



## MOG: DIRECTIONS & ELECTIONS

M.O.G. is well into its 14th season and it's time to give some thought to where it's heading and who will help to guide it there. Traditionally our hallmark has been informality. As the club has grown in terms of geography and numbers of members & events some organizational structure has been necessary. Happily, we do not seem to have lost the feeling of informality.

Over the past 12 months we decided to make membership available on a national basis and to encourage local chapters with appropriate autonomy as things evolve. It was also decided to make membership conditional on payment of \$8 per household per annum. Knowing that members weren't used to such draconian policies, and tend to put unpleasant matters out of mind, we kept memberships "current" and sent out Blurbs through May of 1980. Membership is, at writing, about 90 as compared to the anticipated 80.

For the 1981 season we need to give some thought to directions for the club in terms of structure and types of events and we also have to think about elections. I would appreciate it if you would send me your suggestions c/o the Editor or speak to someone on the present executive.

As of this date two of our executive have indicated that they will not stand for election next year; the Bursar (David Ross) and the President (Doug Price), both are

quite firm on this. (I am prepared to handle the Blurb for another year unless, of course, someone else wishes to take it on.)

### The 1980 Executive;

President Doug Price  
Registrar Audrey Beer  
Bursar David Ross  
Hospitality Linda &  
Brian Rumohr  
Competition Steve Beer  
3 Wheeler David Smith

### Technical Committee -----

Liaison with UK Clubs Ray Shier  
US Clubs A. Beer  
European Sports Car  
Council Steve Beer, D. Price  
Dave Robertson  
Niagara Steve Bridges  
Doug Price.  
Editor

A great deal of the club's success has traditionally depended on the efforts and expense of members who host events at little or no expense to members and on people who contribute with help in printing etc. With regard to chapters, our feeling is that they can best decide on their own leadership.

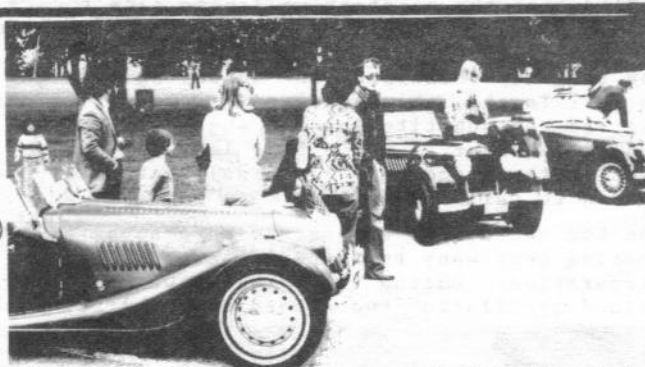
To repeat, I would appreciate receiving suggestions from members soon on future policies, the structure of the executive, and the names of members who would be interested in holding office. With the list of 1981 offices and candidates we will send out ballots with a future Blurb so that outlying members' votes can be added to those cast at either the Oktoberfest or Christmas party.

### NIAGARA

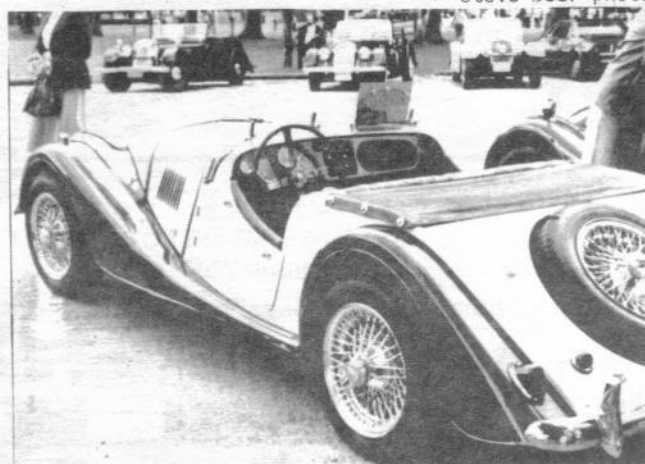
'79

Steve Bridges  
Concours  
Winning 4/4  
(Bottom Right)

Kowalski  
Family's  
'53 4/4  
owned new.  
(bottom L)



↑ Steve Beer photo



Bill Eilman photos



## THE PIPER'S HILL PICNIC

After the Arctic rainstorm experienced on the Prepare to Unload rally it was encouraging to see the sun rise on the morning of the Piper's Hill Barbeque.

The big issue was to be whether or not the Sands could attract sufficient Morgans to beat the Beers' subsequent Bolton event and retain the Attendance Stakes prize, 2 highly desirable loving cups. A few regulars showed in non-Morgans and matters became tense with the Beers agreeing to a count of only 13. Johnny Marks showed up in the black Diamond Lil +4 for a fleeting visit. Audrey Beer, as Registrar, pointed out that as Johnny is not a paid-up member this year, his appearance could not count. AB Sands declared that Audrey was just making up rules to suit her self. Remembering some of ABS's performances at Blue Mountain, we decided to let him have his way. But we absolutely drew the line at Bridges' red Plus Three.

So fine was the day that everyone had remembered swimming trunks. Nurse Mary Lou Lafford was perpetually worried, not only was her young son Tommy constantly trying to learn how to drown, but all the male members seemed to have sun-stroke and would have nothing to do with Morgans.

Dave Turnbull rarely turns up without Nancy in his ochre coloured "Orange Crate" +4, but on this day he had to fly to some meeting and he let Nancy drive his Morgan to Piper's Hill with a friend. Even though he had extracted a promise from Nancy that she wouldn't drive his cherished car too fast, he still couldn't refrain from following her in his plane and dipping his wings to the group at Piper's Hill.

It had been announced that for 1980 Reg Beer would be roasted instead of a hog as the Barbeque highlight. However, final inspection revealed that the prospective dinner didn't have enough meat and looked rather tough. In the end a hog was substituted and this year, happily, the spit was motorised. But nobody had thought to tell Tascha, the Sands' giant Bouvier watchdog, of the substitution and she began to chew away in earnest at Reg's bare leg when he went down to the swimming pool. Finally ABS was persuaded to tell her that it wasn't a bone.

The hog and salads & desserts were super as ever bearing testimony to Zdenka's several days of preparation. During the barbeque we were entertained by "Slatko" the accordionist. After dusk

the group tramped into Hog Hall for a sing-song. Some members (mostly the "native-born" Canadians) unfortunately were too enraptured with Slatko's playing and couldn't be persuaded to sing.

An ash tree had been planted by the drive shed in preparation for the ceremonial tree planting to commemorate the 70th Anniversary. Unfortunately ABS couldn't remember where it was.



Above and bottom left; pictures of the 1980 Piper's Hill by Steve Beer.

## CALENDAR

### CANADIAN EVENTS

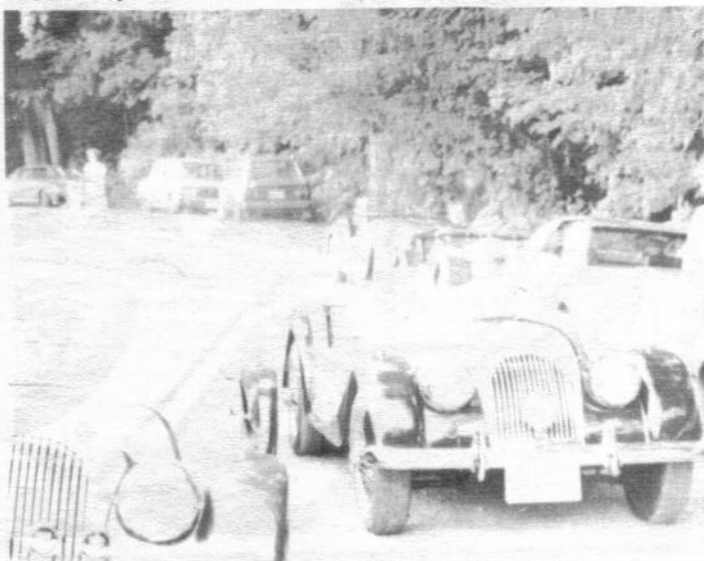
EVENT	LOCATION	CLUB & contact	DATE
NIAGARA '80	NIAGARA-ON-THE-LAKE, ONTARIO	MOG 7,8, CLUBS 10	SEPT 5,6,7
OKTOBERFEST	KITCHENER, ONTARIO	HOGMOG 9	SAT OKT 11
PUB NIGHT	?	4	FRI OCT 25
CHRISTMAS PARTY	BRAMALEA	HOGMOG 3	DEC

### AMERICAN EVENTS

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, 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 4000
13	John Sulak	New York	(212) 337 2326

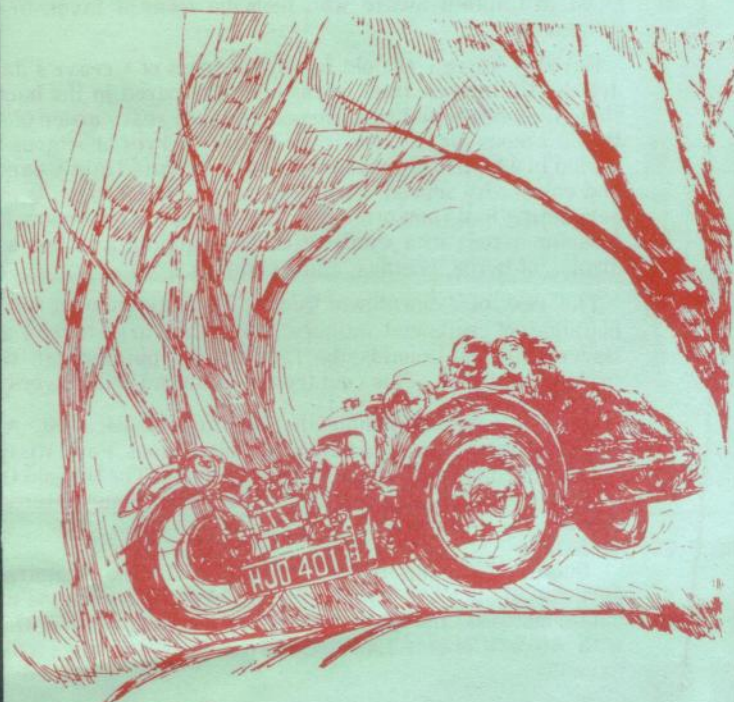






# NIAGARA 80

SEPT. 5, 6, 7, 1980



## Schedule of Events

Fri., Sept. 5

8:00 Mediaeval Banquet (\$18.50 each  
all inclusive)

Sat., Sept. 6

11:00 Registration  
12:00 Lunch & "Concours"  
2:00 Procession to Niagara Falls  
3:30 Free Time - Niagara on-the-Lake  
7:00 Cocktails - Prince of Wales  
8:00 Dinner & Prizes - Prince of Wales

Sun., Sept. 7

7:00 Wake Up Run to Falls  
8:00 Breakfast - Oban Inn  
9:30 Drive to Slalom  
10:00 Slalom Registration  
11:00 Slalom\*  
11:30 Lunch/Free Time

Many people have visited Niagara-on-the-Lake and have raved about its natural beauty, fine hotels and historic sites, but you won't believe your eyes (and ears) when you see the Morgans on parade, its heaven! In keeping with the town's own charm Niagara 80 will be a low key, but active event. There'll be picnics on the grass, tours, wining and dining, time for browsing, new this year, a speed event, and generally enough "Mogbull" to last the winter.

You'll make new friends, see new Mogs, discover a new place, and best of all it will leave you smiling.

\*Slalom - or Autocross - Speed Event on Pavement. Brock University Parking Lot. Fastest time around closed course wins. Your car must have seat belts (no exceptions). Helmets provided.

Price - \$5.00 Pre-Registration  
\$6.00 Registration

Commemorative Plaques will be offered for sale.



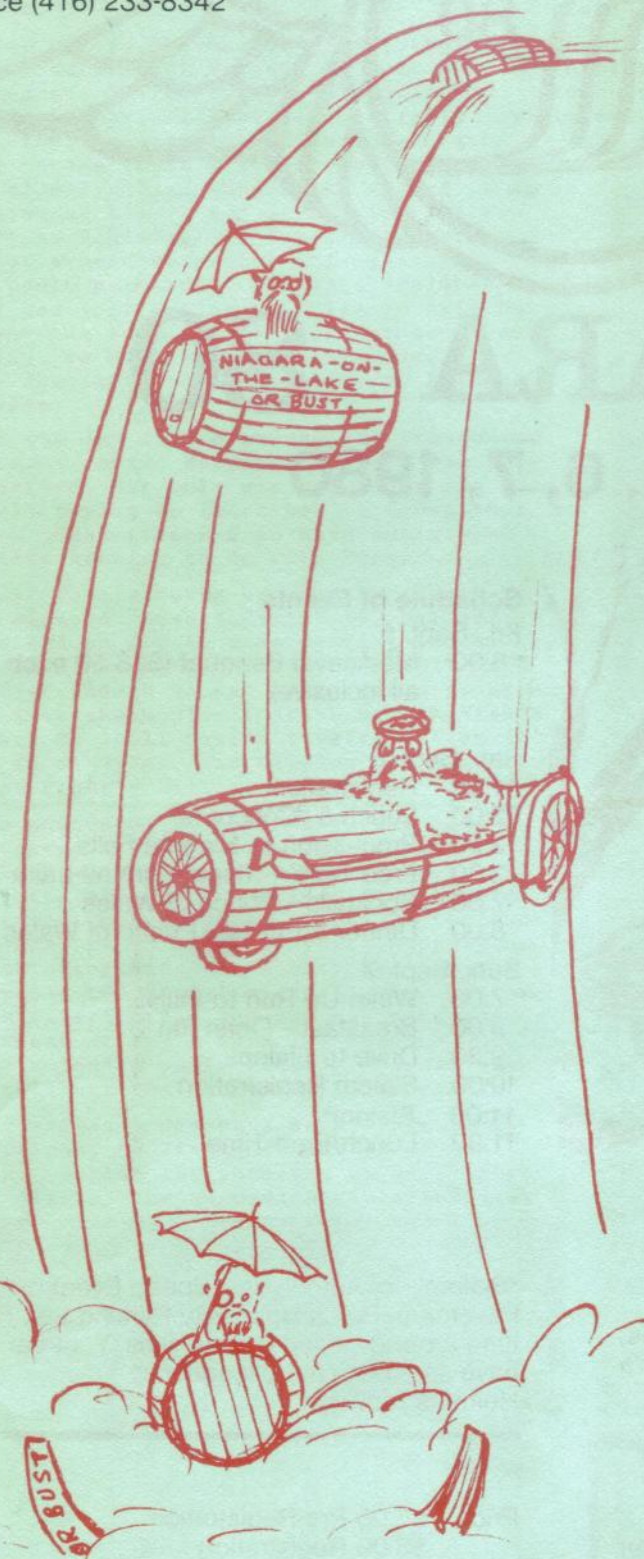
## CONTACTS

Al Isselhard (716) 633-6994 Rochester, N.Y.

David Robertson (416) 935-0656

Steve Bridges (416) 685-1102

Doug Price (416) 233-8342



NIAGARA FALLS PROCESSION

## NIAGARA-ON-THE-LAKE

There are those who claim that Niagara-on-the-Lake is the prettiest town in North America (hotly disputed by the Sudbury Chamber of Commerce). The first thing to understand about it is that it is worlds apart from the nearby up-river honeymoon mecca of Niagara Falls. The latter was just a thunderous waste of water when the "Lake" was the original capital of the struggling Loyalist Upper Canada.

Fortunately for us the capital was soon moved across the lake to an ancient Indian bazaar, mistakenly thought to be safer. Of course the Niagara residents didn't see any merit in the move and the prosperous town slowly slipped into hibernation. As it awoke amidst a world of chrome skyscrapers it made a virtue of being an historic backwater and dusted off its ancient Loyalist homes and fortresses.

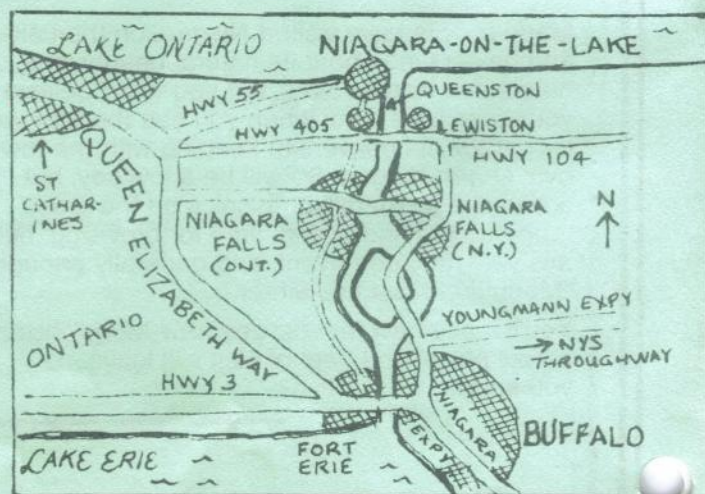
The comfortable residential areas can be toured by slow motorcar (Series II 4/4's recommended) but the venerable shops on Queen must be explored on foot. The elegant Victorian **Prince of Wales** with its four star restaurant once served as a key steamer stop-over. The older **Court House** now houses some of the festival's productions. Just to the left on Regent St., the yellow **Angel Inn** dates from 1779 and serves lunch, dinner, and after-theatre fare in a room of ancient hand-hewn beams. The Inn was a favorite resort for officers from Fort George and guests should watch out for the ghost of Captain Swaze who feels he owns a favor to certain foreigners.

Back on Queen the old family business of **Greave's Jams and Jellies** still thrives, their wares being prepared in the back of the shop. Luncheons and teas are served in the rear garden of **McCrae Hall**. Famous for its "Tea", the **Buttery** serves enormous biscuits buried in whipped cream and strawberry jam. Dainty sandwiches and cakes also served. Upstairs, there is to be found a medieval banqueting hall (non original). The **Niagara Apothecary** is now a museum (free) in a Confederation era building and has a cheery display of herbs, enemas, and leech jars.

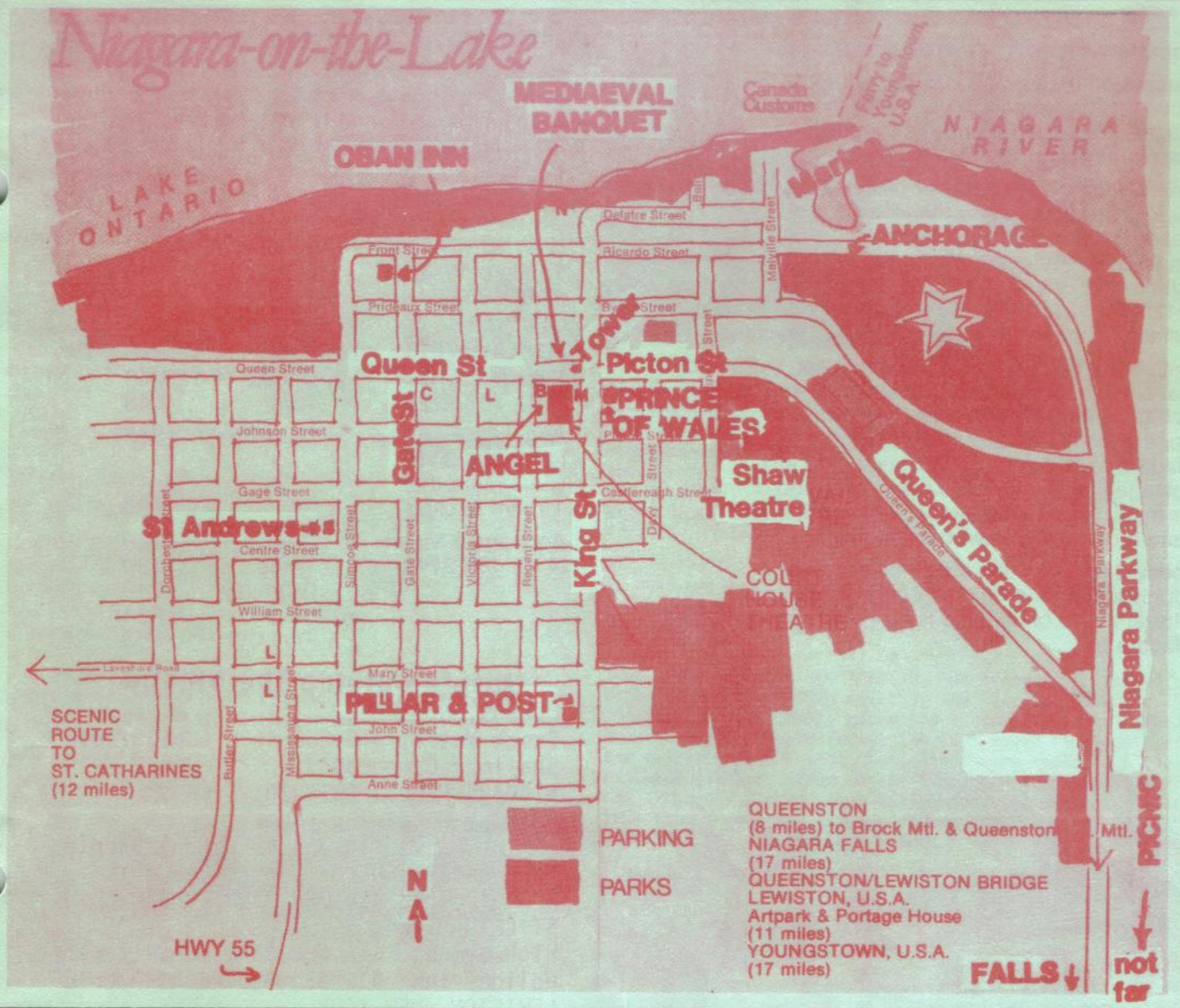
The rest of "downtown" Queen St is given over to tasteful boutiques of crafts and antiques. You'll have to go to the Falls for a Harvey's or McDonalds; the Lord Mayor put through a law prohibiting them. (This country needs more Lord Mayors).

Other attractions include the Georgian-classical **St. Andrew's** church, the restored **Fort George**, the ruinous **Fort Mississauga**, and the burial ground of the **Butlers Rangers**. The fine old **Oban Inn** on a quiet residential street will be the scene of our Saturday night dinner.

Queen's Parade quietly gives way to the Niagara scenic parkway to the Falls. Amidst the scenery are to be found wineries, old farmsteads, and historic sites. Most historic of all is **Queenston** with its battlefield, Laura Secord home, and the Willowbank mansion.







#### NIAGARA '79 "CONCOURS"

Judges Audrey Beer and Al Isselhard carefully scrutinising while owner, Ed Whitney (at left), looks away feigning unconcern. (S.Beer photo)



The impossible AB Sands accompanied by Mary Lou Lafford (left) & Zdenka Sands (right). Unaccountably, AB Sands was chosen judge for 1980.





## Location

Niagara-on-the-Lake is easy to get to. Lying at the mouth of the Niagara River along the beautiful Niagara Parkway which runs the full length of the Niagara River on the Canadian side.

Walking the quiet streets of Niagara sends you back in history to when this was the capital of Upper Canada. Have a leisurely drink at the Angel Inn (circa 1779) or browse in the Apothecary, explore the British first line of defence (during the 1812 - 1814 War), Fort George or stroll the beautiful residential areas. Niagara is a Morgan town.

The secret to its beauty and charm lies in the fact that Niagara-on-the-Lake took a back seat while its big brother, Niagara Falls, became the Honeymoon Capital of the world. Not so Niagara-on-the-Lake, never neglected just upstaged for a while, the town remained dormant for many years until people with a vision and good taste brought the town back to life.

Today it sparkles like a new penny. It is sophisticated and unique, offering visitors a different view on life and is a perfect backdrop for Niagara 80!



Ranging from camping to elegant hotels and inns, Niagara has everything. The one draw back is that many people have discovered the town and accommodation **must** be booked early. The following list outlines the accommodations available.

## Hotels in Niagara-on-the-Lake

Prince of Wales (416) 468-3246	- Double	\$49
Oban Inn (416) 468-7811	- Double	\$33 - 36
	- Single	\$25
Pillar & Post (416) 468-2123	- Double	\$48
	- Twin	\$48
Angel Inn (416) 468-3411	- Double	\$35
But if more than 1 room booked	-	\$30
Anchorage Motel (416) 468-2141	- Double	\$28
	- Twins	\$30
	- 2 Double	\$40
	- Single	\$24
	- Plus Cot	\$ 3

## Hotels outside the village

### QUEENSTON:

Brock Motel, 416 262 4634 Cdn\$25/cple  
Shalimar Campground ?

### NIAGARA FALLS, ONTARIO:

Fairway Motel 135 rooms  
416 356 4860 Cdn\$29/cple  
Park Hotel 180 rooms  
416 358 3293 Cdn\$48/cple

### ST CATHARINES:

Highwayman 416 688 1646 Cdn\$41/cple  
Holiday Inn 416 934 2561 Cdn\$49/cple  
LEWISTON, NEW YORK

Portage House 716 754 8295 1979 rate;  
US\$20-32.

Guests should confirm rates etc when booking as there may be variations.

✓ cut and send ✓

YES I WILL ATTEND NIAGARA 80 AND HAVE ENCLOSED MY CHEQUE FOR \$5.00 PRE-REGISTRATION ☐  
PLEASE HELP US PLAN THE EVENT BY ANSWERING THE FOLLOWING:

NAME: \_\_\_\_\_ ADDRESS: \_\_\_\_\_

NO. IN PARTY: \_\_\_\_\_ CAR: \_\_\_\_\_

I SHALL BE STAYING THE NIGHT (S) OF SEPT. \_\_\_\_\_ AT: \_\_\_\_\_ AND AM  
ALREADY BOOKED YES ☐ NO ☐ . I WOULD LIKE TO PARTICIPATE IN THE MEDIAEVAL BANQUET ☐  
OR SUITABLE ALTERNATIVE ☐ .

PLEASE SEND \$5.00 PER PERSON DEPOSIT FOR MEDIAEVAL BANQUET. MAKE CHEQUE PAYABLE TO  
"MORGAN OWNER S GROUP" AND SEND TO:

DAVE ROBERTSON,  
50 HENLEY DRIVE,  
ST. CATHERINES, ONTARIO





While most of the members of the German Morgan Club were terrorising the British motorways with their +8's in July, of which more in the forthcoming report on MOG 80, a lone member has been touring North America. Lutz Lebresinger showed up suddenly in Toronto one day but unfortunately we weren't able to get members together in time. Happily David Ross thought to put him in touch with the Beer clan who gave him a good welcome.

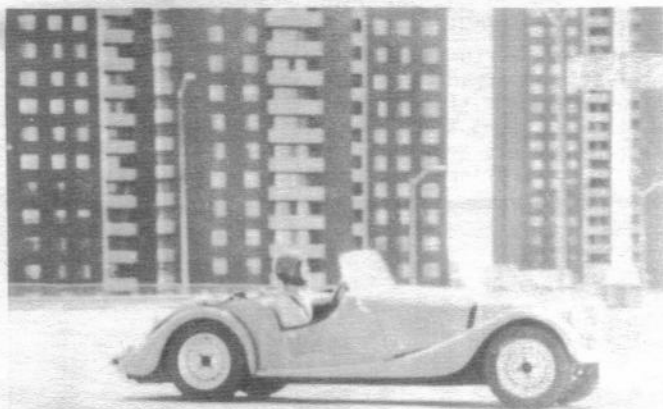
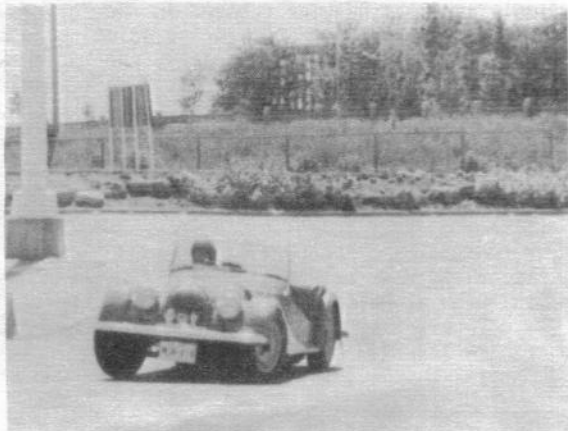
**MORRIS MINOR LIVES** In view of the undying popularity of this car, production has been revived on a limited scale in England, commencing with the Traveller and Pick-up models. Austin-Morris are enthusiastic and will be supplying the new company (independent) with 850cc and 1275cc engines.

## 2nd Annual VINTAGE SPORTS CAR FESTIVAL

August 29, 30, 31  
Shannonville Motorsport Park  
(near Belleville)

This should prove an interesting event for anyone interested in pre-war and post-war vintage cars and motorcycles. There will be parties and film/slide shows. Free camping and firewood is included in the admission of \$4 per person.

At the Bolton Barbeque Richard Winterburn from Windsor (519-944-3167) was badgering David Smith of Bramalea (416-791-9753) to enter his 3 wheeler JAPSS to give some competition to Dave Elcomb. So any of these people should be able to give you particulars.



JAGUAR SLALOM AT FAIRVIEW MALL  
John Collins at speed.  
Steve Beer photos.



The "War Dep't Green" photographed in splendid isolation (about 80 \*#@\*! miles from home on a Sunday night)

Members with long memories may recall that the "War Dep't Green", a drophead of considerable age, put in a few brief appearances after its restoration. Unfortunately, although it seemed to get to events, getting home usually proved problematical. The major difficulty lay in getting fuel to the carburetors; a problem which seemed, as problems of the world go, comparatively minor and not requiring the attention of major minds. And so the situation was always treated in piecemeal fashion.

Always the culprit appeared to be the SU electric fuel pump so that was completely overhauled and repositioned as low (and inconveniently) as possible on the firewall as apparently it was designed to vertically push gasoline rather than pull.

That seemed to work for a while, but eventually the malfunction recurred every few miles as the "War Dep't" would quietly quit with empty carbs and a red hot electric fuel pump. Sometimes, mercifully, the fuel would flow again after several minutes wait. Fuel lines were replaced (the tank had appeared clean at the time of restoration). The now awkwardly placed pump was removed and examined countless times until the threads of the fuel line junctions were stripped and the pump leaked profusely (when working).

Finally it was concluded that there was sludge in the tank so out the tank came (after dismantling all the upholstery in the boot). The bill from the tank cleaners paid, the tank was repainted and re-installed. The "War Dep't" responded well and the rear end was re-upholstered.

After a bout at the garage with a loose fly-wheel and broken rings the WD was in fine fettle and set off for the Vintage Hill Climb at Mosport. Not being absolutely clear on the whereabouts of Mosport, we turned off highway 35 at Kirby and soon were lost in a maze of corrugated country roads. After miles of this the engine stopped by a nursery truck which was being used to carry fresh-dug sumacs. The writer was justifiably disappointed when the battery appeared nearly dead, "How tiresome.". One of the nursery workers, a sweet obliging creature, offered a "joint" of marijuana that she had been smoking to help soothe frayed nerves. (We had always wondered where people go to buy marijuana, perhaps a nursery should have been obvious).

But instead we took advantage of a slight hill to let gravity administer a push start and off we went in what we were assured was the proper direction for Mosport.

Almost cresting a hill a mile or so later, the engine ceased again. What little electrical charge that remained started the engine momentarily once or twice. With dawning dread the carburetors were inspected and worst fears confirmed when they were found to be bone dry. The fuel gauge read  $\frac{1}{2}$  full, but of course it was an old gauge that had been fitted a week before. Nothing could coax fuel to the carbs and there was no emergency fuel can aboard. This time a Samaritan arrived, not with a marijuana "Joint", but a Volvo P 1800 Station Wagon and its owner, Ken Spurgeon of the Lotus Club, towed the War Dep't into Mosport.

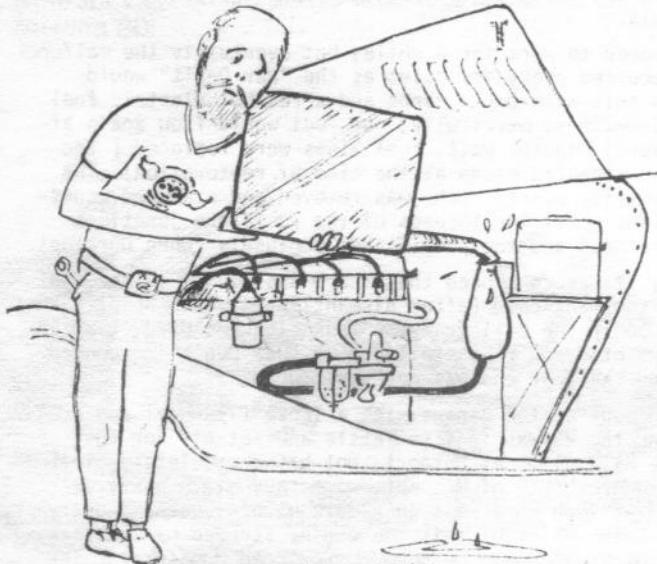
Most of the remaining blazing hot day was spent getting operational. At the end of the day it was all "Go", even the battery had picked up a little charge. At 6 o'clock that Sunday evening we set off for home cautiously optimistic, with Spurgeon's tow-rope and Bill Ellman's Datson Z doing pick-up.

continued page 8...

## GETTING BACK ...con't from p. 7

Bliss was quietly terminated after 0.10 miles as the WD quietly closed down again. No fuel. Everything pointed to the new mechanical fuel pump. We considered and rejected reactivating the leaky electric fuel pump. Dave Smith pulled up and tried administering a kiss of life by orally syphoning fuel through the line with only little success. Blowing through the gas line was, while pleasanter, no easier. Perhaps the fault lay, as before, in the supposedly immaculate tank. Dusk was now upon us and we had little hope for electric lighting in the event we ever got going.

Then in the spirit of Dunkirk we detached the hose of the intravenous-type plastic overflow bag for the radiator and ran it to the fuel pump. We decided that if the gasoline dissolved the plastic container we would just have to cross that bridge if we came to it. We poured gasoline into the bag from the Smiths' emergency fuel container and we were mobile. Well, except that the battery was dead again. A cable jump from Smith's truck was of no avail. But a push got us going - until the bag ran dry a few miles later on highway 35. We regretted having such a small overflow receptacle but topped it up (thanking the stars that it hadn't dissolved yet) and got another push start. Stopping later we were able to refill the borrowed fuel can and transfer some to the bag before it ran dry. (We didn't suppose the station personnel would gladly pump gas directly into the still undissolved plastic bag).



*Lesser members might have given up by now...*

We resolved to stop every 8 miles along highway 401 near the edge of a downhill gradient and gradually we were emboldened to extend this to 11 miles. As we reached Kingston Road the emergency tank was empty and no fuel stations were in sight. At the 12th mile we stopped (no hill) to find the bag bone dry and the engine faltering as we scrambled to get our last drops of gasoline from the can. The pulse of the engine strengthened. Around the next bend we found an all-night station for the final refill that got us home.

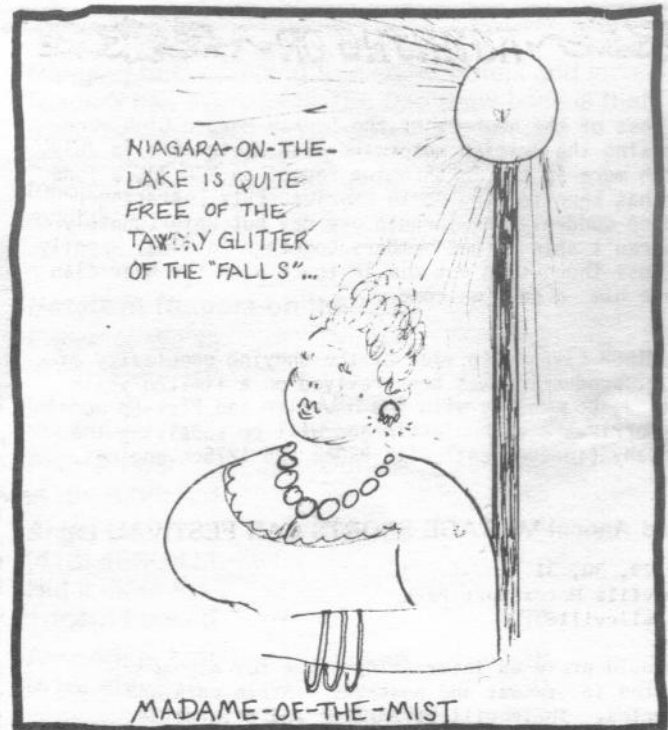
We would like to thank Ken Spurgeon, Dave Smith, Bill Elman, and most of all the folks in Malvern who fitted the under-size radiator which had forced us to install the radiator overflow bag.



1500 DON MILLS ROAD  
DON MILLS, ONTARIO  
M3B 3K4

(416) 445-9600

Sheldon Rayman  
Elizabeth Clarke



*Dear Blurb,*

## LETTERS TO THE EDITOR

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

Until your timely and most helpful comment in the July issue, I had not stopped to think what an appreciating asset I have in my Collection of Blurbs. I quickly checked them out and am relieved to see that my collection is complete except for the December 1976 issue. Would you please send me a copy of this issue and charge me what it is worth. My Chargex card is enclosed. This way I can have the satisfaction of possessing a complete collection which I have arranged to have stored at the Bank.

I remain, Neville Snivel. Omeeme, Ont.

(Editor - We regret that in our printer's haste some early copies of the first Page of this month's Blurb unfortunately had the name BLURB inadvertently printed upside down. A few may have slipped into the mail this way and as it would be unfair for the other members for a few to receive what will become exceptionally valuable collectors' items, we are requesting any such copies to be returned.

## Good Value

Dear Editor, I just wanted to say the Blurb is much improved and well worth the eight dollars. In addition it is interesting to read of events, some of which I remember attending years ago. I am glad to see Piper's Hill still going because I went to it in '67 and enjoyed it. If any club members are down here on vacation, tell them to drop in for a drink. ... Ken Miles, Stellarton, N.S.

KITCHENER-WATERLOO  
OKTOBERFEST

SAT OKT 11

