



"HOGMOG RAMPANT"
Proposed Club Badge

The BLURB—June 1980

Morgan
OWNERS GROUP



A VISIT TO THE MORGAN FACTORY

How pleasant it was to contemplate a relaxing few days as I drove in my Mini Super through the peaceful Cotswolds, having left the London rat-race behind me. Just the day before, the London agent had called to say that my new Morgan would be available by the week-end. This was well ahead of my expectation and I was delighted at the prospect of missing the next price increase. Of late London had been more hectic than normal, especially with the rumours of the impending collapse of Toyota with its allied bank and related companies. Japanese businessmen were to be seen everywhere, looking inscrutably worried. And only the month before the bullion market had shot sky-high on the heels of the collapse of Mercedes-Benz which had wiped out the deutschmark. So I decided to escape for a few days to the land of Edward Elgar and the Malvern Hills, my excuse being the need to take delivery of my new 4/4.

After reaching Tewkesbury I could locate my destination off in the distance by the great new smoke stacks that towered over the Malvern Hills. Despite the increasing traffic I made good time along the A440 and up the hill as I headed into Great Malvern planning to book a room at the venerable Abbey Hotel, scene of so many Morgan club functions. As I drove past the normally restful Winter Garden Park I was, I admit, surprised to see it full of rows of grey tents. The hotel parking lot was crammed with slightly tatty Porsches and Mercedes, but I jostled my way through the lederhosen filled lobby to the reception desk only to be told that there was no room available. They could put me on the waiting list for a minimal deposit. But as the waiting list was approaching four years, they could not guarantee the rate. They could, however, recommend a small inn at Blackpool. They really were

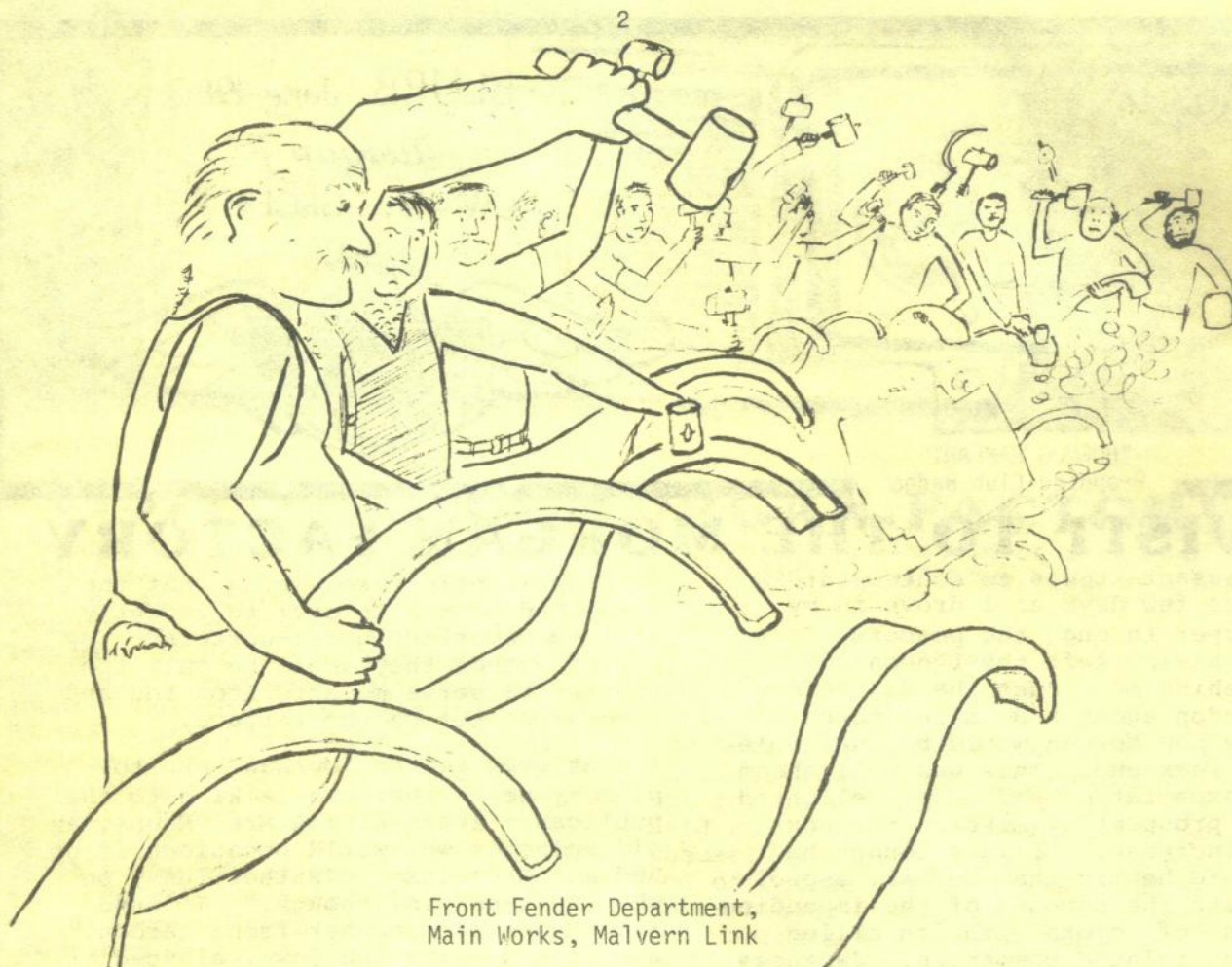
very apologetic, explaining that the hotel had been made over to recently arrived Bavarian "guest-workers". By way of amends they would be only too pleased to serve me afternoon tea and leverwurst out on the terrace.

I went over to the "Morgan" pub to plan my next move. In talking to the publican I learned of a Mrs. Meeps, an old spinster who would occasionally do Bed and Breakfast. "Rather fussy on who she takes in, though." I found Mrs. Meeps weeding her front garden. She looked me up and down, glanced at my Mini and nodded approval "Since you're not one of these young men in those noisy Morgans that seem so common nowadays."

The next day I drove to the factory in Pickersleigh Road and entered the works through the little front door under the orange brick gable. Inside I found a little vestibule, its walls covered with hand-painted lists of competition successes ... "bronze medal for the Nether Footling Autocross of 1913, gold medal for the Lands End to St. Ives Brownies' Rally of 1914 etc."... and the latest month's production figures.

I rang the buzzer and the receptionist hobbled out. I explained my mission and asked if I could meet Mr. Morgan. "He's on the shop floor", she said. "have a look for him. Your car's the mauve and orange 4/4 in the finishing department." I thanked her and turned to a door. "Don't go through there! That's the computer...not there either; that's R&D - take the one on the right. Here, wait a bit, I'll get our Mr. Bodgit to take you."

As their Mr. Bodgit guided me into the works he explained that he had apprenticed at Morgans after his grandfather, the then Aero model radiator welder, had gotten him taken on. As we passed the department where they bash the top of Plus 8 airbox I paused to take a photo



con't from page 1

- "No!" shouted Bodgit in alarm "No photos - Mr. Morgan gets very upset. Just yesterday we had some Japanese 'tourists' with cameras - they turned out to be Honda production engineers."

Chastened, I scurried behind him through the pandemonium of the front fender department but instinctively ducked as I sensed a dark shadow and swoosh of air go over me. I looked up but by then all I could see was a little shelf up in the rafters with a few feathers. Obviously the shelf was for the legendary stuffed owl that was displayed to scare off stray pigeons that occasionally fly into the factory. I asked Bodgit about the shadow and the whereabouts of the owl. "Oh, that shadow would have been the giant hawk we keep. It got the stuffed owl first day. It attacks anything that isn't moving quickly. We find that it encourages productivity." In one corner of the machine department I found a noisy crowd of angry men. "Oh, they be up from London", explained my guide, "one of 'em is from the Common Market, those two are from GATT, he's from the U.N. and the short blokes are from the Japanese embassy. That's Mr. Morgan." Bodgit pointed to a tall gentleman resolutely shaking his head sideways. "This is the third delegation this week. Last month we had the German Chancellor here

but he didn't fare much better except that we agreed to hire on some guest workers from Stuttgart."

We jumped aside as a squad of porters hauled some half finished cars down the aisle. "They are wanting us to cut back production. The Japanese are demanding that we accept voluntary quotas in our exports to them - something about at least saving Subaru." He jumped to avoid another team of porters. "Let's step into another department where it's quieter."

We found ourselves in the upholstery shop with rows of little ladies sewing seat cushions. But the sound of the loud speaker blaring forth with "Land of Hope and Glory" was deafening. "Into the damp course department!" shouted Bodgit, "It's always quiet."

It was. "Sorry about that music in the upholstery shop, but we find that it helps with productivity."

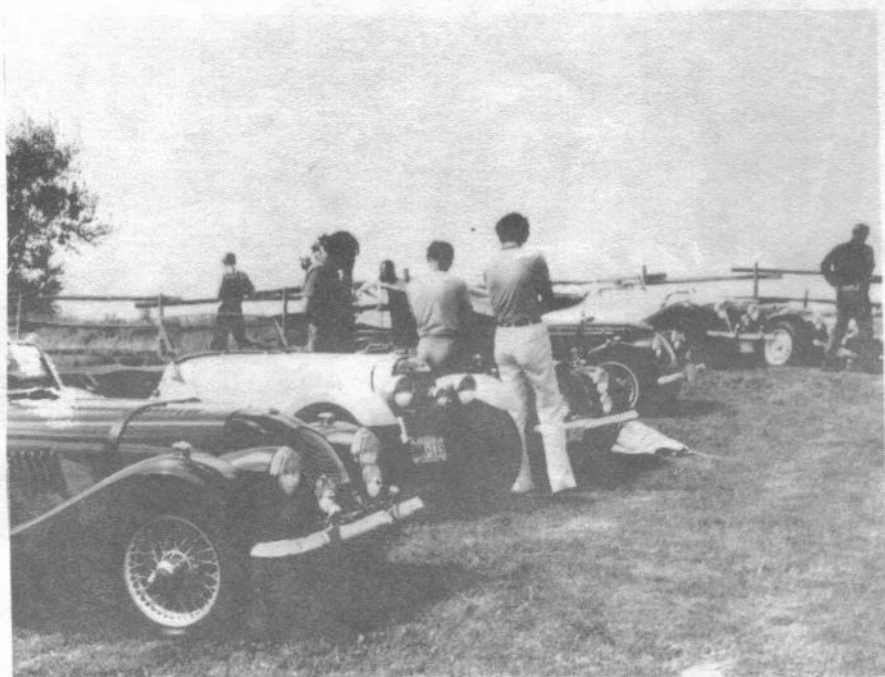
Some technicians nearly knocked us over in their haste. "Them's the data blokes - they're racing this afternoon's orders over to the computer room. Ever since we took over the derelict factories at Cowley and Abingdon and Speke we've had to work hard to keep the new orders flowing in smoothly." con't on page 12

BOLTON RALLY & BARBEQUE SUN AUG 10

Assuming that Reg somehow survives the Piper's Hill Spring Tune-Up, the Beers will be set to avenge their traditional Bolton Rally and Barbeque. They are looking forward to your support and we will be providing details in the next BLURB.

Scenes from last year's Bolton Rally

S Beer photos



1980 CALENDAR

EVENT	LOCATION	CLUB & contact	DATE
PUB NIGHT	OLD ROOSTER, TORONTO (see p 9 for details)	HOGMOG 4	FRI JUN 20
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 27
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	?
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

COMPETITION

We are awaiting the calendars from other clubs in the European Sports Car Council before we settle on a selection of suitable competitive events. In the meantime, send in any recommendations.



SNOBMOG REPORT

As the date of the English 3 & 4 wheeler clubs' little celebration of the 70th Anniversary approaches, worldwide concern has been voiced that the event might not be patronised by the International Society for Morgan 4 Seater Dropheads. Although SNOBMOG had virtually completed plans for its secret commemorative tour we did feel that it was too bad that other Morgan owners should be denied the chance to see SNOBMOG at Beaulieu. Realising that the English clubs had conducted themselves dismally in the matter, FROGMOG dispatched M. Patrick Boisvieux, their agent for relations with the English speaking Morgan world, from France on an 11th hour mission to SNOBMOG chapters around the world. He met with the Ontario representatives in Toronto on June 12 & 13. M. Boisvieux exercised his Gallic charm in a thoroughly professional manner in the best traditions of French diplomacy and even offered to personally arrange the changes in accommodation. Unhappily, M. Boisvieux, who is rebuilding a TWO seater Drophead, took the opportunity to lobby on his own behalf for associate membership in SNOBMOG. After a number of urgent telephone conversations it was decided to overlook this gaffe. SNOBMOG will attend Beaulieu and has even agreed to lead the European procession off the Hovercrafts at Dover. M. Boisvieux will himself stay near our headquarters at the Master Builders Arms to attend to our needs.

Recent developments have made the Abbey Hotel in Malvern quite unsuitable to SNOBMOG. M. Boisvieux will arrange for accommodation to be switched to the Beauchamp Hotel in Great Malvern.

INFORMATION CONTACTS

- 1 Audrey Beer Box 137, Bolton, Ontario LOP 1A0 (416) 357 3210
- 2 Steve Beer above
- 3 David Smith 4 Woodward Rd, Brampton, Ont L6S1C5 (416) 791 9753
- 4 Doug Price 95 Willington Blvd, Toronto, Ontario, M6X 2H8 (416) 233 8342
- 5 Peter Whitworth RR 3, Manotick, Ontario POA 2N0 (613) 692 2270
- 6 Richard Winterburn 272 Prado Place, Windsor, Ontario, N8S 2N1 (519) 944 3157
- 7 Steve Bridges 20 Buckland St, St Catharines, Ontario (416) 685 1102
- 8 Dave Robertson 50 Henley Dr, St Catharines, Ontario (416) 935 3656
- 9 David Burman 82 Westwood Dr, Guelph, Ont N1B6V7 (519) 836 4367
- 10 Al Isselhard 15476 Church St, Rte 1, Bulley, New York, 14470 (716) 618 6994
- 11 Jody Kantera 1545 Imports, San Fran, 94126 (415) 433 1444
- 12 Dick Miller New York (212) 617 1100
- 13 John Salys New York (212) 341 4600



PIPER'S HILL SPRING TUNE-UP

SUNDAY JULY 6

from 2 pm



ADJALA VERNACULAR QUARTET SOIREE MUSICALE

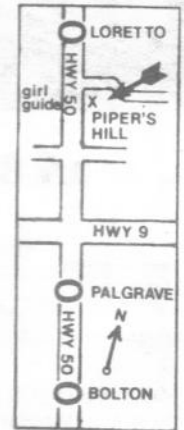


1979 - Soiree
Musicale in
the Great Hall
of Pipers Hill

The supreme event of the World-wide celebrations of the Morgan Anniversary will be the ceremonial planting of an Ash tree. Guests will then assemble in the Great Hall to sing several verses of "The Ash Grove".

R S V P

As before, please bring your steaks or whatever and BYOB. Zdenka will be providing the salads which are always superb as you will remember from last year. Call her at 1 416 936 4341 to let her know you're coming.



1979 SPRING TUNE - UP; the "Yellow Submarine" coming out for the Season.



Hope?



Ignominy.

PIPER'S HILL SPRING TUNE-UP



Your host, the nefarious A B Sands, recently seen hamming it up at the "Prepare to Unload" rally.

Once again our oldest and traditional event at Piper's Hill Farm! As before, the day begins at 2 PM with an unhurried picnic. Lots of room for the kids to run around. Bring your bathing costumes. Don't miss the ceremonial planting of an ash tree to celebrate the 70 th anniversary.

Last year Zdenka & Alan Sands roasted a pig on a spit. In a jealous fury Reg Beer tried to top this with a huge steer at his Bolton Rally. Unfortunately, expert body man that he may be, Reg just doesn't know much about cow-flesh and we found that the steer that he got was rather tough with a high fiberglass content! Perhaps some members had been forewarned as not quite as many Morgans showed for the Bolton event as the rival Spring Tune-up and Reg was obliged to surrender the "Best Attendance" award to his adversary, Alan Sands. To cap last year's victory, Alan has decided that this year he will roast Reg Beer!

In the evening, survivors will retire to the Great Hall for a sing song. Bring your guitars accordians, and grand pianos.



This year Alan Sands will roast Reg Beer



Texas

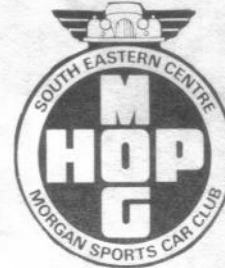


Switzerland

1910 MOR



Oxford Centre



London Centre



New York



Northern California



Bristol Centre



USA



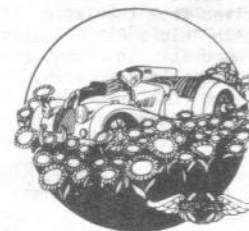
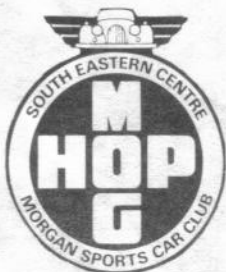


Switzerland



1910 MORGAN 1980

High Peak Centre



Philadelphia



Great Lakes
USA



Ottawa Valley



Canada



MORGAN 1980

High Peak Centre



Philadelphia



East Anglia Centre



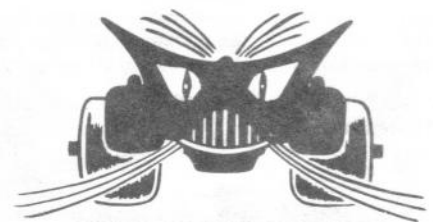
Great Lakes
USA



Ottawa Valley



Sweden



Cranfield Centre



"Hogmog"

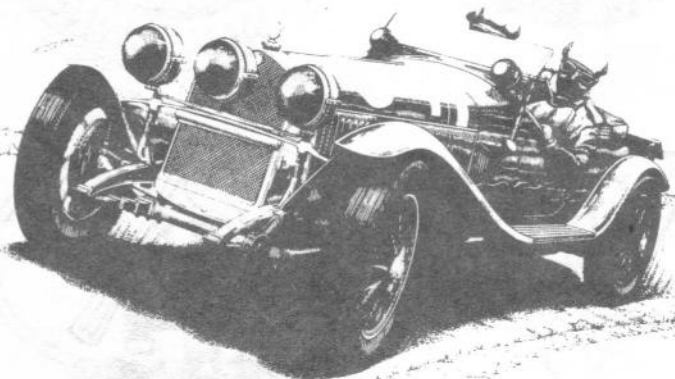


Canada



GB

THIRD ANNUAL EUROPEAN CLASSIC SPORTS CAR PICNIC & V.A.R.A.C. SPRINTS



**SUNDAY, JULY 27th
at MOSPORT PARK**

All owners of classic European sports cars are invited to attend this annual meet. One that has already become a major motoring event in the Toronto area. A low key affair, an opportunity for enthusiasts to meet and mingle in a relaxing atmosphere. This part of the event starts around 1:00 p.m. The inside of corner one and the paddock area will be for the exclusive use of classic cars and their occupants.

The Vintage Automobile Racing Assn. of Canada will be running their sprints from about 10 a.m. until 3 p.m. and at that time competitors and cars will join the picnic. The sprint is being run from Moss' Corner back to the start-finish line. Vintage racing and sports cars will be joined by selected modern exotica for the sprint. A great opportunity to watch some interesting machinery running in competition.

Admission is \$4.00/car at the gate. Participants should provide their own picnic and refreshments.

For further information regarding the picnic call Oliver Collins at 482-8491.
For further information regarding the sprint call Richard Stafferton at 485-4220.

Event sponsored by V.A.R.A.C. and the European Sports Car Council.

Two years ago the Alfa Romeo club initiated an Inter-Marque picnic for owners of European (and British) Classic Sports Cars. Last year the event was co-sponsored by the Alfa, Lotus, and Morgan clubs. With the formation of the European Sports Car Council, the event has become a truly inter-marque occasion. However we must in reality thank the Alfa & VARAC clubs for giving it the necessary push. The combination picnic and hill-climb for vintage-type machinery should be great fun especially for those of you seeking some participation in competition.



In case the hillclimb entry is fully booked, please call Steve Beer (416 857-3210 Bolton) who will arrange to have you put on the Morgan reserve list. On the other hand, if you get a call from Steve asking for help in running some part of the event, we hope he can count on you.

Dear Blurb, LETTERS TO THE EDITOR

C/o Doug Price, 95 Willingdon Blvd, Ontario, Canada, M8X 2H8

SOME COMMENTS ON RECENT MEMBERSHIP FORMS:

Want restoration comments; more humour ...
David Burgman; Guelph.

What's in a name?

A little less info about Steve Bridges - PLEASE!
Truly enjoy the "BLURP" every month - However I don't understand why you call it the "BLURP" ???...
Wendy & Donald Barber, St Catharines.

Editor: Actually, some club insiders often call it the "BLURB". "Blurb", of course, is an English word derived from the latin "blurbus" (via old Norman-French "blurbū") indicating "True Verity". This Latin word is, in turn, considered by some etymologists to be a corruption (in the etymological sense only) of the Greek *βαρβα* which refers, of course, to the utterings of the chief priestess of the great Oracle of Delphi.

Paying up

I am paying my dues, dammit!
More technical lists of suburban garages that will work on the cars and know what they are doing...
Susan Jimenez, Mississauga.

Would like to see more service and parts info. Sorry to be late in renewing but I have the Mog apart; repairing rust spots. I have had car since 1959 and up to a couple of years ago used it daily. Now it deserves renewing... Regards, Bill Sullivan, Winnipeg.

CAVEAT EMPTOR

Peter Whitworth reports that Jeff Morgan of Ottawa is offering for sale his 1967 +4 Drophead Coupe. Painted Burgundy with newish red carpets, vinyl upholstery and top. Wire wheels with radials. 61,000 miles, good looker in sound condition. Asking \$11,000. 'Phone Jeff at 613 236 6542 (hm) or 613 563 2264 (wk).

Plus 8, 1972, 9088 miles, superb original condition, will deliver, US\$18,000 offers. 312 234 2394 evenings or weekends. II.

'58 4/4 series II, 10 yrs storage, WW, mod. Ford eng, beaut. orig cond, offered at US\$3500. Jack Smith 401 467 6710 days RI or 413 562 9084 night MA.

REDI-STRIP Metal Laundry; Redi Strip Metal Cleaning Canada Ltd., Tilbury Ind Park, 7761 Vantage Way (River Rd), Box 53, Delta BC, V4K 3N5, 'phone Gordon Arseneau 946 7761 Northern Redi-Strip (Toronto) Ltd, 5175 Timberlea Blvd, Mississauga, L4W 2S3, 'phone Gordon McIntosh 416 624 2221.

1955 +4 4 str. good mech cond, needs body work, US\$5000, 'phone (206) 789 5299 WA.

Sturdy metal work benches, various sizes, ex Greb Shoe skate dept, see Chris Charles; (519 743 2491 Kitchener, Ont)

FOUND - one side curtain for a 4 seater LHD Morgan for driver's side (alternatively can be used for passenger side of a RHD model). Not well cared for but may be of some use. Appears to have been abandoned at Collingwood Airport in rush to catch flight to Argentina. Interested parties may contact BLURB editorial offices. No questions asked.

RUNNING ON



As the BLURB's contribution towards the 70th Anniversary, we have collected together Morgan club badges for our June centrefold. Some were hard to obtain in a form suitable for printing; some were photographed on Ed Whitney's car by Steve Beer. The old Great Lakes badge designed years ago by Detroit's Donn Frantz was mailed in by Ed and we did our best to photograph this complex design under laboratory conditions; but you may have to peer hard at it. Some of the smaller clubs don't have badges; Luxembourg for example and possibly New Zealand of which we just heard. An actual Aussie badge was xeroxed and re-inked, some parts have the black & white reversed. We were unable to reach the following clubs - Austria, Japan, Hawaii, and South California. The Washington DC and US Northwest were taken from John Sheally II's book "Morgans in the Colonies". Our own badge was tidied up by Dave Robertson.



BLUE MOUNTAIN

A fabulous week-end and, pending a full report, our unstinted praise and thanks to Ann & Harry. Many members patiently watched the hour long newscasts at 6 & 11 on Kitchener TV to catch the coverage of the start of the rally. We know you took lots of photos; please send prints to Doug Price, 95 Willingdon Blvd, Toronto, M8X 2H8 (416 233 8342) so that we can include them in our report. They can be returned.

PUB NIGHT

RED ROOSTER, FRI JUNE 20

8 PM



TORONTO



On Fri Apr 11 we had our first Pub Night in Toronto at the RED ROOSTER and it was a great success. The idea had originally been for mid-week to cater to members who live or work downtown. However our out-of-town members demanded & got Friday and, as it turned out, out-numbered the Torontonians. Next Pub Night is Fri June 20, a good time for Beaulieu bound members to exchange notes. Those staying downtown from work can get a light meal at the Rooster or call Doug Price (233 8342) to arrange something else.

The current issue (#6) of the American magazine, Sports Car Graphic, features a 12 page spread on Morgans including some history, philosophy, pictures of an old friend (an MX4) and the the inevitable visit to the Morgan factory (but you've now just read the definitive account of the Malvern works).

Kwik-Kopy

PRINTING

Last month we forgot to give you the phone number of Liz Clarke & Sheldon Rayman's enterprise which has so kindly printed some BLURB's at no charge to the club. We hope that when Liz reads this she has recovered from her cold (actually we suspect that she is allergic to printer's ink). Anyhow, the following is an address from our sponsors:

and don't forget to call

1500 Don Mills Rd., #101,
Don Mills, Ont. M3B 3K4

Telephone: 445-9600



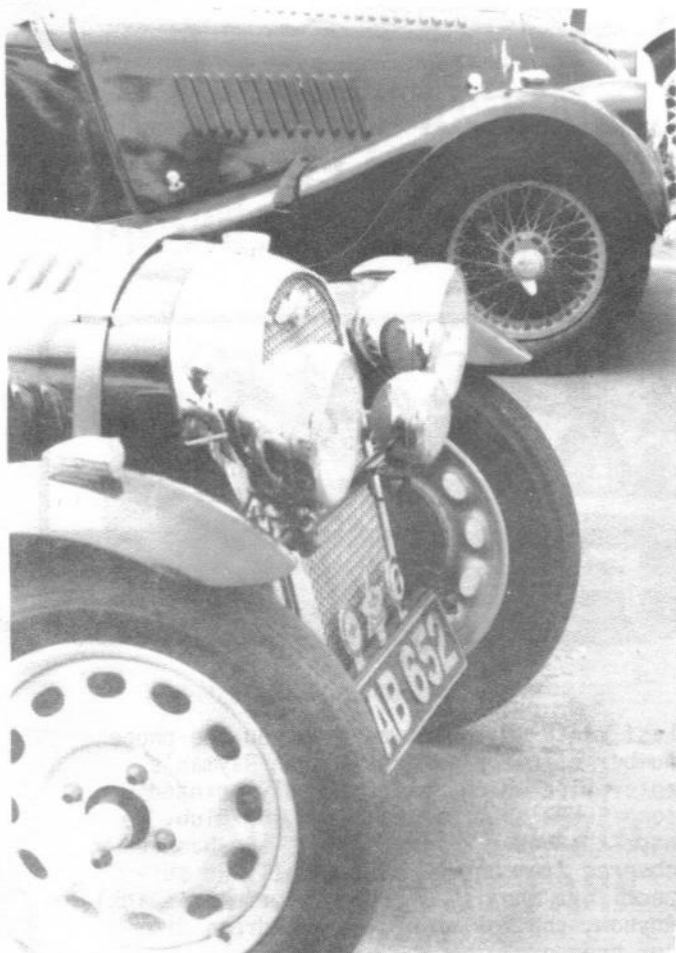
Photographer Steve Beer arriving at the Jaguar Concours (1979) with Craig Davis holding Steve's crutches.



LURAY 1980

This year to be held Aug. 1-2-3-4 at the Mimslyn, advance registration has not yet been sent out, but all signs point to a large Canadian Contingent.

Therefore I have already booked several rooms by phone at the Sherbrooke (across the road from the Mimslyn) for those wishing to make it our HQ as in the past. All those who wish to be included please send me a \$20 US deposit made out to the Sherbrooke in order to confirm these rooms, promptly, & PDQ.



Steve Beer photo, Luray 1979

The format of the past meets has been arrival, car clean-up & get-together on the 1st Concours early morning of the 2nd, followed by an Autocross, Gymkhana, & Rally during the remaining weekend, ending with the Banquet, all with great Morganeering people and lots of joviality.

For those wishing to book their rooms direct I can supply phone numbers, but don't leave it late, they fill up early. Gossip note: the Guest of Honour from England will be travelling down with the Canadians.

Hot off the press: MCC-DC announce the Mimslyn is now fully booked. . . Audrey Beer, Bolton (416) 857-3210.

1979 BOLTON RALLY: David Sands, the well known inventor, in his famous Chameleon Green +4. His daughter, Janet, appears to be searching for the dash-board end of the Mark II Gas Cap Retrivers (or possibly has become tangled up in an early experimental throttle cable). Photo by Clem Simmons.



COMPETITIONS

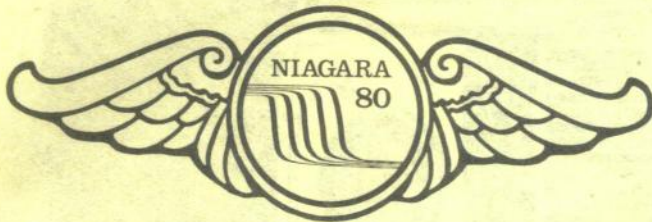
The Maple Leaf Rally Club (MLRC) hold rallies on the second Monday of every month, which anyone may participate in, they are fun rallies of a couple of hours duration, no special equipment is needed, just a watch, paper & clipboard, a pen plus a little common sense, a little like our own rallies. Meeting place is Frank Vetere's Pizzeria on Albion Rd. just east of Hwy #27 on the south side, registration is 7 p.m., cost is \$4 per car, a phone call to 826-5376 is advised to confirm before heading out there.

The Toronto Autosport Club (TAC) also hold rallies (as they call them) on the first Wednesday of every month. Meeting at Howard Johnson's on Hwy #48 (Markham Rd) and 401. Registration is \$3 for non members per car, and all paved roads, average length is 80 to 100 km. (a calculator may be handy for km-mph figuring.)

I am assured that these rallies are beginners and novice affairs and manageable by anyone who can make it through one of our rallies with or without correct instructions. If anyone would like to know about any other type of competition please call or write me and I will try to find out about it... Steve Beer: (416) 857-3210

Jaguar Concours

Our congratulations to Martin Beer for his 2nd place win in Class V at the Jaguar Concours or June 14. Martin has just completed a 2 year rebuild of his series 1 XKE and apparently lost points only for having no owners manual and an unchromed spare wheel. Class V is a tough, complicated formula calculated to rate his car against all XKEs in North America. Also our congratulations to Ross Husband, winner of our "Prepare to Unload" rally at Blue Mountain, for his 2nd showing with his yellow XJSS.



Sept 5,6,7
the

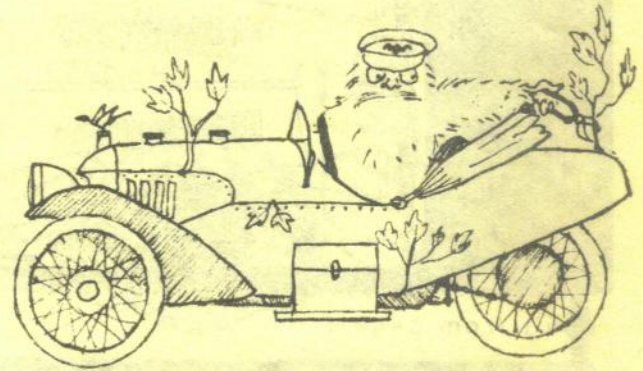
MANDATORY MORGAN EVENT



from the
3/4 clubs

"MORGANEER"

by Robt Crouch **ON SILICONE JOBS AND BRAKES**



when it starts to grow

Brakes are critical, and its surprising how many of us ignore them until the grinding appears, or it just takes more than two legs to stop. As some brake parts are getting hard to find, and Morgans are too valuable to be running into things, a simple brake check is in order once a year. I won't go into the procedure of rebuilding, just some ideas and alternatives open to you.

First, remove the road wheels and drums and take a good look. If the shoes have a lot of "meat" to them and are not soaked with oil or fluid, they are okay. Are the backing plates dry? Do the wheel cylinders have moisture around them? If all is dry, you are ready to reassemble and drive. Let me say at this point that even if the Morgan is stopping well, a check is still in order, as you may just catch that leaking wheel cylinder in time, or those worn shoes before they dig out your drum.

If you find the linings soaked in oil, you will find the backing plates wet-as well as the cylinders. If all looks well, lift the lip on the dust cover on the cylinder and look for fluid. If any of these problems exist, something should be done.

In the case of leaking cylinders, there are four alternatives open to you. You can rebuild, replace, sleeve and rebuild, or you can leave them. I will not go into complete rebuild, or the last alternative, but if they are not pitted beyond a honing job, you can rebuild them. If they are pitted so badly that you cannot rebuild, you will have to replace them.

If replacements are not available, you can have the cylinders bored and sleeved with stainless steel and install a rebuild kit. This is more expensive than

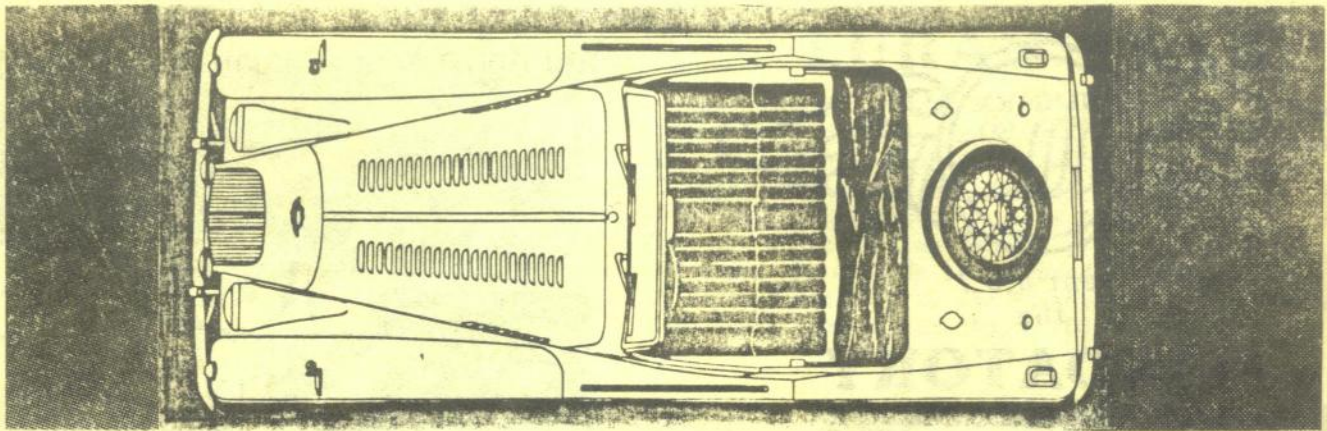
replacing, but as parts are harder to find every year, this might be the only alternative. These alternatives also apply to the master cylinder.

With the brake shoes it is very simple and inexpensive to rely on your local automotive parts store. Many of these stores have machine shops and are equipped to reline shoes, either bonded or riveted. I have not been able to find front shoes for pre '59 cars and I find it very easy to get this work done.

Now is also a good time to check the brake lines, the rubber ones for heavy cracking, the steel lines for rust and pitting, and don't forget to check to see if there has been chaffing anywhere. It is now possible to buy brake lines with a British flare if you have this style. I have seen Morgans with British and American flares.

The best preventive maintenance I can recommend for the brake system is to install Silicone brake fluid. This fluid will prevent future pitting and general havoc in the system as regular fluid absorbs moisture which in turn causes pitting, rubber cup breakdown and leaks. Silicone fluid absorbs no water and, therefore, there is no pitting.

To install this fluid and have it be effective, you must remove all old fluid. This is a good time to refurbish all the cylinders. Remove all lines and flush all old fluid with a suitable cleaning fluid. Fill the system and bleed. This can be a time consuming and fairly expensive job, but your brakes are serious business. If you proceed this way, you will be looking at many miles and years of brake-free maintenance other than a yearly adjustment and and a two year lining check. One other added note is that Silicone fluid is harmless on paint.



con't from page 2

A VISIT TO THE MORGAN FACTORY

I remarked that production seemed to have increased. "Well, I suppose you're right," he agreed, "It's been ever since the public switched over to nostalgia - styled cars after the United Nations exempted them from seat belts and air balloons. Our order book had got up to 50 years which Mr. Morgan said was ridiculous as he figured the automobile would be obsolete in 30 years, so what's the point. I reckon that if cars are going to be obsolete, why we've got the car that's the car of the future, if you follow. So when we heard that Panther Westwinds were thinking to buy up the old Dagenham works we decided to make a pre-emptive strike and get our volume up. After we got the new 100 acre plant going in Castle Combe last month our order book was down to 4 1/2 minutes. So of course we can't really agree to cut down exports to save Toyota from going to the wall."

By now we were outside the engine design department and I spotted an aluminum V-twin engine. "Oh yes," volunteered Bodgit, "we thought we'd use that for the new 3 wheeler we're bringing out to supply China. But it's too

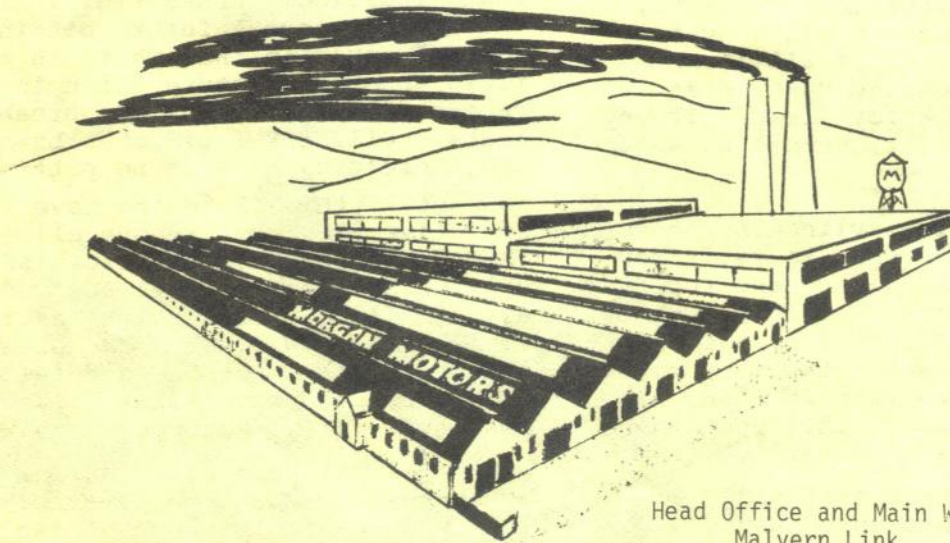
complex for production of more than 5000 a day, so we're working on a new design."

"Scrapping that must have hurt your profits" I ventured.

"Well yes, we thought it might, but now Leyland are taking 500 a year for their Triumphs. We wanted to buy them out for their Canley plant but Leyland said no; they want to soldier on by themselves a bit longer if they can. And of course Kawasaki take some for their bigger bikes, so we generally sell quite a few V-twins to Japs. And there's G.M. too. They've asked to buy rights to use it for their Chevette in America."

"Oh, then you mean that the rumours of Morgan taking over General Motors are unfounded?"

"Oh there's no way we'd want to buy them out. I guess Mr. Morgan might have been tempted when their main shareholders approached him. But he insists that he wants to keep Morgans a nice little family firm like we've always been."



Head Office and Main Works
Malvern Link