SAT OKTOBER 13, 27 WILHELM ST, KITCHENER

KITCHENER-WATERLOO

## OKTOBERFEST

Kitchener is reknown for its Oktoberfest with Trachenfest folk dances, Grosser Bierbarrelpreis race, gaily decorated Oktoberfest Pole, and the great feature on Saturday of the Snow White & Seven Dwarfs Glockenspiel play at the famous Mennonite Farmers Market. This year we're going to help Chris Charles celebrate the GRAND OPENING of his Morgan Dealership, 60 miles west of Toronto on the 401, in the heart of German Canada and Middle Ontario MOG country ("MOGMOG"). Chris' house & garden are next to his dealership so there is lots of room for our own OKTOBERFEST DINNER AT 4 O'CLOCK which he is setting out for us.

Chris' place is only 7 minutes walk from the heart of Oktoberfest so plan to park your car at his place. For the infirm, Chris has arranged a shuttle service to the Farmers Market.

The FARMERS MARKET opens at 5 AM and closes at 2 so get there as soon as possible. The GLOCKENSPIEL performs at least hourly. An Oktoberfest SATURDAY BRUNCH is available opposite the market in Trinity Church. Most of the many FESTHALLEN PAVILLIONS are planning special CLOSING DAY PARTIES (Sat 13).

CHILDREN are very welcome as Chris has the space and the Farmers Market and Glockenspiel play of Snow White will be something for them to remember. We regret that there is NO SPACE FOR PETS.

FREE BEER SUPPLIED BUT BRING YOUR FAVOURITE STEIN (BECAUSE CHRIS HASN'T BOUGHT GLASSES YET) BEST STEIN WINS A CARVED BARREL END FROM THE KRONENBORG BREWERY WAGON !!



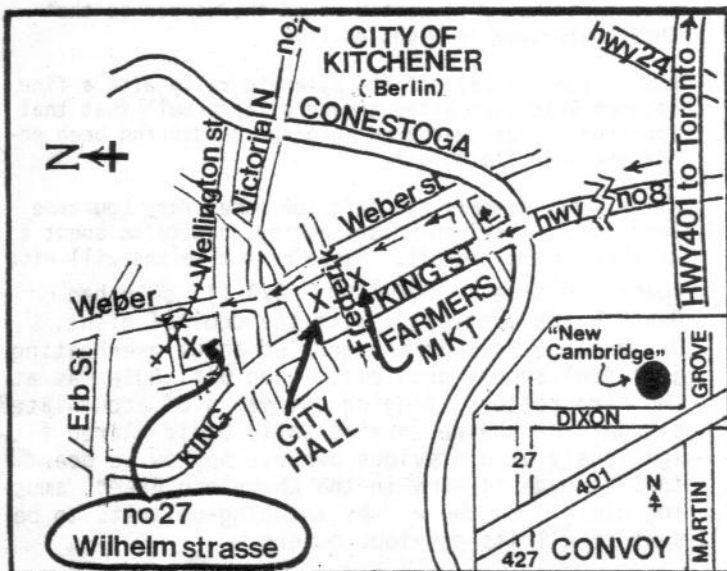
Trachenfest Pavillion  
Tyrolean Miners Dance

This will be the 3RD MOG OKTOBERFEST, an event so well established for us by Fanny and Brian Johnston in Ancaster. In preparation for NIAGARA '80 Alan Sands will lead us in the ceremony of starting a carboy of homemade wine. Alan is well known throughout several government departments for his homemade wine. However, as he has never before let it stand for anything approaching 11 months the results are a little unpredictable.

TO HELP CHRIS PLAN THE MEAL, PLEASE RSVP A FEW DAYS (OR MORE) BEFORE c/o Chris in Kitchener at 27 WILHELM ST, (519) 743 2491 or Doug Price at (416) 233 8342 in Toronto.

MAP INSTRUCTIONS: From hwy 401 take hwy 8 into Kitchener. Go under Conestoga Parkway then turn right at 1st traffic lights and then left after 100 yds at next traffic lights. Follow Weber St through the town and across railway track. No. 27 Wilhelm St is 2nd house in from Weber St.

**CONVOY** sets off at 10 AM in west Toronto from New Cambridge Motel at Dixon & Martin Grove, hard by the 401. Wait in car or motel coffee shop "Queen's Court". We'll stop at Mohawk Inn at Campbellville Rd. & 401 if anyone requests.





# BOLTON RALLY

AUG 19

1:00 PM



The Beers' long established and popular event started at noon with the arrival of the ever early Pock Marked Yellow bearing Chris Charles and his guest, Bill Rule of the Wash D.C. group. Bill is a collector of Morgans but, as it so often happens, with none to the drive. Amongst the new faces, Clem Simons of North Bay, who now owns Steve Beers' '38 4/4, arrived by BMW. A great surprise was the arrival of John Browne who used to race Audrey's '56 +4 and an interesting time was had in comparing John's near SS racing specifications with the Bitza in it's present road guise. Much blame was attached to an in-between owner-vandal, however a good portion of John's version remains. John has retired from racing in order to devote his spare time to growing incredible moustaches.

After enough Morgans arrived the Tulip rally started off, the Ghislanzoni Living Room Special remaining aloof. It was joined by George & Mary Lou Lafford's recently resprayed 4/4 sporting oxblood and cream in "Spectator" shoe style. David Sands fretted about the radiator in his Chameleon Green +4 which boiled on the way up from Toronto but was finally shamed into entering by previous owner Alan and this writer (who was looking for a ride). Audrey loaned the Bitza to John who was navigated by David Ross.

First to depart was, of course, the precocious Pock Marked Yellow followed by the others in one minute intervals with the end brought up by Eileen Ross and Peter Idzerea in a blue Rotary Mazda.

David Sands, mindful of his overheating problem kept his engine off 'til the last minute and then headed south as the flag dropped. He was a bit surprised when a red car (looking like the Bitza) sped towards him with 2 distraught passengers. The rally course unaccountably seemed to turn on itself and just when the instructions told us to wave and toot we saw rally organisers Martin Beer and Keith Davis waving back to us from the starting line. Puzzlement increased as we headed into the eastern suburbs of Bolton for we felt that we had done all this last year in the opposite order. The sense of déjà vu was confirmed as we turned west from Castator's\* Corner. Unfortunately we then forgot about question #12a annexed on a separate sheet and we tried to answer #13 which required travelling "over water". By now we were more interested in the state of the water in the Chameleon Green's radiator which was rumbling like Vesuvius!

Eventually question 12a was noticed and we endeavoured to regain lost time but the temperature gauge argued for caution. We wondered if recalibrating the gauge would help any but then briefly ignored the problem as our noses turned intermittently to petrol fumes.

Driving more by temperature gauge than tachometer we were astonished to see brother Alan shoot westwards as we turned south, particularly because the Yellow Sub had started ahead of us. Despite Alan's extra navigators (he always takes several) including Zdenka, daughter Melissa and a Halda speed pilot route computer we stuck to our course. We gingerly covered the remaining miles with the rad roaring like Niagara, compensated for a few interpretations on the last notes and completed the event, entering only two protests.

While waiting for Alan to arrive we discovered that David's aluminum racing filler cap had fallen off during the rally. To our surprise we found it wedged behind the bumper.

Later in the day the Bitza came in with John Browne muttering about brain fade and David Ross claiming that the instructions had blown away. We think that we now know why John gave up racing.

By now a few late comers, David Smith in the Blue JAP SS, the Walters in the Yellow Duchess and the McDowells brought up the Morgan attendance to 14. After a debate it was decided that the two Morgans in the shop undergoing restoration (Wayne Winterburn's Barrelback SS and David Horlington's Maroon drophead from Montreal) could not count in the Sands vs. Beer attendance stakes. Reg Beer graciously conceded defeat to the Sands for Piper's Hill and awarded them a hand-crafted trophy. As this is a family magazine we can say nothing more about the trophy except that John Sheally II will probably photograph it and editor Chas Smith of the British club's "Miscellany" will probably publish the photograph.



Brain Fade

Martin Beer announced that the rally had been won by Chris Charles and Bill Rule. (We frankly think that dealer sponsored entries should be handicapped); the Pock Marked Yellow had lost 1.5 points for coming in (you guessed it) early. We noted with some distaste that Eileen Ross and Peter Idzerea had lost the fewest penalties in their non-qualifying non-Morgan rotary Mazda. As they had not answered any questions we suspect that they just waited round the corner so that they could come in right on time.

Audrey then topped off the splendid rally with a fine banquet which was eaten around a large bull that that appeared to have wandered into the garden and been enchanted into fibreglass.

After a few members had left for home, Mary Lou came back in her American Motors asking what to do about a cricket in the cockpit. Maybe next time she will ride home in George's "Oxblood" 4/4 (it only has Death Watch beetles). With the cool of night, David Sands was not too worried about overheating, just fuel supply problems. Soon Bill Rule was at the carburettors, digging out years of accumulated sludge from the reservoirs while David glared litigiously at a previous owner. Anyhow we hear that he made it home in the Chameleon Green, amusing himself on the way by thinking-up writs to be sent to all its previous owners.

# BOLTON RALLY RESULTS

STANDING	TEAM	CAR	PENALTIES	SCORE
1	CHRIS CHARLES BILL RULE	POCK MARKED YELLOW '53 +4 4 PL. F.R.	1.50 MIN. EARLY NO HORN	1.60
2	BRAD PATTERSON SHARON VICKERS	RASPBERRY RED '65 4/4	2.0 MIN. LATE	2.00
3.	PAUL RICH EDIE RICH	'69 +4	5.00 MIN. LATE	5.00
4.	DAVID SANDS DOUG PRICE	CHANELEON GREEN '55 +4	6.00 MIN. LATE	6.00
5.	STEPHEN the BEER BARB RUSHFORTH	JACK the BEAR '67 +4 SS	6.55 MIN. LATE	6.55
6.	ALAN SANDS MELISSA SANDS ZOENKA SANDS HALDA	YELLOW SUBMARINE '68 +4 4PL	8.10 MIN. LATE NO HORN	8.20
7.	BRIAN RUMOHR BILL ELLMAN	'61 DHC	10.15 MIN. LATE	10.15
8.	NORM HENDRYCKS SHANNON HENDRYCKS	'69 +8	16.45 MIN. LATE 1 QUESTION	16.55
9.	JOHN BROWNE DAVID ROSS SPONSOR - A. BEER	BLOOD RED BITZA '56 +4	GOT LOST NO HORN 2 QUESTIONS	∞

# LURAY

## OFFICIAL RESULTS

POSITION	POINTS/PEN.	HOGMOG ENTRANTS
<b>A. RALLY - 39 CARS</b>		
6	319	J. COLLINS/ C. CHARLES
11	395	F. WHITWORTH/COUCH
25	706	S. BEER/B. RUSHWORTH
35	1,020	M. BEER/C. DAVIS
39	2,403	NON-HOGMOG
<b>B. AUTOCROSS - 47 CARS</b>		
- VINTAGE:		
2	66.25	DAVE SMITH
- 4/4s:		
4	60.45	JOHN COLLINS
	53.95	+8
<b>C. GYMKHANA</b>		
1	42.2	S. BEER/B. RUSHFORD
19	51.3	D. SMITH/A. BEER
31	59.4	P & V WHITWORTH
35	1.01.7	R. & A. BEER
46	2.13.0	"WALKING TUIITS"

## 70th ANNIVERSARY CELEBRATIONS

The 70th Anniversary of the Morgan Marque is almost upon us and no doubt clubs all around the world will celebrate in various fashions. HOGMOG will have a bonfire of 2 three wheelers atop Piper's Hill in June. The major event will be MOG 80 at Beaulieu in the south of England to be hosted by the the British 3 & 4 wheeler clubs.

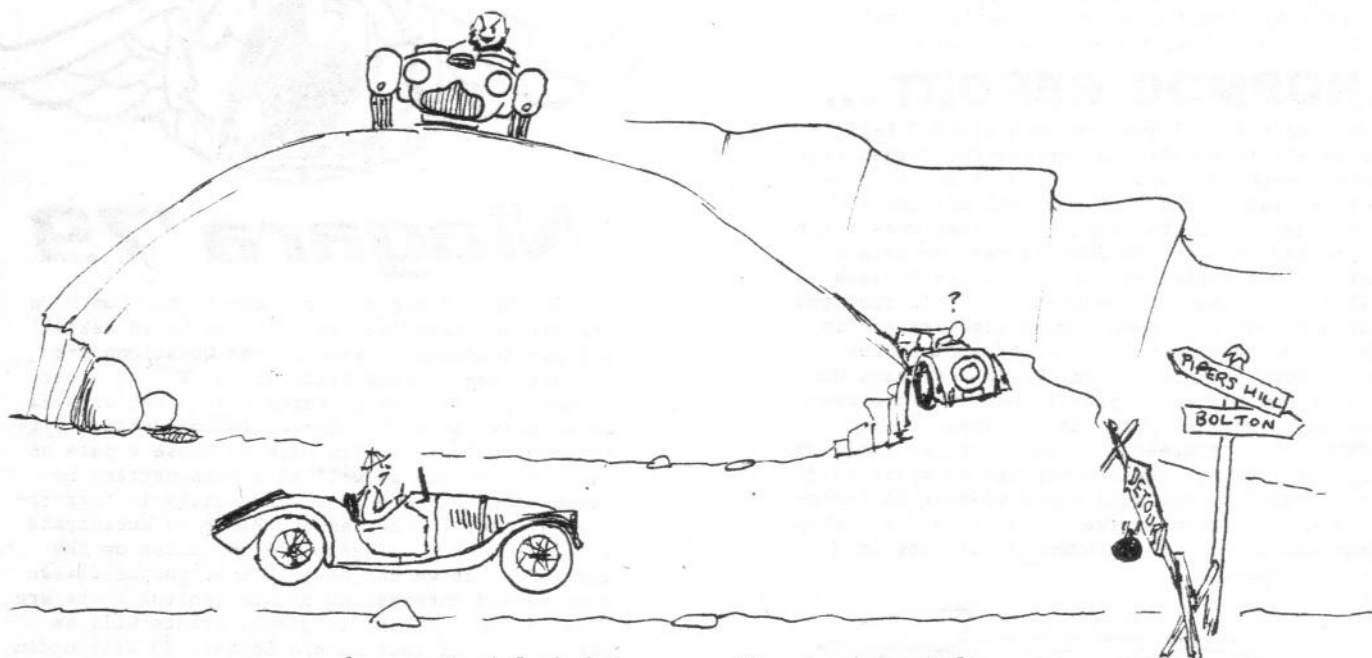
Planning for MOG 80 started a year ago and it will be held on the week-end of July 5 & 6. Because 1000 Morgans are expected from all over Britain and Europe, a locale with plenty of accommodation and camping is required. Beaulieu in the New Forest is the site of Britain's great National Motor Museum the curator of which is a



## BEAULIEU 1980

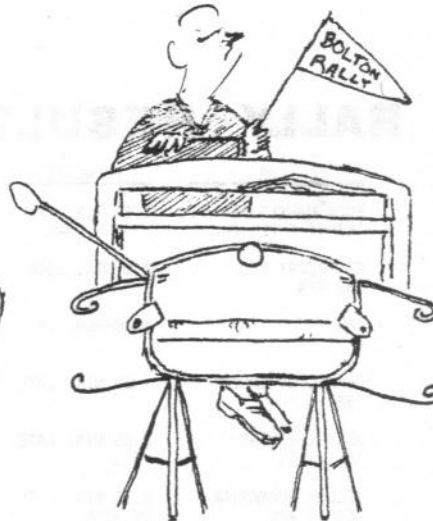
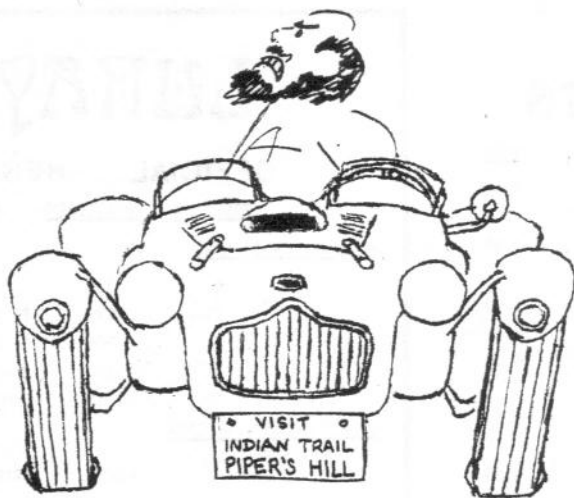
former Morgan racer. One of the days will be given over to competitive events at nearby Goodwood, once a major racing circuit.

There has been a great deal of interest expressed in North America, but we must face up to the fact that attending MOG 80 will not be cheap for us. We have already contacted the UK committee and asked them to look into any possibilities of reasonable accommodation etc. Our next step should be an informal inter-club committee in North America to co-ordinate our efforts and ideas. We would appreciate any ideas which, pending the establishment of a committee, can be forwarded to the Blurbs.



An unscheduled detour on the road to Bolton

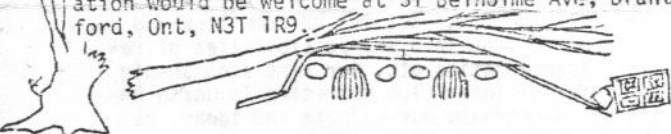




The Presidents of the Allard Owners Club  
and the BSA 4 Wheeler Club Having a  
Frank Conversation

## RUNNING ON...

**TORNADO:** Sad news from Scott Barrie of Brantford: his '63 +4 and a friend's Morgan which were garaged together were both demolished in the disastrous August tornado. Scott is looking for patterns for the wood frames. Doubtless any information would be welcome at 31 Belholme Ave, Brantford, Ont, N3T 1R9.



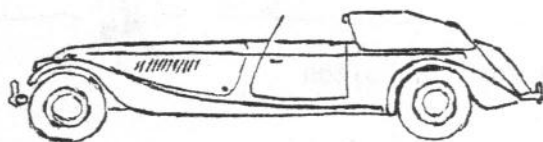
**WINTER PREPARATION:** Chris Charles has promised us a note for the Oktober Blurb on how to mechanically prepare your Morgan for winter.



**NEXT ISSUE** will also contain reports on April Memorabilia, Prepare to Unload Rally, Jaguar Concours, and Classic Sports Car Picnic.

## SNOBMOG REPORT ...

Roger Moran of Belgium has been elected Registrar of the International Society for Morgan Four Seater Drophead Coupes ("SNOBMOG") and is presently trying to run to the ground all the surviving examples of the original 50 that were built in the mid-fifties. SNOBMOG is very concerned that the reputation of these superior Morgans will fall to that of roadsters as it is rumoured that a number have been simply time-serving in the employ of ex-royalty some of whom cannot even afford chauffeurs. Any North Americans who know of any of these splendid machines are requested to get in touch with M. Roger Moran, SNOBMOG, Metsijsdreef 37, 1900 Overijse, Belgium. There will be no need for members to write to M. Moran regarding the well known example in Toronto, which is probably the finest extant and about which a complete resumé is already in M. Moran's hands.



**LIMEROCK:** The Morgan 3/4 Group of New York are holding the FIRST ANNUAL AUTUMN MOG for the North East US on Oct 26-28 at the famous Lime Rock Race Track in Connecticut. Special attractions will include a vintage race and a fly-past by the Samoan Air Force which is celebrating its coming of age. Contact Audrey Beer for details.

**SMUT:** This has now spread from the notorious British club's "Miscellany" to the Washington "Rough Rider" on the latest cover of which unspeakable things are done to a Morgan by Chas. Smith (Ed. of Miscellany), Roger Moran of Belgium, and Mort Kuff of America. In keeping with its family magazine status, you can be assured that the Blurb will never print porn; it will simply tell you where you can get it.



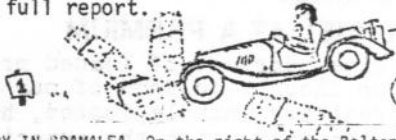
## Niagara '79

As NIAGARA '79 was such a success this month we are already planning for 1980 and would ask all all participants to send in the Questionnaire in their Registration Kits. It was a real treat to have guests from 3 states and Quebec as well as so many parts of Ontario. In conjunction with the other clubs we will have to choose a date as soon as possible as well as a headquarters because bookings have to be made early in Niagara-on-the-Lake. In the January Blurb we anticipate a full report on Niagara '79 and plans on the next. So that we can have LOTS of photos please send us any interesting prints (colour shots are fine if the contrast is good). Prints will be returned. Send them in c/o Editor, 95 Willingdon Blvd, Toronto, Ontario, Canada, M8X 2H6.

## MORE RUNNING ON

We just received our March(!) copy of the British club's "Miscellany" and as ever we turned first to the letters to the editor section. In March we see that members were commenting on the quality of the magazine. We have only room to provide you the barest extracts but here are excerpts from a typical one; "...I am particularly disturbed ... disgusting... dirty-minded...serious hang-ups regarding the solo female naked form... INFLAMMATORY...!" - Kind Regards, Name Withheld. Other phrases that catch the eye are "Bloody Pompous...self-righteous...sex and chrome... continually erect...disgusting photo...would he please get back to nipples..." We can promise that you'll never read such stuff in the Blurb!

RICHARD WINTERBURN of Windsor has just completed a long term restoration of his 1952 +4 Flat Rad. We hear encouraging rumours that he might campaign it in the Fall Vintage Races at The Glen. If he stuffs it in the first corner we'll give you a full report.



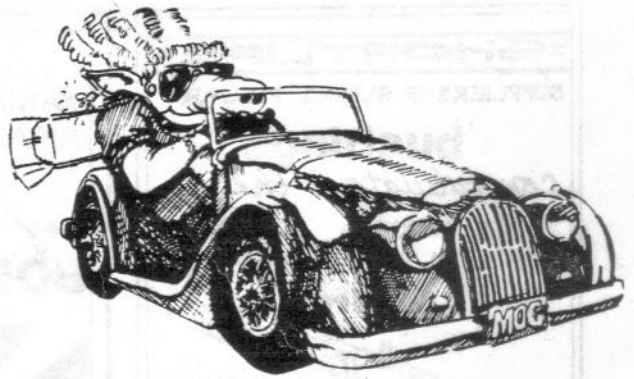
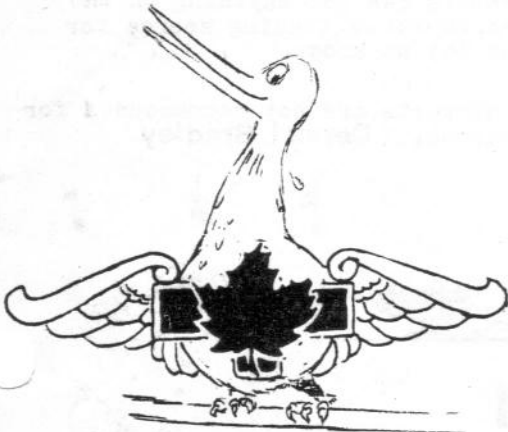
**BANDITRY IN BRAMALEA** On the night of the Bolton Rally Steve Beer's Plus Four SS was high-jacked from the unlikely locale of Bramalea. Fearing an international car theft ring operating out of Bramalea, we sent letters to all the clubs in the US to be on the look-out for Steve's car and we see that many of the clubs published the letters.

Two days later an alert police cruiser stopped the car outside Bracebridge and apprehended the teenage driver. The police drove Steve up to Bracebridge to recover his car. Damage entailed ripped tonneau and hood, burnt solenoid, bent wings and loss of sleep. Apparently the young driver claimed to have added oil after 200 miles. So we're looking for practical suggestions on theft-proof devices. There have been a flurry of letters on the incident; we'll publish some extracts if we have space. Speaking of letters, we sent a letter to the police expressing thanks of behalf of the club.

### LETTERS...

Dear Editor; "...we understand from reports that the young gentleman who borrowed Mr Beer's car added oil after 200 miles which is better than many Morgan owners I can think of. Besides, he showed excellent taste in his choice of cars... I would like to nominate him for associate membership." - Neville Snivel.

Sir: "...flog the Felon." - Nigel Canard.



HOGMOG IN DRAG: The Sept 3 issue of Peoples Weekly, an American magazine (not a Soviet rag as the name might suggest), has a full page photo of a Morgan being driven by a Miss Piggy.

## FLOGGERY

**PLUS FOUR "CHEAP":** Very derelict 1960 LHD 4 str in Morin Heights, Que. Asking \$3000. For info contact David Clough in Montreal (514)695 5952 or Peter Whitworth in Ottawa (613)692 2270 both of whom know more about this car.

**SILVER MORGAN:** A chrome cowled, silver 4 str from Ottawa rumoured sold to Windsor area. Can anyone confirm?

## AUDREY SPEAKS OUT

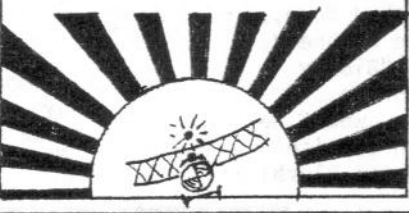
After reading the latest edition of the Blurb which I am always glad to receive, with thanks to Doug and Dave and Mike for all their work, it dawned on me there is one thing missing, its called Member Participation; never do we see any letters from members, does that mean there isn't a single person out there that doesn't have a want, a sell, information, or any news at all that is Mog related, news of a car, anything at all, the whole idea of a newsletter, to me, is to keep in touch with the far flung members that cannot attend the meets and get together around Toronto, but who are you? How about starting out by introducing yourselves, let us know about your car etc. and this I include the wives and girlfriends too, if you check on the dues it says per Family. We have found that the car hobby is the one where the whole family can enjoy. So how about it folks; the address is Doug Price, 95 Willingdon Blvd, Toronto Ont. M8X 2H8: even if you start off by writing to tell me to shut up at least its a letter.

To start the ball rolling let me tell you about the Gunston Hall Auto Show, its been going for several years now down in Virginia we managed to drop off from another car meet to attend, there was every car there from Model T to Ferrari, they have trophies for all clubs with over 10 cars participating, everyone takes picnic lunch and the turn out was great; 18 Morgans arrived which gave us a chance to meet several of our friends from all the MOG 45678 meets. I cannot remember all the makes there, but did see a beauty of a Bug Eye Sprite, 2 immaculate 120's, MG's in full force, also Alfa's, Lotus, & TR's the North American cars were represented by some immaculate TBirds and the inevitable Vets, they even had 3 London Taxis there. I took some snaps to show those interested, and talking of snaps how come every one I have of Doug Price shows him with one hand in his pocket\* and the other with a glass to his mouth; don't believe me Doug? I will show you!

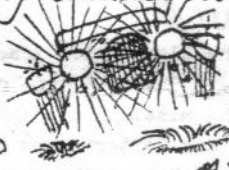
\* (Ed; Please save these smutty innuendoes for the British club's Miscellany, Audrey, we're trying to keep the Blurb a family magazine!)

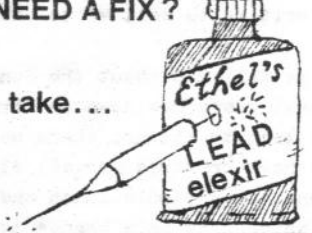
*Audrey Reed*

**=SHORTLIFE=**  
 SUPPLIERS OF SLIDING PILLAR  
**bushings**  
 Congratulate the ...  
 "POCK MARKED YELLOW"  
 TEAM ON ITS GLORIOUS  
**WIN**  
  
 ON CANADA'S  
 NOTORIOUS BOLTON  
 RALLY!  
 as a special bonus we are giving  
 them a months supply of sliding  
 pillar bushings!

**MAZDA**  
 MANUFACTURERS OF THE  
 AMAZING WANKEL  
 ROTARY  
*say* **NUTS** *to the*  
**BOLTON RALLY!**  
  
 Next Monday is Pearl Harbour Day!!

**Morgan**  
 MANUFACTURERS OF CARS\*  
**retort:**  
 Winkle winkle little Wankel,  
 How I wonder if your crank'le,  
 Torque enough to turn itself,  
 Or if you'll wind up on the  
 shelf!  
 (apologies to "Road & Track")  
  
 \* DOES NOT NECESSARILY REPRESENT  
 THE OPINION OF THE PUBLISHERS.

**winner**  
**BOLTON 79**  
*CHRIS CHARLES MOTORS*  
*congratulates its team*  
  
 on its well earned win  
 on one of  
**HOGMOG's**  
 MOST DIFFICULT RALLIES

**DOES YOUR MOGGIE  
 NEED A FIX?**  
 take...  
  
**Ethel's  
 LEAD  
 elixir**

### TECHNICAL : UNLEADED PREMIUM FUEL AT A PREMIUM

The impending disappearance of leaded premium fuel has perhaps given food for thought to some of our members, thirsting to get their fire breathing, nimble footed, high compression Moggie monsters on the road, with the expected arrival of civilised Summer weather.

Some engines may be perfectly happy on regular leaded gasoline (petrol), others not so forgiving, with more than the usual strange sounds manifesting themselves - pre ignition, pinking, run on after switch off, or whatever.

In consultation with engineers (they are supposed to know) from two different oil companies, these are the recommendations to obtain adequate performance along with protection for the valve components.

Use three tankfuls of unleaded premium then one tank of 50% unleaded premium & 50% leaded regular. This mix is claimed to provide a sufficient lead content.

In the event of a top engine overhaul, valve job etc., recently done, with consequently only slight protective lead deposits on the valve surfaces or for a generally greater safety margin, apply the following :-

Add leaded regular to unleaded premium at a ratio of 1 gal. reg. to 9 gals. prem. We are told that the resultant mixture provides a slight increase in octane value over unleaded premium alone. The lead addition more than offsetting the dilution factor.

If any other members can add anything on the above topic, or can uncover some secret continuing source for leaded high octane fuel, please let us know.

P.S. Visits to friendly local airports are not recommended for a variety of technical reasons... **Derek I. Bradley**

**DON'T FORGET!**  
  
  
**KITCHENER WATERLOO**  
**OKTOBERFEST**  
 SAT OKT 13, ALL DAY  






95 WILLINGDON BLVD.  
TORONTO, ONTARIO  
M8X 2H8  
CANADA

Dear Moggers,

The Morgan Owners Group has expanded beyond our wildest imaginings and our registrar tells us that our Canadian mailing list now exceeds 125. However our bursar is quick to point out that most owners have not paid any dues in recent eons. We are starting to get Morgans all the way to the West Coast reflecting the demise of the Sterne Motors dealership and the loose club that was associated with it. While we probably don't want to discourage this trend, many of us would be sorry to lose the informal tradition of M.O.G. Perhaps chapters can be encouraged on some basis.

Particularly with our expanding calendar, membership, signs of interest in competition, Niagara '80 etc, we're going to have to revamp our executive on some basis which should take into account what works more than what looks elegant on paper. Without<sup>out</sup> to "overkill" on the extended executive bit, I have listed on a separate sheet all the functions that must be addressed - this does not mean that some can't be combined - after all, they've been combined with a vengeance up to now. Having the functions broken down may help you to think of someone that it might suit.

Dues will have to go up from the present \$5 per household and a greater proportion of owners will have to pay up if we are even to maintain our current level of activity. We particularly don't want to raise the dues to the level of some motor clubs - eg, the British 4 wheeler club charges \$25 albeit for better member service plus additional for chapter dues. We are thinking about \$7 to \$9 per household. Anyhow, please come prepared to talk about this and our 1980 budget (we've never had a budget before!)

Some preliminary thinking is needed on the 1980 calendar, hopefully with some encouragement to competitions of some form, perhaps by "sharing" events with clubs that have a stronger competitive tradition. Our calendar is getting fairly full for the summer months so we need to be selective.

We have invited a dozen Morgan owning households based on members involved in the present executive (which was chosen 2 years ago) and from members that have been hosting events and have thus shown a keen interest in club activities. This may smell of a self-perpetuating elite but the intention is anything but that.

Anyhow this will be the closest thing we've ever had to a proper exec meeting and we hope you'll come. We'll be talking shop but we'll try not to make it too heavy so bring members of the household who won't be too bored.

Place; 95 Willingdon Blvd, just NE of Royal York & Bloor, W Toronto  
Time; 3:30 Sun Sept 30.  
Buffet Dinner will be laid on.

*Doug Price* (416) 233 8342

Sun Sept 30, 1979

- 1). Overall club structure
- 2). Revamp and expand executive
- 3). Competitions - encouragement of participation on some basis
- 4). 1980 Calendar
- 5). Encouraging participation of 3 wheelers
- 6). Publications - the Blurb
- 7). Setting of dues - amount, club budget, more formal basis of dues
- 8). Niagara '80
- 9). MOC '80
- 10). Relationships with foreign Morgan clubs and Can non-Morgan clubs

#### EXECUTIVE FUNCTIONS

President	Committees:
Bursar	Competitions
Registrar 4 wheelers	
Registrar 3 wheelers	Publications
General Secretary	
Editor	Niagara '80
Publisher	
Competitions Secretary	
Secretary for North American Morgan Clubs	MOC '80
Secretary for Overseas Morgan Clubs	Technical
Secretary for Non- Morgan Clubs	