



WORST POSSIBLE TASTE!

THE **BLURB**
MORGAN OWNERS GROUP

FEBRUARY 1981

(March newsstand issue)



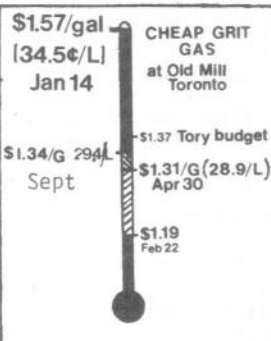
OTTAWA TENSE.... AS GOVERNOR GENERAL CANCELS HOLIDAY LIBERALS WELSH* ON GAS \$

(Readers will recall that the despotic Tory rule of Joseph Clark was finally terminated Feb 22, 1980 when the Liberals defeated him on his proposal to raise gasoline prices by 18¢ per gallon. As a public service the Blurb has carefully monitored the situation in the unlikely event the public were to be faced with increases exceeding 17¢.)

GOV'T TO RESIGN?

On Jan 14, 1981, the price for a gallon of regular unleaded had soared to the staggering level of \$1.57/gal (Imperial) vs \$1.19 Feb 22, 1980 at the Old Mill Imperial service station near to the editorial offices. An urgent telephone call to Ottawa revealed a capital city in turmoil. Having failed to keep the most vital economic factor (see Liberal election manifesto of 1980) under control, the government's imminent collapse was awaited by the nervous capital. Knowledgeable insiders pointed out that the government had collapsed some months before and what was now anticipated was the Liberals' humble resignation.

CHEAP GRIT GAS



At a hurried press conference during a visit to Ottawa, Pierre E. Trudeau, the famous world traveller, declared that "The universe is unfolding". "More like coming unstuck!" retorted former finance minister Crosbie (the noted Joe Clark loyalist and Tory-leader hopeful).

Governor General Edward Schreyer, reported closeted in his palace to think of a suitable new prime minister, was thought to be reviewing a short list of former provincial premiers.

* UNFAIR RACIST
SLANDER!!



Y Ddraig Goch
the Red Dragon
of Wales



Photo from Swiss club's "NscOrgan"

Scene at MOG 80 (Goodwood)

Those !*%?/*!! GENERATORS

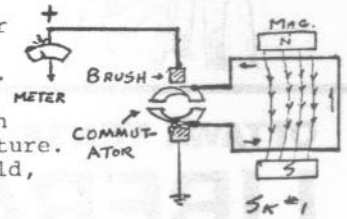
by Don Short

reprinted from MOPS
(Philadelphia)
Feb/Mar 80

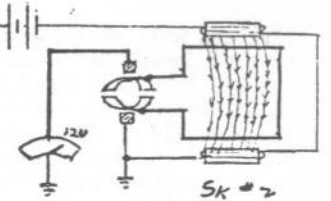
Once you understand how they work, generators and regulators are not really the monsters many people take them to be. What we would like to do here is to explain the basic principles of generators and regulators in order to give you some idea as to what goes on. Keep in mind some idea that the following has to do with positive grounded electrical systems, which is like bass-ackwards from negative grounded systems. Later, we will talk about some trouble-shooting.

I'm sure everyone has wondered what those letters impressed on your regulator really meant. Probably the most confusing aspect on your "T" series car is the British terminology, especially where it concerns your electrical system. For instance; "D" stands for dynamo, which to any self-respecting, English-speaking American means generator (or armature). "E" stands for earth, which means ground. "A" stands for ammeter, which is not to be confused with armature. "Al" wiring goes to the ignition and switch. Mercifully, "F" stands for field, and means field.

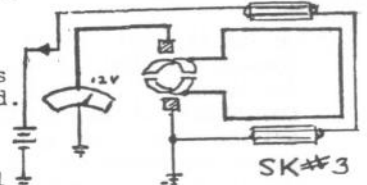
Without getting into a lot of electrical formula, it can be safely said that the basic principal of a generator is that a loop of wire passing through a magnetic field will produce a flow of electric current in that wire. Looking at Sk. #1, we have our two permanent magnets, and the loop of wire rotating between the magnetic field. The loop of wire is terminated on commutator segments, and the output of current is picked up by a pair of brushes, and transmitted out on the "+" wire to the meter.



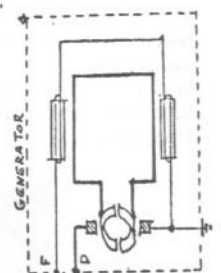
If we want to increase the flow of electric current, we can strengthen the magnetic field through which the loop of wire is passing. This can be done by making the field into an electromagnetic field (Sk. #2). The magnets can be wound with wire, and a battery source applied to that wire will create an electromagnetic field. The output to the meter will be considerably increased.



Sketch #3 shows how the increased current flow can be controlled by removing and reapplying the source of battery to the field coils. This can be done by using a set of contacts, which act as an on-and-off switch. With the contacts closed, the field coils are energized and an electromagnetic field is produced. The field is removed when the contacts are open.

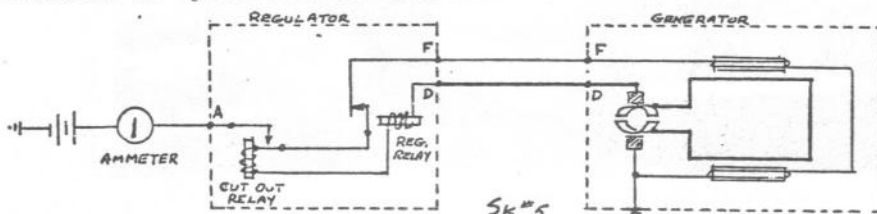


Another type of electromagnet is a relay. A relay is nothing more than a coil of wire wrapped around a steel core. When the coil is energized, the magnetic field produced operates an armature, to which contacts are attached. If the current output from our loop of wire is transmitted to the relay coil, we can open and close the on-off contacts electrically. The relay is adjusted to open and close at preset voltages. This opening and closing applies and removes the battery source to the field windings, as shown in Sk. #4. In addition, we can use the output from the loop to supplement the battery source to the field, and also to replenish or recharge the battery. The faster the loop turns, the greater is the pressure (volts), causing more current flow (amps). Believe it or not, Sk. #4 is basically it!! Of course, we really have a number of loops terminated on a number of commutator segments. Looking at Sk. #4, we have our regulator coil preset to operate at about 13 volts, which open normally closed regulator contacts. When these contacts open, no electromagnetic field is present in the generator, consequently, no voltage or current is produced. When this happens, the regulator coil will immediately release, closing the contacts and re-energizing the field. This action goes on continually, opening and closing the contacts rapidly, maintaining constant voltage in the system.



SK#4

It can also be seen in Sk. #4 that if our loops of wire are turning slowly, as when the engine is idling, little or no current will be produced. The regulator contacts will be closed, causing the battery to drain and discharge back through the field to ground. Also, since the ammeter does not go through the ignition switch, the battery would drain with the engine shut down. It is necessary then to open the battery supply from the generating system. This is done with another set of contacts and electromagnetic coil, called the cutout relay, placed in series with the regulator relay. The cutout relay is also preset to operate at a given voltage, and to open when the voltage drops to a certain level. The normal condition of the regulator relay contacts is closed, with the engine off or idling. The normal condition of the cutout relay contacts is open, with the engine off.



SK#5



PEGGY BARKER, THE DEFINITIVE MORGAN MODEL

SHEALLY PHOTO

Reprint from Rough Rider

Don't pay parking tags

Don't pay your parking tickets, but don't throw them out either because they may yet be ruled enforceable, lawyers say.

A recent ruling by the Ontario Supreme Court puts the onus on the crown to prove the owner of the car was the person who illegally parked it and "that's impossible," some noted criminal lawyers contend.

However a spokesman for the attorney-general's ministry said the ruling by three judges of the Divisional Court "is likely to be appealed."

"Don't pay the fine," was the advice of lawyer David O'Connor. "The ruling is straight forward, the crown has to prove the owner was the driver. How can you prove it?"

"My advice is not to pay them, just sit on them, or file them away," said another Metro lawyer, Bruce Durno.

The court, in its ruling, upheld an appeal by Budget Car Rentals against an Ontario Supreme Court ruling last July that car owners must pay parking fines. *Tor Star Jan 20*



REPORTED BY OUR SOCIAL EDITOR, XENA PRUNE-SHERRY

On December 13, the 1980th Christmas was commemorated at the sub-rural estate of the Bramalea-Smiths, overlooking Ontario's famous toboggan and wildlife park, Mount Chinguacousy.

A lively party, Mr Norman Hendrycks, director emeritus of HOGMOG, picked a fight with the outgoing president demanding to know why he had been cut off from receiving Blurbs. The official response was that it had last been heard that Mr Hendrycks had become lost on Mount Chinguacousy during the Winter Olympics and it seemed a waste of postage. Search parties had not been authorised by the executive since the Bursar had reported that Mr Hendrycks had already paid his dues, so it would represent an unnecessary expense.

John Collins, after coaxing, was persuaded to show his coloured slides of past events: Bolton, Niagara, and his recent experiment at Bridgehampton. John was so pleased with his treatment at the hands of the Bridgehampton organisers, the Jaguar club, that he has signed up for their next event. If you're interested in joining him, 'phone him at home at 416 677 7417, (Mississauga).

A special feature of the Gala event was to be the election of officers for 1981. There seemed to be some delay; the incumbent president (who had not been listed on the postal ballot) seemed to be doing a lot of behind-the-scenes talking but not proceeding with the election.

"It looks like election by acclamation" I said to him. "The evening's not over yet".

"What do you mean?"

"There may be a draft".

Some hours later;

"Has there been a draft yet?" I asked him.

"It hasn't officially surfaced yet but the morning's still young".

"Look's like some have fallen asleep waiting".

"Oh that's just Sands. He's fainted from hunger. We're not serving the meal until after the draft, I mean the election.

"Others are nodding too."

"Well, don't wake them if I'm nominated. We'll just have a quiet vote from my friends.

"Here comes someone bearing a cup".

"It's probably the opening ceremonies by my supporters for a draft".

"It's more likely a draught of hemlock", I replied, "I note that the bearer is the 1981 President by Acclamation".

"She hasn't been acclaimed yet!" he retorted.

"What does the writing on the cup say?"

"From HOGMOG to the President; 1976 to...".

"To when?" I enquired.

"1980".

"Not 1981?" I asked.

"I think they're mean."

Anne and Colin Davidson made a final appearance before returning to Australia. Their greatest regret was having to miss a Canadian winter and were bracing themselves for a torrid Australian summer.

"At least you won't face the expense of winter clothes," we soothed, "You can wear your Canadian summer clothes."

"No way, mate. We're saving those for the Australian winter!"

One happy memory they would be taking with them was David Smith's 3 wheeler Beatleback of which they had had a pottery model crafted. Ever the innovators, we noticed that they had had the V Twin engine installed under the bonnet. (A great improvement, aesthetically).

An enormous farewell card was circulated as members wrote their true sentiments to Ann & Harry Walters who were emigrating to Texas.

NEWS FROM NOWHERE

Another of Mr Simmons' letters from North Bay by which he attempts to help keep in touch with the outside world.

Dear Mr. Blur: I feel obligated at this time to write to you in regard to a number of comments and editorial inanities which have been published in the BLURB, rather inapprehensively, over the past several months.

First of all, I was abhorred by the amount of print given to this drophead coupe thing, and the subject of SNOBMOG in general. We, as members, largely accept the fact that all Morgans built since 1954 are replicas. We do tolerate a good deal of writing on these cars, albeit, without being overzealous. I must continue however, that the majority do not consider drophead coupes to be real Morgans, and really have no place in the BLURB. The subject of dropheads has been discussed at some meets, and have been appropriately described by such phrases as Cockney Cabbage Wagon, Malvern Mistake, Enzo's Revenge Etc. Etc. These cars tend to be owned by the syncophant sector of society, and most people find said owners to be overweening.

On a positive note, I must say that I agree with your editorial comment on the letter received from Mr. Tom A. Hawk. I feel that this type of suggestive advertising is totally unacceptable. Through past reading, I have come to associate the name Tomahawk Industries with one Mr. A. B. Sands. I have observed some of Mr. Sands' antics at the past two Bolton Rally Events, and quite frankly, I would put nothing past him. I still can't believe this man could attend our biggest annual event (Niagara) and actually compete in events with that four wheeled wiener of thing, called a Mallard, or something or other.

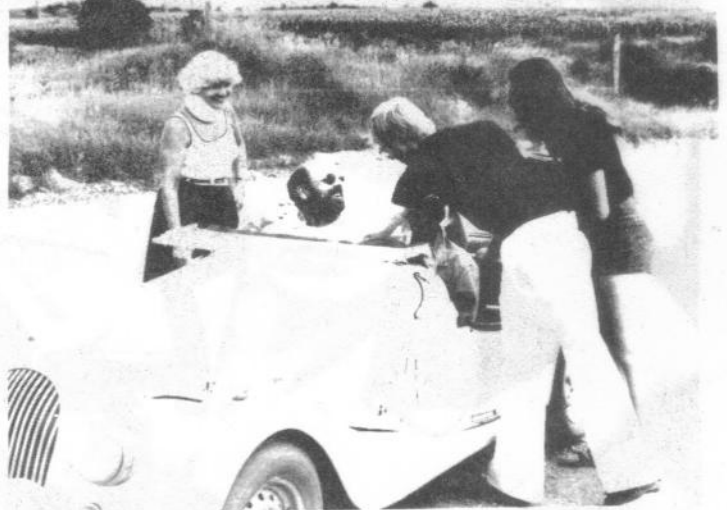
I also feel it necessary to mention several misdemeanors, as well as a few brazen acts which took place at the Bolton rally, just past. Several of which I have recorded on film. First, let me say, that the Beer's have always treated the club royally, and quite frankly, deserve better from the membership. Considering the fact that the Club was permitted the presence of two distinguished guests from England, Janet and Ken Hill, I thought that all would be at their best for the event, and respect Mr. Hill's obvious stature in the Morgan community.

Immediately prior to the start of the rally, my wife and I observed a young couple rolling around on the lawn, locked into some sort of wanton embrace (see photo). Their identity was unknown to us, by the way. It was with great humility that we observed their introduction to our special guests, looking like their sweaty bodies had been rolled in roasted coconut. They didn't even blush! We have always felt that this event was a family affair, but the trend is obviously changing.



At the start of the rally, we observed the organizers (S. Beer and B. Rushford), trying to discreetly resolve a potentially embarrassing situation. A rumour was circulating that one A.B. Sands had tried to offer the committee (S. Beer) cash and a Tomahawk Industrial Gift Certificate in exchange for the master copy of rally route plan. The enclosed photo shows Mr. Beer handing back the above mentioned bribes, while an obviously embarrassed Mrs. Sands offered up a quick smile to try and

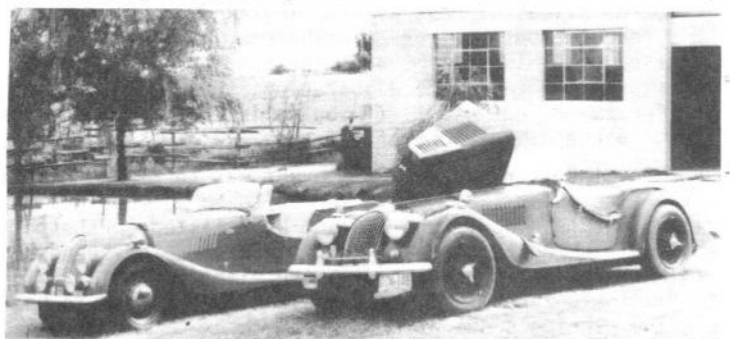
4 exonerate her husband's actions. He apparently even forced his daughter to drive the car, in an attempt to save face as a driver, in the event of a loss.



I would like to point out that the outcome of the rally was not without question either. I feel that Chris Charles (a dealer no less) has somewhat tarnished himself with his entry. When I first spotted his car, I was suspicious right from the start. He refused to open the bonnet prior to the event. When I bent down to have a look at his suspension, he stepped on my fingers, causing me considerable pain. When he sped off at the start, my thoughts were quickly crystalized. He had obviously used our guest's navigational skills (British, you know) to his own advantage, and his motor car was certainly not stock either. His car is obviously some sort of racer, with Morgan replica coachwork. I strongly suggest that the organizational committee look into the matter. Undoubtedly, Mr. Charles enjoyed an unfair advantage..... Yours truly, C. Simmons, North Bay



P.S. I feel that the inuendo that Reg Beer had filled his shop with Morgan wrecks, to try to increase car attendance, was totally uncalled for. (Ed; but see below)



C. Simmons photos

Cars & Parts

5

We had anticipated that the authoritative account of MOG 80 would have appeared by now in the other definitive motoring magazine 'Cars & Parts'. Our hope had been to crib it for the 'Blurb' but we finally gave up waiting last December and were forced to run the article from the SNOBMOG 'Gazette' to which many of you have objected so vehemently. We have lately intercepted a letter from the editor of that rival publication and understand that their "story will appear in our February 1980 issue (March 1980 newsstand issue)".

BACK COPIES

Would you please pass onto any interested Morgan owner the fact that I have issues of the Morgan 3 Wheeler Club Bulletin from Dec 1969 to Dec 1977 inclusive plus a good assortment of early US Group (3 Whlr) Newsletters that I will sell to the first "reasonable" bidder. Please keep in mind postal costs. Yours truly, Don Millar.

2648 Retallack St, Regina, Sask,
S4T 2L5, phone 306 527 7987.



reprint from FORMAT (Calif)

BARRAN ROUCHE THE DEFINITIVE MORGANISTE

PRESIDENT'S



REPORT

Our Treasurer, May Shier, informs me we do have some very prompt members, several of whom are way out of Ontario so please help, folks, to get the complete roster printed up this year by sending in those forms with your dues. (Colour and Licence crowded in with address, phone, Yr., Model, if you ask for serial too, you get the job of fitting it all in.).

Sorry a farewell get-together wasn't arranged for Ann & Harry Walters, before they left for Texas, but the holiday season and early departure cancelled our plans. They wish to thank the group for the lovely going-away gift and will see us for the Blue Mountain event.

The '81 calendar hasn't been completed yet, but as the Blue Mountain and Pipers Hill have been moved further in to the summer how about a Spring Run similar to the Fall event? Any volunteers or suggestions?

Owing to a huge foul-up and complete loss of lots of my mail, I cannot give news of the other clubs right now. No December newsletters were received, but will be in the future. Did receive a letter from the Morgan Motor Car Club Dallas Texas who wish to form a "North American Council of Morgan Owners Groups" and would like your views. A short rundown of plans include- a Register (car & owner) perhaps spare parts listing information for owners not living near a club, US nation-wide Insurance negotiations etc., co-ordinate regional meet for those that can't get to Calif. or Luray, and, yes, minimal funding should be necessary. As most of the clubs already have newsletter exchange, we didn't sell all the copies of the Register at \$2.50 two years ago; I might be a bit prejudiced so please pass on your views which I will forward to them. Anyone wishing a listing of all known clubs just ask, but please note my new address, it's R.R.3 Bolton, Ont. LOP 1A0.....Audrey Beer.



'It's much bigger inside than you might think' reprint from Swiss McsOrgan'

VARAC

Vintage Automobile Racing Assoc
Canada

SAT MARCH 14

1:30 General Meeting and discussion of Summer Race Schedule. Any Morganistes thinking of Vintage Racing are requested to attend.

5:30 Hot and Cold Buffet

7:30 Vintage Film Spectacular.
Contemporary films of Moss, Hawthorne, Broadfield, BRM, Cooper, Alfa, Ferrari, Monza, Silverstone.

ALL INCLUSIVE AT \$8.95, FILM SHOW \$2.00 ONLY. TICKETS AT DOOR. CASH BAR. Non-members with their friends husbands or wives welcome.
EMBERS RESTAURANT, 781 Warden Ave, South of Eglinton, Scarborough Ont.

Dear Blurbs,

LETTERS TO THE EDITOR

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

If you are able to type your letters it would be greatly appreciated if letters can be kept to 4½" wide (no more).



HILLMAN MINX MILITANTS

WITHOUT PREJUDICE

Sirs: We are solicitors for the Imperial Order of Hillman Minx Militants and have been instructed by our client to communicate their immense umbrage concerning the gratuitous sniping at them in a letter on page 20 of your squalid 'Blurb' (Dec. issue). We deem that letter published by you from the Humber Hawk Club Inc. to be in the worst possible taste.

We have issued writs in every jurisdiction imaginable and unimaginable and have scheduled an Examination for Discovery at 1:30, February 13, 1981 in the hamlet of Big End, Saskatchewan.

Without in any way limiting the generality of our clients damages, we should inform you that we have issued writs for, inter alia, imputing, disparaging, innuendo, malice, slander, scurrilousness, tackiness, criminal conversation, and general bad taste.

Kindest regards,
Snyde, Fisanarous, Parah, & Sytes.
"Torts a Specialty"



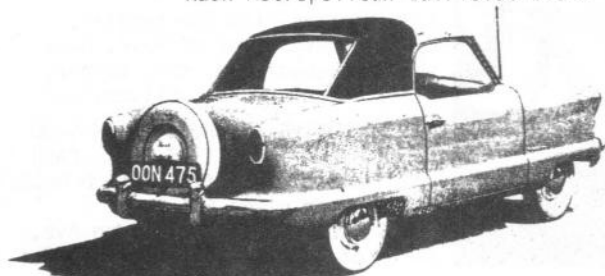
HILLMAN MINX

CABRIOLET SUPPORT

Dear Blurb,

As secretary of the Morgan chapter here in Omeeme, I am embarrassed by the consuming envy so obviously motivating SNOBMOG's detractors and whose letters were published in the December Blurb. Further, as a satisfied owner of a 4 seater cabriolet (drophead), albeit not a Morgan, I am personally fully cognizant of the surpassing exemplariness of this consummate, capital configuration of coachwork. Indeed, our own cabriolet club in Omeeme has just voted to seek associate status with the Canadian branch of SNOBMOG.

Your friend, Neville Snivel, Secretary,
Nash Metropolitan Cabriolet Club.



6

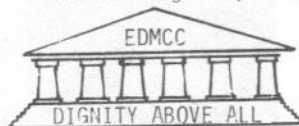
ARMSTRONG-SIDDELEY DEFENDS SNOBMOG



As owners and operators of Armstrong Siddeley Star Sapphire Sixes we must disabuse your readers concerning the feelings of true Armstrong Siddeley officionadoes towards SNOBMOG and respond to the letter from the so-called "Armstrong Siddeley Lovers League". By their very title, it must be evident that they have never actually owned Armstrong Siddeleys.

Our own club 'GROUP ARMSTRONG SIDDELEY', being a member of the newly founded 'European Dignified Motor Cars Council', endorses the fine example set by SNOBMOG. While we have not yet aspired to such an ambitious schedule of events, we do participate in numerous local slaloms and hill climbs and fully expect to finish an event next season. Our major effort last year was the Monte Carlo Rallye and I enclose a photo showing our entry at the Marina in Monte Carlo on Feb 25. Had we but known that we were to have finished on Feb 25 at that spot rather than set out, I am sure we would have placed higher in the standings.

Sincerest regards,
Whitley Stoneleigh, Secretary,
GROUP ARMSTRONG SIDDELEY.



(Affiliated with the E.D.M.C.C.)



DEARTH IN QUEBEC

Dear Mr Price, I would like to become a member of the M.O.G. ...Actually I do not own a Morgan. I have been looking for one some time now and hope to find one in the classified ads of the Blurb. You know, there are not too many Morgans in the province of Quebec and I know of only one owner in my area. Yours truly,
Gilles Lachance, 8580 ave Trudelle, Charlesbourg,
Quebec, G1G 5C4, 418-627-0746.

PRICE & CAMPBELL AUTO GLASS

61 Brock Road, Greensville, Ontario

1-416-627-4163

Terry Price

Dwayne Campbell

"MORGANS"

SAFETY GLASS REPLACEMENTS
WINDOWS FOR ALL MODELS
CLEAR & TINTED



Hamilton
(recognisable by its
dark, satanic mills)

Dear Blurbs

SNOBMOG COUNTERFEIT

Dear Mr. Price:

Recently, whilst availing myself of the gentlemen's lavatory at the Vancouver Central Bus Depot, I had occasion to pick up a piece of paper lying in a corner of that facility. It turned out to be a somewhat well-used issue of your Club's newsletter, the Blurb. My initial curiosity quickly turned into intense interest, as I was once very well acquainted with Morgan cars - during an earlier and much more prosperous and happy time in my life.

My finding a copy of the Blurb was therefore not only curiously coincidental but, as you will see, also extremely providential to you and your Club, for I am in the unique position to providing you with important information that will prevent you and the rest of your membership from making fools of themselves.

I refer to the peculiar adoration and unwarranted publicity your organization provides to the so-called four-seater Morgan drop-head coupe.

It may shock you to learn that I can attest beyond a shadow of doubt that the Morgan "four-seat drop-head" is a fake, a sham, and quite possibly a carefully perpetrated hoax!

The TRUTH is as follows: Each of the "four-seater drop-heads" that have turned up in places such as Toronto, California, Britain, and Belgium are not true Morgans, but were created out of wrecked Plus-4's and assorted spare parts from other marques by Rico Spoletti at the Paramount Paint & Body Works, Paramus, New Jersey during 1961 and early 1962. I know, because I helped put them together.

Having hastily emigrated to the States in 1945 after an eventful military career in Europe, I tried my hand at various business opportunities. Unfortunately, none of these enterprises were blessed with success and by 1961 I was forced to fall back upon the excellent mechanical training provided to me at German government expense some years earlier. In this role, I took up employment with Mr. Spoletti at the above concern, which he owned in partnership with some gentlemen from Brooklyn, New York. I was listed on the firm's books as "expert fender and rocker-panel man."

Although he provided general auto repair service to the community, Rico Spoletti could only be described as a "foreign car maniac." He claimed to be the spiritual heir to the great Italian car designers, such as Farina, Bugatti, and the like. His single minded dream was to build "the perfect sports car" and to this end he readily availed himself of the large supply of junked cars and parts at the rear of Paramount Paint & Body, Inc. One day, quite by chance Spoletti was asked to attend to some minor body damage on a Morgan roadster owned by an affluent young lingerie salesman from Philadelphia. To say that Rico fell immediately in love with that Morgan is a gross understatement. He had to have it and, with the aid of one of his partners, quickly persuaded the lingerie salesman to sell it to him at a remarkably low price.

That very day, Spoletti began to work on and "improve" his newly acquired Morgan. Naturally, the car completely filled all his requirements for a "perfect" sportscar - save in one respect: it was not large enough to accommodate his entire family. Applying all of his resources and working almost continuously for several weeks, Spoletti set about enlarging the vehicle. The result was the first hybrid "four-seater drop head coupe" - a true automotive Frankenstein, if ever there was one.

7

Driving about in his wierd creation, Spoletti did, however, attract considerable attention and received numerous requests from individuals interested in purchasing a similar car. His ego completely out of control by this time, Spoletti embarked on a maniacal scheme to mass produce additional mutant Morgans. Closing down his business, he directed me and his other employees to scour the junkyards, back alleys, and dark side streets of New York and New Jersey for Morgans to gratify his wild ambition. He honestly believed that he would be acclaimed "The New Ferrari" for his efforts.

We worked hard at finding Morgans. They were a lot more plentiful on the East Coast of the U.S. in those days and quite a few disappeared into Spoletti's derelict shop, to emerge later as the ungainly and ugly "four seat drop heads". Since many of the cars were in poor condition or uncomplete when they reached Spoletti, he was forced to adapt parts from junked cars in order to make them operable. (One of the sure-fire tests for proving the phony nature of these vehicles is to uncover the Borgward transmission elements or Simca suspension features Spoletti often incorporated into his finished products).

No one knows just how many of these counterfeit Morgans Spoletti's warped mind built, but one thing is certain: they didn't sell. As might be expected, the public laughed and no respectable dealer or used car lot would touch them. The cars began to accumulate in Spoletti's back yard and on the side streets near the shop. Still, Spoletti pursued his mad dream. His family deserted him in despair, as did almost all of his employees and friends. One day, his partners came to the shop in a large black Lincoln and took Rico away with them. I never saw him again after that. I do not know what happened to all of the cars, but a few days later another man visited the shop and arranged to have most of them taken away in large auto transporters. He mentioned something about a better market for such stuff in South America. With no paycheck coming in, I had to do something quick, so a week later I shipped out as an assistant oiler on a Panamanian freighter bound for Oslo. I didn't see another Morgan for five years until I spotted one in a back alley in Jakarta. It was in pretty bad shape and was apparently being used to transport goat manure to the rice fields outside of town. Would you believe that it was a "four-seat drop head"? I couldn't get over it! A fitting end, I might add, to a particularly nasty automotive monstrosity.

I have taken the time to relate all of the above to you because, over the years, I have developed a deep affection for real Morgans and I hate the thought of such a fine marque being defiled by unscrupulous individuals wishing to falsely represent the product of Rico Spoletti's sick mind as rare and exceptional examples of the marque. Indeed, anybody who would do such a thing has got to be pretty sick themselves.

In my opinion, your Club ought to immediately stop printing anything related to these fake Morgans and expell from your membership anyone who has the gall to publicly associate with the hoax they represent. I don't know how the present owners of these cars obtained them, but it doesn't take much imagination to guess. Perhaps I will notify the government people so that they can bring them to account.

Lest you or any of your members have the slightest doubt concerning the veracity of the above, let me assure you that I can readily furnish complete documentation, including photographs, bills of sale, police reports, and personal letters written by Rico Spoletti to Miss Rosa Mueller in which he describes in detail his plans for conquering the automotive world. For

(con't overleaf)

obvious reasons, I cannot send such material through the post, but I would be more than willing to make a full presentation of it to your assembled membership if you will send me a prepaid airline ticket (1st class, return) and a cheque in the amount of \$450.00 to cover personal expenses.

In closing, allow me to wish you and your Club the best of luck for the future. I hope that you can quickly clean up your ranks and get back on the true Morgan track. I look forward to meeting you all some day.

Yours very truly,
Ulrich Spanner

St. Francis' Home
3790 Los Feliz Blvd.
Los Angeles, Calif.
90006 U.S.A.

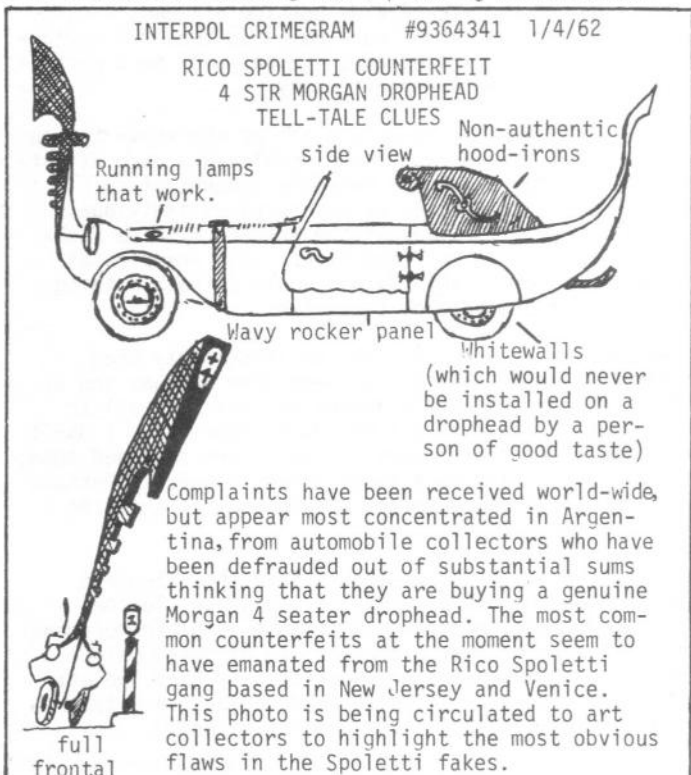
Editor comment;

Mr Spanner's letter brings to mind yet more of the fascinating facets in the fabulous history of the Morgan Four Seater Dropheads. A prime purpose in the founding of SNOB-MOG was the gathering together all the material, fact or fancy, about these astounding motorcars.

Mr Ken Hill, the highly regarded Morgan authority, in his acclaimed second book, lists the 50 authentic +4 Snobmogs that were built in the mid-fifties. Malvern guaranteed investors that only 50 would be produced. Any others are indeed fakes and a major task for the Registrar has been to cull these from the ranks. In view of the high resale value it is perhaps not surprising that so many counterfeits were built.

Amongst the worst were those produced by Sr Spoletti of New Jersey. Spoletti meant well but was badly let down by the incompetence of his labourers. A sure-fire sign of these cars can be seen in the wavy fenders and rocker panels.

It was interesting to read of the Snobmog near Jakarta. SNOBMOG have been trying to locate the 4 seater delivered to Mr Sukarno, the eminent Indonesian dictator. Sukarno's person and effects were widely dispersed after the palace coup and SNOBMOG will be sending an expert out to the rice paddies around Jakarta. They tried to contact Herr Spanner at his 'home' address but as its full title turned out to be the 'St Francis Home for the Addled', they do not expect much reliable help from Ulrich Spanner. SNOBMOG tell us that they are ever vigilant against fakes, and although there is little likelihood of one slipping past their men, the acclaim given by the judges at Beaulieu to Mr Trevethick's Snobmog was a pleasing confirmation.



It was a very cool morning as the faithful Parts car pulled out of Kitchener for the unfamiliar location of Salisbury, Connecticut. Having been told it was a 600 mile journey and wanting to be at the Friday evening festivities I took the New York Thruway. This took me via Albany over the Hudson and into Massachusetts. The toll cost was \$8.00 for 400 miles of quick smooth road. I then took a back main road until I reached Salisbury. Very excellent Morgan type roads, the wagon was very nearly written off in my joy at a bit of challenge. The White Hart Inn was HQ and I was lucky to get a room.

Friday night was Darts and general glass hoisting. Saturday was dry to start but on the way to the Lime Rock Track at 10 o'clock it was spitting. By 11 o'clock as Morgans began to arrive at the infield assembly area the rain was coming down in sheets and there was 25 mph wind. The rain continued very hard which had the cars on the track that were practising going very slow. There was one 3 wheeler and a Flat Rad out there doing their best. At one o'clock the meet was called as just not worth continuing. By this time there were 34 Morgans on display, nine were Flat Rads, five Trikes and a Plus Four Plus had braved the conditions. Bob Couch, the 3/4 Tech man, invited every one back to his very nice, clean shop at Wilverton for Tech discussion on what to look for when buying a Morgan.

The evening had the Banquet and awards. The judges had done the best they could and Doug Redman and his Green Trike won the Premier Award. We then came to the Harry J. Carter Memorial award that Reg Beer had spent many loving hours to make. This was a carved Winged Emblem on a Green Velvet ground set on a wood base with brass plaques for award winners names. The first winner of the Spirit of Wind Award was Alex Knight. Those of you at Luray will remember his very interesting showing of the underside of his Trike.* After the Banquet we had a slide show of Mog 80 as seen by Al Isselhard, Brussels to England on a Hovercraft and then the Meeting. This was followed by some more general Morgan slides when out went the lights. Lots of candles were around so no problem. The whole village was dark as the continuing storm had knocked out the transformer. The evening broke up ready for Sunday's Rally.

Sunday was dry with sunny periods. If only it had been like this the day before. As the Rally was going south I made my farewells and drove to Highway 20 and headed for Buffalo. There was very little traffic and I would say that there are very logical reasons to use this route. It is only a bit slower but more varied than the Thruway. The only hang-up was with Customs who seemed to think lots of paper was needed to bring in a Rad surround for a 1939 Morgan that was in Canada for restoration... Ghis Charles * see page one Sept.80 Blurp



*Copiously
Illustrated*

*February
1981*

(not sold on
newsstands)



Anniversary Celebration



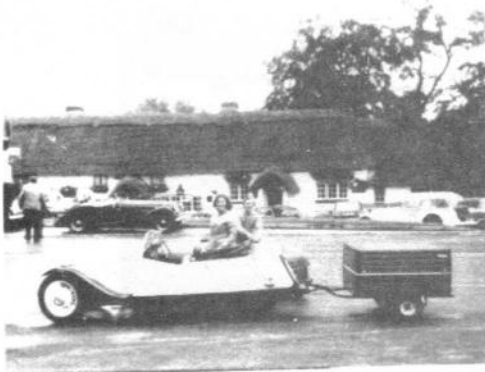
(Above) A SNOBMOG International Banquet. Registrar Roger Moran shows his prize, a 'Loving Cup', to Peter Morgan.
(Al Isseihard photo)

< Cowled Flat Rad. Transitional cowed model; note low level headlamps with cylindrical holders

Chrome Cowl from Germany >



Swedish Mogman peering admiringly through window of concours-winning Snobmog.



<Scene at Sir John Barleycorn



Swedish Bulletin photo



Badge Collection at Goodwood

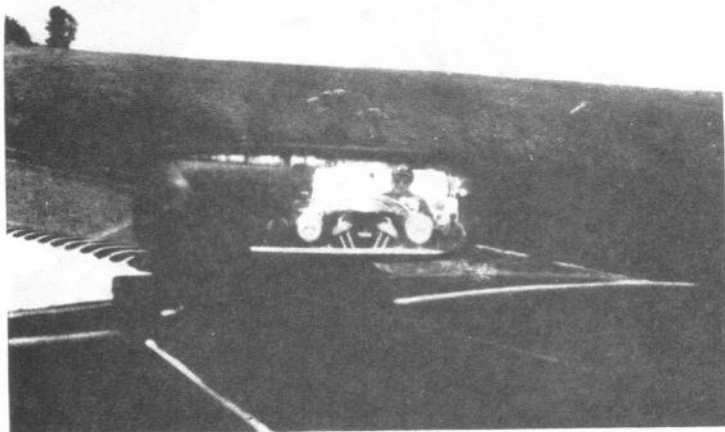


Janet Hill with Swedish Mogmen(Swedish Bulletin)

SNOBMOG



Typical Swedish Mogmen (Swedish Bulletin)



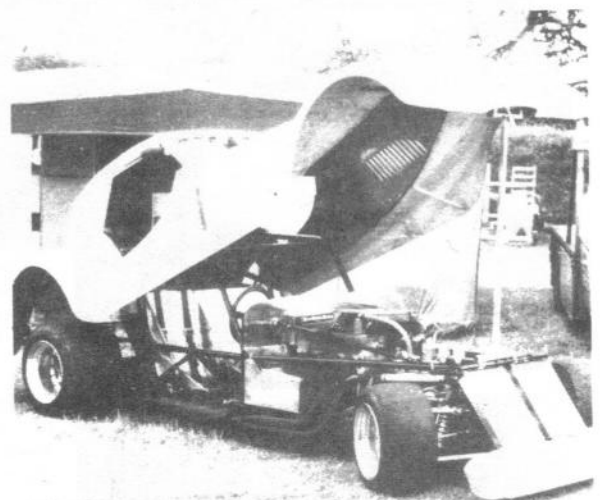
Morgan Procession (Swiss McsORGAN photo)



"Morris Stapleton" Plus 8 at Goodwood



Lawrencetune Le Mans winner (Swiss McsORGAN photo)



JAWS

(Swedish Bulletin photo)

THE DEFINITIVE HISTORY OF THE MORGAN MARQUE

commissioned by

The International Society for Morgan Four Seater Drophead Coupés

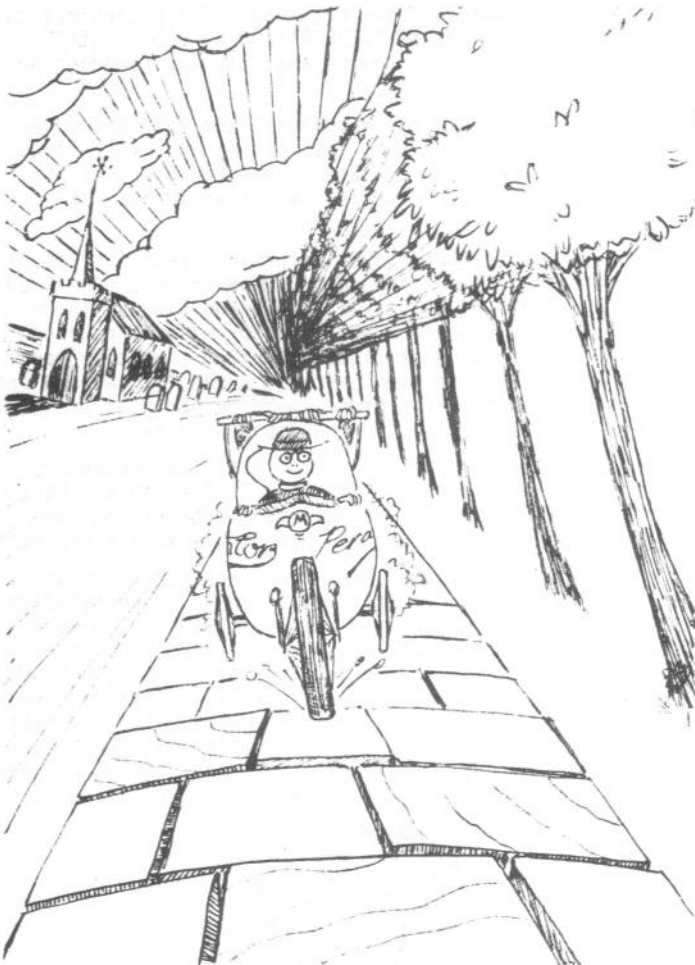
Part One, The Early Years

To Hellfire in a Handcart

With the introduction of the clerical 3 wheeler carts it was not long before the more sporting vicars ran impromptu intercounty races over the newly MacAdamised carriageways. Success was largely a matter of getting the hardiest retainers to push the carriages and a rivalry soon sprung up to tempt the fastest retainers from their masters with ever higher wages. As a consequence, even non-racing clergymen faced ever spiraling wage rates and there were letters to the Ecclesiastical Times.

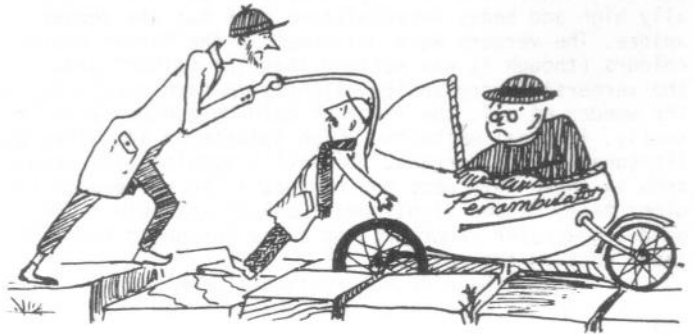
It was rumoured that substantial wagers were being placed. Certainly, the more successful vicars had been racing with more and more retainers. A popular combination was two short pushers augmented by two tall ones pushing from behind the first set. Six verger combinations often proved too complex, and five invariably veered off course. The expense was enormous especially for the longer races and hill climbs which required several relay teams.

Quite astonishing speeds were obtained, much beyond the design limits of the carriages. The steering system was, of course, a drawback as it depended on the vicar shouting the direction in which the pushers were to wrench the handle. Sometimes the short pushers would wrench in the opposite direction to the pushers behind them. The vicar usually landed in a duckpond or reeking ditch.



QUITE ASTONISHING SPEEDS

A problem with MacAdamised roads arose where chariot traffic had been heaviest in Roman days. Deep ruts had been worn into the paving stones and the centre of the road would often foul the comparatively low Morgan Perambulator axles.



THE CENTRE OF THE ROAD WOULD OFTEN FOUL THE LOW AXLE

In an effort to curtail racing costs and excessive speeds (accidents were being reported luridly in the popular press) the racing vicars formed an association to draw up regulations. Henceforth only church vergers could be used as pushers in races. As their salaries were paid directly by the congregations, not the vicars, the new formula was expected to cut costs drastically. The regulations would also reduce velocities by the simple fact that vergers tended to be elderly and slow.

Little time elapsed before the more mechanically minded vicars began to experiment with weight reducing measures. Cardboard coachwork and strict dieting were two popular methods and the "Curate's Egg" diet derives from this era. Other baby carriage manufacturers were not slow to enter the market with ever lighter racing models.

Enterprising parishes began to recruit and hire out younger and stronger vergers. And so the costs and speeds were not reduced by as much as had been hoped. As a consequence some races were organised with formulæ that restricted the number of vergers and relay teams. Short sprints were popular with the more impecunious clerics.

As the popularity of the sport grew, the Vicars' Sports Cart Club (VSCC) announced a major Relay Race from Monmouth to Worcester. Overnight stops at Gloucester Cathedral and Tewkesbury Abbey were scheduled to rest the vergers and militate against the need for excessive relay teams. All the major manufacturers showed immediate interest and were rumoured to be preparing special racers.

The regulations were complex. The organisers had realised that the importance of the race would tempt parish congregations to hold out for exorbitant fees for their teams of vergers. So the formula was indexed to favour teams with the fewest pushers. Foiled, the enraged Parish Congregations Society wrote furious letters to the Ecclesiastical Times. Some parishes threatened to withhold their vergers.

Morgans realised that the publicity value of the event would be enormous and sent out scouts to investigate the route. They brought back the bad news that not only was the road rough through the Forest of Dean, but it had particularly deep chariot ruts near the main towns. This latter intelligence was especially regretted as Morgan axles were about the lowest in the industry. The Index of Efficiency formula appeared to handicap the Morgan Perambulators

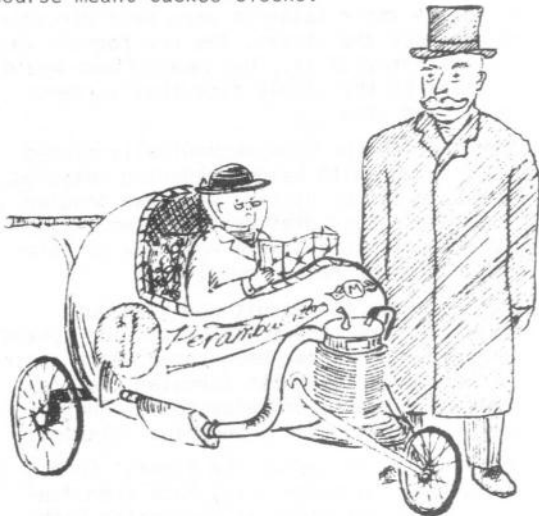
(now amongst the industry's heaviest) which needed larger teams of pushers. George Morgan gave the matter a great deal of thought and one day told his private secretary to arrange him a secret trip to Cannstatt, Germany.

Now, the VSCC was essentially a gentleman's club so, strictly speaking, factory entries and professional racing curates were disqualified. But this did not stop the leading factories from developing special racers for favoured vicars and allowing them generous warranty periods and discounts on replacement parts.

Great was the excitement on race day when the chief Morgan exponents (a team of 3 vicars from Leighton Buzzard, Northleach, and Chipping Campden) presented themselves at the starting line. Particularly surprising were the exceptionally high and heavy Perambulators with but one verger apiece. The vergers were uniformed in the Morgan racing colours (though it was noticed that the colour shade of the vergers' livery varied slightly in each case). But to the wonder of all, the front of each Morgan possessed a smelly, infernal mechanism which spluttered and vibrated. (Fortunately for Morgans, the VSCC's homologation standards in those days were not onerous.) The vergers on the other teams became highly nervous and excitable.* The bolder newspaper reporters got close enough to read the label cast on the devices;

"Daimler Motorenfabrik GmbH
Kannstatt, Deutschland (u.a.)"

Press accounts, immediately telegraphed to London, told of petrol powered cuckoo clocks from the Black Forest featured by the Morgan team. No one really knew what "Daimler Motorenfabrik GmbH Kannstatt" might mean, but "Deutschland" was generally identified with Germany and Germany of course meant Cuckoo Clocks.



AT THE START

The general opinion was that the heavy Morgans would not last the race especially as their axles were already bent, though unaccountably bent upwards.

As each Daimler-powered Perambulator was flagged off, the crowd was astonished at the speed since the lone verger appeared simply to be chasing after it rather than actually pushing. And, indeed, that is what he had to do. At every turn in the road it was vital that the verger be right there to turn the vicar's cart in the right direction.

The innovation of bending the axles upwards was a great success as the axle was able to clear all the high centres in the heavily rutted road.

Unfortunately, Morgans' vergers weren't up to the job. At Symond's Yat the vicar of Northleach's verger was noticeably tiring. As the road turned left above the Wye River the verger was 5 yards behind. The vicar's cart shot down the considerable slope straight into the river and, with the weight of the Daimler device, sank like a stone. At least there were no crowds into which to plough as it left the route. Such was not the case with the other two Daimler Perambulators as their vergers missed turns in the villages of Berry Hill and Brierly. There were no newspaper representatives on hand, however, other competitors gushed hysterical accounts of the disasters to the reporters waiting in the lounge of the Pen & Sword near the Birdwood checkpoint. These lurid accounts were immediately relayed to an eager Fleet Street, having first been re-exaggerated ten-fold.

The VSCC had attempted to discourage betting on the outcome, threatening to defrock any clerics involved. But the stakes were high, not just for first overall but even fastest times into Gloucester and Tewkesbury. Journalists were agog with tales of signposts being turned by rival gambling syndicates who were also reported to have bribed certain vergers to take wrong turnings. This was never proved. But when the leading cart, ridden by the vicar of Bibury, suddenly turned off the race route within site of the towers of Gloucester, there really could be little doubt.

The crowds at Gloucester were vast. Of course, a careful observer would have noted that many of the spectators were in fact reporters attracted by the tales of carnage. Crowd control was virtually non-existent and many carts steered right into the burgeoning masses. Injured reporters struggled on bruised feet and shins to the telegraph office with emotionally charged accounts of wanton bloodletting under the very shadow of the Cathedral. The Ecclesiastical Times' headline thundered "DESECRATION AT GLOUCESTER!" "HELLFIRE IN A HANDCART!" roared the Chipping Campden Chronicle.

Alarmed by early newspaper headlines, the Home Secretary had travelled from London by fast train. His broken toe, crushed by a careening carriage, convinced him that the "RACE OF BLOOD" (as the Luddite Leader would have it) must be cancelled.

A subsequent Royal Commission determined that City to City races must be outlawed. A second Commission was pressured to forbid the use of petrol-driven Cuckoo Clocks; instead a compromise was reached. Daimler Motorenfabrik powered Perambulators would be permitted provided that they were preceded by a church sexton carrying a red flag at the end of his shovel. Suitable sextons could be hired at prescribed rates from the Parish Congregations Society.

It was fortunate for the publicity sensitive Prebendary Morgan that the carnage had not been limited to the Daimler Morgan Perambulators. He intimated that his vergers had probably been as susceptible to bribes as all the rest.

The estate of the vicar of Northleach was not to be so easily fobbed off. Sworn statements were produced stating that the exhausted verger had been seen staggering behind the Perambulator in a pitifully worn-out condition. Now, all Morgans came with a 3 month warranty on parts but not labour. The estate of the hapless curate insisted on compensation since the pusher had become "worn-out". The factory refused on the grounds that the verger, although wearing the works colours and integral to the steering arrangements, was really labour. Eventually the issue was settled out of court.



* see the account of Godfrey of Moymouth, "Historia Vis Britanniae"; Domesday Publishing Co, London.

LORD RUT TO DESECRATE SEMI-SNOBMOG

Dear Doug: Thank you for your short note and copy of the December issue of your magazine.

I see that Dave Robertson is restoring a twin spare wheeled '56 roadster and that he requires some original white instrument controls etc. In my possession at the moment is a centre console panel which was taken from an original semi snobmog of '54 vintage and guess that he may be interested in the fog switch, starter switch and ignition barrel, together with an original cream turn indicator switch. I also have available a very small selection of cream choke cable assemblies, I managed to find some new/old stock knobs and have been able to make up complete new assemblies with inner and outer cables from scratch. If you could pass this information on to him, it would be appreciated.

Sindy and I will be coming to Luray '81 but will be spending more time in Canada as her brother lives in Toronto. At this stage, I am not sure which way round we will do it, to go to the U.S. first and then on to Canada or vice versa, perhaps you would recommend the best way to travel between the two countries. If any of the Canadians are going to this meeting, perhaps we could drive in convoy or something. When we arrive in Toronto anyway, we will look you up.

Once again, very many thanks for the copy of the Snobmog and look forward to hearing from you in the near future.
Yours very sincerely,

Lord Melvyn of Rutland

(a semi Snobmog owner, alas in need of restoration)
"Callers by appointment only please"

Melvyn Rutter Specialist Services, 3 The Green, Wanstead, London, E11 2NT, England.

Editor Comment: Many people feel that the best way to travel between the two countries is at the border by Morgan. On the other hand, other people have declared that this is the worst possible way. No doubt President Beer and Sgt Major Lafford would be delighted to include Lord and Lady Rutland in their party on the Toronto-Luray Convoy in the presidential Rolls Royce charabanc.

KIDNEY SAVER

So that you might use Steve Beer's sketch (p 25, Dec Blurb) directly as a template we had it printed on heavy stock. Since the drawing filled out the page so fully, we feared that the printing press might be just a soupçon* out of register and provide an inaccurate pattern. Obviously the pressman (in printer's jargon a 'printer's devil') was also worried too so he reduced the sketch to ensure it would fit well within the confines of the page. Too late we realised that Steve's sketch would be out of scale. Full scale copies may be obtained by writing to the editor.

* There! we've used the new French metric system at last.

Our Printers...



1500 DON MILLS ROAD
DON MILLS, ONTARIO
TELEPHONE 445-9600

Sheldon Rayman
Elizabeth Clarke

13

advertisement



FOR VALENTINE'S DAY THIS YEAR, GIVE YOUR LOVE A



TOMAHAWK
GIFT CERTIFICATE!!!

FOUR FOUR FOR SALE

FOR SALE: 1971 4/4 yellow 2 str, 1ic MOG 001, excellent condition, offers over \$14,000. Vendor has just acquired a Plus 8. Paddy Weir, home phone 416 233 7460, Toronto.

NEW MORGANS TO CANADA

Chris Charles is pleased to announce that he can sell new Morgans. They will be converted for propane use, but the carburation will be retained so that they will run on gasoline. They will have crash bumpers and other strengthening modifications. Get your order in fast if you want a 1981 delivery. 'Phone Kitchener 519 743 2491 day or night

Calendar

PUB NIGHT	ARTFUL DODGER	FRI APR 10 8PM
	10 Isabella, Toronto	
SPRING RUN	?	?
BLUE MOUNTAIN	COLLINGWOOD, ONT	27,28 JUNE
LURAY	LURAY, W. VIRGINIA	3,4,5,6 JULY
	(contact Audrey Beer)	
PIPERS HILL	nr hwy 9 & 50, Ont	?SUN JULY 19
BOLTON RALLY	BOLTON, ONT	SUN AUG 16
NIAGARA 81	NIAGARA-ON-THE-LAKE	11,12,13, SEPT

ELECTION

Our congratulations (and thanks) to the new executive for 1981. President Audrey Beer will need no introduction to Blurb readers as she has been one of the Group's leading lights for a number of years. Audrey has served formally as Registrar and Liaison Officer with all the U.S. Morgan clubs. So well has she represented us that we have heard of them referring to her as "Mama Morgan". Perhaps she is best known for leading the annual Canadian raid to Luray, though we understand that the baton seemed to slip a bit towards Sgt Major Geo. Lafford (Stoney Creek Fusiliers) in 1980.

MALE CHAUVINIST

ESTEEMED EDITOR

OK, I GIVE IN. WHEN CAN I COME ROUND TO THUMB THROUGH MY BOOK? I'LL BRING MY OWN REFRESHMENTS - WHAT BEVERAGE DON'T YOU LIKE?

JOHN COLLINS.



HOGMOG by RON GARNER

FIRST MY WIFE LEFT ME.



I GOT FIRED. THEN THE I.R.S. AUDITED ME.



Ron Garner 10/80

ALL I HAVE LEFT IS MY "E" JAG...



AND TODAY I GOT BLOWN-OFF BY A HOG IN A MORGAN!

