

At the finish of the "Prepare to Unload" rally.



BLUE MOUNTAIN REPORT

MISERY IS A MORGAN IN THE RAIN

WHITWORTH & PRICE SCORE MORAL VICTORY

Planning for the 2nd Blue Mountain event began in earnest during the Morgan Winter Olympics in March. As people huddled around the Olympick torch in the Smiths' basement and dreamed of warmer days, the talk turned on holding a fresh Lobster feast at the Blue Mountain Week-end to celebrate the end of Winter.

George Lafford had persuaded himself that this year he would win the "Prepare to Unload" Rally in his Oxblood & Cream 4/4 and was particularly desirous of the fresh lobster banquet to commemorate his win. Now Linda and Brian Rumohr were every bit as confident of winning in their maroon two seater drophead, the Red Menace, and appeared to have their own reasons for publicising their anticipated win. Although Brian himself hates crustacea he offered to pay half the cost of flying in the fresh lobster from Halifax.

Later in the Spring it was discovered that Air Canada would not fly fresh lobster directly from Halifax to Collingwood so Ann Walters (nee Jorgenson) began to organize the week-end along more practical lines. Realizing that many reputations were riding on the outcome of the 2nd "Prepare to Unload" Rally, Ann persuaded Ernie Hennessey of the Ferrari Club to lay out the rally route. Hearing Ernie verbalise his rally experiences and recount tales of the Coupe des Alpes, Skip Walters began to picture himself as the conquering hero even though he had never driven the family +4, the "Yellow Duchess", and had never been on a rally.

A few days before the event George Lafford sent MaryLou to Woolworths to buy him a safety helmet as by now he began to realise that winning the rally might prove to be a serious business. Mary Lou couldn't find one big enough but while shopping spotted a helmet that appeared to have been fabricated from the head of a pig. "The very thing for Alan Sands", she thought as she purchased it.

Many members travelled up in convoy from Toronto, including Muriel, John, and Doug Flavell of Pembroke with their red Matchless-engine 3 wheeler. As the weather consisted of rain and general nastiness it was decided to stop in at Piper's Hill Farm along the way to get Alan Sands out of bed and perhaps Zdenka would have some hot coffee ready. In view of the weather it was agreed that Zdenka's subsequent offer of unlimited tea and coffee should be exploited to its fullest extent. And so it was that the convoy reached the Walters "Prepare to Unload" chalet west of Collingwood about an hour late.

Meanwhile, other Morgans had straggled in from their cities. The route from Hamilton had proved so demanding in fact that George Lafford had to take a nap to prepare himself to win the rally.

Skip Walters and the Yellow Duchess.



Ann and Harry were quite upset by the late start as, unbeknown to the club, they had arranged to have the start televised on Kitchener TV and had scheduled the start early enough to get on the evening news. Chris Charles, the Kitchener Morgan agent, was naturally keen to appear on his local TV station as the winner and, we suspect, had lobbied to disqualify the latecomers.

Even with the advantage of a major engine overhaul to his plus 4 "Yellow Submarine" the night before, Alan Sands was taking no chances about hurting his reputation by once again not winning a Morgan rally. In other years he had loaded the 4 seater with navigators and Curtis Calculators and the like but had still got lost. So he said to his 16 year old daughter (recent cover girl on "Miscel-lany"), "Melissa, dearest, you know how you must take your driver's test in 2 weeks. Well, I've thought of a good way for you to build up valuable experience...".

Melissa Sands about to start off on her first rally. Zdenka looks a touch less confident.





The Flavelles about to start off on the rally. Ann & Harry Walters explaining to them where their speedometer is.

About 3:00 p.m. the weather seemed to clear, and the television cameras began to whirl as the first of 16 cars set off, others following at 3 minute intervals. So fine was the weather at this point that David Smith and Colin Davidson (new member from Sydney Australia) decided to enter with David's 3 wheeler JAP SS racer (the blue job without any weather protection and hardly any floor boards). Some of the 4 wheeler section kept their tops up, knowing how much time can be lost on a rally if the top has to be erected en route. Of course, a few miles from the start the temperature plummeted and the skies opened. Everybody who had hoods still to erect did so, leaving the Cloughs from Montreal, who didn't have a top for their 4/4, and Peter Whitworth & your editor in the BRG +4 "Course Thread" (Peter never puts his hood up despite, in this case, threats of unfavourable future editorials).



David Smith ready to start on the "Prepare to Unload" rally. Navigator Colin Davidson (who is quite large) is trying to squeeze into the JAP SS.

(AB Sands has a terrible joke about Mogs and tight fits).

The "Yellow Submarine" had got as far as Collingwood Airport when Alan Sands found the weather uncomfortable and he had Melissa pull off the road so that he could install the hood and sidescreens on the 4 seater. If Zdenka in the back seat wasn't saying much about the comfort level she probably was just too numb. In his rush to make up time, Alan left the driver's side curtain by the side of the road (remember, reader, that Melissa was seated on the driver's side). Some miles on he found the cold rain coming in from the driver's side beyond further tolerance and Alan realised that the sidescreen had got lost someplace. Melissa had suffered in silence, supposing that this was what rallying in Morgans was all about.

Meanwhile the Blue Misery of Smith & Davidson charged along devoid of all rudiments of weather protection, the occupants being drenched from above by the cold downpours and from below as the water poured in at every puddle. Some members with hoods up stopped to lend them sweaters and good wishes. Colin probably would have preferred the offer of a ride and no doubt was comparing the Canadian Summer unfavourably with the Australian winter.

By now your editor could barely read the instructions, his pencilled notes and route papers being soaked to pulp and his spectacles wet on both sides. So too were the sidecurtains, windscreen and driver's glasses and it was hard not to wonder if the driver could really see the road. Certainly he was no good at making out the dates and names on buildings. But so determined was Peter to win that he wouldn't slow the car a bit to facilitate a modicum of reading, writing and arithmetic.

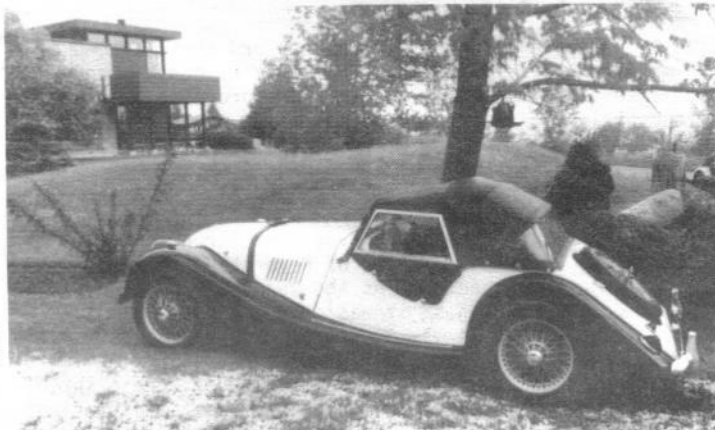
One of the later starters had been the +4 of Ray and Mary Shier. As they picked their way along the unmetalled road past the airport, they were astonished to come upon a sidescreen for a four seater Morgan. Not being a man to pass up any of life's unexpected little treasures, Ray promptly appropriated it.

Eventually the rallyists straggled into the Happy Congregation Pub in Heathcote for a 25 minute coffee-break and moan. As they pulled into the parking lot they were accosted by a miserable Alan Sands asking if anyone had seen his sidescreen. Ray Shier kept his own counsel but did report his find to the club executive moments later. It was decided that we had never seen Mr. Sands quite so humble before and so we wouldn't tell him just yet.

After the coffee, or whatever, break members were faced with a "straight line map". Some of us actually got the first couple of turns correctly on the first try (others had trouble navigating out of the parking lot). Some of us had actually made it to within a mile of the "Prepare to Unload" chalet when the instructions came over us all funny-like. Even though we knew where the finish was, we also knew there were substantial points to be lost if we arrived in the wrong direction. Ross Husband, knew all the alternative roads in the area and was quite dry in his yellow hardtop SS (SS Jag, not JAP). He romped to the finish in the right direction and stole the official win by a hairsbreadth from Eileen and David Ross in their hardtop Mazda (Jap, not JAP).

Gradually all the Morgans struggled in; the roofless +4 of Whitworth and Price to take official third but really scoring the Moral Victory of the event. John and Doug Flavelle who had been plagued with bits falling off their red Matchless SS eventually returned about an hour late. Chip Walters apparently had been under the impression that Morgan rallies are akin to Demolition Derbies and the ancestral "Yellow Duchess" returned much the worse for wear. (It is NOT true to say that Chris' eyes lit up with dollar signs).

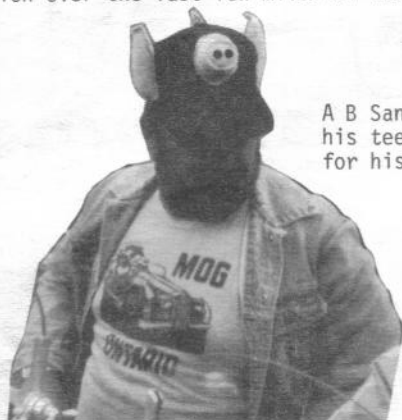
About this time, George Lafford arose from his nap and enquired when the rally would start.



Mary Lou & George Lafford's Oxblood & Cream 4/4, the "Sleepers", which didn't get to win the rally after all.

After a chance to shower and change at the Blue Mountain Inn the group returned to Ann & Harry's chalet where a super all-you-can-eat Steak Dianne barbeque had been laid on by hosts. The rain by now was easing up a bit (the le...

salad was well washed, the Thousand Island a bit watery). If there was a sour note at all it was the grilling of each competitor and the bearish ransacking of their cars by a frenzied A.B. Sands who eventually pigged-out and ate steaks. At the end of the barbeque it was announced that to prove the accuracy of those last few rally instructions, Ann and Harry would start the morning's scenic procession over the last few miles of the rally route.



A B Sands gnashing his teeth and looking for his side-curtains.

After a late night session at the Joso's Bar at Blue Mountain the group tried to get in enough sleep to be ready for the Bloody Mary before-breakfast cocktail party back at Harry's Bar. That duty fulfilled, the cars followed Ann and Harry on the scenic (and, mercifully, sunny) drive to Beaver Valley. The leaders somehow forgot to take the procession over the last bit of the rally route.

Scenic that it was, one member (who shall be nameless and whose initials are A.B.S.) was faced with a matter of some delicacy and, indeed, urgency. Not being aware that there would soon be a stop at a government urination station, the member's car suddenly charged up a farmer's lane and fled from the car and he proceeded to, well- whatever. Half way through whatever he was doing he turned his head to discover that the second half of the procession had followed him up the lane and were sitting in their cars, quite shocked, cameras at the ready. Sophisticate that he is, or wanted to appear, A.B.S. merely waved his hand (Editor's note: again we urge all members to send in their photos of the Blue Mountain Weekend - no matter how blue).



Car park at Talisman Inn.

After the official stop we soon reached Talisman Inn positioned between the moguls and the sand traps. The Talisman is a large elaborate hostelry built in the manner of the Tyrolese. An ample brunch buffet was laid on before the prize-giving which Annably administered.

- | | |
|-----------------------------------|---|
| David Smith }
Colin Davidson } | - beer mugs for completing the rally without a speedometer |
| Melissa Sands | - for most put-upon Rookie of the Year |
| Audrey & Reg Beer | - maps to Luray, Virginia in the form of a jig-saw puzzle - awarded for having never completed a Rally Route |
| John & Doug Flavell- | a Sun Visor for coming in last (the Sun visor had originally been intended for Smith and Davidson but had somehow seemed inappropriate) |

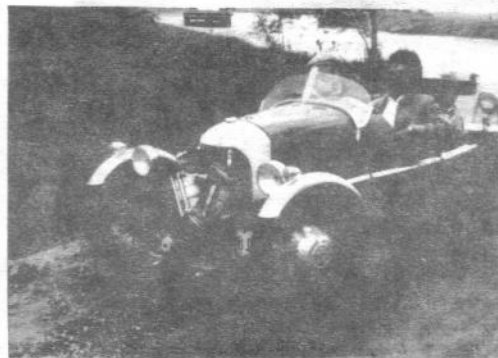
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- | | |
|---------------------------------|---|
| Pat & David Clough | - a Sun Visor for Longest Distance (from Montreal) |
| Skip Walters | - a Swift Kick |
| Bill & Florrie Norgate | - Profile Booklet of the Plus Four for newest member to enter |
| Eileen & David Ross | - Beer Mugs for coming in 15th last |
| Ross Husband }
Jean Ruttly } | - Picnic Hamper for coming in 16th last (Ross included his hamper at the Jaguar Concours presentation of his XJSS and filled it with sterling silver and champagne to win 2nd prize). |

Whitworth and Price, who had scored the undoubted Moral Victory (first Morgan, first car with top down, wittiest answers, etc. etc.) were not awarded a prize and so left in a high dudgeon. What follows is therefore at best a second hand report.

Ann then announced a Special Prize to a deserving member whose need was great and had performed notable service to the Club. Ray Shier then carried in the prize carefully wrapped in a fresh newspaper but in the obvious shape of a four-seater side-screen. We hear that several tables and guests between Mr. Sands and the presentation table were suddenly upset. Ann announced that the prize was to be awarded to Sheldon Rayman for printing some free Blurbs and whose sidescreens were worn out. More tables and guests were knocked over on the way back to A.B. Sands' seat. A bit later Sheldon brought a sidescreen over to A.B.S. who was grateful but a bit dismayed at its condition - "it must have gotten run over by a number of trucks" he moaned and then proceeded to repair. Having straightened it out as much as possible, A.B.S. was visibly upset when Sheldon repossessed it, explaining that it was his old one for the left hand side.

Nice to learn that Sheldon Rayman eventually decided to give to A.B. Sands the sidescreen that he had been awarded at the Talisman. Members are respectfully requested NOT to send flowers but donations c/o the editorial offices will be graciously accepted.



The Flavelles waiting to start off on the "Prepare to Unload" rally.



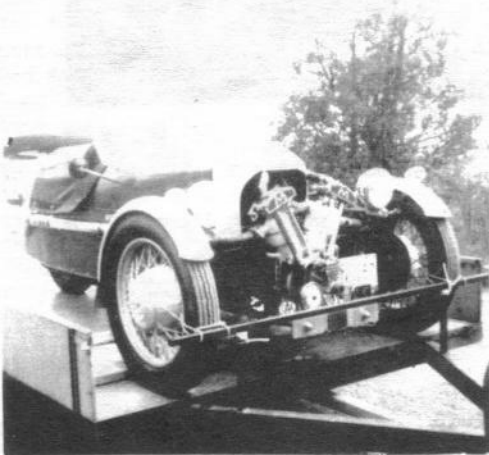
P Whitworth about to leave the "Prepare to Unload" Chalet to return to Ottawa in a high dudgeon.



Lining up the rear wheel on the Blue Misery to make sure it doesn't miss the ramp to the trailer.

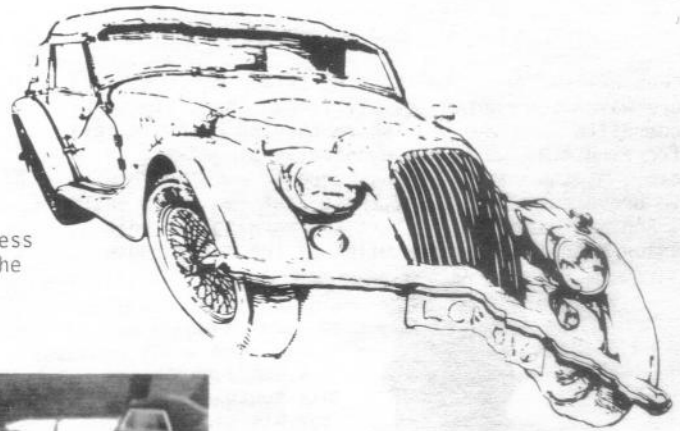


Harry Walters, the recent bridegroom, investigating the "Yellow Duchess" in an attempt to determine cause of overheating.



The 3 Flavells cheated by trailering their MX4 in from Pembroke rather than driving it.

The Yellow Duchess at the end of the rally.



Special heater installed in the Whitworth "Course Thread"; a quite straight-forward re-working of the exhaust system whereby the exhaust pipe is taken through the fire-wall into the passenger compartment. During the "Prepare to Unload" rally the navigator was able to warm his hands on it. Note that this idea has been patented by its designer, Mr David Sands.

B Rumohr photo



Whitworth's "Course Thread" green +4 and the Smiths' Blue Misery at the "Prepare to Unload" chalet.

BLUE MOUNTAIN WEEKEND



The Rumohrs' 2 seater maroon Drophead attempting to overtake Rayman/ Clarke team in the Yellow Press 4/4. The Rumohrs had advised that a win in the "Prepare to Unload" rally just might gain them some support in their next application for associate membership in SNOBMOG, the exclusive four seater drophead club.



PHOTOS Send your prints, colour or black & white, to the editor at 95 Willingdon Blvd, Toronto, Ontario, M6M 2H8. They can be returned.

WALTERS WIN AT JAGUAR CONCOURS

We are delighted at reports of Ann & Harry's tremendous win with their +4, the Yellow Duchess at the recent Jaguar Concours in Columbus, Ohio. The prize was a set of spark plugs which Harry reckoned was fair return on a dollar raffle ticket. Ross Husband managed a 2nd place in class with his yellow XJSS, first place going to a Jag with a better quality champagne in its picnic hamper. Somebody should explain to Ross that, good though it undoubtedly is, American concours judges are not generally impressed with "Bright's President".

DRIVERS TEST

Readers will be pleased to learn that Melissa Sands passed her driving test 2 weeks after she drove in the "Prepare to Unload" rally when she was navigated by her father, Alan. "The test was a dead cinch," said Melissa, "they tell you yards in advance when to turn instead of shouting 'Oops, you should have turned back there...!' "

WEST COAST

We understand that Andrew & Gerdina Reeve are interested in revitalising the Morgan movement on the West Coast. Morgans were particularly active in this part of Canada in the heyday of the Sterne Motors agency in Vancouver. Incidentally, Ken Hill's new book, vol II of the Four Wheeler Morgan devotes a section on the racing career of George Sterne. Apparently Mr Sterne won no less than 400 racing trophies, all of them in a Morgan. If you live in BC you might contact Andrew at 2655 Roseberry Ave, Victoria, BC, V8R 3T8, 'phone 592 5651. Andrew has a '58 +4 Lawrencetune SS which is the precursor to the Lawrencetune Morgan that won its class at Le Mans in 1962. He has promised us a full documented account of his car's Monaco experience.

COMPETITION REPORT

We hear reports of TV broadcastings of John Flavell and his MX4 Barrelback SS on the Oakville Antique Car Rally. This is John's 2nd attempt so he would have no excuse for not winning. We also hear that it was featured in the Toronto Star. Can anyone send in a copy to the editor?

MOSPORT

As we go to press we understand that the following Morgans are confirmed entries for the VARAC Hill Climb at Mosport:

Dave Smith	JAP SS
Steve Beer	+4 SS
Peter Vickery	4/4 Lotus

We are trying to get Tom Scott, formerly of Vancouver, accepted with his 1969 Plus 8 as a late entry.

SLALOM

As we reported in the June Blurb, the Ontario Jaguar club invited us to their Slalom at Fairview Mall in North York. The event was contested by 10 Jags, 3 Lotus, and John Collins' 1600 cc 4/4. This was John's first slalom and he came 5th; first place falling to a 4.2 E-Type, then two more Jags and a Lotus Elan. John was able to improve his initial time of 1 min 2 sec to 58.3 sec. The event apparently was a success all round and MOG will probably be invited to the next Jaguar Slalom.

The man to call for information on forthcoming competitive events open to Morgans is Steve Beer. Steve can be reached at 416 857 3210 in Bolton Ontario.

PUB NIGHT JUNE 20

RED ROOSTER

TORONTO

Our second Pub Night was a bit slow to start but great fun as things got under way. Eventually we had to be asked to leave which is always a good sign. The next official Pub Night will probably be in October. Suggestions for an interesting pub are always welcome.



The badge shown in the June Blurb for the Northern California club was really designed by the Southern California club, however the now autonomous Northern club also uses it. We had found a logo labelled "SMOG OVER ENGLAND" and naturally assumed that it arrogantly referred to the London centre "SMOGMOG". The Swedish club inform us that it was designed to arrogantly commemorate their 1976 trip to England, the "SMOG" referring to Swedish M.O.G.



NIAGARA 80

SEPT. 5, 6, 7, 1980

Have you booked your hotel yet? "Niagara 80", our premium event which we organise with the Western New York Group, will be well attended from all reports and you will be competing with Shaw Festival visitors for Hotels. The event runs 3 days with a Mediaeval Banquet Friday night, Sunday Slalom, Procession to the Falls, Concours & Picnic, Elegant Breakfast on Sunday at the Oban, and a Spiffy Saturday night Banquet at the Prince of Wales.

Refer to the orange flyer you received some weeks ago. If you can't make the whole event, come for one or two days.

The following are hotels in Niagara-on-the-Lake. There are others in Queenston, Niagara Falls, and St Catharines.

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.	

Dear Blurbl,

LETTERS TO THE EDITOR

c/o Doug Price, 95 Willingdon Blvd., Toronto, Ontario,
Dear Blurbl: Canada, MBX 2H8

As I explained to Ann & Harry beforehand, I was not able to attend their Blue Mountain week-end because I had a previous commitment for the joint picnic between the local Nash Metropolitan club and the Morgan chapter here in Omeme. They were kind enough to alert me to the fact that a television account of the Rally would be on the 6:00 and 11:00 p.m. news over Kitchener TV. I have been watching these hour long newsprograms faithfully for weeks and weeks and people are beginning to talk. Will someone please tell me when the rally will really be televised. I remain, Neville Snivel,
Omemeemog, Ontario

Editor, **MISSING SPEEDO**

I am informed that David Smith did in fact have a speedometer for his JAP 3 wheeler. He merely had it removed just prior to the rally so that he would have a built-in excuse for not winningNigel Canard

P.S. I enjoyed the rally much more this year; I didn't attend.

Dear Editor, **AUSSIE THANKS**

Please find enclosed an article we wrote for M.O.C.A. (Australia). Thought you may like it for the club magazine. Also \$8.00 club fees, and we would appreciate being on the mailing list while we are here.

We had a beaut week-end at Collingwood thanks to the hospitality and generosity of everyone there... thank-you. Yours Sincerely, Anne Davidson

PREPARE TO UNLOAD RALLY

We woke with the sun, the clock showing 20 after 5; and made ready for drive north to Craighleith on the shore of Georgian Bay. By 7:00 a.m. the temperature read 22°C, a warm day ahead. Huh! you forgot about thunderstorms.

Our rendezvous was 2:00 p.m. at the "Prepare to Unload" ski chalet. We made it, in the company of George Laford in the 4/4, very tasteful in cream and burgundy; and Dave in his "as is" JAP trike. The final mile and a half for me was covered as passenger in the 3 wheeler, my second ever ride on three wheels. (The first being a hundred yards or so in John Maxwell's car, at Green's Museum, piloted by Jim Cross.

Anne and I were made very welcome by the Morgan Owners Group. There were about 20 cars in attendance, 2 trikers one +8, one D.H.C., about four 4/4s all late series, with the remainder +4s (no slabbies). The afternoon's entertainment was to be a rally (observation trial) of about 90 miles, with a break at 60 miles. At 3:30 p.m. we were flagged off. I had jumped at the invitation to navigate Dave's trike and we left amidst the thunder of snapping camera shutters. Although we had no speedometer, and all directions were dependent upon mile readings we made excellent progress, due mainly to lots of turning, peering backwards and guessing at fore and aft distances. Roads here are basically set out in a grid pattern and fortunately most turns corresponded with the only available roads.

Well, what a drive! It was obvious that Dave's idea of Morganeering is GO!!! Perhaps it was ground rush, perhaps it was in my mind, but did we ever fly! The twin exhausts snapped and crackled, the whole thing shook, the tears were torn from my face into the slipstream. The whole thundering mess of sound was broken only by bellowed directions and the sometimes maniacal laughter from the driver. We roared onwards, missed a turnoff from the highway, popped a U-turn in a farm road, the inside wheels spewing dirty water into my face as we

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CALENDAR

CANADIAN EVENTS

EVENT	LOCATION	CLUB & contact	DATE
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	?

AMERICAN EVENTS

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	LOP 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, MBX 2H8	(416) 233 8342	
5	Peter Whitworth	RR 3, Manotick, Ontario	KOA 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 Bulyk	New York		(212) 832 2626

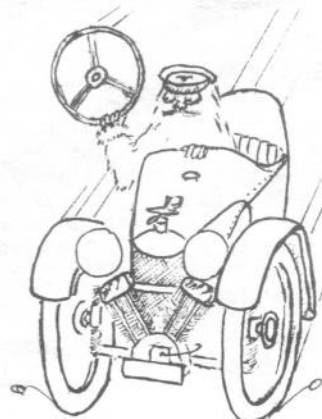
bucked through a puddle. More maniacal laughter as we regained the route.

We caught sight of the XJS ahead, and the 4 seater. We sped past, driving on the "proper" side for short spells. Off the hardtop and into the gravel, small stones spewed from the front wheels peppering our faces as we crouched behind the all too inadequate Brooklands screens. The front number plate hung below the main chassis tubes throwing rocks and stones into the cockpit via the holes in the floor. Soon the skies grew overcast and the temperature dropped. Unperturbed that we wore only t-shirts our sport sustained, we pressed onward into and out of patchy rain, our bodies dampened but spirits soaring.

Rushing downhill on damp gravel, the tail went left, then right, then left again, but never a drop in the revs. The shattering blast of that JAP up ahead continued to echo along the fully drawing the astonished looks and smiles and waves from all we passed.

The early evening brought shower, we crouched lower and sped onwards to the checkpoint. Two blue, dirty bodies hauled themselves into the warmth of the bar, to the rousing cheers of those ahead of us. Colin Davidson

YOU KNOW YOUR MORGAN NEEDS WORK ...



When the steering goes vague

BOLTON RALLY & BARBEQUE SUN AUG 10

Rally starts at 2:00 PM

Morgan calendars the world over have been scrambled up as each club has revised its schedule to accommodate MOG 80 at Beaulieu and then to further accommodate each other club's changes. Luray has accordingly been switched to the 1st of August and the Beers have advanced the Bolton event by a week to enable author Ken Hill of England (Guest of Honour at Luray) to meet as many Hogmoggers as possible before he and his wife Janet fly back to England from Toronto.

The Flat Rad enthusiasts among us will be familiar with Vol. 1 of Ken's "Four Wheeled Morgans". Others will be interested to know that volume II has just been published on the Round Nose and was a brisk seller at MOG 80. The Hills are the proud owners of the immaculate Le Mans (pre war) Morgan and were very active in organising the 70th Anniversary celebrations at Beaulieu. We assume that Ken will bring some copies of vol. II which members may buy and have autographed.

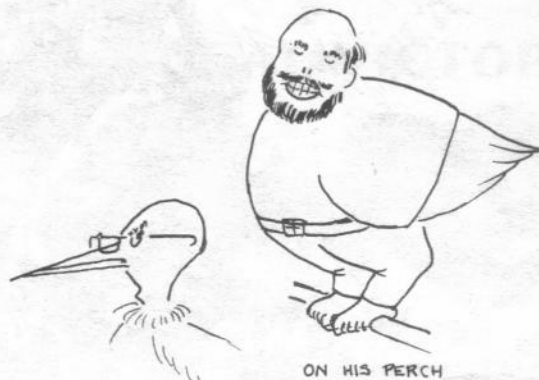
We are also hoping that Terry Quirk, the infamous Morgan cartoonist, will be over from England in time for Bolton. Terry's most recent book of Morgan cartoons was published in time for MOG 80 and hopefully he will also have copies to autograph and sell.

The date change from last year will cause Audrey some personal havoc as she will just be getting back from Luray on the Thursday prior to the Bolton Barbeque. So she has asked for your help this year by holding a Pot Luck

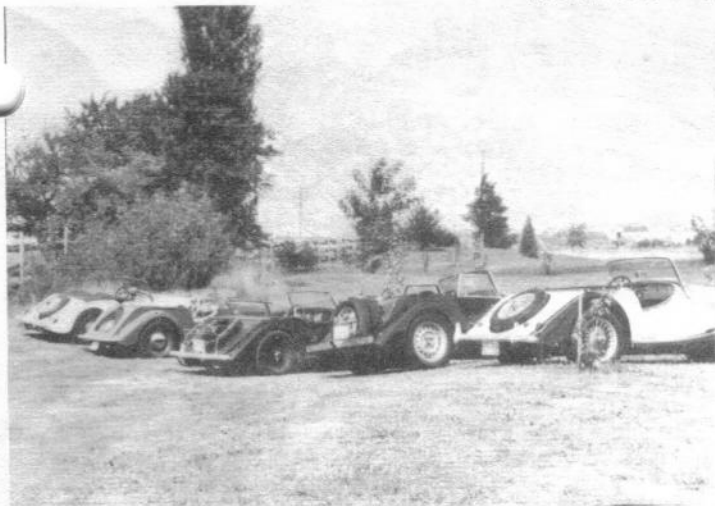
Salad Bar. So please get out your favourite recipe ... Barbeque facilities will be available for those bringing their meat. Bread, butter, and (if available) fresh corn will be supplied.

STATELY HOME ATTENDANCE STAKES

As you all know, the Beers lost out to the Sands last year when the Sands attracted more Morgans than the Beers' Bolton event. This summer there were 14 Morgans at the Sands' Pipers Hill event and so the Beers are looking for your whole-hearted support in toppling AB Sands from his perch and regaining the highly desirable Attendance Stakes Trophy.



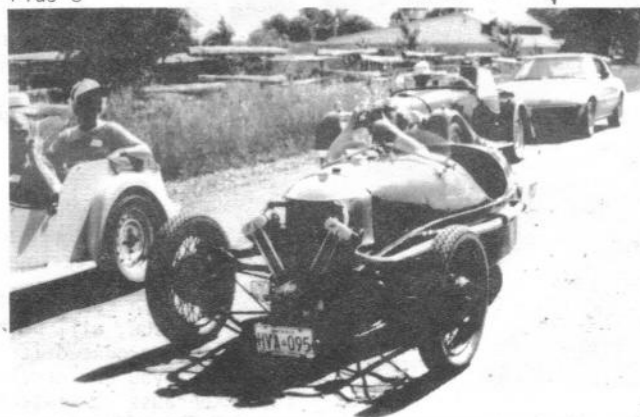
BOLTON 1979 - CLEM SIMMONS PHOTOS.



Norm
Hendrycks
admiring his
restored
← Plus 8

Steve Beer &
Barb Rushford
in the
Unwashed Red.

D Smith on the rally
making rude gestures
as he overtakes the
Sands' cars. ↓





CANADA (Lumber Moggin.)

In Canada the lumberjacks,
 Fix to their Moggies -- luggage racks,
 They then proceed to pile up logs,
 Ten feet high upon their Mogs!
 But a problem they have found,
 Their front wheels never touch the ground
 The saving on front tyres is great,
 But the rear ones more than compensate!!

Do lumberjacks' Morgan's needs log books? ED.

Extract from Terry Quirk's Morgan Cartoon Book....
 from the section describing the characteristics of
 Morgan owners in various parts of the world.

Faithful Blurb readers, if they will refer to their
 May 1979 issue, will be thrilled to see that Mr
 Quirk has reproduced it in the above cartoon. We
 trust that you are carefully keeping all your back
 issues because complete sets will be extremely
 valuable in years to come.

Sheldon Rayman
 Elizabeth Clarke

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