



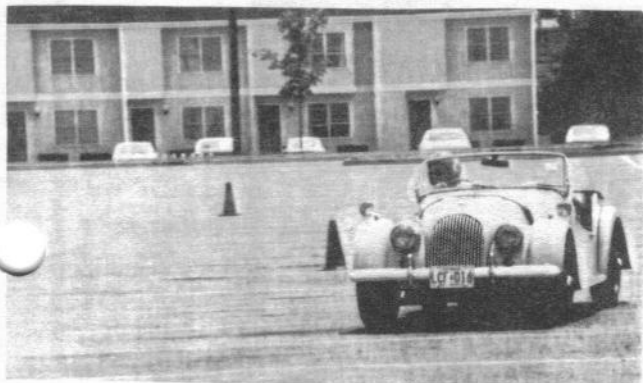
MIRACLE AT LURAY

BY JOHN COLLINS

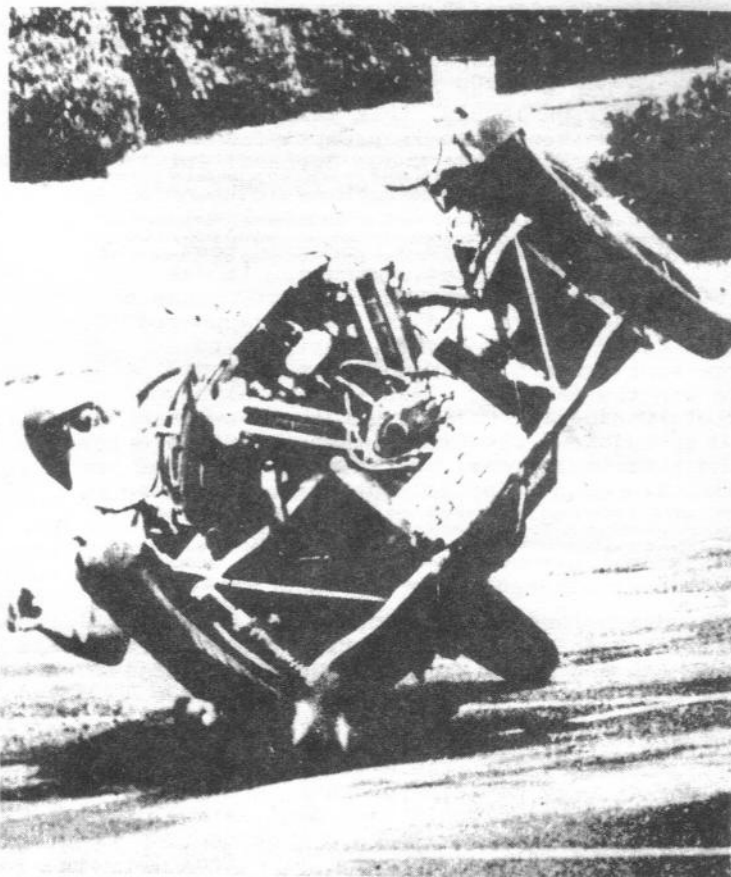
Millions of people the world over have laboured under the misapprehension that the pre-eminent event for 1980 was held at Beaulieu and Goodwood on July 5 and 6 to mark the 70th anniversary of the Morgan Motor Company. These people are not true cognoscenti.¹ The celebration of the most significant anniversary of MMC took place at Luray, Virginia, during August 2, 3 and 4. The Beaulieu event commemorated a commercial milestone; Luray witnessed the solemn recognition of a religious experience.

Cognoscenti will note that, although the Morgan Motor Company was founded by H.F.S. Morgan as a commercial enterprise, it was only made possible through funding from his father, Prebendary George Morgan.² Who can doubt that this man, a curate and vicar for sixty years,³ must have had more than the mere manufacture of motor cars in mind in making this investment. Clearly, the production of two-cylinder cars was symbolic of the Old Testament and the New Testament, while the three wheels represented the Holy Trinity of Father, Son and Holy Spirit.

During 1935, engraved metal plates were discovered in the caverns of Luray, Virginia. No one could decipher the message until a passing evangelist named Joseph Lucas, driving a three-wheeler Morgan on a coast-to-coast missionary campaign, stopped off and investigated the mystery. In the isolation of the caverns, he found that by scrutinizing the plates through the lens of a Morgan Headlamp all became clear. The essence of the revelation was that MMC should develop a four-cylinder, four-wheeled car, so that, for both models, the sum of the cylinders would be symbolic of the six days in which heaven and earth were created, while the number of wheels would represent the seventh day, the day of rest. Could it have been by mere coincidence that Morgan introduced such a vehicle shortly thereafter,⁴ and a religious group, known as the Morgans, was founded? MOG X was the celebration of the 45th anniversary of this blessed event, and some 105 true believers brought their vehicles along to marquer the occasion.



Harry Walters with the Yellow Duchess. Steve Beer photo.



Alex Knight makes a gate the hard way. Ben Emerson photo/Aug 20 "Rough Rider" (Wash DC).

The format religiously followed that of last year, with a darts competition on Friday evening, concours on Saturday, Autocross and Gymkhana on Sunday and the Rally and Banquet on Monday. Canada was well represented. A convoy had set out on Thursday with a stop-over at Dubois, and its members arrived first. Steve Bridges, George Lafford, Brad Patterson, Paul Rich, Brian Rumohr, Ray Shier, Dave Smith and Harry Walters all brought Morgans. Chris Charles brought his Peugeot, but it was loaded with Morgan parts, and Bill Ellman brought his puncture-prone Healy, which some would recognize as an honourable substitute for a Morgan. I suppose Reg Beer will use the excuse that he

1. No, Virginia, cognoscenti are not people who smell of gearbox oil, though in Morgan circles your confusion is understandable.
2. Morgan, First and Last of the Real Sports Cars, Gregory Houston Bowden, Gentry Books, p. 31.
3. Ibid, p. 24.
4. Ibid, p. 92.



MIRACLE AT LURAY (con't from p 1)

needed four seats to bring Audrey plus the MOG X guest of honour Ken Hill (Four-Wheeled Morgans - Volumes I and II) and his wife Janet, but really Reg, Rolls Royces are rather redundant at Morgan meets. Steve Beer arrived independently, having detoured through Kingston, ostensibly to collect Barb Rushforth on the way, but really to ensure that he would win the prize for furthest driven. John Collins arrived last, having set out from home at seven that morning, proving that civil servants have stamina, but can't afford an extra night in a motel.

No one seemed particularly interested in darts, and most of us went to the local Chinese restaurant after the journey. Reg, however, went off to Dan's Steak House to book a room for Sunday night. Obviously, this was an attempt to ensure that we would get in promptly, and not witness his questionable *modus operandi* for influencing waitresses - but we remember last year!

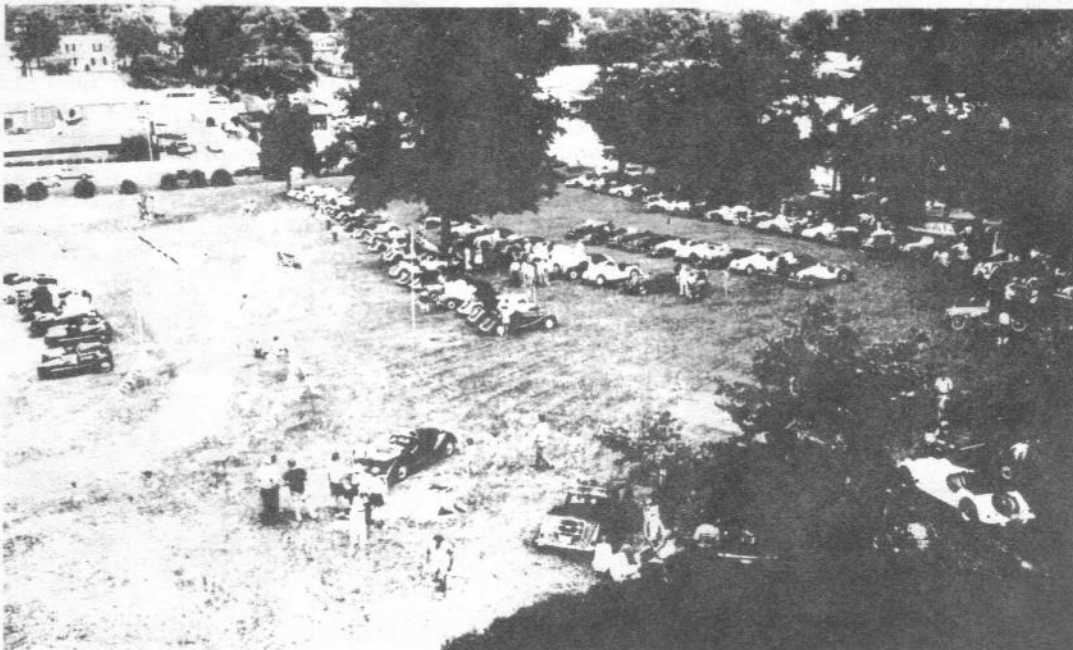
Saturday morning saw a concerted team effort to prepare for the concours. It was clear that Steve Bridges had the best chance of winning with his 4/4, and the car disappeared under a horde of busy HogMog trotters, to emerge spotless and gleaming. Not only did Steve win the Late 4/4 class, but he also won People's Choice for best car at the show, and the Ohio and New York groups selected Steve's as their favourite car, for which he received special trophies. Bet St. Catherines has the shiniest fire engines for miles around! The other S.B., Steve Beer, won 3rd place in the SS class in the concours with a car he admitted had not been cleaned since September!

Sunday brought the Autocross and Gymkhana, with strong Canadian participation. To their dismay, Ann and Harry Walters found that because of the high number of entrants, only advance registrations were being honoured. They had registered for only one driver, and to Harry, therefore, fell the awesome responsibility of being the only Canadian entrant in a yellow car. No doubt Harry would have done as well even if he weren't celebrating (should that be celebrating?) a belated honeymoon in Virginia, but he really rose to the occasion in the



Canadian pilgrims stopped for refreshment on their way to the Shrine at Luray. Photo by Ken Hill.

Autocross. Unfortunately, the timing judges were somewhat cynical and unco-operative. When confronted with times of 51.3, 59.8 and 59.4, they chose to believe that the first time was really 61.3. Harry pointed out that after such an impressive initial performance, he'd decided to ease off to spare his wife's equipment, (it is her car, after all), and merely acknowledge the cheers of the fans on laps two and three. The judges were not convinced, but Harry did receive a special award for the promising newcomer in the Autocross. Once again, the SB in the SS, Steve Beer, was among the trophies, and earned 3rd place in the modified class. The infamous Dave Smith placed first in the three-wheeler class, having taken one corner on only two wheels - shades of H.F.S. and his leather gauntlet.



Ben Emerson photo/Aug 20 1980 Rough Rider(Wash DC)

MIRACLE AT LURAY concluded

The Gymkhana did not hold much challenge for the Canadian contingent this year. Perhaps it was the anti-climax after Harry's performance in the Autocross, perhaps it was the Budweiser or perhaps it was the rain. The Canadians weren't too Rich, had not burned their Bridges, weren't Shier than anyone else, weren't Lafford at, did not allow their spirits to be dampened by the descending Walters, and the allegation that the owner of a maroon two-seater drophead had fed Beer to Patterson, Smith and Collins turned out to be only a Rumohr, but they won nothing. Even Stephen seemed reluctant to Rushforth and repeat his victory of 1979, so that the notable performance was by Pauline and Audrey in the three-wheeler, Audrey being one of the few contestants to get the beanbag through the hole in the board. How does she develop these skills?

Monday was rally day, and the term "medium difficulty" proved somewhat wide of the mark, as were most of the entrants: of 43 starters, only 6 finished. The rally route was through some beautiful parts of the Shenandoah Valley, and perhaps this proved to be too much of a distraction. The thunderstorm, which made a guest appearance during the afternoon, when many cars had set out without their tops, may also have had some effect, but none of the HogMoggers managed to complete the course. They did, however, all find their way back to the bar at the Mimslyn Hotel!

The Banquet was the culmination of the pilgrimage. Bread and wine were served, together with other incidental items such as cornish game hen and roast beef. The awards were presented, speeches made and we were reminded that Beaulieu had been concerned primarily with the commercial side of Morgan in a sermon copiously illustrated with slides. All that remained thereafter was the saying of goodbyes and the girding up of loins for the journey back. We were, of course, sustained in that journey by the joyous contemplation of Niagara 80, which will occur early in September. Cognoscenti will have noted the striking resemblance between Prebendary George Morgan and George Bernard Shaw,⁵ and are no doubt fully aware of the symbolic references to the Matchless V-Twin in Major Barbara...

5. Ibid, pp. 25 & 37.

We regret to announce that Harry J Carter, Editor of the Morganeer, and past President of the 3/4 Morgan Group N.Y. passed away suddenly in his sleep on August 21st. Those who were among the Canadian contingent in Luray for the first time this year will remember Harry's 6 year old son Will, won the Trophy for youngest navigator to finish the rally. Not only will the New York club miss Harry but all other clubs for his unstinted efforts towards more inter-club friendship and assistance.

REPORT TO THE MOTHERLAND

We thought you might enjoy the following excerpt from a letter sent by our UK Liaison Officer, Ray Shier, to the editor of the British 4 Wheeler Group's magazine, "Miscel-lany". It appeared in their June issue. Incidentally, while our membership was originally based in Toronto, "Hogtowners" now represent only a minority of the membership.

Dear Chas.,

Recently you have been printing articles about overseas Morgan groups. I would like to contribute a few words about the Morgan Owners Group centred at Toronto, Canada.

The group started to reform (?) in the mid-70's after a lapse of a few years after the demise of the earlier group from the 60's. New members are continually being added to the list as they become aware of the group's existence and as the group becomes aware of their existence. There are over one hundred subscribers to the "Blurb" and 30-40 members out to the periodic functions.

Since the British centres have affectionate names, the Toronto Centre is known as HogMog with appropriate mascot. This name does not reflect upon the driving habits of the members but upon the fact that during the early part of the 19th century York, as Toronto was known then, employed pigs as garbage collectors. It has been known as Hogtown ever since. (People from western Canada might have other reasons for calling Toronto Hogtown).

Until this year the group function have been mainly social with gatherings held at members' homes. We have held several rallies and always have a group attend the meet at Luray, West Virginia. Our most ambitious function has been the Niagara on the Lake weekend on the second weekend of September with Morgans coming from as far away as Montreal in Canada and Ohio in the U.S.A. We all met at the site of the Battle of Queenston Heights quite friendly this time. We are all looking forward to the meet in September 1980.

There have been joint gatherings with the Jaguar Club and the European Sports Car Club. We are hoping to see more competitions including races and rallies this year. I am enclosing some pictures taken at some of the gatherings during the past year.

Yours sincerely,

Ray Shier Limehouse, Ontario, Canada, LOP 1HO

PIGS BRISTLE

Your executive was, of course, distressed when the UK group used a pig as their symbol for MOG 80. The following is from the March 1980 "Misc" and is typical of their attitude:

P.S. The Canadian Club (Hogmog) have claimed copyright on the pig (hog) as used in our logo. They are demanding royalties of one Mog per 1,000 uses of the logo. We will not stand for this colonial chicanery and are taking the case to the International Pig Breeders Supreme Judiciary to vindicate our little Worcestershire pig. A leading member of the Muppet Show is our star witness. We shall, of course, claim damages and insist they send all our Morgans back!

P.S. How about sending four-legged furry 'Mogs' per 1,000 uses!

Colin Musgrove

In an attempt to pour water on troubled oil, the eminent British cartoonist, Terry Quirk (Morgan Car Toon Book) prepared the sketch that appears on page 8 when he attended NIAGARA 80.

August 26, 1980.

To the Morgan Owners Group of Canada,

Dear Brothers and Sisters:

It is with a heavy heart that I write. Harry Carter, President Emeritus and Editor of The Morganeer, died of a coronary last Wednesday August 20, at the age of 39.

Harry was our Master Morganeer: an ardent devotion to the marque coupled with boundless energy made him a model of enthusiasm, life, and comradeship for all of us. His contact with Morgans and anyone or anything connected therewith spanned the globe. His death has left the Morgan world that much poorer, just as his life made it that much richer: to deeply mourn his passing is inevitable.

We are sure that the FORCE rides with him.

Sincerely,

John C. Bulyk
John C. Bulyk
President
The 3/4 Morgan Group, Ltd.
West Winds Lake House
Purdys, New York 10578





The Artful Dodger

10 Isabella Street Tel. 964-9511

The two pub nights in Toronto during the past season were successful and now that Summer is over and done with we've decided to resurrect the Pub Night. In view of the dates for the Forks of the Credit and the Christmas party, we changed the pub night to Fri Nov 14. We have also changed the venue to the Artful Dodger at 10 Isabella St just east of Yonge and a bit below Bloor, in Toronto. Public parking is nearby. The Dodger will provide a separate room which we have checked out. It has a darts board, is nicely 'olde worlde', and is just next to the UPSTAIRS bar. We are suggesting 8:00PMish. The management have promised us a good price on food, so give us a call (416 233 8342) if you're interested in a light dinner beforehand.



PUB NIGHT

FRI

NOV 14

4

CALENDAR

EVENT	LOCATION	DATE
OKTOBERFEST.	CANCELLED	
FORKS OF THE CREDIT RUN	HWYS 25 & 401, MILTON, ONT.	SUN OCT 19 9 AM
PUB NIGHT	ARTFUL DODGER, 10 ISABELLA, T.O.	FRI NOV 14
CHRISTMAS PARTY	4 GOODWOOD, BRAM- ALEA, ONT, 791 9753	SAT DEC 13 8PM-ish

AMERICAN EVENTS

AUTUMN MOG	LIME ROCK, CONN.	OCT 24-26
(2nd ANNUAL)	(see below)	

At "Niagara" a number of people were talking about the event at Lime Rock. If memory serves, some of these were Steve Beer, Steve Bridges, and Richard Winterburn. If you are interested in this major Morgan event, you might give them a call.

The US co-ordinator is Wes Fredericks, 190 Hurlbutt St Wilton, Conn, USA, 06897, (203 762 9727 hm).

CROSS COUNTRY SKIING

Until the new executive is formed we won't seriously be working on the 1981 Calendar. However, it might be fun to try a cross country ski meet if there is interest. During the inter-regnum period give Doug Price a call at 233 8342.

SLIDE SHOWS

Again, anticipating the 1981 executive, we know that a number of you out there have been building up extensive slide collections of Morgan matters. Perhaps on a few occasions we can have presentations, even "one-man" shows.

BOLTON RALLY & BARBEQUE, AUG 10

As this year's special attraction, Janet & Ken Hill of the New Forest, England were the guests of honour. They are the founders of the New Forest section of the British MSCC and Ken is known, of course, for his two books on the 4 wheeler Morgan, the Cowled Rad volume having been just published

The rally this year was won by Janet Hill (navigator) and Chris Charles. Chris was driving his newly acquired black +4 (with the Kustom wheels) which he purchased the day before from Derek Bradley. Derek is now into restoring MGB's. They had lost 30 seconds. This is the second year running that Chris has won the Bolton event.

As a twist on our usual rally format, teams had to pick a card at each of the 5 checkpoints, the best combination to win the Poker Hand. This went to Bill Ellman and Jim Haw in Jim's +8 who had accumulated 2 kings.

The writer and his navigator, Stu Harvey, didn't want to win this event as they were entered in a Pontiac Phoenix (which was painted British Racing Green; more than can be said about some of the Morgans). Only after Checkpoint #5 and our mistaking the rally symbol of a bridge for a major highway, did we find Checkpoints 1 & 2. Checkpoints 3 & 4 were a red E Type and a Datsun Z (or Corvette, it's hard to tell). We were able to check in with them only by giving spirited chase along the later stages of the route.

A Porsche was entered but not seen again after checkpoint #1. John Collins didn't enter his blue 4/4 as he used the Beer estate as a Parc Ferme all afternoon to repair electrical gremlins picked up on the way to the event.

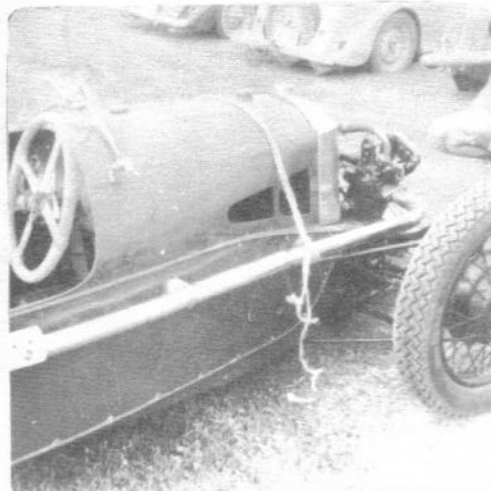
The club tried a new approach to catering this year and asked the members to bring along salads (the Beers laid on the corn). The idea was a great success and was a help to Audrey who had just returned from guiding the convoy down to Luray.

Because we didn't count the ones in the workshop, Morgan attendance was set at 12, two less than for Piper's Hill. So once again the Sands won the loving cups for Attendance.

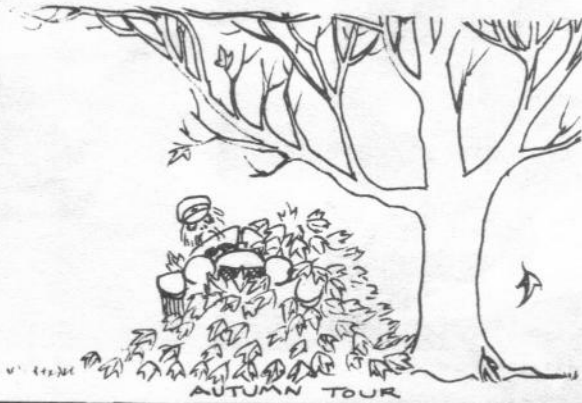
Morgan queue at Bolton rally start



Special frame brace on the Blue Misery devised by David Smith for rough roads anticipated on the Bolton Rally. It unfortunately did not make it off the lawn.



"FORKS OF THE CREDIT" RUN, SUN OCT 19



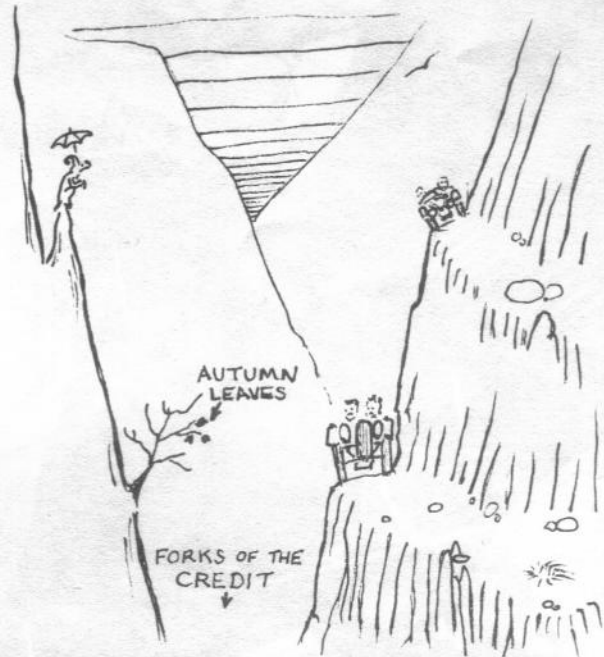
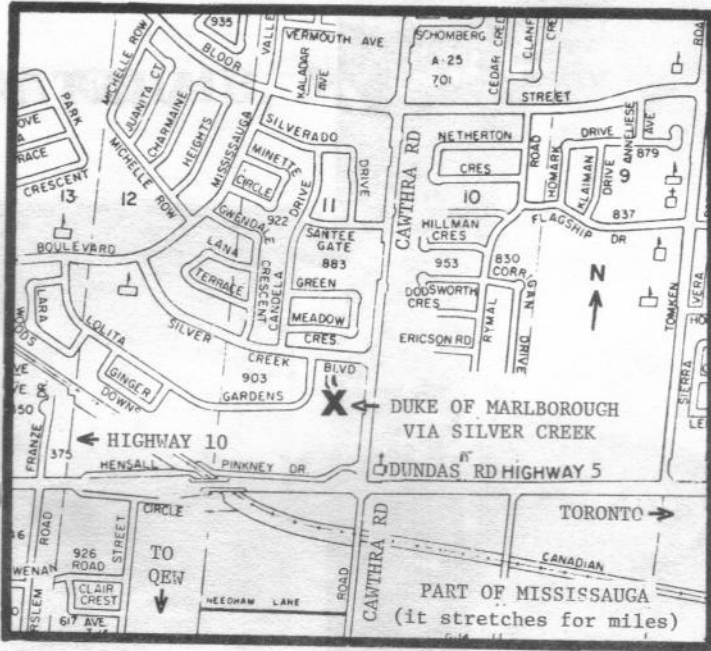
Help your spouse celebrate the end of the 1980 Morgan season with a social event on Sun Oct 19. We're meeting at the "TRUCK STOP" (SW corner of highways 25 & 401 at Milton, Ont) at 9:00+AM. Convoy starts off at 10:00 AM for the Autumn Leaf area near the Forks of the Credit (Bellfountain etc). An early start has been arranged so that we can tour the area before the Grey Couch Tour charabancs and Sunday drivers hit the area.

After the tour we'll finish up in sophisticated downtown Mississauga at the Duke of Marlborough pub - just north of Highway 5 (Dundas Rd) and Cawthra around 1:00ish. Food in various guises may be obtained thereat.

While an RSVP is not mandatory it would be greatly appreciated if you would call in advance to let us know you're coming:

Ray Shier 416 877 1427 (Limehouse)

Steve Beer 416 857 3210 (Bolton)

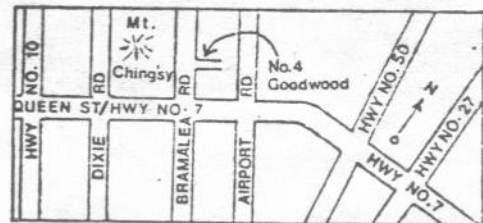


CHRISTMAS PARTY SAT DEC 13

8PM-ish

Hosts Pauline
& David Smith
(416 791 9753)

The Christmas party will take place at 4 Goodwood in Bramalea, just opposite Mt Chinguacousy, the site of the M.O.G. Winter Olympics of March 1980. Bramalea itself is immediately east of Brampton.



ELECTIONS

A palace coupe will be convened during the Christmas Party. For the few members with valid reasons for not attending (eg, ferry strike in Straits of Georgia) we are sending out two postal ballots per household. There is space for a "write-in" (clear first with nominee). Messrs Ross & Price will NOT stand for Bursar or Pres. respectively. Please mail in between postal strikes. DO NOT SELL YOUR UNUSED BALLOTS.

~~OKTOBERFEST~~

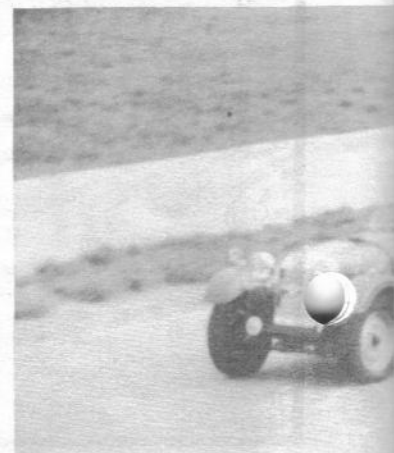
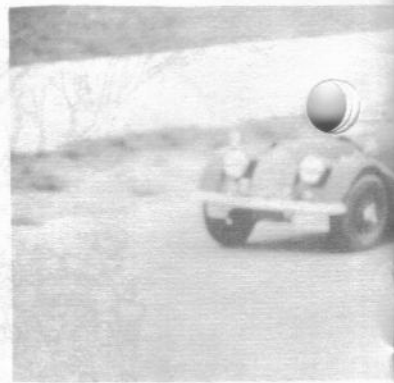
SAT OCT 11

The date of Okt 11 proved inconvenient to a number of members as it clashed with Thanksgiving and the earlier weekend followed too close on "Niagard". Hence the event has been cancelled and replaced with the Forks of the Credit run on Sun. October 19.

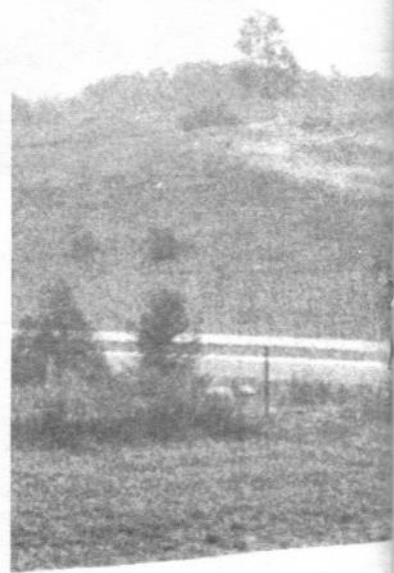




VINTAGE



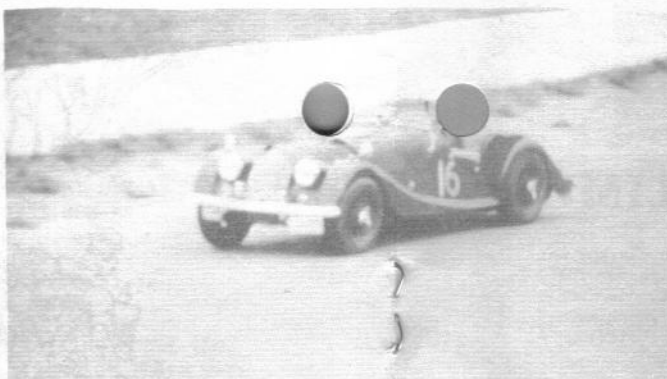
Richard Winterburn



^
MOG 80; Concours at Beaulieu. Janet Hill (guest of honour at the Bolton Rally) during a brief respite from downpour. This photo appeared in the Aug "Rough Rider" (Wash DC group) without photo credit. We suspect it could just be by Al Iselhard but it certainly reminds us of the work of John Sheally.

< MOG 9, Luray; Peter Whitworth in Slalom. John Collins photo

Steve Beer in #16, the Great Unwashed. Mr Beer had been seriously delayed on this run by a collision with large butterfly.

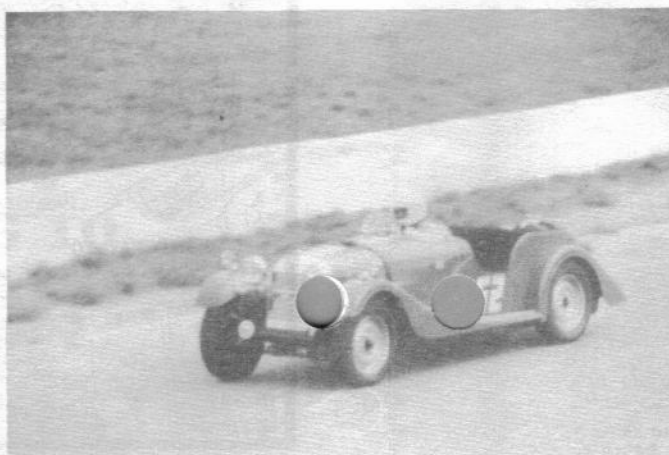


Steve Beer



Scalded Cat

VINTAGE HILL CLIMB, MOSPORT



Richard Winterburn ...S.Beer photo



Equipe Winterburn with flamingoes



Dave



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Steve Beer



Scalded Cat

HILL CLIMB, MOSPORT



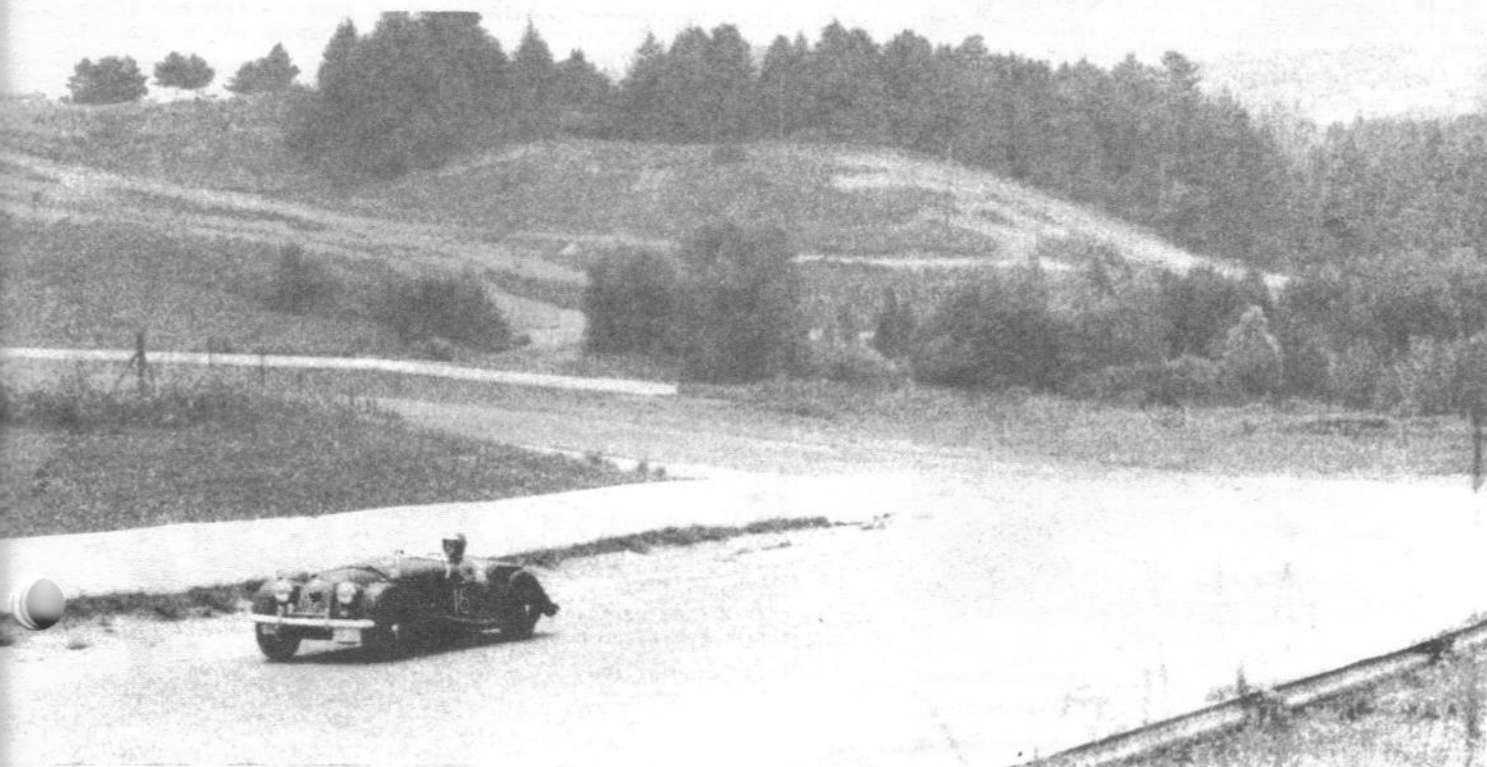
S.Beer photo

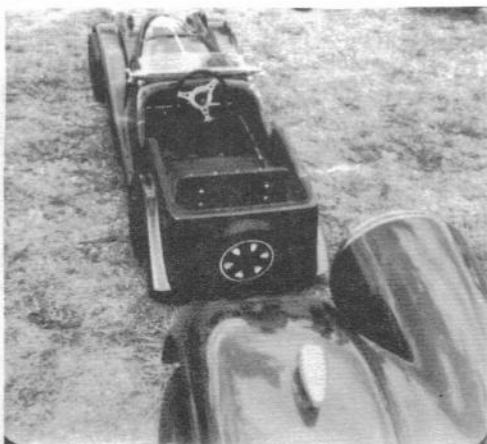


Equipe Winterburn with flamingoes



Dave Smith in the Blue Misery JAP SS
S.Beer photo





Paddock scene at Goodwood Sprint. M.O.G. 80



MOSPORT HILL CLIMB

The Mosport Hillclimb (Moss Corner anti-clockwise to Finish) was well supported by Morgans and provided good spectating for the members who attended the Third Vintage Sports Picnic, now sponsored by the European Sports Car Council and VARAC. There were 4 official Morgan entries and as you can see from the following list, they acquitted themselves well.

MAKE & MODEL	YEAR	CC'S	DRIVER	NO	TIME
LOLA T-400 F 5000	76	5000	E. WIETZES	94	:53:83
LOTUS ELITE	61	1217	J. DAVIDSON	14	1:17.56
LOTUS 7	62	1489	J. BAXTER	68	1:17:33
MG M-TYPE	30	850	R. TWYDELL	5	1:58.69
MG TD	53	1500	M. WHATLEY	10	1:40.22
MORGAN JAP SS 3 W	33	1098	D. SMITH	33	1:39.19
MORGAN +4	52	1919	R. WINTERBURN	52	1:19.47
MORGAN +4 SS	67	2139	S. BEER	16	1:11.78
MORGAN 4/4	68	1500	P. VICKERY	3	1:13.45
PORSCHE 356B	63	1600	D. PROUDFOOT	9	1:24.26
PORSCHE 930 TURBO	76	3000	B. MACEACHERN	15	1:07.51
LAMBORGHINI MIURA	69	4000	J. ROSEBOROUGH	45	1:18.2
JAGUAR C. TYPE	52	3400	J. DALE	66	1:10.78
HEALEY SILVERSTONE	49	2500	M. FISCHTEIN	49	1:23.6
FERRARI DAYTONA	73	4400	P. MCKENZIE SANDERS	2	1:13.2
FERRARI 365 BOXER	71	4400	V. SCAVONE	88	1:06.05
ALFA ROMEO TZ	59	1600	R. STAFFERTON	84	1:10.95
ALFA ROMEO GTV	71	1750	K. GEIGER	71	1:20.5
AC COBRA 284	61	4700	J. DALE	150	1:07.19

Still on the subject of vintage competition, the famous annual Monterey Historic Automobile Races were run for the 7th time at Laguna Seca in California, USA. Eight Morgans were entered. According to the Sept "FORMAT" from the California Plus Four Club, the entries included a 1939 MX4, the famed Toly Arutunoff in a 4/4, and Bill Fink (Isis Motors) in one of the 3 Morgan SLR's. The MX4 broke a piston and the SLR sheared a throttle cable. A 4 wheeler SS, driven by Paul Marshant, is the same car that was featured on the cover of John Blakemore's book in the "Survivors" series. Supporting the racers were about 60 Morgans in their special parking lot.



Amilcar on the infield at Hill Climb



At top
Two Rileys from UK on tour to Australia sojourned in Toronto and attended the Hill Climb. These cars are often mistaken for Morgan saloons.

False grid at Mosport >

RUNNING ON

MIRACLE AT LURAY

Our thanks to J Collins, Esq for his scholarly account of the Miracle at Luray. He has unearthed some hitherto unremarked insights into the founding of the Morgan Motor Co. and we enjoyed reading his report enormously. Except that we did wince rather at his atrocious puns in paragraph 8. And we objected most strenuously to his unspeakable obscenities in para. 7. However since the article was submitted in the standard typed format (which we applaud) all ready for printing, we decided to let it pass.

No doubt Collins was mesmerised by all those religious broadcasts piped into his car radio as he drove through the American Bible Belt and this would account for his notion that the Luray event was somehow more religiously pure than M.O.G. 80 at Beaulieu. Obviously the Luray attendees were whipped into a quasi-religious frenzy in their jealousy that their event did not have the commercial support that Beaulieu had. We might mention that on the Sunday morning at M.O.G. 80 we attended a special thanksgiving service for the 70th anniversary at the Beaulieu parish church of St Mammon's.

So while Collins' religious researches are entertaining, it is clear that his use of footnotes, "Ibids" notwithstanding, to document his theories is spurious and misleading. The article represents, we suspect, an enterprising attempt on the part of the Washington DC club to elevate the status of Luray out of all proportion. If the Luray environs were all that important to the history of the Morgan marque, we might ask why the original Washington "M.O.G." affairs were held at Pocono. We might further point out that the most important Anniversary event was scheduled for Piper's Hill in Canada with the Ceremonial Planting of a 70 year old ash tree. As we noted in the August issue this part of the event had to be cancelled because AB Sands couldn't remember where he had temporarily stuck the tree (he harbours suspicions that it was whisked away the night before by Reg Beer).

NIAGARA

A great success this year; the addition of the Slalom was enthusiastically received. Full write-up in the Nov/Dec Blurb so please send in your photo prints (b&w or colour).

by appointment to the Blurb



1500 DON MILLS ROAD
DON MILLS, ONTARIO
M3B 3K4

(416) 445-9600

Sheldon Rayman
Elizabeth Clarke

WORRY-SAVING DEVICE FOR OVER-HEATING ENGINES by Ray Shier

Final patents and manufacturing arrangements are being completed for a new WORRY SAVING DEVICE for Morgan drivers. With this device drivers will no longer have to spend half the time watching the temperature gauge work its way into the red.

The device consists of a pressure valve from the radiator to the slightly altered badge on the cowl. The driver can have several carefree miles (kilometres) before the engine overheats and blows the valve. When this happens, a spray of fluorescent orange paint spouts up like a geyser warning the driver that his engine has overheated and that he should stop until things cool down. He will have to stop anyway to clean off the windscreen so his time will not be wasted.

The kit also includes a selection of decals for 4/4's or +4's showing a temperature needle registering in the normal High range for authenticity. This decal is stuck over the temperature gauge which now is rendered useless.

Since this device is known to prevent high blood pressure and heart failure it is classified as Preventative Medicine. Installation costs can be claimed under the Ontario Hospital Insurance Programme if it is carried out by a certified doctor.

The device will be manufactured in England so we can charge ridiculous prices and increase them whenever we want. Look for it at Chris Charles' some time next year because Chris finds that import delivery times are usually about that long.



Pat & David Clough shortly before embarking for Australia. They are taking their +4. Peter Whitworth, the eminent Ottawa opportunist, bought some spare fenders from them.



Paddock scene at Goodwood Sprint, MOG 80



SNOBMOG REPORT

The SNOBMOG Board of Directors convened a meeting in the VIP lounge at Brands Hatch during the British Grand Prix; anything to relieve the tedium. Once again the tiresome matter of some form of subservient membership was discussed for owners of TWO seater Drophead Coupes. It was reluctantly agreed to establish an auxiliary association for flatrad 2 seater Dropheads to be known as SEMISNOB. Membership to be by invitation only and subject to the Blackball (which we have found to be so much fun in the past). SEMISNOB members NOT to be eligible to benefit from the SNOBMOG endowment fund. At the Grand Prix meeting membership for Messrs A. Isselhard and J. Willburn was proposed. The delegate from California has subsequently received notification by post of Blackball, however it is not certain whether the Blackball pertains to one or both of the applicants. A decision may be reached on this delightful conundrum at the February conclave at St Moritz.

The Board of Governors commended member D. Trevethick, Esq., of England for winning the overall prize in the Concours at Beaulieu as well as first in the Plus 4 class. The 2nd place showing in the Plus 4 class by our esteemed Registrar, R. Morin, Esq. of Belgium, was also noted.

An open discussion was held on the merits of the latest brace of books on Morgan histories. It was agreed that whilst the photographic essay on Postwar Morgans and MG's (in the "Survivors" series) by J. Blakemore, Esq. was superlative, there was still no satisfactory book on the marque's history. It was agreed that, providing it would entail no effort from the Board or membership, SNOBMOG would commission a book to be entitled "The Definitive History of the Morgan Marque".

An interesting item of trivia arising from the preliminary research for the book; apparently the once popular MG was originally a Morgan subsidiary founded to produce 4 wheeler cars at a surplus Morgan service facility. The initials, MG, were derived from "Morgan Garages". We are indebted to R. Mitchell, correspondent for the "Morganeer" (3/4 Morgan Group), for this little known fact.

John Willburn, the recently blackballed applicant to SEMISNOB, drove his TR-engined Le Mans Peerless at Laguna Seca working his way up from 25th grid position past Porsche RSK's and Testa Rosas to finish 14th. Had he worked his way to 1st place in his Flat Rad Drophead he probably would not have been blackballed.



Dear Blurb,

LETTERS TO THE EDITOR

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

BACK COPIES

Dear Blurb, Thank-you for sending me a copy of the Dec. 1976 issue which had been missing from my otherwise complete collection. When I received it I took it up to the spare bedroom where I was storing my others preparatory to transferring them to the local bank here in Omeme. Until I saw that you had billed my Chargex card \$100 for that issue I really hadn't recognised the real worth of my back issues. You can imagine my shock when I reached the bedroom and discovered that they had been stolen. I am appealing to all members to keep on the look-out for them.

The only good news I have had lately was that I actually received one of those rare August issues with "Blurb" printed upside down. I know that you asked to have them returned, but under the circumstances I wonder if I could be allowed to keep mine. ... I remain, Neville Snivel.

PS You forgot to return my Chargex card with the back copy.

Dear Editor, I've read with interest the continuing debate over the value of past issues of the Blurb, and decided to go through my collection. Much to my surprise, I found several past issues in fact that have the word "Blurb" printed upside down. The earliest of these, dated Jan 1951, was printed four colour on glossy stock and the upside down "Blurb" in Italian racing red is only partially on the page.

On several more issues, while the word is right side up, it has been misspelled. The first "B" has been changed to a "G" making the word "Glurb" which is, of course, Inuit for "Toyota Owners' Manual".

I am anxious to know the approximate value (Sterling) of these issues. ...Sincerely, Scott Barrie, Toronto.

Editor Comment: Mr Barrie raises a number of issues:

(1) The use of Italian Red; These early Blurbs were produced by a former editor, Mr Nigel Canard who, although retired, maintains a lively interest in club affairs. He informs me that the Jan 1951 issue commemorated the 1950 Mille Miglia race in Italy which was so nearly won by a prototype Vanguard +4. It unfortunately slipped off a cliff on the Finish curve and that is why it was appropriate to only print part of the word Blurb upside down. It also saved on ink.

(2) The use of the title "Glurb"; This was not a spelling mistake. At the time, the Morgan Owners Group was merged with the Toyota Kamikazi club. A ship laden with new Toyotas and bound for Churchill Manitoba had attempted to ram a fishing fleet of Eskimo (or "Inuit") kayaks off Cape Dorset, Baffinland. It ran aground in the process. The surviving Eskimos found that the gasoline tended to freeze rendering the Toyotas useless. One of the elders suggested that they might make comfortable replacements for the destroyed kayaks. On the maiden voyage the tester wanted to look for walruses and so, kayak-like, he inverted his Toyota which promptly sank like a soap-stone giving out a dismal "Glurb, glurb, glurb..." This seemed at the time to be as good a title as any for our honourable magazine.

(3) The value of past issues; Our auditors (at Harry Walters insistence) have had recent appraisals of the club's own supply of back issues. The earliest issues, edited by Mr Canard, are really of little interest. The "Glurbs" have lost value in recent years because Toyotas have become so common. Values of more recent Blurbs have suddenly gone wild, perhaps a little because they have been printed on paper manufactured from marijuana leaves (which tends to contribute to their ultimate scarcity). The main reason is of course their improved editorial content. The August issue is the first with an actual error. From what we can tell, virtually all members who received copies with the printing error have returned them.

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DOCILE MORGAN

Dear Blurb, I read about your trials and tribulations as you drove your Morgan back from Mosport and it is a very good story. Since my MG has been off the road this summer for repairs I have been forced to drive my Morgan all summer and it has not broken down once. What is wrong?

Yours truly, Abingdon Classic.

Editor comment; Morgans are supposed to have a will of their own. You've obviously broken the spirit of yours, you beast. As for your MG, we understand that this condition is quite normal for that marque.

ANNIVERSARY EPIC



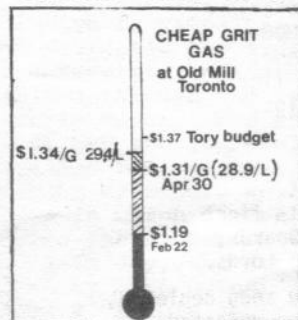
To commemorate The 70th Anniversary, John Sheally II with riding mechanic, Tim Hund, set out in the ex-Stu Harvey MX4 from the Atlantic coast to California (via Texas), a 3328 mile journey. The drive went superbly well until the first day when the 3 wheeler hit a 100 lb sack of cement in the dead of night. Little damage was apparent, despite a 30 yd leap, until the possibility of the engine overheating (jumped timing) was hinted at when the exhaust pipes melted their "leather" jackets. The one day it didn't rain was when they were faced with 3 foot flames in the Arizona desert. The important and commendable thing is that they made it to the Pacific amid massive media coverage (several times on Toronto/Buffalo TV). Excellent account in the Aug 'Road & Track'.

BROOM HILDA



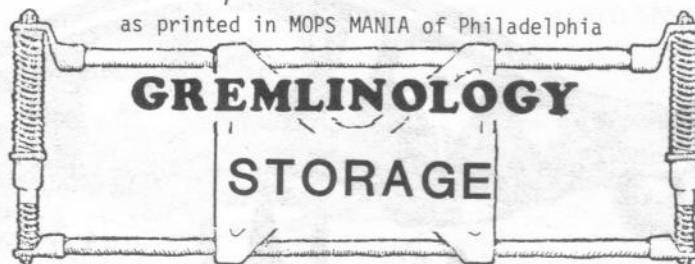
submitted by Ray Shier

CHEAP GRIT GAS



The exquisite agony of living without a new federal budget since early 1979 is drawing to a close. You will recall that the Grits defeated the Tories who wanted to budget for a 17¢/gal rise in gasoline which would have completely destroyed the economy already brought to the brink after 6 months of Tory misrule. The Grits brought the government down on this issue, won the ensuing election, and have been eagerly waiting a chance to bring in a budget. On Feb 22 when the Tories resigned, the price for regular unleaded at the Old Mill Esso Service station was \$1.19/gal.

as printed in MOPS MANIA of Philadelphia



Storing or parking a collector car doesn't have to be a damaging and costly debacle. I hate to resort to old adages but nothing could be more appropriate herethan "an ounce of prevention is worth a pound of cure."

From Old Cars Nov. 20, 1979

PARKING—for multiple days or several weeks

1. Clean engine, chassis and mechanical components (if necessary).
2. Spray same lightly with suitable rust inhibitor.
3. Clean battery, box, cables and brackets; put felt rings (available for a few cents at any parts house and amazingly effective in preventing acidic crud formation) around each post; liberally coat posts, cables and connectors with petroleum jelly; make sure battery is filled with water (preferably distilled water).
4. Apply product such as "Armor All" to all vinyl, plastic and rubber parts and surfaces.
5. Fill gas tank to prevent condensation.
6. Wash and wax exterior finish.
7. Remove any items that might melt, freeze, or deteriorate from interior, trunk, glove box, etc.
8. Cover vehicle, if desired.

SHORT-TERM STORAGE - for several months

(Perform first 7 steps in previous list. As to item 2, for short-term storage spray the rust inhibitor more generously. As to item 3, also fully charge the battery and disconnect the cables—or at least the hot cable. In addition, perform the following steps.)

9. Run engine until thoroughly warmed up. If vehicle is air conditioned (ed. note---you gotta be kidding, a Morgan?), run the unit also, to lubricate its seals.
10. Check antifreeze/coolant strength, including overflow and windshield washer reservoirs.
11. Wax and polish the wooden dash and interior trim (on autos so furnished).
12. Saddle soap all genuine leather surfaces and fittings.
13. Do not set parking brake or handbrake. Instead, if car is automatic, select "park"; if manual, place gear lever in "reverse".
14. Increase tire pressures 10-15 psi over normal pressures, more in the case of cars wearing natural rubber tires/tubes.
15. Paste-wax bumpers, chrome, etc. but do not buff out the wax.
16. Chock wheels (if necessary).
17. Make list of all steps performed and place it in vehicle.
18. Close windows, doors, hood, trunk lid securely.
19. Lock vehicle (if applicable).
20. Use car cover (if applicable).

LONG-TERM STORAGE - for a year or more

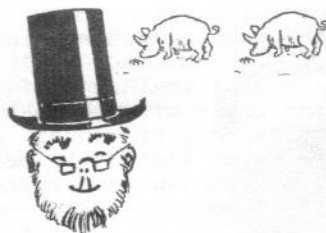
(These additional steps should be performed in addition to those listed under SHORT-TERM STORAGE.)

21. Lubricate combustion chambers and valves as follows: After warming engine thoroughly, remove air cleaner and slowly pour one pint of 10-W or lighter oil into the carburetor while engine is idling; pour slowly at first, then more quickly until engine stalls; stop pouring just as the engine stalls; then shut off the ignition and replace the air cleaner.
22. Put car up on blocks (rather than chocking as in item 16): The front-end should be blocked, under A-arms or axle on each side, so that the suspension still supports the vehicle weight but the tires are off the ground; the rear-end of the vehicle should be similarly supported by locating blocks directly under the springs (to prevent unnecessary loading on the axle-housing).
23. Rather than filling up the gas tank, as in item 5, you should now instead drain all gasoline---from tank, carburetor and lines.
24. In addition to cleaning the battery, as in item 3, it should be removed from car and stored in a cool, well-ventilated area.



Its streets had filled with loads of debris,
The town of York had lost its hubris;
Quoth Mayor William Lyon McKenzie,
(By now whipped up to a passionate frenzy),
Why, my mind at last it twigs,
We'll hire ourselves some pigs,
And soon the ditches of York
Shall be scavenged clean by pork!

The people moaned 'though clean it was,
The Mayor groaned, and all because
Their burgh was laughed at like some clown,
Their York, the nation called "Porktown".
And seeking to reverse ill fame
They chose "Toronto" as York's new name,
But in lieu of that Proper Noun,
The nation just called the place "Hogtown".



So when the national Morgan Owners Group
Was founded by a Toronto troupe,
Instead of cat, stork, or frog,
Its mascot had to be a hog.

This year the English Morgan folk,
Thought it would make quite a joke,
If the British Sports Car MOG
Celebrated with their own hog;
"We really do not give two figs
If Canada was first with pigs."

The Brits all laughed,
As Canadians chaffed
To maintain their copyright,
HOGMOG was going to take its fight
To the world's Hog Market Boards,
And to the British House of Lords.

Both clubs' treasuries were soon depleted,
Neither would admit to being defeated,
Legal fees rose as tort on tort
Was presented to the Highest Court,
But Canada warned, "This is no ruse,
We'll simply raise our next year's dues!"

... by Olid Fettid.

