



Fiat Topolino Convertible

The BLURB—Nov. 1979



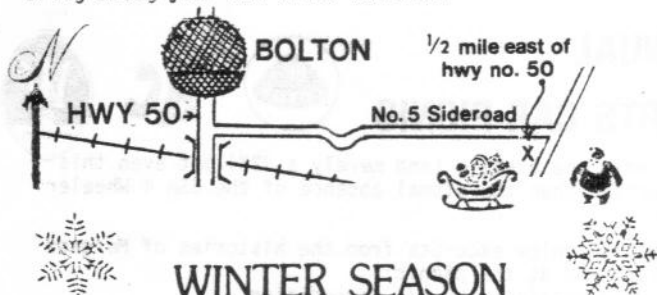
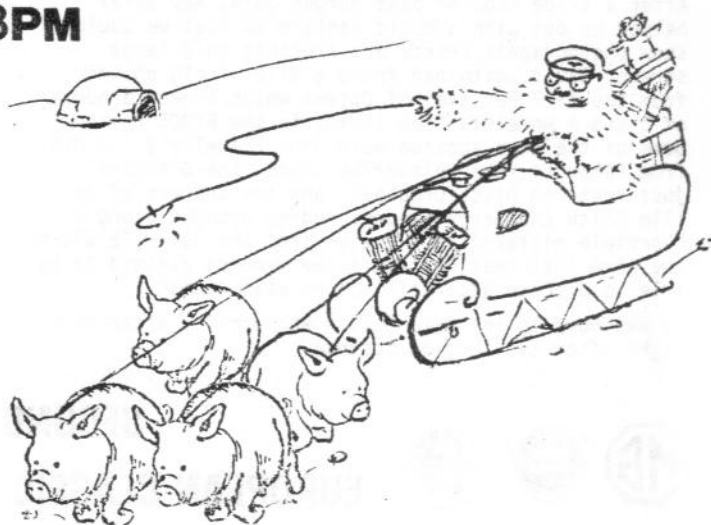
Morgan

OWNERS GROUP

IS THERE A FIAT IN YOUR FUTURE ?

Christmas Party Sat Dec 8, 8PM

In response to the really persistent demand, a Christmas party has been initiated this year and to kick it off the Beers have kindly opened their home in Bolton. Audrey will lay on the festive food late in the evening and would GREATLY APPRECIATE AN RSVP. This will, regrettably, involve you in the complicated business of dialling 416 in Bolton (area code) and then the even more complicated 857 3210. You'll get no help from the operator, as Bell expects you to dial the whole thing yourself. Anyhow, Audrey really does need to know how many of you to cook for. As usual, please bring along your own drink and mix.



WINTER SEASON

A couple of pub nights might be laid on in downtown Toronto on week nights at one of the wine bars or the Duke of This or That. We can also use the Bay St. Regent Club for an event on a week-end night. If you've any constructive suggestions drop a line to the BLURB or speak to Linda & Brian Rumohr.

To make sure that the Competitions Committee get the point, the social side of the group will be having a Winter Championship. On **Sunday February 3rd** Mary & Ray Shier will help us celebrate National Groundhog Day in Limehouse, near Georgetown, Ontario. Limehouse lies in the heart of the Niagara Escarpment and provides good trails for cross country skiing. After an afternoon of skiing we can warm up in Ray's cellar pub and progress to the first round of the dart-throwing championship. The target will be Ray's Kronenborg barrel-end at 10 paces. Ray has also promised a prize for the member who brings back alive the most groundhogs.

Early March will be the time for the Mount Chinguacousy Winter Olympics and Blast. This will allow you tobogganists and downhillers to show your stuff. Thin blooded members can warm their toes at David and Pauline Smith's home near the foot of Mt Chinguacousy (near Brampton, Ontario). For the amateur geologists in the group, we might mention that as mountains go in this world, Mt Chinguacousy is a comparatively recent phenomenon and is also a major source of methane gas.

'79 CHAMPIONSHIP

STAND- ING	MEMBER	LURAY					TOTAL
		BLUE MTN. RALLY	BOLTON RALLY	AUTO RALLY	CYM- KHANA	GROSS	
1	STEVE BEER	10	6			15	31
1	BARB RUSHFORD	10	6			15	31
3	CHRIS CHARLES		15	5			20
4	MIKE WEMYSS	15					15
4	ROB WEMYSS	15					15
6	JOHN COLLINS			5	8		13
7	DAVE SMITH				12		12
7	RAY SHIER	12					12
7	MARY SHIER	12					12
7	BRAD PATTERSON		12				12
7	SHARON VICKERS		12				12
12	PAUL RICH		10				10
12	EDIE RICH		10				10
12	AUDREY BEER	10					10
12	REG BEER	10					10

POINTS ALLOCATED TO HOGHOG MEMBERS USING MORGANS. MAXIMUM OF 15 FOR FIRST PLACE.

APRIL MEMORABILIA

BRAMPTON-BRAMALEA APR 21

A relaxed get together of old friends was generously hosted by Pauline and Dave Smith who revived an old MOG tradition. A last minute threat of rain scared away the Morgans, though we did see Richard Nickell tooling about in his immaculate Flat Rad early in the afternoon. David Burgman did at least bring the dashboard from his '61+4, a car that is undergoing a complete rebuild; he was seeking advice on obtaining that elusive "perfect finish" for his dash.

Alan and Zdenka Sands arrived in fine style in Bruce Fuller's Jag XJS and brought along a Swami Kuhrma, an eastern mystic. The Swami was trying to interest hospitals in his transcendental meditation as an alternative to anaesthetic and was rumoured to be working in conjunction with the well-known Tomahawk Brain Splitter and Bentley suppliers. Exactly his interest in Morgans was not revealed.

After a slide show of past Morgan do's, Ray Shier helped us out with a magic lantern so that we could show photographic prints and sketches on a large screen. David Smith had found a pile of old photos from the 1972 Festival of Ottawa which showed a number of 3 and 4 wheelers then living in the BYMOG region. Some of the cars spotted were John Flavell's '33 MX4 from Pembroke, the Whitworths' Aero, the O'Regans' just restored black Drophead, and the tourers of Neville Smith and Gerry Landry. Audrey brought along a "horrible mistake" in a sketch from the July '78 Blurb (we were just testing) and a few members claimed to be able to discern a certain "je ne sais quois".

It was good to see Mike Geluch who arrived after midnight after too long an absence.



SWAMI KUHRMA



Beaulieu

Early in 1980 the MOG 80 Committee will be looking into co-ordinating a visit to the U.K. to help celebrate the Morgan 70th Anniversary. The main events will be focused in the South especially at the stately home of Beaulieu (pronounced Beeyoooley) in the New Forest.

The U.K. Committee are keen to have as many North Americans as possible and will be preparing lists of "hotels, pubs, camp & trailer parks... prices range from the very reasonable to a few outrageous with most being in the 'cheap & cheerful' category."

The Canadian Committee has been thinking of getting a list of various local Morgan-chapter events in the weeks before and after July 5&6. It's still too soon to have these lists but the U.K. Committee comments - "This would be a great idea and already we have offers of accommodation for overseas members. Nearer the date we can sort something out and you can be assured of a great welcome".

According to the latest newsletter from SAMOG (South Africa), a group tour is being got up from there with a view to taking in subsequent 3 & 4 wheeler events.



SECOND ANNUAL

EUROPEAN CLASSIC SPORTS CAR PICNIC



The second annual version of this Alfa-initiated event was co-sponsored by the Alfa, Lotus, and Morgan clubs on Sun. July 29 at Humber Trails, hard by the hamlet of King Creek.

Star attraction was Dave Smith's JAP SS which was 15th and last Morgan to arrive, attracting a cheering crowd as it bounded down the grassy slope. The St Kitts brigade was represented by Wendy Barber's white 4/4 4 seater, purchased just the previous week and Steve Bridges' splendid cream & tan 1966 4/4. The Twists motored in from Guelph in their not so subtly yellow '59 4/4. After missing Piper's Hill, the Chameleon Green boiled in with David Sands at the wheel; it being the turn of the fraternal Yellow Submarine to fail.

Only a few Morgans detailed their history on windscreen notices. Ann Jorgensen tantalised us with only the briefest account of her Yellow Duchess; we can't give prizes for an unwritten history but we look forward to the complete account at Niagara. First prize for the best description of his car goes to John Collins - the copiously illustrated Morgan official history book (just as soon as we've read it through).

First prize for the most popular car went to a 1929 fabric bodied Lagonda sports which had a cast firewall in alumin(i)um. Only one point behind came a Racing Red 'fifties Ferrari coupe. Dave Smith's JAP 3 wheeler had arrived just after the ballots had been marked.

Cars in the greatest numbers were Lotus, Alfa, and Morgan, with smatterings of MGA, Healey, TVR, Jaguar, Ferrari, Marcos, and Sunbeam. The Allard Owners Club man-

aged only one example (and merely a J2X) but even this was better than the dismal absence of the BSA 4 Wheeler Club.

We publish below excerpts from the histories of Morgans as displayed at the picnic:

- John Collin's '68 4/4 Competition (the Remarkable Blue)

"Paintwork in Fiat Turquoise IS an official Morgan colour. Performed by Reg Beer, coachbuilder extraordinaire to the brewing and tobacco trades*, this is a rare example of his work in Egalitarian Enamel, rather than his usual Aristocratic Acrylic Lacquer. Purchased June 1972 (Morris Stapleton). Imported to Canada August 1972. Rear-ended Sept 1977, which led to present restoration in which all rust was removed and new metal welded in."

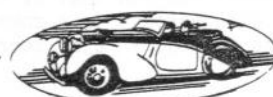
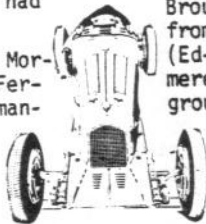
*CARLSBERG BEER WAGON AND CRAVEN FOUNDATION

- Brad Patterson's 1600 4/4:

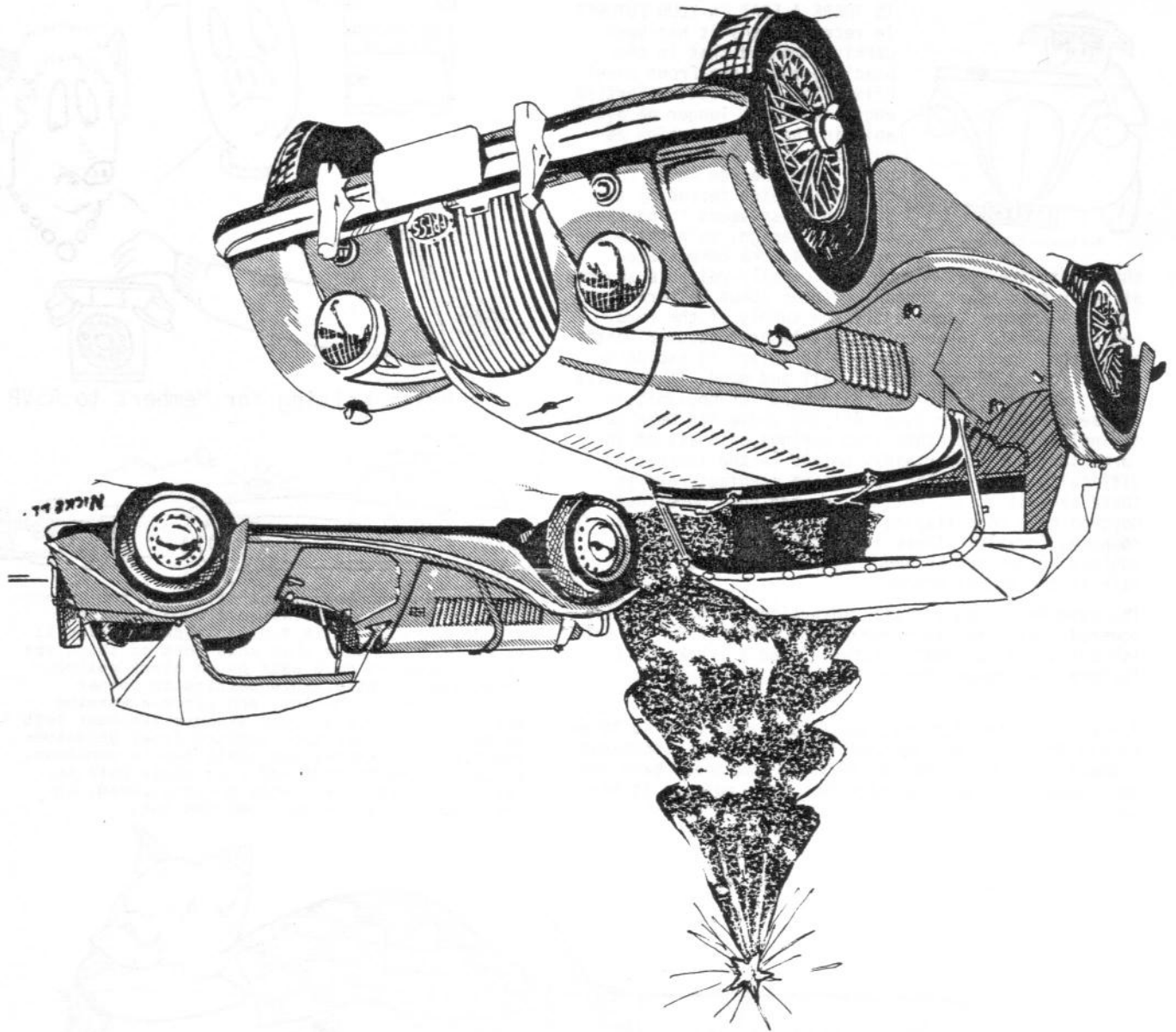
"Inside; ancient window screen, air filter, invisible serial number. Underneath; tremendous leaks, unique muffler support system. Exterior; aura of fun. Conclusion; typical Morgan. Q.E.D."

- H. Walters/ A. Jorgensen '58 Plus Four:

"Previously owned by the Duchess of Devonshire, given to her lover, Sir Eric Liewelen as a gift. Brought to Canada in 1976 and subsequently restored from ground up." (Ed- "ground up" usually means that the car has merely been changed electrically from positive ground to negative earth.)



Seasons Greetings



RUNNING ON

Everyone seemed to enjoy the Oktoberfest, even if it spelled the end to MOG's 12 year record of inclement-free events. Chris Charles rates a great vote of thanks and also congratulations for a fine collection of spare parts. Chris really had an "open house" as he let members wander freely through his parts stores. Even though our members can be regarded as old friends, he certainly was trusting to leave out such scarce and expensive items as Lucas sidelamps etc.

Our thanks to local member Gunther Oberunter for chronicling the Oktoberfest in the local Ontario-German dialect. Actually the German was a little heavy and we thank Eileen Ross for translating some of the tougher passages even if a few seemed to leave her stumped.



Fiat Topolino Convertible

IS THERE A FIAT IN YOUR FUTURE?
In recent months it has been darkly rumoured that in the headlong rush into Front Wheel Drive, the 1600/1800 cc Cortina engine would no longer be available in the configuration required for the 4/4. On the other hand the new model Cortina presently being tested by the British press seems to be the same old design, so perhaps the problem is more complicated

than meets the eye. Anyhow, our usually reliable sources at Luray told us of Morgans rushing about Malvern with Fiat 124 engines. Apparently the supply of the Ford engines came to an abrupt and early halt about 2 months or so ago, forcing the factory to switch to exclusive production of V8 models. All well and good, if you like V8's, except that the rear axle supplier couldn't increase production in time. All the above has been painstakingly pieced together from various snippets of information, but it certainly points to the increasing difficulty faced by the specialist manufacturers in these exhaust emission times. We can only hope that Morgans have more staying power than that newer motor company, Chrysler. There is speculation that a Fiat engined Morgan may be announced at the London Motor Fair at the end of October.

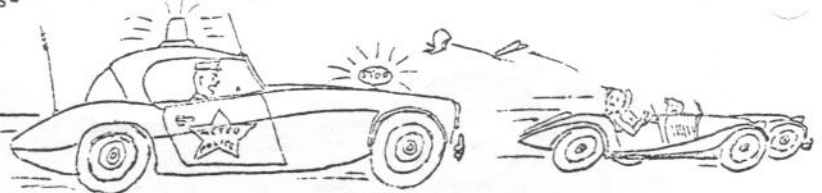
The November "Road & Track" advertises a 1978 gasoline-powered Plus 8 for sale for a mere US\$ 22,500. Our British spies tell us that a future "Road & Track" will feature the pre-war Morgan TT.

A new member in Victoria, Len Gibbs, was referred to us by the British club. Apparently he recently discovered a completely disassembled '59 +4 in someone's barn and he intends to spend the next few years putting it together.

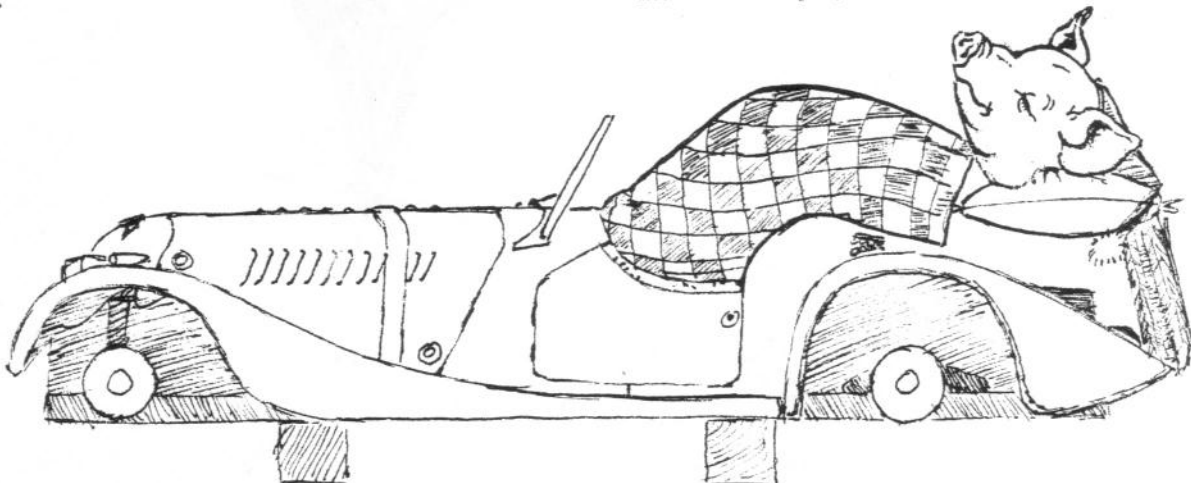
RSVP For some reason, members seem to regard M.O.G. as some sort of secret society, because they are inordinately reluctant to say whether they are planning to come to a social event. The problem arises when the hosts are planning to lay on a real spread and need to have a realistic idea of how many people are coming. We quite understand if you get hit by an elephant at the last minute and can't come, or if a last minute change allows you to come after all. Enough said.



Hosts Waiting for Members to RSVP



Reliable witnesses tell us of an all too enterprising green light start-off by 2 Morgans around Bay & Bloor in T.O. this summer. You'll be relieved to know that this sort of thing was quickly brought to a halt by an alert police constable. Happily, this particular copper drives an Austin Healey, and after a warning that quick starts in city streets are best left to Healeys, he let the culprits free. Unfortunately the occupants, who shall remain nameless, of one of the Morgans had lost their hats in the attempt to escape apprehension. Brad, in the other Morgan, wasn't wearing one.



Winter Storage

1980 DIRECTIONS

The Morgan Owners Group in its 12 years has always been doggedly informal so as to ensure an spontaneous, politics-free atmosphere. For years the membership hovered around 3 dozen Morgan households. Getting out the Blurb was a simple matter; about 3 people got together over a few beers to address envelopes to the people they happened to know. In the last few years membership has begun to soar, lately reaching the lofty total of about 130, mostly in Ontario but gradually spreading across Canada. In the early years we eschewed dues as being too formal, instead various members volunteered to take care of the postage for the Blurb from time to time. Ian Campbell would type it out and someone else would run it through a mimeograph machine. The occasional inclusion of a line sketch would be hailed as a major technological achievement.

Gradually dues were instituted, kept at \$5 in recent times to show the government an example of restraint. However we still felt that dues were kind of smarmy and the Bursar always hated to press folks. If by now you haven't guessed that you are about to be lumbered with a dues increase of titanic proportions, then you are indeed one of those people who Barnum & Bailey tell us are born every minute. The Bursar has now delivered the executive a fire and brimstone report to the effect that we will go insolvent at the end of January. This is after Chris Charles bailed us out by lending funds to pay for the recent run of 50 more car badges.

So starting January our dues are to be increased to \$8 per household (compared, for example, to 25 dollars per person plus chapter fees in the case of the British 4 wheeler club). Dues will be collected at the start of the year by your treasurer who henceforth shall be known as the Iron Bursar. Those of you who have successfully evaded dues until just a few months ago will be assessed only the \$3 increase. Regrettably, it will no longer be possible to send out Blurbs to Morgan owners who don't pay dues.

As even Southern Ontario is a large area, localised clusterings of Morgans have shown signs of coalescing-BYMOG for Eastern Ontario; MOGMOG for Mid-Ontario; Niagara Peninsula, and the Windsor area. To date there are but small numbers for the Maritimes, Quebec, Prairies, and British Columbia; as yet these members share in common only their great distance from Muddy York ("MUDMOG"?), although there would seem to be a high concentration around Vancouver. Anyhow the 1980 executive list indicates the contact for each area; the level of activity and autonomy being a matter for local decision.

The Niagara Peninsula folk will take a leading role in organising the 2nd joint Canadian/American meet at Niagara-on-the-Lake in 1980. The Windsor area has traditionally been keen on racing in contemporary or vintage sports car events and the new Competitions Committee hopes that this competitive flavour will spread throughout HOGMOG. There has traditionally been competitive participation in Winnipeg and Vancouver. BYMOG has had some parties over the years and this Fall ran a tour into the Gatineau(x?) with the Ottawa Austin Healey club. Already there is talk of a run down to the Thousand Islands next season to be joined up by Mogmen from central Ontario and perhaps Western New York. MOGMOG will develop the Oktoberfest further to link it in closely with events in the Kitchener Oktoberfest.

We are beginning to think about the 70th Anniversary Celebrations for the Morgan factory to be held on July 5&6 at Beaulieu, England, in the New Forest. A committee is being formed of interested Canadians and will liaise with American Morgan owners and the MOG '80 Committee in England. Anyone with questions or thoughts of going over to Jolly Olde in July might contact/join the committee.

To augment the stirring efforts anticipated by Chris Charles' new dealership, we have initiated an informal

Technical Committee to advise on anyesoteric problems of rotting wood and wiring, and mechanical and bodywork gremlins (members of committee to be known as "Gremlinologists") and parts interchangeability.

The BLURB will develop further, a quarterly issue being published with reports on events and lots of photos. Other issues of the BLURB in a format like this one will be published about 5 times annually. The next issue will be published in January and will emphasise a photographic review of the past season and a major report on Niagara '79. Please send in any photos which will be returned. As ever, we will welcome any reports of events and restorations, especially from the regions.

The 1980 CALENDAR will interweave a double schedule. There will be a schedule of social events similar to 1979; some of these events will be further developed eg- the Blue Mountain event might become a full weekend next May if we can book the Ryerson College Hostel. We hope to make a big push towards COMPETITIONS next season. Steve Beer and David Smith with the new Competitions Committee will co-ordinate Morgan efforts in vintage and contemporary sports car racing, rallying, slaloms, and gymkhanas. A schedule will be established to encourage participation in MOG events or selected events run by other clubs from which HOGMOG can wangle an invitation. Because we couldn't afford a prize for the 1979 Great Morgan Owners Championship, one of the winners, Steve Beer, was asked to head up the new committee.

The 1980 Executive has been evolved after a meeting of the previous executive and hosts of past events and has had preliminary discussions as outlined above. Our geographic dispersion makes it difficult to conduct along conventional electioneering and so we are using essentially a volunteering system. The 1980 slate was announced at the Oktoberfest and the dissent, which amounted to less than an armed insurrection, was easily suppressed. To close on a slightly serious note, we would welcome volunteers and comments especially from the far flung parts of Canada.



1980 EXECUTIVE



PRESIDENT	DOUG PRICE	95 WILLINGDON BLVD, TORONTO, M5A 2H5	416 233 8342
REGISTRAR	AUDREY BEER	BOX 137, BOLTON, ONT, LOP 1A0	416 857 2210
BURSAR	DAVID ROSS	APT 1503, 65 SOUTHPORT, TORONTO, ONT M5S 3K6	416 763 7562
COMPETITIONS	ORGANISERS:		
- 3 WHLRS	DAVID SMITH	4 GOODWOOD RD BRAMALEA, ONT L6S 1C5	416 791 9753
- 4 WHLRS	STEVE BEER	BOX 137, BOLTON, ONT, LOP 1A0	
PROPAGANDIST	MIKE WEMYSS	2413 ONTARIO ST, OAKVILLE, ONT, L6L 1A7	416 791 4427
HOSPITALITY	LINDA & BRIAN RUMOH	20 BRIMWOOD BLVD, T.H. 92, AGINCOURT, ONT,	416 827 2568
EDITOR	DOUG PRICE	see above	416 293 6617
INTER-CLUB LIAISON:			
- N.A. MORGAN	AUDREY BEER	see above	
- 3 WHLRS	DAVID SMITH	see above	
- U.K. 4 WHLR	RAY SHIER	LIMEHOUSE, ONT, LOP 1H0	416 877 1427
- NEDERLAND	HENDRYK RENS	183 ALLEN ST, OAKVILLE, ONT, L6J 3N9	416 842 0594
- NON MORGAN	COMPETITIONS COMMITTEE		
MORGAN OWNERS GROUP REGIONS			
BYMOG	E. ONTARIO	PETER WHITWORTH, RR3, HANOTICK, ONT, KOA 2H0	613 692 2270
NIAGARA PENINSULA		STEVE BRIDGES, 20 BUCKLAND ST, ST CATHARINES, ONT,	416 685 1102
		DAVE ROBERTSON	416 935 0656
WINDSOR, ONTARIO		RICHARD WINTERBURN, 272 PRADO PL, WINDSOR, ONT, N5S 2H1	519 944 3167
MOGMOG	MID-ONT (GUELPH, KITCHENER, LONDON),	-DAVID BURGHAN, 85 WESTWOOD DR., GUELPH, ONT, N1H 6Y7	519 836 4367

COMMITTEES
(MEMBERSHIP TO BE EXPANDED AS QUICKLY AS PEOPLE VOLUNTEER ...)

COMPETITIONS

STEVE BEER
STEVE BRIDGES
JOHN COLLINS
BRAD PATTERSON
DAVE ROBERTSON
DAVID ROSS
DAVID SMITH
RICHARD WINTERBURN

PUBLICATIONS

AUDREY BEER
DOUG PRICE
DAVID ROSS
PAULINE SMITH
MIKE WEMYSS

TECHNICAL

MARTIN BEER (MECH)
REG BEER (COACH)
STEVE BEER (COACH)
STEVE BRIDGES (MECH)
CHRIS CHARLES (MECH, PARTS)
DAVID ELCOB (3 WHLR)
STU HARVEY (ELECTRICS)
NORM HENDRYCKS (MECH)
ALAN SANDS (MECH)
RAY SHIER (CARPENTRY)
DAVID SMITH (3 WHLR)

NIAGARA '80

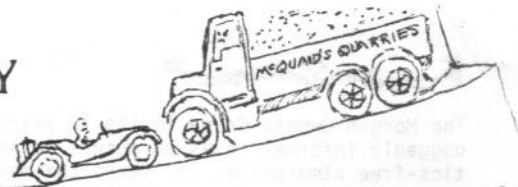
STEVE BRIDGES
BILL CLARK
DAVE ROBERTSON
MIKE WEMYSS

MOG '80 (BEAULIEU U.K.)

CHRIS CHARLES
DOUG PRICE
BRIAN & LINDA RUMOH



6 "PREPARE TO UNLOAD" RALLY THE BLUE MOUNTAINS



Rain! Great was the panic amongst Morgan ranks when the weatherman forecast rain for May 26. There is little that strikes more fear in some Mogman's hearts as the thought of even a drop of rain. So immense was their dread that some stayed behind in Toronto for hours, whilst others brazened their way up in Renaults, Rovers, and Bentleys.

Bolstered by Ann's 11th hour call from Craigleith that the weather was fine, this writer headed north secure in the certainty of a warm sunny day despite Toronto's fog and drizzle.

Because many Mogman dallied too long in the south, intimidated by the Toronto damp, they missed the rally starting time. Nonetheless, 2 dozen Morganistes and guests set off at 3 minute intervals in top-down weather to climb the twisting road up and behind the Blue Mountains to Heathcote, Union, and back via Thornbury to Craigleith.

Incidents were few although one member was observed breaking the parc fermé rules as he attempted to unstick his Bentley's smouldering brakes. The range of mileages covered was great on this nominally 43 mile rally. A Cordoba was reputed to have covered 135 miles and got more correct answers than any other team. By contrast, we are convinced that Audrey and Reg compared the points differential for lateness vs skipping questions and then parked about 3 miles away to return just on time to shamelessly submit their logbook almost devoid of answers. David and Helen Sands had guided them back with

the compass-equipped Rover but didn't have the face to claim any points especially as they had come back in the wrong direction despite their compass.

The event's watershed came with the search for the price of dew worms in Heathcote and then the ferretting out of the Union Community Centre finally demoralised others. Inexplicably, many had had trouble locating a non-existent forest. Several navigators were distracted by the splendid scenery.

Mike and Rob Wemyss squeaked into first place with 92 points (of a possible 100) to each win an inscribed pewter tankard. Mary and Ray Shier split a bottle of wine for coming second with 91 points.

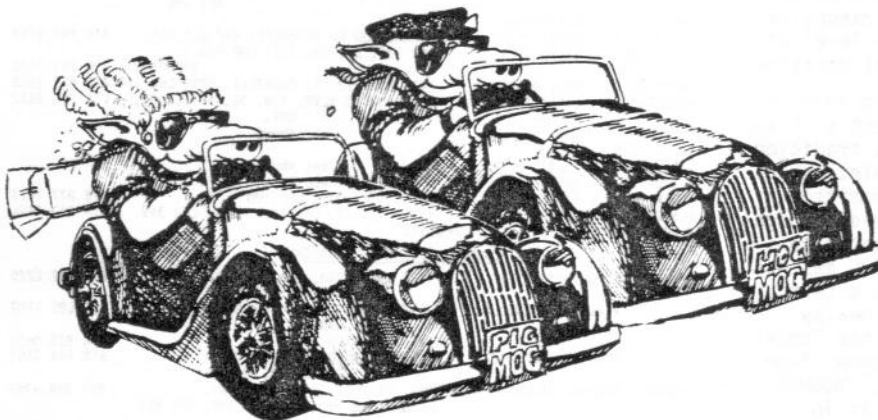
Numberless Morgans began to arrive from the Banana Belt as they realised that they were missing a fine summer day.

John Collins actually does have a Morgan after all and came in his 4/4 just repainted by the Beers in a remarkable shade of blue, the rally was its first event after a regrettable incident months before. Of course we all knew that David and Pauline Smith have a 3-wheeler in their garage (1933 JAP) because all their other vehicles regularly get left on the drive and roadway. But it was good to have a trike at Craigleith; Kodak sold a lot of film. The Rumohr's had rather neat, if non-original, scuff plates on their magnificent maroon drophead coupe, and are planning on buying a new coil.

The rally earned a teeny profit which will go towards appeasing our bankers. About 45 T-shirts, either commemorating the event or our infra dig Hog-in-a-Mog, were sold at cost. And finally our thanks to Ann and Harry for providing the excellent rally and venue.

OFFICIAL RESULTS

PLACING	POINTS	CAR#	DRIVER/NAVIGATOR	CAR
1.	92	6	MIKE WEMYSS/ROB WEMYSS	+4 '82
2	91	7	RAY SHIER/MARY SHIER	4/4 '66
3	85	8	REG BEER/AUDREY BEER	+4 '56
3	85	9	JEAN RUTY/ROSS RUTY	XJSS
5	83	17	STEVE BEER/BARBARA RUSHFORD	+4 SS '67
6	82	4	CHRIS CHARLES/EILEEN ROSS	RENAULT R5
7	65	16	ALAN SANDS/DOUG PRICE	BENTLEY S3
8	38	15	BILL STRADWICK/ANGIE STRADWICK CAMERO	
		3	DAVID SANDS/HELEN SANDS	ROVER 2000
		2	BRAD PATTERSON/SHARON VICKERS	4/4 '65
		12	BOB PATCHETT/DAPHNE PATCHETT	CORDOBA
		5	NIGEL CANARD/JOHN SNIPE	+4 '55
		1	NEVILLE SNIVEL/CELIA SNIVEL	4/4 '55



Jaguar Concours June 10

Shades of May 26! AT 9:45 AM it rained in the Kingsway without stop for 10 minutes. The ink on the bulletin board at the site of the Brunch began to run. As the rain moved eastward a telephone call was received from central Toronto on behalf of a Jaguar to ask what it should do. A Morgan from Barrie encountered a spot of rain as it motored down Highway 4-double do-nut. A certain maroon Morgan was promptly driven right back to its owner's living room.

The Brunch kicked off at 10 o'clock and the Laffords brought their 1970 4/4 out on its first official run in years, resplendent in a new maroon and cream paint job. David Turnbull dodged the raindrops down from Barrie in an ochre coloured '58 Plus 4. Mike Wemyss' black Plus 4 (the Hunchback) had rested a little too heavily on its laurels from its Prepare to Unload victory and, pending its carburettor rebuild, Mike passengered in Ray Shier's green 4/4.

At 11:30, 5 Morgans set forth across town with Chris Charles' Flat Rad in pole position. They were immediately joined by the Nickells' green 4 place Flat Rad and the Ghislanzoni's maroon +4 which got to go after all.

Con't on p. 7

GREMLINOLOGY

DISTURBING GNASHING...

For those Morgan owners who have had or are having problems with the rubber bushings (vibration and sound isolators) between the remote shifter support and transmission deteriorating or disintegrating, probably due to old age and/or overtightening, particularly with the Rover 5-speed, here is a solution. Try polyurethane replacements which are not as resilient as the standard bushings but certainly tougher.

Symptoms of this affliction are disturbing gnashing noises whenever light pressure is applied to the shifter stick (ie. when shifting or resting one's hand on stick shift) which is caused by the dropping of the remote support onto rotating output yoke.

A slight surplus of these newly custom lathed replacement bushings exists and will be made available free upon supplication to the BLURB... from OILMOG (Blue-eyed Alberta species)

Ed: that suggestion about "supplication to the BLURB" is a nice touch. The writer from OILMOG neglected to give his name but we suspect that it's from Gary Wagenaar of Calgary and who has a Plus 8. Supplications will be forwarded.

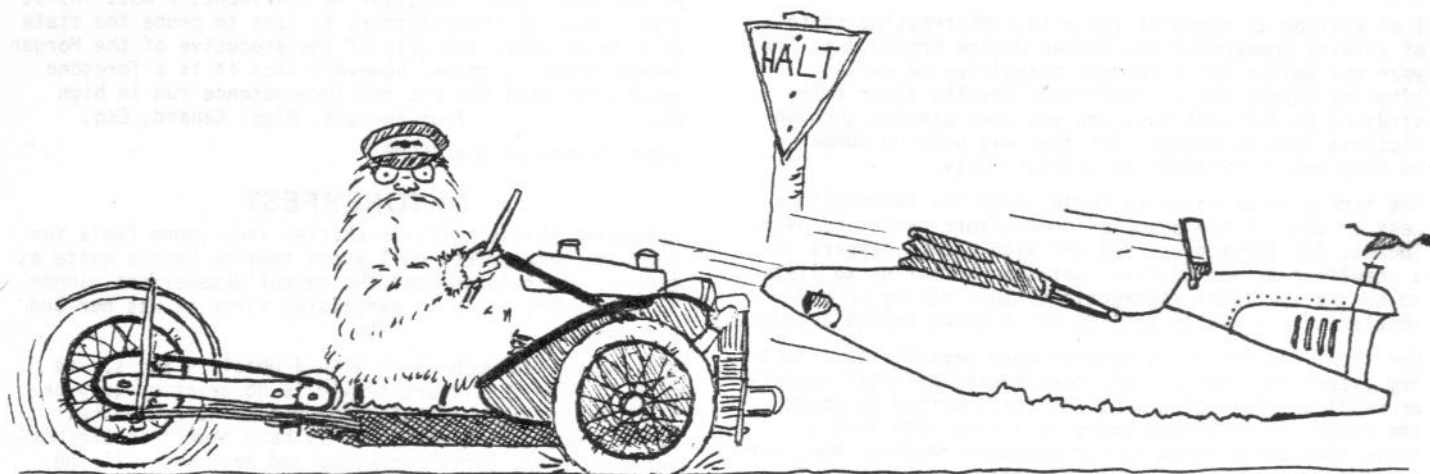
WINTER PREPARATION Chris Charles

Either drain rad or put in a GOOD quality antifreeze (my preference as it has rust inhibitor in it). Park car if (heaven forbid) outside, on planks of wood or large flat stones. This will stop the tires from sinking into the ground during thaws and also prevent damage to side walls when ice expands on thawing. Remove wire wheels and grease the splines. Give a final greasing to all nipples (No, Martin, not that one!)* Smear chrome and bright-work with vaseline or light grease. Polish car with a good paste wax because otherwise you'd be surprised at how quickly rust travels. If possible, remove interior and store in house in a cool dry place.

Remove battery or make sure it is topped up and fully charged to prevent freezing.

Why not inspect car and make a note of things needing attention. Some of which could be done during winter. Remember that you own an appreciating asset. Check your insurance coverage and make sure that you're fully covered at the place you are storing it; \$50 worth of protection could save argument on a \$10,000 claim.

*Ed: Now listen, Chris, I warned you last month about such sleazy inuendoes!



You'd Be Surprised How Quickly Rust Travels

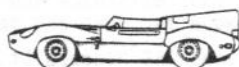
...Jaguar

Con't from p. 6

On reaching the base of the hill to the Inn-on-the-Park we picked up David Sands' chameleon coloured double spare +4, the Jorgensen yellow +4, and the Rumohrs' maroon drophead. Up the hill we zipped with 10 Morgans and one embarrassed TF caught in the middle. After an impromptu tour around the grounds, Chris espied the entrance and led us in for a smiling welcome from the Jaggers.

Late as we were, the best area (next to the judging) was waiting for us and after we were ensconced Al Bunting, the M.C., greeted our arrival over the tany. He delivered fond descriptions of the more unusual Mogs, particularly the Rumohrs' Drophead (now be honest; how many of you knew that this was a Tickford drophead? Even Brian was surprised).

Larry Stein was on hand to see Steve Beer who had bought Larry's +4SS (so Larry could buy a Mercury Capri). Eventually Larry had to leave without seeing his old mount.



Well in advance of the convoy Gary McDowell had clocked in with his black 4/4 and after giving demonstration rides he joined the line-up. Paddy Weir came in with his yellow 4/4, one of the 3 factory showcars at Earls-court in 1971.

Nurse Lafford was in great demand with her solarcar and we must admit that the blazing sun discouraged close examination of all the Jaguars which included Mark V saloons, a red SS 100, and a fabulously modified Mark II racing saloon. The latter almost performed a perfect 4 wheel drift into the judging bay. Unfortunately we spotted only 2 Rollsies and one Ferrari of the many entered; word has it that the threat of rain had

frightened off the rest. Around mid afternoon many of us would have welcomed a brief interval of soft refreshing rain. Arriving late to bring the Morgan line-up to 14, Steve Beer in World War I flying goggles and carrying crutches wheeled in with his maroon +4SS.

Parched and sunburned, we eventually staggered into the shaded bar around the outdoor swimming pool for drinks and coolth. Bar service, however, was practically non-existent. One of the skeleton staff explained, "When it looked like rain to-day the management sent most of the staff home!"



"PREPARE TO UNLOAD" RALLY

Dear Editor, There were too many snide remarks to our faces (we can ignore comments behind our backs) after the "Prepare to Unload" rally to the effect that we were one of the last to return despite being first to set off. Our 1955 blue 4/4 performed flawlessly and we did very well until after the Union Community Centre. The route then appeared to double back on the same roads which clearly contravenes CASC rally regulations. Our time was lost in zig-zagging across country to avoid such an infraction. You can imagine our shock and dismay when we learned that the route truly did double back on itself. Our local Nash Metropolitan club in Omeeme runs lots of rallies and we never have such things!

More in sorrow than anger,
we remain,
Neville and Celia Snivel.
(OMEEMEMOG chapter)

Monsieur le Président,
Fédération Internationale de l'Automobile,
Place de la Concorde,
Paris, France.

Cher Monsieur le Président,

I am writing to acquaint you with a distressing state of affairs concerning the Morgan Owners Group. Just last year the Bolton Rally scorers classified me as 14th after my superb drive. FOURTEENTH despite other teams straying so far west that one was seen passing through Victoria last Christmas. But that was nothing compared to this year's "Prepare to Unload" Rally.

One hardly knows where to begin. Even the superciliousness of some of the supposed competitors cannot be overlooked. One large party set off with picnic hampers in a chauffeur-driven Bentley, not even bothering to listen to the navigational instructions. Some others in a 3-wheeler were actually spotted being towed behind a truck.

For the first few miles matters were passably satisfactory except for ridiculously pessimistic official odometer readings. Passably, that is, until we had to count the number of telephone poles to a stop sign from a vague spot established by our odometer reading. Now, our Curta Calculator nailed the odometer error down to 3½ inches and we alone knew precisely where to commence counting. The number of poles was indisputably 1327 (873 cedar, 127 poplar, 27 elm, and 300 ash, supporting 16 party and 6 private lines). This we verified by counting 3 times. After devoting all this time we learned at the finish that the organisers had forgotten to count poles on BOTH sides of the Road. And so they cavalierly scrubbed the section: a section in which we had invested extra time and which would have set us quite apart! Some of the befuddled Beers didn't even bother to count.

Again, more time was expended to find a sign which indicated under which Government Act a non-existent forest was managed. The rally instructions were clearly muddled here as the question should have been phrased "under which Act is the forest NOT managed?" Consequently the besotted scorers were obliged to accept "Forest Preservation Act", "Reforestation", and "National Resources" ("NATIONAL" for a PROVINCIAL forest! More constitutional pressures on our fractious federation!). They even accepted "Liquor Control Board".

Next came a stretch of road made perilous by trucks suddenly turning. Instead of being clearly indicated for the safety of competitors, it was merely hinted at through the question "Whose trucks are turning?" As if we had time to check names on them when we were desperately dodging these Mack trucks! However we did note 3 from McQuaid's Quarries and another from Laura Secord. Other rallyists claim they were nearly sideswiped by the DHO.

The event became critically convoluted in Heathcote over the issue of the price of dew worms sold from an obscure house. It all depended upon when one arrived. One team was charged \$1.39 whereas later in the day the price dropped to 75¢.

Our team wasted, as it transpired, a great deal of time in determining the answer to "Who owns the barn?" After searching the title at the clerk's office in the next town we determined that it had been foreclosed by the Venetian Mortgage Co. The organisers, obviously not knowing even the rudiments of property law, only gave credit for the name of a local farmer.

Towards the end of this so-called rally we were asked some sort of Rorschach test - "Of what musical does the roof of this house remind you?" It clearly reminded us of "Anne of Green Gables". But the organisers had the temerity to tell us that it reminded US of "Fiddler on the Roof".

Usually reliable sources inform us that even with all their scrambled scoring, the rally ended in a tie. But they gave the nod to the Wemysses ostensibly for neatness but really because they had good prizes for just one team.

At the very least, Monsieur le Président, I must insist that a team of investigators be sent to probe the state of affairs under the grip of the executive of the Morgan Owners Group. I think, however, that it is a foregone conclusion that the rot and incompetence run in high places... Your servant, Nigel Canard, Esq.

copy; Editor of the BLURB.

OKTOBERFEST

A special thanks to Chris Charles from young Paula for the best Oktoberfest doll ever; they've become quite attached. We truly enjoyed the recent Oktoberfest dinner in Kitchener, Paula in particular since it was her 3rd birthday.

I've never had much to do with 4 wheelers and so was glad to find that there really is no great mystery behind the mystique that is rumoured to surround their production. I have now actually been down into the Morgan mine under Chris' workshop and have seen all the veins of Morgan parts just waiting to be dug out. But since Morgans come out of mines, as apparently they do, perhaps someone will explain where the Morgan works at Malvern comes into the story. ... David Smith.

SHABBY OVER-RIDERS IN WINNIPEG...

Dear Sir, I am presently receiving your BLURB. I imagine that Roger Glassco gave my name.

I have had my Morgan for over 20 years. It is presently in the garage and I am trying to find time to give it a paint job. I do all of the work myself. I have raced, rallied, and hill climbed with it, (in 1961 I held the CASC Prairie Region Class D Racing Championship). Then I became Regional Competition Chairman for 3 years which ended my competition except ice racing etc. For a number of years I used it daily Winter and Summer. It is still in pretty good shape. The bumpers were rusty so I got a new pair from England. (Now the over-riders look shabby so eventually I will have to replace them.)

If there is a Canadian source for brake parts I would appreciate hearing of it. Most things are available locally or as I have a metal lathe I can duplicate other

Well that's enough scribbling for now. I am glad to have found out about your existence and to ensure mailings, enclosed is a cheque for dues and car badge.

Bill Sullivan, 255 Niagara St, Winnipeg, Manitoba.



Kitchener, Sat Okt 13

OKTOBERFEST

und food that schmecks

Das Konvoy aus Toronto was gescheduled zu putsch auf bei 10:00 AM, but knowen how easilich geslowen are Mogpersonen mit even die bestests intentions, we sekretly geplannen to geslowen its schtart 'til 10:30. Unfortunatelich, as each Morgan kommt und saw keines anderes Morgans, it set auf thinking das Konvoy had gegonen.

When das writer set auf bei 10:35, eine kleine Rain-Schauer came down but we decided das diese nicht war enough to stoppen our 12-year rekord of nicht rainen on Morgan events.

When we gekommt zu Chris Charles' neues Haus bei 27 Wilhelmstrasse which was hosten our 3rd Oktoberfest, we war keen to roamen about his neues Morgan Dealership which was kommemorating its Grosse Ofening. Der grosse schau-room hat eine yellow '58 4-sitzplatz Pluss-4, which war on sale. It was das ex-Agnelli auto mit das zuper neu leder Upholsterei und zuper komfortable rear sitzplatz.

Nexte was ein kollektion of scarce parts assembled to looken like ein komplet Morgan. Because most of diesem parts ist hard to finden, die namen of die Kustomer was geschreibt in chalk on each part. In case die 1st Kustomer thinks again that he needs nicht das part, then a seconden Kustomer ist listed below. Die Bulkhead body-piece had 4 namen geschreibt on it!



There war rooms und rooms of commoner Parts und bestes auf alles was eine 5' Krawlspase mit eine kleine Ofening nexte das Keller. Just enough lit with a pale Lampe, das whole area looken like eine just-opened Tutenkamen-tomb with funeralial Mudguards und Cows art-fakted by eine ancient Morgan-werke.

Frölich, die rooms are spacious as Chris has been lining up a lot of mechanical restoration-werke for das Winter (telefonen 519-743-2491).

At Mittag, Chris began his Shuttel-service to das Farmer-market in das mitte auf Kitchener. Chris said that it taken only eine 7 minuten schort walk, but some of us were suspicious und were glad of die Shuttel-service.

Das Farmer-market ist famous für its Krafts such as Patchwerke-quilts und würst-sausages und Baken-goods — "Food that schmecks" to use das localisch exprezion. After filling up on die speziel Oktoberfest-würst, we set auf für das Glockenspiel-performanz auf Snow Weiss und diesem Sieben Dwarfen (which we eventualich decided nicht werken), a foot tour along Konigstrasse to inspekt alles die Oktoberfest ware in die shops und die Brass-rubbing zenter in die Market-dorf.



Snow Weiss und diesem Sieben Dwarfen

Then it camen! Fünfzehn minuten of relentless Rain-schauer which blitzkreigt MOG's 12-year rekord of Rain-frei events. Frölich, we standen aus das "Keller" — eine Konditorei which sellen localish Baken-goods und Kaffee. Die skinny amongst us needed nicht to sprechen "nein" to alles diese zuper Strudels which qualify as "food that schmecks", but ein dumbkopf member, Stu Harvey, ordered glazed donuts (food that schticks!).

When der Sonne again kommt, we walken back zu Wilhelmstrasse which took nicht 7 minuten as promised but a timed 20 minuten und 57 seconden, no doubt influenced by noch einmal Rain-schauer.

Bei then 14 Morgans und about 40 personen gekommt und we set to a Schmorgasborg of Oktoberfest-würst, Sauerkraut, Potatosalat, etc. Reg Bier judgen Mogmänner's bier-steins (Chris having ordered ein barrel of Bier but nichts having enough Bier-glasses). Reg awarden ein Barrel-end from das once-proud but now defunkt Kronenborg Braüerei Bier-wagen to Mary und Ray Schier, seconden prize to die McDowells. Ein Oktoberfest stein was gibt to Jim Hall und Guy Keeley aus Michigan für haben gekommt die longeste Distanz.



Die 40 Mogpersonen helfen junge Paula Schmidt celebraten her Birthtag mit eine grosse cake. She blew en aus die 3 Kandelts atte eine Blau und gibt Uncle Chris eine grosse Kissen für her present, "Frieda", eine grosse cuddly Oktoberfest-doll, und alles Mogpersonen gesingen "Fröliche Gebursttag"



FLOGGERY

Owner of 3 Morgans wishes to contact any owners of Aston Martin DB2. Please write to Henry Langfus, 2120 South West Stephenson Rd, Portland, Oregon, USA, 97219.

Black seat covers and interiors to fit 4/4 for sale; contact Steve Bridges in St Catharines (416) 685 1102.

Wanted; Morgan - see Bill Elliman, 21 Marbury Cres, Don Mills, Ontario, M3A 2G3.

Plus 8's For Sale? We keep hearing rumours and if any would be vendors care to let the BLURB know, we'll be happy to advertise particulars.

1980 MORGAN CALENDAR: For 1980 the Morgan Sports Car Club (UK) have published a 6 page calendar featuring paintings of three 3-wheelers and three 4 wheelers and according to their "Miscellany" magazine each picture is worth framing. Price is £3 including postage overseas. Direct your orders to Morgan Register, Moat Cottage, Hampton Lovett, Nr Droitwich, Worcs., UK. Banker's Draft to be made out to "Morgan Register".





Morgans and Royalty



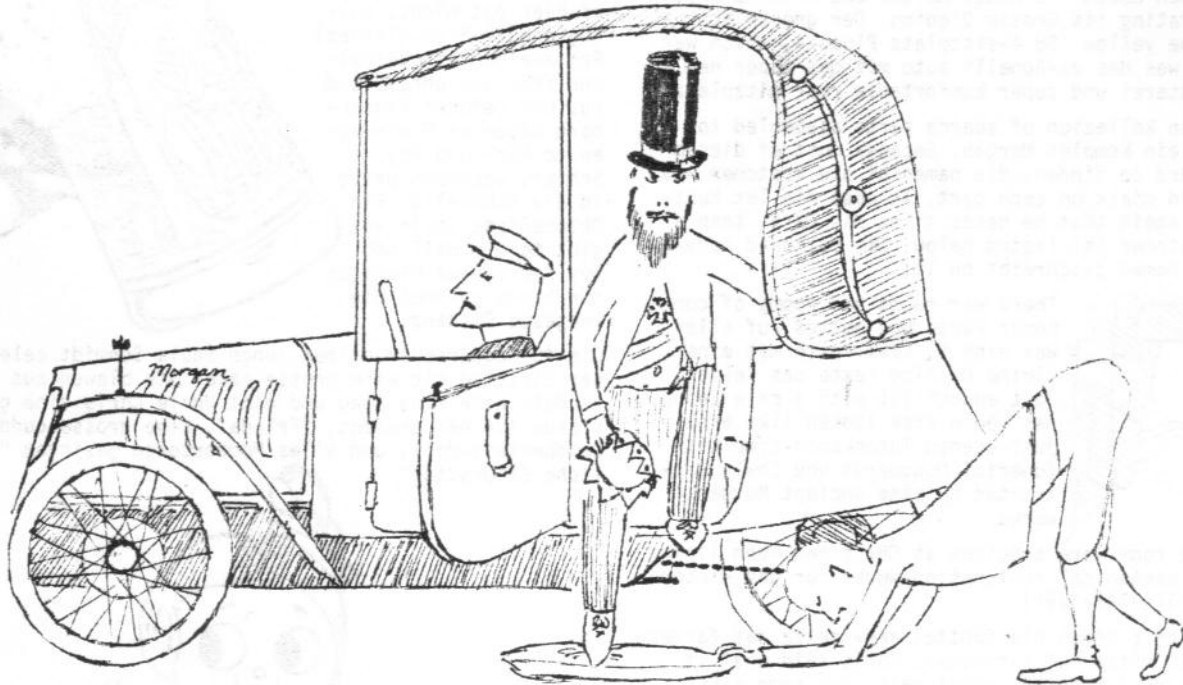
Unlike his father Edward, who terrorized the working classes with his racing Daimlers, George V detested sports cars. "Any car I can't walk through with my top hat on is a sports car". So now at last you have the definitive definition of a sports car.

Contrary to popular legend, his grandmother, Queen Victoria, was NOT the racing mechanic for McMinnies at the first Cycle Car Grand Prix at Amiens, France. However it is generally thought that it was her first ride in a Morgan Runabout that prompted HRH to coin her famous one-liner "we are not amused".

George V's "top hat" definition undoubtedly gave rise to Austins' designation of the luxury edition of their "7" as the "Top Hat" model. However, Austins were as unsuccessful as Morgans and Bugatti in their attempts to convert royal patronage away from Daimlers.

Incidentally our SNOBMOG colleagues report that the Royals were never able to afford a Morgan 4 seater drophead and so eventually Rolls Royce got their custom.

*Cognoscenti will, of course, appreciate that Victoria was much too old for this sort of thing, whereas Alexandra was of a more suitable age.



NOT A SPORTS CAR

A WORD FROM THE REGISTRAR...

A meeting was held recently to plan club events for 1980, elect volunteers to assist etc etc. Two regions that are planning to organise meets in their areas are Ottawa and St Catharines; all in all it looks like a good year ahead.

The decision was made to send the BLURB quarterly, plus more modest flyer versions for notification of meets when dates do not co-incide, and to increase the annual dues to \$8 with registration forms to be sent out with the January BLURB. The decision as to the dues results in good measure from the increased postage. To date the sole club costs have been in producing and mailing newsletters, as almosts all our meets have been as guests of other members.

On taking over the job of Registrar, I note that out of a list of 133 known Morgan owners, we are supported by a paid up membership of approximately 45, that figure to be confirmed with the Bursar's records.

Having been the one to suggest that we cease to send any further newsletters to those showing no interest, other than one a year with the registration forms, I think that it is my responsibility to report this in the BLURB. There is some disagreement on this point, as there are several willing to go on as before. I think that there are the benefits of obtaining information of parts, tech, or whatever, which are available to everyone, plus notices of meets in the US and UK etc. So it is my personal opinion that there should be a better showing of participation from Morgan owners in the way of dues, letters, wants, sells, etc.

Therefore I am asking that when you receive your copy in January with the new registration form for 1980, you make the foregoing decision null and void simply by returning it along with \$8. Doug has worked very hard reviving this club in the last few years and I think deserves your support. How about it? ...Audrey Beer.

