

Morgan

OWNERS GROUP



BOYCOTT MOG 80

BOYCOTT SPREADS

Demands for the boycott of MOG 80 have spread dramatically. Ever since the British Government, headed by the extreme right-wing Iron Lady (popularly known as "Atilla the Hen"), determined to stamp out the cult of MG forever, moral support for MG has been building the world over. Support from such diverse organizations as the Morgan Owners and the Singer Drivers Association. The Nash Metropolitan club, whose cars were built by the Austin division of the state-controlled Leyland combine, will not (as a gesture of protest) drive its cars for two years (or until various replacement parts can be obtained - whichever comes earlier).

As was succinctly pointed out by our own member, Mr. N. Snivel, in his February letter, "By attending MOG 80 in England we are not only taking hard currency into the U.K., thereby materially bolstering the regime, but are virtually placing our stamp of approval on the act. We should stand firmly by Abingdon and boycott MOG 80."

HONDA-MG

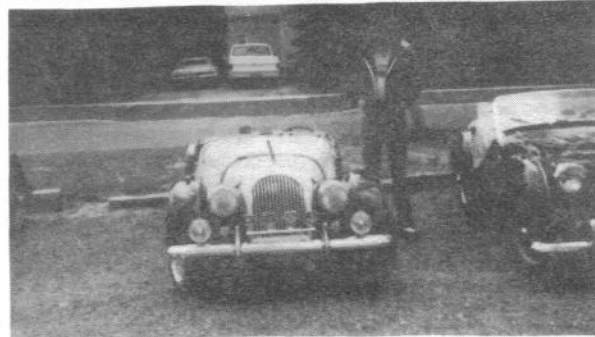
Unnamed Leyland spokesmen have hinted at producing the new, yet-to-be-introduced Honda under licence at Abingdon and calling that an MG. A leading American MG enthusiast has declared that no one should be deceived by such tokenism. He has called on Morgan owners the world over for their moral support and has demanded that Leyland get out of Abingdon.

PROTOTYPE RESCUE

Proposed MG prototypes which had been cancelled by Leyland were recently rescued through the daring efforts of some Canadian Morgan owners. As a result the U.S. MG clubs have been loud in their praise, wearing "We Love Canada" lapel buttons, offering Canadians free rides to Hershey Pennsylvania, and broadcasting "O Canada" on their CB radios.

WAR THREATENED

(Nigel Canard, wintering in Florida, has declared that if he gets kissed once more by an American MG owner, he will personally re-start the War of 1812 at Niagara this year)



S.Bridges with his triple medal concours 4/4 at Niagara '79. He is accompanied by his Plus 3 (at right) which was disqualified for lack of originality. (staff photo)

Back in Canada, we checked the St. Catharines group (KITMOG) and interviewed Steve Bridges, Canadian Concours Champion, who after years of restoring his brown and cream 4/4 took 3 medals at NIAGARA '79. Steve has been preparing for the World Championship Concours at MOG 80. During the past winter he disassembled his 4/4 and has since been rebuilding it to even higher standards. When asked if he would support the Boycott of MOG 80 he retorted "I've been building up to this event for years. The British Tories won't be the least bit impressed by the Boycott. I'm a concours competitor not a motorist so why drag me in on all this. Besides, we competitors are special and the world owes us a living!"

cont.on p. 2

BOYCOTT MOG '80

cont. from p.1

World support of the Boycott is mounting - the latest newsletter (#5) from the South African Group (SAMOG) states "GROUP TOUR TO ENGLAND IN JULY ... IS IN THE BALANCE... THE VISIT MIGHT BE CANCELLED". The only complication here is that some of the Morgan Groups in the "Third World" had planned on boycotting MOG 80 because SAMOG was attending. They are now somewhat perplexed and reported to be monitoring the situation closely.



Oban Inn: left to right; unknown head, Eileen & David Ross, Audrey & Reg Beer, Al & Mary Isselhard, Doug Price, Barb Rushford. S.Beer photo

At a hastily convened meeting at the historic Oban Inn at Niagara-on-the-Lake your executive met with the Western New York Group to attempt to solve the growing rift within the world wide Morgan movement. It was resolved that Malvern should be told to stop buying engines from Leyland. A committee was established to investigate local facilities to see if MOG 80 could be moved to Niagara-on-the-Lake and further to see if Mr. Bridges' travel expenses could then be met out of club funds. Any problems of security could, it was felt, be handled by the protection of the walls of Niagara's great Fort George.

Fort George



LETTERS TO THE EDITOR

c/o Doug Price, 95 Willingdon Blvd, Ontario; Canada; M8X 2H8.

Editor. In your technical section of the Feb Blurb, you show a reprint from the Great Lakes MOG "Flexible Flyer". The subject is valve adjustment for the Plus 4. The method of adjusting is OK but there is a big boo-boo in the clearances given. The article gives a clearance of .0010 and .0012 which is barely ONE thou'. It should read .010 and .012 which is ten thou' etc. A one thou' clearance would surely hold the valves off their seat when things warm up with subsequent valve burning in very short order. It is this brief and important contact between valve and seat that not only provides air tightness for combustion but also allows heat to transfer from the valve head to the cylinder head. I keep my valves set at .013 cold (inlet and exhaust) which is recommended for hard driving (Ed - Brag, brag). It's better to be a bit loose than tight. There are so many other noises, what's another couple of thou'?

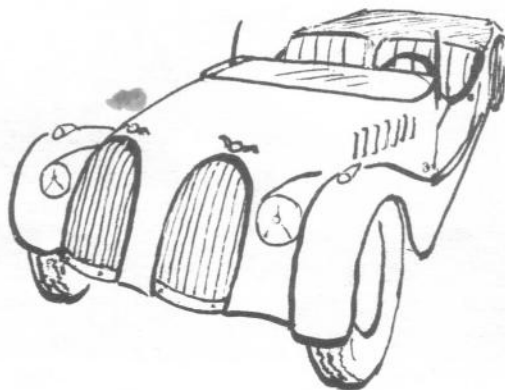
Also, on the subject of throttle cables in the same issue. My brother, David Sands, solved the hard and sticky pedal problem by buying an extra long cable from "Winners' Circle" (a Go-Kart emporium in Toronto). This cable he rerouted around the front of the engine which then allows it to take a straight line through the firewall. This, of course, would only be of benefit to LHD cars in which the cable takes a cramped route to the rear of the engine.



David Sands attempting to explain an early attempt to increase the diameter of bend in his sticky throttle cable by bringing it out the rear, wrapping it around the spare tires, and then giving it a straight run to the carburetors along the outside of the coachwork. The fact that the accelerator pedal had to be pulled rearwards to increase speed was considered a potential drawback. Another inconvenience was the alarming effect on tension to the cable whenever the passenger happened to open the door before the car was quite stopped and the gearbox still engaged. [Editor's note/staff photo]

On another subject, I have just received a set of folding-windscreen conversions from Melvin Rutter in England. I have not fitted them yet, but the quality design and workmanship are first class. Not cheap at £50/pair but everything from the UK has gone hog wild.

A B Sands, Pipers Hill Farm, Colgan, Ontario.



Mr A B Sands' 4 seater Plus 4 (the Yellow Submarine) here depicted with folding windscreen.

RUNNING ON

THE PANTING PANTHER



PANTHER WESTWINDS This well known English manufacturer of Replicars - the SS-100 with Jaguar components, then the Bugatti-inspired Coupe de Ville (at Rolls Royce prices), the curious 6 wheel

convertible, and finally the relatively mass produced plastic vintage sports car powered by Vauxhall. The firm had made a name for itself with quality replicars before entering the volume replicar market with the Vauxhall/Lima. Unfortunately for Panthers, the Lima just didn't sell. Peter Morgan was quoted in the Oct '79 "Old Motor" as suggesting that Panthers had mistakenly assumed that there was a mass market for vintage sports cars and that they had presumably been over-impressed by the 6 year waiting list for Morgans. The Lima listed in July 1978 for £4756 vs £5095 for the Plus 8. Sadly we now learn that Panther Westwinds is in receivership. The trustee indicates that there have been a number of enquiries to buy the firm as a going concern.



PANTHER "LIMA"

CHEAP GRIT GAS

In the nick of time and just before the opening of the 1980 Morgan season, we voters have driven the terrible Tories from office thus sparing Canada the disaster of Tories' high gasoline prices. The noble Grits defeated the government in the Commons and then won the election handily on the entirely justified promise that they would not impose upon the Canadian motorist the high prices for gasoline that were proposed by the Tory budget. (The Grits also campaigned on the Tory record of broken pledges but charitably did not suggest that the Tories might break this promise too). The Tories, you will recall, were going to raise the price of gasoline by 18¢ per imperial gallon. On February 22 the Old Mill Imperial Service Station in Toronto was charging \$1.1908/gal. (26.2¢/litre) for regular unleaded so we can reckon that the Tories were bent upon wrecking the economy with a \$1.3708/gal. charge.

As the Great One, Mr Trudeau, can always be relied upon to keep his word, we may be assured that the price under the Grits will not be allowed to rise to this exorbitant figure. It would be ungentlemanly of us even to monitor any increase in prices; nonetheless we thought we'd keep you posted in the coming months. As some of these Blurbs may fall into the hands of American Morgan Owners, we should explain that with our dollar = about \$.86 US and our gallon one fifth larger, our present reasonable cost works out US\$.85/US gal.

\$1.37

\$1.19
Feb 22

CHROME COWLED PLUS 4

Readers will recall that in November we appealed to Windsor members to let us know if a chrome cowled Plus Four turned up in their city. Peter Whitworth of Ottawa (BYMOG) had tracked it down in rural eastern Ontario only to be told by the owner, who had little difficulty restraining his enthusiasm at meeting another Morgan owner, that the car had been sold to someone in Windsor. The car looked to have been parked out in the open on blocks a few years ago. Peter couldn't get close enough to check its condition. Suspicion grows that Peter was being fobbed off for it doesn't seem to have reached Windsor. The Intrepid Whitworth has promised to try once again to contact the owner and we'll let you know the result.



Our thanks to club member Sheldon Rayman who has just established a new firm, Kwik-Kopy Printing, (his printing is better than his spelling!) To celebrate his new enterprise, and to help the club Sheldon has offered to produce a few "Blurbs" a year for free. The April edition is the first and the "Blurb" staff is now learning yet another printing technique. So we apologise for uneven quality or gaffes which are definitely not Sheldon's fault. If the Bursar allows, we hope to be able to pay for some additional issues. Meanwhile we wish Sheldon all success and hope that if any members have printing to be done they will give Sheldon a call at (416) 445 9600. We are hoping that Sheldon will be successful enough to be able to trade up from his 4/4 to a Plus Four.



DATSUN



In 1980 only 3 cars are setting out from the British starting point to compete in the prestigious Monte Carlo Rallye. A Morgan Plus 8 driven by Tony Ambrose of "Collector's Car" and winner of past International rallies will be pitted against a Panther Lima and the might of the Japanese industry (G2-engined Datsun 160J).

Be sure to pay your 1980 membership dues to be certain you get your May Blurb with a complete report on this grudge match between Morgan & Panther. It promises to be the most important Morgan rally venture since the dealer-sponsored team in the 1979 Bolton Rally!

JULY 1978

POPULAR MECHANICS

5 GREAT FAMILY-ROOM PROJECTS • LOW-COST TABLE SAW

Popular Mechanics

JULY 1978 \$1.25

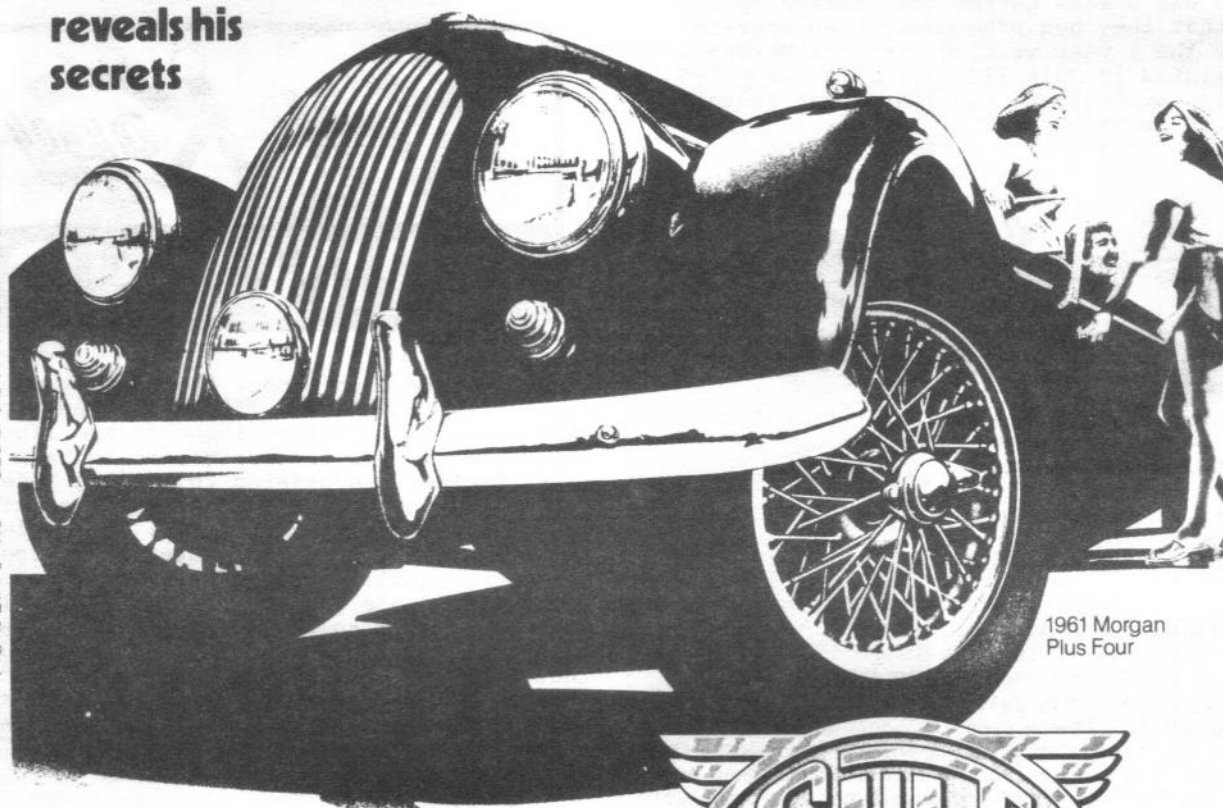
**COMPLETE
PLANS**
3 storybook
playhouses
you can build



LE CAR, SAPPORO & CHALLENGER:
Owners' ratings after 4,000,000 miles

LATHE TURNING:
PM's master craftsman
reveals his
secrets

**MIG 29: Ultimate
air-to-air killer**



1961 Morgan
Plus Four

**Boating's 10
deadly blunders**

**OUR NIGHTMARE
HIGHWAYS: Dodge these
Interstate trouble spots**

The 33 most-prized cars!

Magazine cover depicting what we presume to be an early attempt by Mr A B Sands to install a folding windscreen on a Morgan Drophead Coupe.

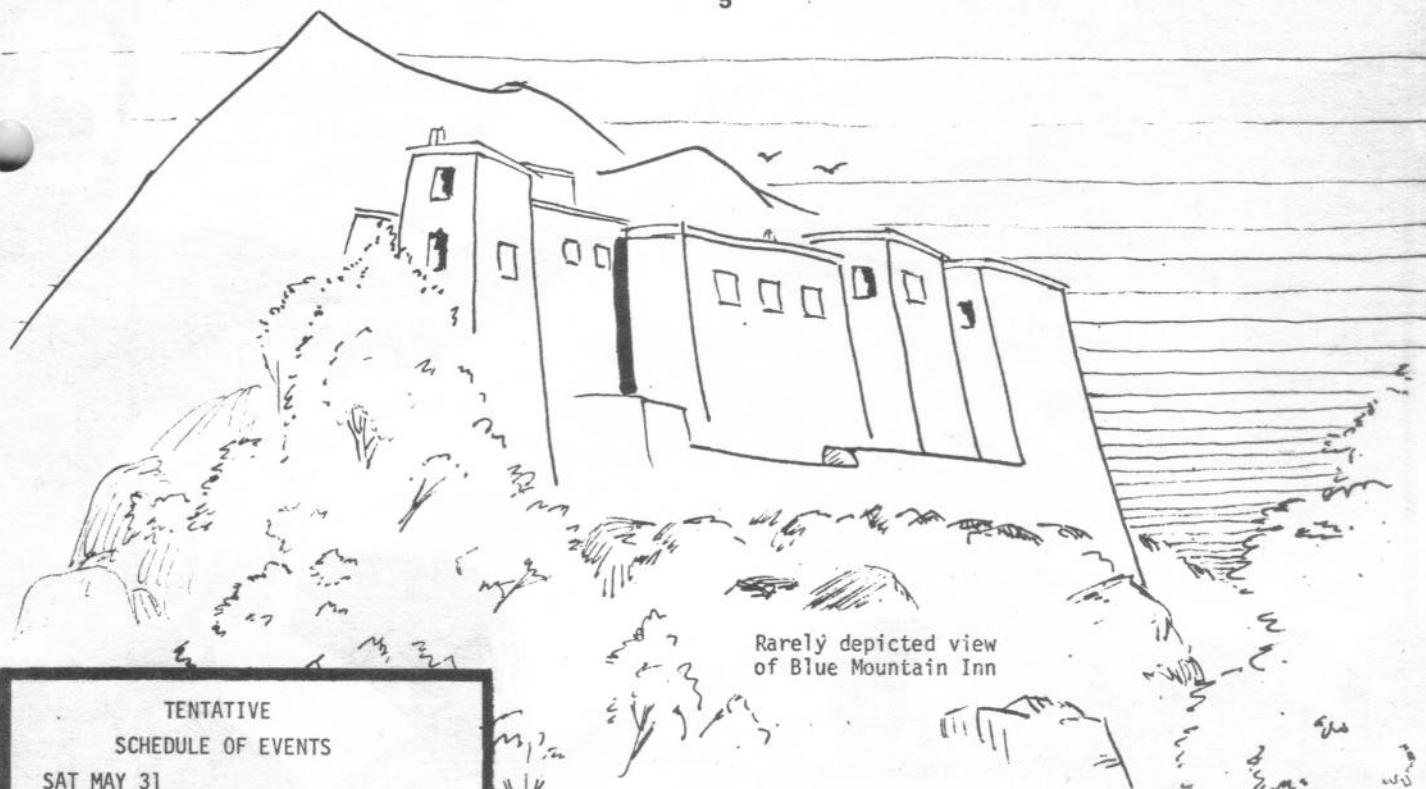
BURSAR'S REPORT

David Ross, our Bursar, tells us that the membership subscriptions are gradually coming in. He has now received enough to pay off the interest-free loan generously extended to us by Chris Charles and is hoping for more to make 1980 viable. Incidentally, the dues were raised to \$8, not without considerable publicity, and it would be appreciated if those of you who sent in \$5 would remit the balance. The Registrar will be compiling the membership list soon for publication.

MOG '80



For those of you so unfeeling for the plight of MG, the editor now has a list of accommodation in the Beaulieu area. Bed (& Breakfast?) seems to range from £3.50 to £5 per bod. We hear that historic aircraft fly-pasts and aerial displays are in the works. The Belgian club have chartered a whole hovercraft to bring over 55 Morgans from Europe. Incidentally, nearby Chichester is holding a festival for those who get off on culture.



Rarely depicted view
of Blue Mountain Inn

TENTATIVE SCHEDULE OF EVENTS

SAT MAY 31

- 2:00 PM Rally
5:00 Barbeque at
Ann & Harry's
8:00 Jose's Bar (Blue
Mountain Inn)

SUN JUNE 1

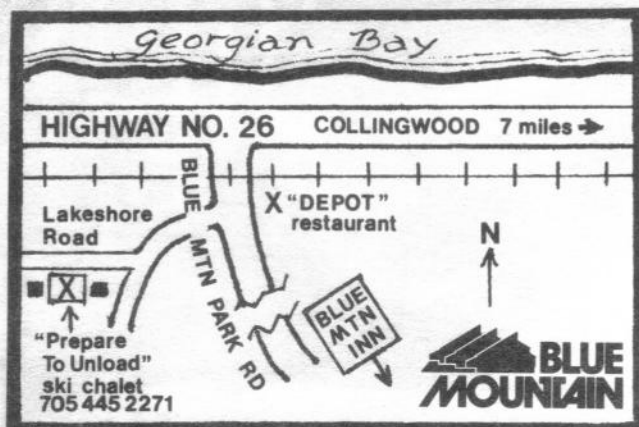
- 10:00 AM Breakfast - Talisman Inn
11:30 Waterslide?
12:30 PM Procession

BLUE MOUNTAIN WEEKEND

COLLINGWOOD, ONT.

MAY 31 JUNE 1

In 1979 Ann & Harry asked us up to their chalet in the Blue Mountains for a Rally and Barbeque. It was a great way to get the cobwebs out of both ourselves and our Morgans. The event was a great success and so we have expanded it to an overnight event to open the 1980 Morgan season. We are recommending the comfortable Blue Mountain Inn which has comfortable rooms at reasonable rates and a good bar (Jose's) for entertainment after our barbeque. We plan to have Sunday breakfast at the well known Talisman Inn. If the weather is fine we can then try the Waterslide down the Blue Mountain. This will be followed up by a Procession through Wasaga Beach etc. Further details in the May Blurb but we urge you to arrange your accommodation soon and let Ann know you're coming (416)-920-8273.



ACCOMMODATION

Members are responsible for making their own bookings. We are suggesting the Blue Mountain Inn which appears to be good value, has a good bar (Jose's) with billiards and entertainment, and is near to Ann & Harry's chalet.

Rates; \$28 dble
\$24 sgle
\$10 child over 7
\$00 child under 7

Telephone (705) 445 0231

Address RR#3, Collingwood,
Ontario, L9Y 3Z2.

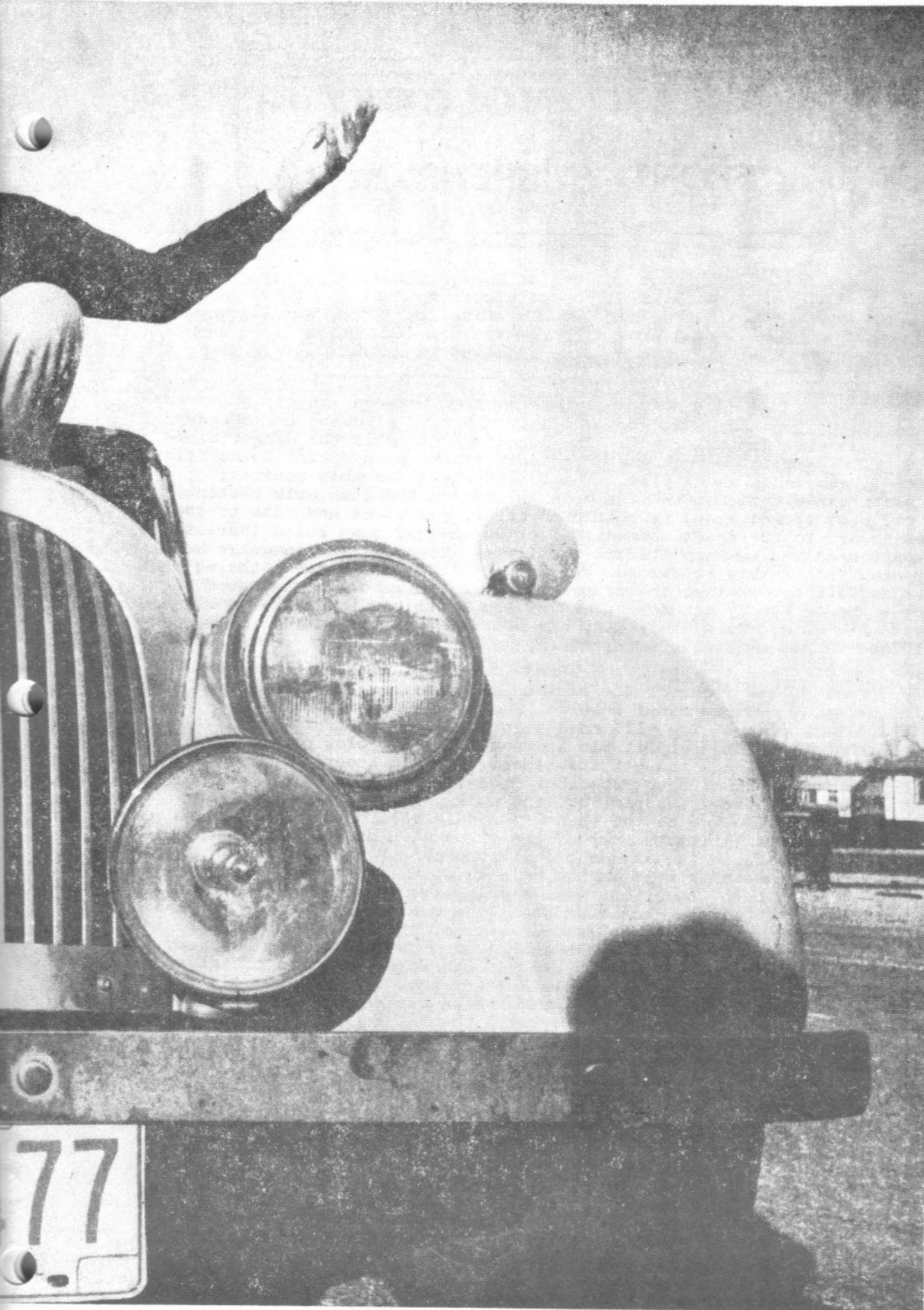
David Smith and friends detraillering his Super
Aero at the "Prepare to Unload", Blue Mtn 1979





Allan Sands sits on hood of 1968 Morgan drophead he is resting

Observant readers will note that the "Toronto Star" indicates that the Morgan is a Drophead. So on a Drophead Coupe. It was rumoured that that the glass invariably cracked in these early attempts



ing at his farm 45 miles north of Toronto. It's a hobby.

TORONTO STAR,
NOV. 11, 1976

doubtedly this is one of Mr Sands' early attempts to install a folding windscreen conversion on
ts and presumably Mr Sands has positioned himself in the picture so as to hide the crack.



The front suspension consists basically of a tube with stub axle casting elded on half-way up at right angles. The tube has a bronze bush at each end and slides up and down a vertical pin known as the centre pin. There is a large spring around the centre pin between the stub axle casting and the top chassis tube to take road shocks and a small spring below to take the rebound.

A shock-absorber is mounted between the top frame tube and the stub axle casting and this acts only one way, allowing the suspension to move up but slowing its return. The other main item is the damper blade. The purpose of this is to reduce the tendency of the main spring to oscillate round itself and cause wheel flap. The damper blade assembly consists of a bronze plate sandwiched between the main spring and the stub axle casting; a wide strip of spring steel is bolted to the bronze plate and runs to the rear and inward to the frame where it is either bolted down solid (Series I's) or is sandwiched between a plate and the frame. There is a triangular metal shim at each end of this sandwich. The damper blades lie between the shims. Any fore and aft movement of the damper blade can therefore be adjusted out with the shims by merely slackening one of the bolts holding the assembly and tapping on the shim. This is an easy but important adjustment; if the slack in the damper blades is not taken up wheel wobble (shimmy) often results.

STRIPPING FOR REPAIR: This is simple if attacked sensibly. Jack up the front of the car at least two feet and put stands under the chassis. Remove front wheels. Remove disc caliper and disc assembly or drums and back plate. You will need a puller for drum brake hubs. Remove the track rod end. (Remove split pin and nut. A sharp blow on the steering arm will now jar the track rod off its taper. Hit the steering arm on the end.) Remove lower end of shock-absorber from its mounting pin. Remove two 1/4" bolts from bottom chassis lug, and pull lie bar out of the way. Place jack under the bottom of the suspension assembly. Remove chassis lubrication pipe (if fitted) from the top of the suspension assembly. With the jack taking the load undo the larger bolt in the top of the suspension (it is about 4" long.) Leave this bolt in the hole as it will prevent the main spring from jumping out. Lower the jack slowly, keeping one hand on the main spring to steady it. As the jack goes down, the centre pin will drop through the bottom chassis member with the rebound spring, until the stub axle casting is resting on the end of the bottom frame tube. There is now very little compression on the main spring and, if the bolt is lifted out of the top, the main spring can be removed with a sharp tug. It will not fly out. You now have the suspension stripped. The bushes can be drifted or cut out with a hacksaw blade if necessary. However a special reamer is needed after the bushes are replaced, as they should be reamed right through the two, to make sure that they are in line. The centre pins should be replaced with the bushes.

RE-ASSEMBLY: This is the reverse of stripping. Put the axle assembly in the bottom lug. Drop the main spring and damper blade on and force the spring under the top lug. This can be done with both hands and a good push! Now insert the pin, with the rebound spring on, in from the bottom and jack the whole assembly once more into position. It is a good idea to drop the top bolt through the hole once more to stop the main spring from slipping out sideways while you are jacking the assembly back in position. Tighten the top bolt up into the centre pin which will secure the assembly and then refit everything else in the reverse order to stripping. It is a good idea to check the track after re-bushing, as this can alter. The suspension bushes do wear at a considerable rate and this can be detected by jacking up the car and trying to pull the wheel in and out at the bottom. The bushes and pins normally require replacing about every 15,000 miles. When you check for wear, make sure where it has occurred; it might be the wheel bearings. Wheel wobble is often caused by worn bushes, and if the damper blade and wheel balancing do not correct it, the bushes are probably the cause.

LIMEHOUSE GROUNDHOG DAY

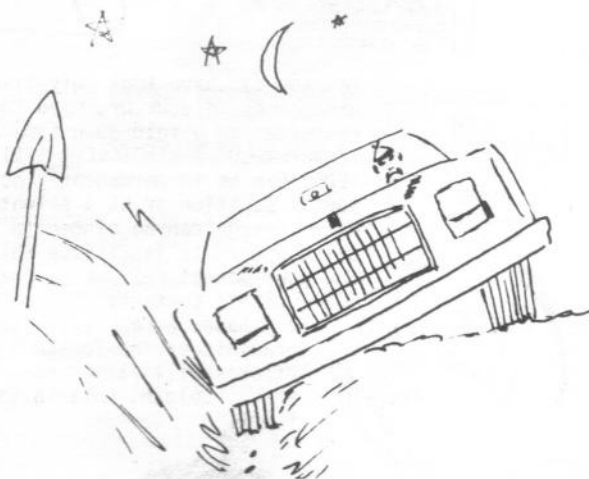


There will be a suitable prize awarded for the largest ground hog brought back alive.

FEST AND CROSS COUNTRY SKI OUTING INCORPORATING DARTS AND BILLIARD COMPETITION

The only snow around Limehouse seemed to be what was falling mid-day but even this seemed to disappear when it touched earth. Hence nobody got to go cross country skiing to explore the Bruce Trail. A few souls went out in search of groundhogs but returned empty handed. They reported that the excellent hiking trails would make for great cross country skiing if ever there is snow.

Mostly people sat around the fire eating Mary Shier's chili and drinking Gluewein or Ray's home-brewed brown ale. The darts and billiards competitions went ahead as scheduled. We all had a look at the ditch that, snow-covered, had so treacherously trapped the editorial Granada in 1979. This year the Granada arrived shod with snow tires and parked well away from the ditches.



Didn't happen this year.

LURAY - MOG 10

As for Niagara-on-the-Lake, you should book early for this major US Morgan meet in the mountains near Washington, DC. It appears that even more Canadians from Southern Ontario and Ottawa are planning to go this year. Contact Audrey Beer for details; (416) 857 3210.



Geo Lafford photo

The Editor explaining to David Sanas, at the Bolton Rally, some possible solutions to alleviate the sticking of his throttle cable on the famous Chameleon Green Plus Four.



Niagara '80

We have tentatively booked some tables for the fabulous Henry VIII MEDIAEVAL BANQUET on the Night of Friday Sept 5. The all-inclusive price (drinks etc) is \$18.50 per person. To hold these tables we need your confirmation now. Please contact Steve Bridges, 20 Buckland St, St Catharines, Ontario, (416) 685 1102.

HOTELS: PARTICIPANTS ARE RESPONSIBLE FOR THEIR ACCOMMODATION. AS THE FAMOUS SHAW FESTIVAL WILL STILL BE RUNNING IN NIAGARA-ON-THE-LAKE ACCOMMODATION IS AT A PREMIUM IN THE TOWN ITSELF.

HOTELS IN NIAGARA-ON-THE-LAKE

PRINCE OF WALES - DBLE	\$49
(416) 468-3246	
OBAN INN - DBLE	\$33-36
(416) 468-7811	
NOW BOOKED UP → SGLE	\$25
ANCHORAGE MOTEL - DBLE	\$28
(416) 468-2141	
- TWINS	\$30
- 2 DBLE	\$40
- SGLE	\$24
- + COT	\$ 3
PILLAR & POST	
(416) 468-2123 - DBLE	\$48
- TWIN	\$48
ANGEL - DBLE	\$35
(416) 468-3411	
BUT IF MORE THAN 1 ROOM BOOKED	\$30

OTHER HOTELS (OUTSIDE THE VILLAGE) TO BE REPORTED IN SUBSEQUENT ISSUES.

SNOBMOG REPORT

10



THE REAL MOG '80

WE ARE GLAD TO REPORT THAT SNOBMOG MEMBERS THE WORLD OVER ARE PLANNING THEIR ALMOST OVERWHELMING SUPPORT OF THE "REAL MOG '80" AT MALVERN THIS SUMMER. AS A NUMBER OF THE MEMBERS ARE MAKING A SPECIAL EFFORT TO SPEND AS MUCH AS A WEEK IN THE BRITISH ISLES, YOUR EXECUTIVE HAS BEEN CONSIDERING A SUITABLE TOUR. MANY MEMBERS HAVE SUGGESTED A VISIT TO THE MORGAN FACTORY'S PRIVATE ASH FOREST AT BIRNAM, SCOTLAND. AS MOST OF YOU WILL KNOW, BIRNAM WOOD WAS LONG IN DEMAND FOR BOWS AND ARROWS AND FOUND ITSELF THE SITE OF THE WAR OF THE SCOTTISH SUCCESSION. CONSEQUENTLY THE TIMBER IS OFTEN EMBEDDED WITH BITS OF BROADSWORDS AND ARROWHEADS. THIS OFTEN DAMAGES SAWS AND PLANES AT THE FACTORY CARPENTRY SHOP. HAPPILY, THE MORE INTERESTING BITS HAVE BEEN KEPT FOR THE FACTORY MUSEUM (JUST INSIDE THE FRONT ENTRANCE) INCLUDING AN OLD MACE WHICH IS THOUGHT TO HAVE BEEN MADE RIGHT THERE AT MALVERN FOR THE WAR EFFORT. DESPITE THESE AWKWARD BITS OF METAL, THE FACTORY HAS ALWAYS FOUND THE BIRNAM ASH'S PROPENSITY FOR MOBILITY TO BE A GREAT ADVANTAGE IN ITS FAVOUR.



Messrs MacDuff and MacBeth awaiting Commencement of Hostilities at Birnam Wood, Scotland

Christmas Party

THE CHRISTMAS PARTY at the Beers on December 10 was enthusiastically attended ("plague of locusts" was the Beers comment as they had hoped to make a Sunday brunch of the leftovers from Audrey's superb spread). The night was bitterly cold but this didn't deter Edie and Paul Rich from arriving top-down in their roadster. As a comparative new comer to Canada, Edie wondered why Canadians don't drive their Morgans in December, especially in the Ontario Banana Belt. Linda and Brian Rumohr followed behind them in something from Detroit, an absolute disgrace considering that they own a weather-proof (it says so in the factory brochure) 2 seater Drophead Coupe. We didn't like to say so at the time, but this sort of behaviour may be one reason why the Rumohrs' frequent application for associate membership in the International Society of 4 seater Drophead Owners (SNOBMOG) has been consistently denied. Incidentally Paul just acquired the Plus Four in Morin Heights, Quebec that was reported in the Blurb. For a very reasonable price he feels he has got something almost desirable and driveable.

Some preliminary plans for Niagara '80 and the Blue Mountain Weekend were discussed. It was good to have a large contingent from St. Kitts at the party. Our thanks to the Beers for hosting the first Christmas Party. Any suggestions for 1980?

A number of members paid their 1980 dues at the party (which is where we got the postage for this issue). Would they nonetheless fill out the application form for use in the membership list/registry.

(advertisement)



OMAHAWK
WORLD'S FINEST
SPLITTERS & SHAVERS



Fold-down windscreen can be hinged for easy access to your engine!

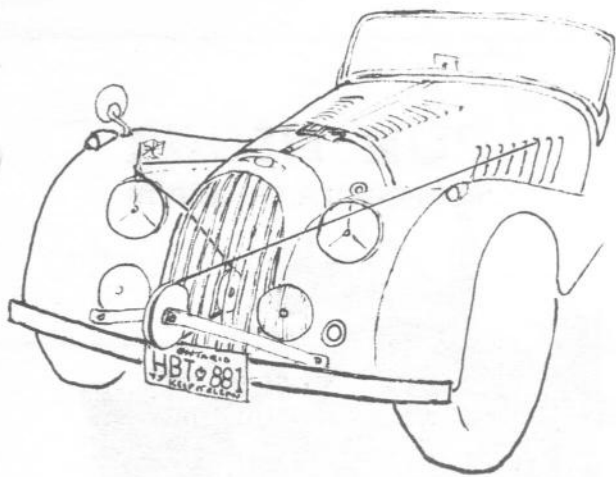


You too can have that ugly fixed windscreen on your Drophead Coupe converted to a fold-down type by TOMAHAWK LOG & WINDSCREEN SPLITTERS! Can be in permanently horizontal position or at a slightly extra charge can be hinged to swing upward to facilitate raising your bonnet.

DON'T DELAY! Contact:
A B Sands & Co.,
Franchisees for Tomahawk,
Piper's Hill Farm,
RR# 1, Colgan, Ontario.



"A Face You Can Trust"



After numerous attempts, Mr David Sands' FINAL answer to his sticking throttle cable problem.

FLOGGERY

Dear Blurb, I have a Plus 8 that is for sale. We advertised it this past summer but then decided not to sell it after going to the Morgan works in Malvern. They told us that the waiting period for new Morgans is 7 years and that new ones cost £7000 (£9000 on the Black Market).

However, we've decided that it should be sold. It's a 1970 model with 31,000 miles on it and still wearing its original finish. I'm asking \$14,900 (not unreasonable considering the rate of exchange, plus duty, plus importing difficulties). It's in storage right now for the Winter but I'd be happy to show it to those who are truly interested. My number is (416) 668 9422.

Yours truly, Nick Baker, 416 Fairview Dr, Whitby, Ont.

TR3 TRANSMISSION (used) FOR SALE: contact Chris Charles in Kitchener (519) 743 2491, or, 27 Wilhelm St, Kitchener, Ontario.

Autosport
Jan 24,80



Unique one-off lightweight Morgan

Full works Ford mechanicals including 1700cc all steel drysump BDA (AVJ) Rocket box 2 F. limited slip, Watts linkage, etc. Semi-space frame chassis. If brave (180 B.H.P.) could be road registered. Offers around £5,750. (Engine and box alone £5,000 today.) Chas. J. Smith, 23 Seymour Avenue, Worcester. Tel: 0905 52995 or days ask for John, 0905 23539.

Super Car: 1939 4/4 Owner: Ralph Vitolo, Lido
With Coventry Climax Engine Beach, N. Y.
Red exterior, black interior (516) 431-2060
(May be for sale in Spring)

1965 4/4 Series V roadster w/1600 cross-flow engine. Very thorough ground up reconstruction, 85% complete. Everything new or rebuilt. \$5460. Ron Garner
23 Baker St
Brocton, Mass.
617-584-6193

1932 Trike with J.A.P. water cooled engine. British Racing Green. Three matched tires. Very good condition. Call E. Buz, 305-582-2072 or write 234 Arlington Road, West Palm Beach, Florida 33405. Asking \$9,000.



Dave Robertson is thinking of commissioning Plus Four badges suitable for rad cowls (now unobtainable from Malvern) and also for belt buckles. He needs an indication of interest from members. Telephone (416) 935 0656

CALENDAR 1980

— COMPETITION —

As of press date this has not been worked out. On Mar 25 there will be a meeting with reps from other one-marque clubs in Southern Ontario to establish a loose liaison committee to exchange information on club events open to other clubs on some basis. Already there appears to be a strong possibility that the annual European Classic Sports Car Picnic will move to Mosport when VARAC holds its Vintage Hill Climb. The Jaguar Owners Club is planning a series of 4 slaloms at which they have offered a special class for Morgans.

Anyhow, after the liaison meeting the MOG Competitions Committee hopes to establish a competition schedule comprising selected Gymkhanas, Rallies, Slaloms, Auto-crosses, and Track & Ice Races - mostly events to which we are invited in Canada. Certain US events like Luray could be included and of course the Slalom at Niagara '80. Any events being campaigned outside Ontario could naturally be counted if sufficient notice is provided. Steve Beer (4 wheeler SS) and David Smith (3 wheeler SS) will provide you with details. David has information on Vintage Racing as has Richard Winterburn in Windsor. These members are listed in "Information Contacts". Those who cannot compete may enjoy helping out at some of these events in another capacity.

CANADIAN EVENTS

EVENT	LOCATION	CLUB & contact	DATE
PUB NIGHT	RED ROOSTER, TORONTO (see p 12 for details)	HOGMOG 4	FRI APR 11
BLUE MOUNTAIN WEEKEND	COLLINGWOOD, ONTARIO (see p 5 for details)	HOGMOG	{ SAT MAY 31 SUN JUN 1
SPRING TUNE-UP & SONGFEST	PIPER'S HILL FARM, n. of Bolton, Ont.	HOGMOG	SUN JULY 6
EUROPEAN CLASSIC SPORTS CAR PICNIC & HILLCLIMB	MOSPORT, ONTARIO	MARQUE CLUBS, VARAC	SUN JUL 20 ?
BOLTON RALLY & BARBEQUE	BOLTON, ONTARIO	HOGMOG 1	SUN AUG 10
NIAGARA '80	NIAGARA-ON-THE-LAKE, ONTARIO	MOG 7,8, CLUBS 10	SEPT 5,6,7
OKTOBERFEST	KITCHENER, ONTARIO	HOGMOG 9	SAT OKT 11
CHRISTMAS PARTY	?	HOGMOG 4	?

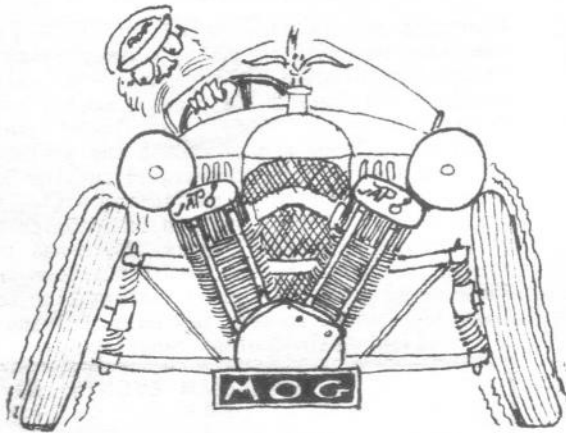
UNCANADIAN EVENTS

REINBECK CON-COURS & FLEA MARKET	REINBECK, on Hudson River, New York state	3/4 MOG 12	SUN MAY 4
VIC HYDE'S 3 WHLR WEEKEND	NILES, MICHIGAN, north of South Bend	HYDE 14	{ SAT MAY 31 SUN JUN 1
VICTOR AUTOFEST	ROCHESTER, NY.	WHYMOG 10	JUNE 7 & 8
MT EQUINOX HILL CLIMB	MANCHESTER, VERMONT	3/4 MOG & VSCCA	JUNE 7 & 8
MID-WEST MEET (MAJOR EVENT)	nr ANGOLA & AUBURN, N.E. Indiana	GREAT LAKES 6	JUNE 27/29
MOG '80	BEAULIEU, ENGLAND	MTWC 4 MSCC	JULY 4 - 7
LURAY/MOG 10	LURAY, WEST VIRGINIA	WASH 1	AUG 1 - 4
VINTAGE RACE	MONTERAY, CALIFORNIA	N. CALIF 11	AUG 23
AUTUMN MOG (2ND ANNUAL)	LIMEROCK, CONN, White Hart Inn, Salisbury, C	3/4 MOG	OCT 24 - 26

INFORMATION CONTACTS

1	Audrey Beer	Box 137, Bolton, Ontario L0P 1A0	(416) 857 3210
2	Steve Beer	above	
3	David Smith	4 Goodwood Rd, Bramalea, Ont L6S1C5	(416) 791 9753
4	Doug Price	95 Willingdon Blvd, Toronto, Ontario, M8X 2H8	(416) 233 8342
5	Peter Whitworth	RR 3, Manotick, Ontario K0A 2N0	(613) 692 2270
6	Richard Winterburn	272 Prado Place, Windsor, Ontario, N8S 2H1	(519) 944 3167
7	Steve Bridges	20 Buckland St, St Catharines, Ontario	(416) 685 1102
8	Dave Robertson	50 Henley Dr, St Catharines, Ontario	(416) 935 0656
9	David Burgman	85 Westwood Dr, Guelph, Ont N1H6Y7	(519) 836 4367
10	Al Isselhard	16336 Church St, RD#1, Holley, New York, 14470	(716) 638 6994
11	Judy Kamstra	Isis Imports, PO Box 2290, Customs House, San Fran, 94126	(415) 433 1344
12	Jack Artley	New York	(212) 697 6000
13	John Bullyk	New York	(212) 832 2026
14	Vic Hyde	1737 Ferry St, Niles Mich, USA, 49120	

You Know Your Morgan Needs Work...



When your king pins show wear.

BOOK NOW!

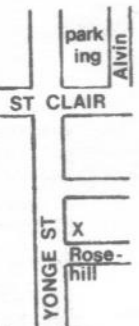
BLUE MOUNTAIN

PUB NIGHT

RED ROOSTER, FRI APR 11



For a couple of years we've talked about instituting a Pub Night. We somehow never got round to choosing a place or the best night of the week. People outside Toronto wanted a Friday night so they could attend. So we're kicking off with our first Pub Night at the "Red Rooster" (below "Rooney's"), NE corner of Yonge and Rosehill, 2 blocks south of St. Clair in Toronto. Suggest 8:00 PM onwards. Those staying downtown from work might call Doug Price (233-8342) and we can arrange dinner.



**PAY YOUR
DUES,
DAMMIT !!**



David Ross photo

HOGMOG members at a recent demonstration at a prominent Leyland dealership