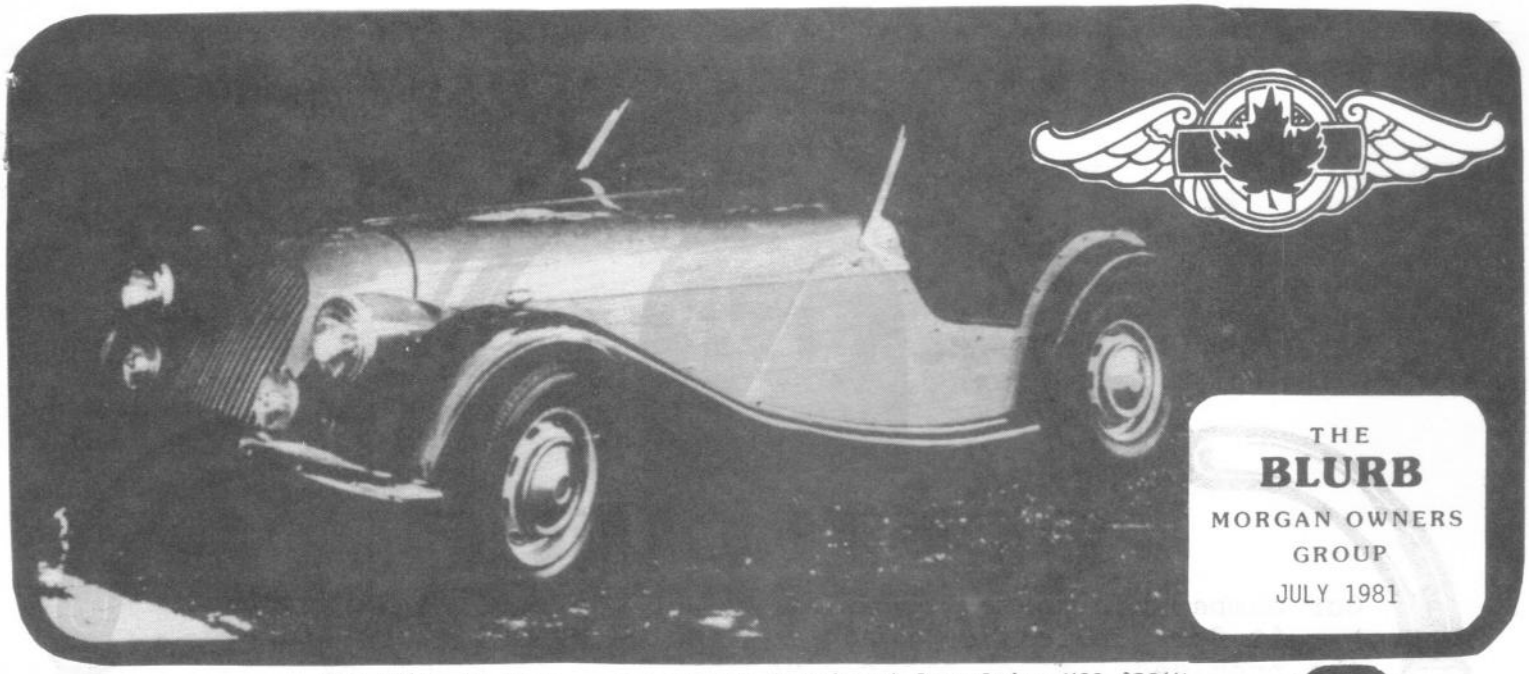
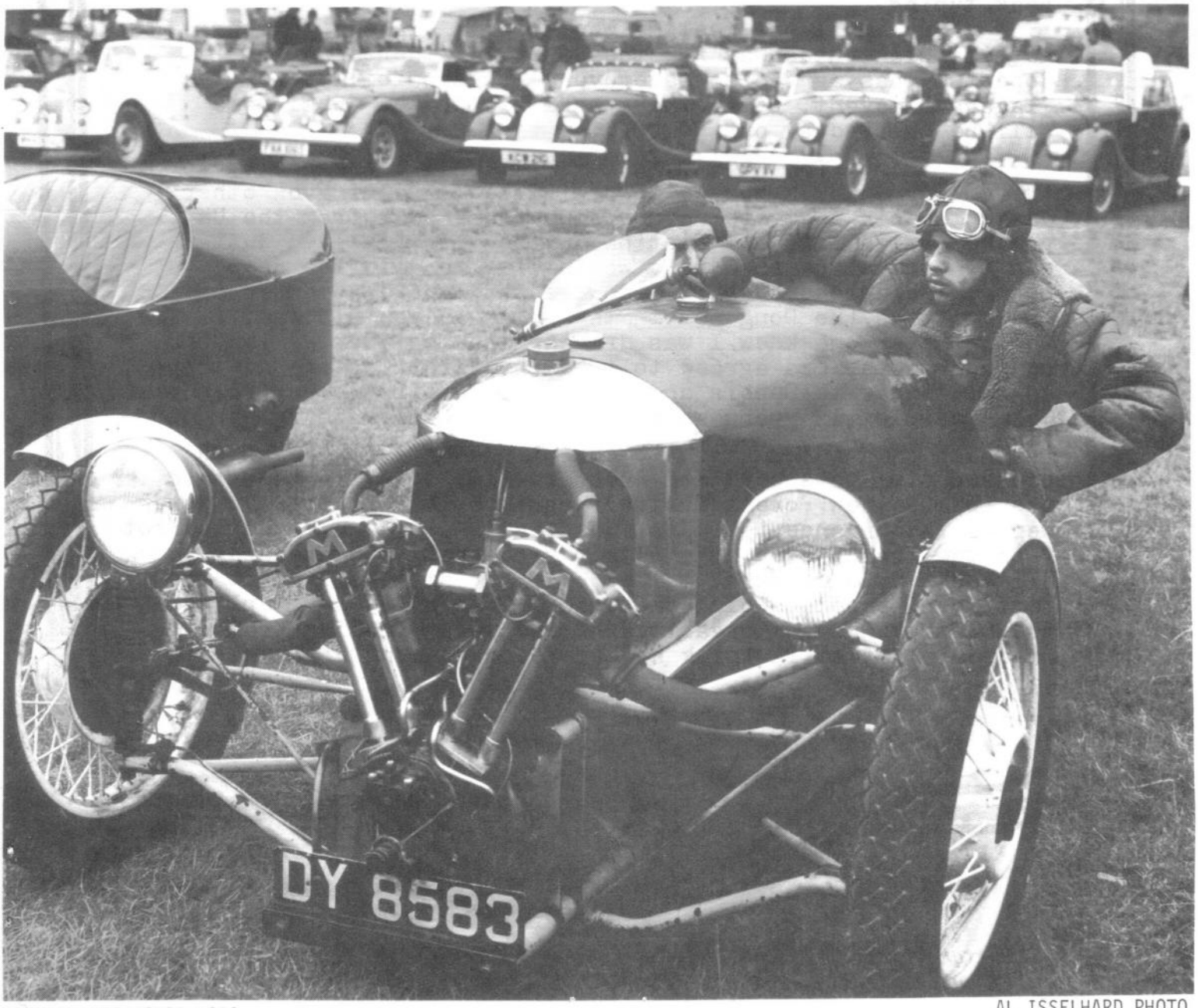


THE BLURB

MORGAN OWNERS GROUP

JULY 1981

NEW MODEL AT LAST... see page **16**. Reprinted from Swiss *MCS ORGAN*



BEAULIEU CONCOURS 1980

AL ISSELHARD PHOTO

PREZ' PIECE

Our membership roster is all typed up and Pauline Smith now has it for duplication ready for including with this Blurb, the promised list of other clubs has been included, my apologies for any errors or ommisions owing to my pick and peek typing.

Early April the meeting was held in Niagara to start getting plans underway for the Sept meet there, Dave Robertson has agreed to take overall respnsibility for the Niagara 81 event, with others taking alocated jobs, more will be printed by our Editor.

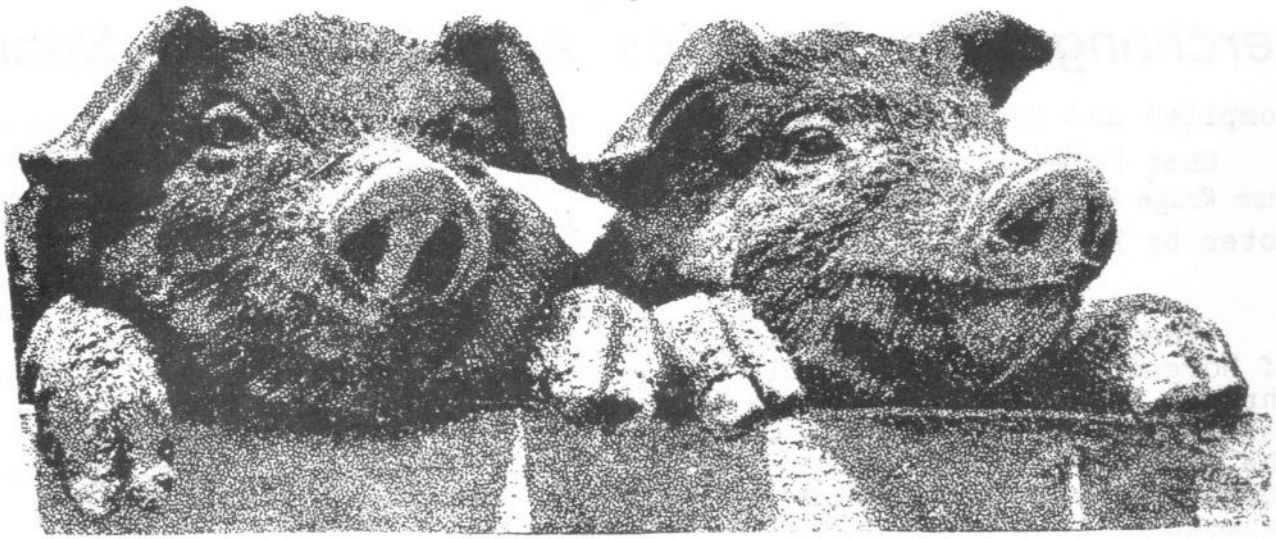
All is set for MOG 11 in Luray with 11 rooms booked for the convoy down, a couple more will be travelling on other dates to join us there. A surprise phone call from the UK proved that all is not fiction in the Blurb*, Melvyn Rutter confirmed that he and Sindy would like to join the convoy, so for the second year in a row we shall have a member of MSCC with us,(no Doug not in the Rolls as you offered, I thought everyone knew I was driving the Mog) During the spring run George Lafford agreed to take the first leg of the trip as our leader to DuBois and give Reg his first break from the pole position in years which both of us will enjoy.

While on a quick visit to the UK, Reg and I managed to squeeze time to accept Ken & Janets Hill's invite to attend the LOGMOG (New Forest Centre) Noggin & Natter, over 36 were in attendance including Chas Smith and Jean-Frederic Frot from the French club, the Hill's send their best regards to all their friends here, to cap off a great time I spent the next morning being whirled around in Ken's Le Mans Replica, and to prove Ken's Morganitis he was recouperating from pneumonia, (I still think he has velcro on those tires)

Dont forget to check those meet dates for up-coming events.

..... *Audrey Beer*

** Editor Comment; Despite our earnest endeavours, the odd FACT does slip past our eagle eye. But you needn't rub it in so!*



PIG-OUT AT PIPER'S HILL

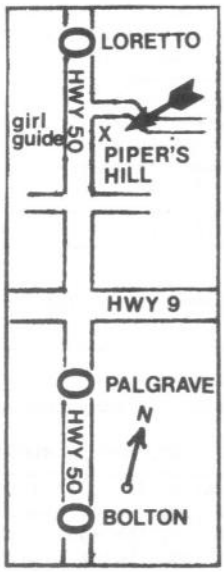
SUNDAY JULY 19 from 2 PM. telephone 936 4341

Once again, our oldest and traditional event at Piper's Hill Farm with our gracious hostess, Zdenka Sands and host Alan Sands. As before, the day begins at 2PM with an unhurried picnic. Lots of room for the kids to run around. Bring your bathing costumes. The picnic will be POTLUCK so please bring a contribution plus the usual BYOB. A BARBEQUED SUCKLING PIG will be laid on by our hosts.

In the evening survivors will retire into Hog Hall for a sing song. Bring your guitars and accordians etc (no need to bring tubas as AB Sands will have his own and this should be quite enough).

NO BSA's PLEASE.

This is NOT the suckling pig but merely a candid shot of your host, ABS.



Interchangeable Electrics and Junk-yard Spares

Compiled and Researched by

Chet Faleski

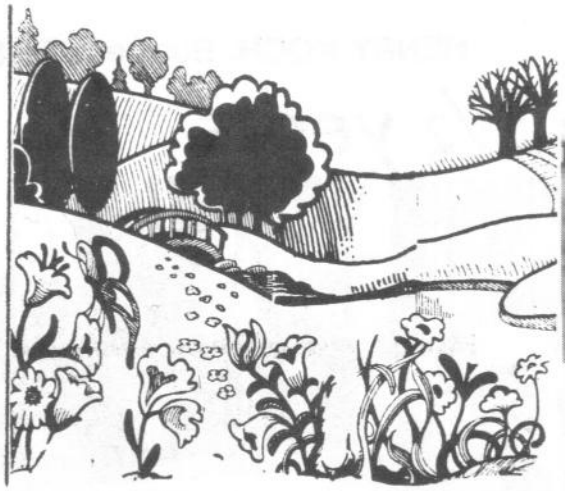
from Rough Rider Wash DC Oct'80

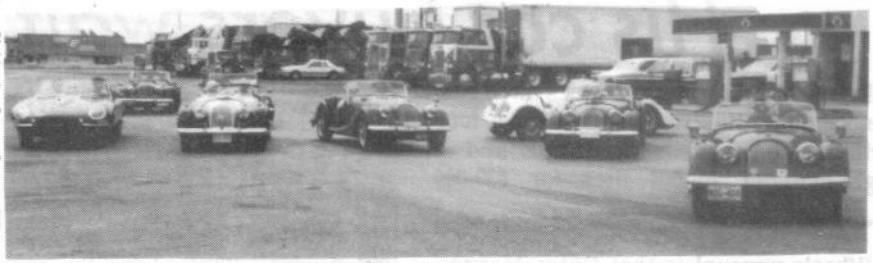
Notes by Ed Zielinski

The following are listings of Morgan electrics available through LUCAS, Ltd. as originally fitted on Morgan cars. The majority of these can be bought over the counter or ordered at your local parts house. Common parts, such as bulbs, headlamps, batteries, etc. can be easily obtained at any automotive supplier. Junk yards will yield all of the parts. It must be noted, though, that 20 year old lamp fixtures might not be worth the 50 cents you pay for them, reconditioning might cost more in time and effort than the new part. If you have a good yard in your area and enjoy a Saturday's romp amid "the Ghosts of Summers Past", look for: "Bug-eye" Sprites, Morris Minor 1000, TR 2, TR 3, TR 4, Ford Cortina, Sunbeam Imp, Triumph Herald, Humber, AH 3000, MG A, MG B, MG Midget, Vanden Plas Princes and any other English car that was made between 1955 and 1965 powered with 12 volts.

PART	TYPE	LUCAS #	INTERCHANGEABLE WITH and NOTES
Headlamp	All	59193	Any 7 inch from the above. Most states require sealed beam units.
Side Lamp	4/4 +4	52436	Morgan only
	+4+	52535	MG Midget, AH Sprite Mk 111
Flasher	4/4 +4	52345	Common to many of above. New unit with rubber and lense about $6
	+4+	52535	Combination light with side lamp
Fog Light	All	55187	As fitted new. Common bulb part # 323
Driving Light	All	55195	
Generator	+4(+)	22715	Same as engine, TR 2, TR 3, TR 4 Watch for bad armatures
	4/4	22700	" " " ,Ford, Moris mini, MG B, Lotus Elan, Trimuph Spitfire
Ignition Coil	+4(+)	45179	TR 4
	4/4	45141	Anglia, Cortinia, Lotus Cortinia
Control Box	All	37290	Common to many of above. Charging rate might have to be adjusted
Distributer	+4(+)	40795	TR 4
	4/4	40857	Ford Cortina
	"GT	40927	Ford Cortina GT
Starter	+4(+)	25550	TR 3, TR 4 Not all, TR used two starters, one has a longer Bendix spring
	4/4	25083	Austin Mini, Mini Cooper, Lotus Elan, MG 1000, Spitfire, Imp
Windscreen Wiper Motor	All	75414	Motor Common to above. Gear box is Morgan only, replace old gears in new box
	+4+	75450	MG 1000, Morris Minor 1000, Sunbeam Imp, Vandem Plas 1100
LH Wiper Arm	All	57712085	Morgan Only
RH Wiper Arm	All	54712285	Morgan Only - LH & RH refers to drive position, arm is bent to match wiper.
Wiper Blade	All	737811	Morgan Only - Some 8 inch blades will fit if you trim a inch off the bottom
Wiper Arms	+4+	54710008	Lotus Elan
Wiper Blade	+4+	54711283	MG 1000, Sunbeam Imp, Sunbeam Minx, Vanden Plas Princess
Horn, High	All	54068086	Triumph Hearld, Austin Mini Cooper, AH 3000
" , Low	+4+	54068087	Sunbeam Minx, Morris Minor 1000
Dipper Switch	All	34536	Common to all above
Ammeter	+4(+)	36307	Morgan only
	4/4	36099	Morgan only
Flasher Unit	All	35020	Common to many above, popular interchange, Volvo, Saab 96, Jaguar, Rover.
Fuse Box	All	45038034	" " " " , Some come with cover, look for these
Battery	All	--------	Select your battery to fit your needs, Lucas batteries expensive.
Jewel Lites:			
Directional	All	38191	Common except for color, Alfa Romeo Giulia Spyder, MG 1100
Main Beam	All	54360500	
Ignition	All	38189	
Switches:			
Fog Lamp	All	34352	Common to many above, all single pole, single throw
Light	All	34340	
Panel	All	34352	
Wiper Toggle	All	31836	MG 1100, Morris Minor 1000, single Pole, double throw
Rear Light	4/4 +4	53330	Common, TR 2, TR 3, MG A, Morris Minor 1000
	+4+	53355	AH 3000, Lotus Elan, Sunbeam Imp
Rear Flasher	4/4 +4	53600	Many of the above, MG A, Bug-eyes, Morris Minor 1000
	+4+	53355	AH 3000, Lotus Elan, Lotus Elan
License Plate	4/4 +4	53073	Many of the above, these rot out fast and get smassed, not worth the price
	+4+	54170	Interchange not known

SPRING RUN





Why are all the Morgans departing from the 'Fifth Wheel' in such a panic? Answer on page **16**.

Spring has well and truly arrived in Southern Ontario. The Toronto area Morgan folk have had their first run.

That slow in between month between April and May when the skis are put away and The Morgans are taken out has passed. The first group get together with the cars took place on Sunday, May 24th, the traditional date for the celebration of Queen Victoria's birthday.

Eight Morgans arrived at the 5th Wheel Truck Stop at Milton on Sunday morning. After breakfast we began our trip south along the top of the Niagara Escarpment to Burlington. George and Mary Lou Lafford led us along Northshore road along Lake Ontario to La Salle Park in Burlington where we met Rick and Wendy Andrews.

At La Salle Park we held a raffle for a blown glass Morgan which was won by Edie Rick. She passed the Morgan around for all to taste. When all expenses were paid, the raffle netted $5.00 for the HogMog Treasury.

George and Mary Lou led us up and down the Escarpment through Dundas and Ancaster where we saw some beautiful homes and countryside. The trees and lawns were at their springtime freshest but we enjoyed most the sounds of engines running at their best.

Our run ended at Tiffany's French Restaurant in fashionable Hess Village in Hamilton where we enjoyed a leisurely lunch in the outdoors café.

Awaiting the draw for the Glass Blown Morgan

Report & Photos by Ray Shier.

Old fashioned square dance at LaSalle Park. Note Reg Beer performing his 'soft shoe' routine.

Edie Rich & Bill Ellman display the Glass Blown Morgan.

Kitchener-Waterloo Record 6 Tue., Apr. 28, 1981 HENRY KOCH, Business Editor

His car buyers wait 3½ years

Prices of Morgan sports cars have been described as "outrageous." A new, four-cylinder ragtop sells for $29,000 and an eight-cylinder model lists for $39,000.

What's unusual is that **Peter Morgan**, the 61-year-old president of the Morgan Motor Co. Ltd. of Malvern Link, Worcestershire, England, is the first to concede that his cars "have definite limitations.

"They offer very little weather protection, the ride is harsh, there are shortcomings in the car's comfort and you can't lock the trunk because there's no lock," he said in an interview at Westmount Golf and Country Club.

Despite all of the above, Morgan can't supply the demand for his ragtops. At the moment his company has a three-and-a-half year waiting list of orders from customers in 18 countries.

They range from doctors and lawyers in England to chartered accountants in Canada, ranchers in Australia and classic car enthusiasts in the United States.

Morgan produced 432 cars last year with a staff of 113 people and production this year could hit the 450 mark "if we're lucky."

With a little promotion, he could sell 10 times that number of cars in North America alone, he said. But that would mean he would have to borrow money from the bank to finance a huge expansion.

He has no intention of becoming big or borrowing money from the bank. His grandfather, **George Morgan**, a vicar "of sufficient private means," provided the original working capital of $9,000 to allow his son, **Henry F. S. Morgan**, to launch the company in 1910.

At the outset, the working capital was supplemented by advance deposits from the customers. The Morgans have never borrowed from the bank, not even during the "rough times" in the 1950s when people in England stopped buying Morgan cars "because they thought we were old-fashioned."

Morgan said the North American market "got us out of a big hole" in the 1950s and it wasn't until the early 1960s that interest in the Morgan cars was regenerated in England.

Today Morgan concedes he smiles all the way to the bank where he deposits money. "Yes, the company is healthy and we are making money."

Morgan Motor is now the world's oldest privately owned car manufacturing company. It has outlived most of its competitors in England, including MG. "It's sad that MG is gone. There are not enough people who make small production cars," he said.

Peter Morgan, 61, head of the Morgan Motor Co. Ltd., stands beside a 1976 Morgan sports car his company produced in Worcestershire.

What often amazes the affable Morgan is the reaction he gets on his travels around the world.

"Many people are amazed our company is in existence." Some mistake the Morgan car for an MG. Others think it's a replica car because the styling hasn't changed much since the 1930s.

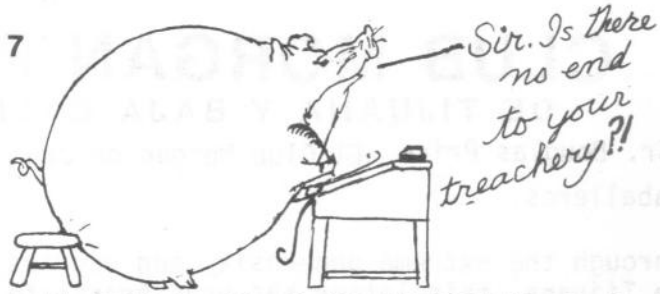
The only major styling revision took place in the early 1930s when the vertical radiator grille was replaced by the curved one of today and the chrome headlights were replaced with lamps flared into the fenders.

Morgan Motor has been described in car magazines as a company which occupies a unique and unrivalled place in the automotive industry because it produces the only sports car to enjoy the blessings of pre-war body design with the added benefits of modern technical improvements.

continued on page 14

Dear Blurb,

LETTERS TO THE EDITOR



ARMSTRONG-SIDDELEY SOCIETY Ltd.

FORMERLY *Armstrong Siddeley Lovers League, Ltd*

Dear Mr. Price: May 14th, 1981.

Now that our organization has completed its carefully planned and thorough reorganization, I am instructed by our Board to give to you a piece of A.S.S.'s mind regarding your complete disregard of our earlier entreaty, your continued dissemination of the "Snobmog" absurdity, and your publication of material emanating from the notorious criminal element calling itself Group Armstrong-Siddeley.

For your own good, you should know that the group to which you have provided valuable space in your newsletter consists of only three malcontents who were long ago drummed out of our Society on account of their deviate and obnoxious behavior. Whitley Stoneleigh, for instance, tried to pass off a derilect Vanden Plas powered by a Nash Rambler engine as an example of our beloved marque!*

In addition, the so-called "European Dignified Motor Cars Council" was "founded" by one Montague Snard, an unemployed house painter of Texarkana, Ark., in 1980. Mr. Snard is the owner of a 1956 Goggomobile and little else. If these are the sort of persons your organization wishes to honor and associate with, then you really ought to consider disbanding, or at least changing your name to avoid misleading the public and besmirtching the image of true adherents of superb British marques.

A.S.S., as a whole, continues to decry and deplore the ludicrous and debasing promulgation of "Snobmog" in all its aspects. We once more call upon you to come to your senses and desist from this destructive activity!

Yr. ob't. svt.,

A. C. Blemish.

Adrian C. Blemish, Lt. Col., C.C. (Ret'd.)
Secretary

ARMSTRONG SIDDELEY SAPPHIRE.

* Editor Comment; Our knowledgable readers will already be aware that the Nash Vanden Plas hybrid was the much admired prototype introduced by Armstrong-Siddeley to replace the ageing Star Sapphire Six just before the firm ceased production. Whitley Stoneleigh, the factory public relations officer, and two colleagues in the famous endurance publicity feat had been running ahead of schedule in their attempt to cross America the hard way - in the Armstrong-Siddeley Nash prototype via Arkansas. Without warning, this desirable motorcar was ambushed, overturned, and set alight by a neolithic society of A-S Star Sapphire worshippers operating out of Texarkana.

Mr Stoneleigh ultimately escaped to Canada as a Vietnam Draft Dodger. One of his companions (still alive, at least in body) had been permitted to retain the expedition's tender car, a Bavarian Goggomobile. In recognition of his tribulations, the parent body has designated him chapter secretary of the Texarkana & Timbuctu branch of the European Dignified Motor Car Council. Incidently, the Goggomobile was actually a rejected prototype of the proposed replacement for the Nash Metropolitan.

CLUB MORGAN PLUS-QUATRO

DE TIJUANA Y BAJA CALIFORNIA DEL NORTE

Sr. Douglas Price El Club Morgan de Canada 5 de Mayo, 1981

Caballeros:

Through the extreme generosity and courtesy of His Excellency, El Jefe de Policia de Tijuana, this letter has been translate into English for you Anglo-Gringos to get our point (punto!).

We writing to espress our extreme displeasure and alarm because of the repeated stories in your newletter about Snobmog.

Our Club is very new, but we already have hundreds members. Although there is not yet an official Morgan dealer in the Republic, we have many car specialist who can get good Morgans quick from U.S.A. Also, in Tijuana we have numerous shops where essential conversion work to Mexico standards can be done quick. In most such places, installation of '56 Chevy motor only take four hour.

Normally, we would write in spirit of good Morgan fellowship and ask to be accepted into the international brotherhood of Morgan clubs, but Snobmog now makes such a request impossible. It is probably good that U.S.A. is in between us and Canada: if it was not you would get big trouble and see many hospitals.

Why you do this Snobmog thing? As we say, Snobmog is donkey excrement. We cannot stop you from so far away, but you Snobmog people better not go too far south. His Excellency, El Jefe, has promised that if any Snobmog cars come across our frontier they will be, as we say, confiscado muy pronto! Your dollars not much good anymore, anyway.
We want to be good friends and exchange ideas and stuff (How you like to know how to fit seats from Pontiac Firebird into 4-passenger?) We also have much beautiful cast iron and tin regalia and accessories to sell and trade. We can help you a lot, but you got to get rid of Snobmog first.

Saludos,

Lopez Martinez de Tostado

Lopez Martinez de Tostado
Secretario General

*Editor Comment; As SNOBMOG officers have so often been at pains to point out, some persons in authority will stop at nothing to obtain a Snobmog for themselves.

Morgans WANTED JOIN THE FUN *Niagara-on-the-Lake*

Hey Fellers have-I-got-a-deal-for-you;

Morgans and drivers wanted by the Niagara-on-the-Lake Bi-Centennial Committee to participate in their Grand Parade; August weekend 8-9, I think the parade is 8th.

Open cars are needed to carry the contestants of the Beach Queen Contest, Yep thats right; the beauty contestants in the parade. a Rally and show will follow on the Common after the Parade. VIP's included are Governor of New York Hugh Carey, (hope I spelt his name right) and Ken Taylor.

Hog-Mog volunteers please contact me as soon as possible so we may confirm with the organisers, OR throw the job to those other Sports car clubs;

Audrey Beer, 857-3210

NIAGARA RENDEZ-VOUS

Spahr Hotel Guide

by Lee and Gus Spahr

(ROUGH RIDER, WASH DC JAN/FEB '81)

Morgan owners have, over the years, demonstrated many common characteristics, not the least of which is the devotion to self-inflicted pain. In keeping with this tradition, a small band of MOPs embarked on what was to be a sprightly, light-hearted dash up to Niagara-on-the-Lake, Canada, for a weekend of frivolity with our beloved Tory brethren. HA! With our recent history of reliability, we should have been prepared for a re-enactment of the Bataan Death March.

The Red & Yellow

The Spahrs' Red and Yellow had had so much fun gassing bugs and low-flying birds on the trip north from Luray that it started it all over just north of Philadelphia. By Quakertown (40 miles away), the Red and Yellow was a four-wheeled cloud of toxic fumes (the transmission seal was blown), badly in need of medical aid. Minor surgery was effected by Pit-stop Penny Bates utilizing state of the art high technology. She wrapped the drive shaft yoke with hemp to keep the 90 weight from blowing all over the world. This and the use of 150 weight in the transmission kept the fumes and smoke down to the point where Marty Woldow, driving behind, only had to clean his windshield about every 30 miles. This happily coincided with the maximum intervals between transmission fill-ups. We had left Philadelphia about 8 PM Thursday night (after working all day) and arrived at our destination about 8:30 PM Friday night, extending what would normally have been a 6 to 8 hour drive.

Queensway Hotel

The high point was yet to come. At the suggestion of another hotel, we had made reservations at the Queensway Hotel in downtown St. Catherine's. The Mark Hopkins, it ain't! The Queensway can best be described as a flophouse. Claudia Woldow and Lee Spahr screamed in unison, "No way am I staying here!" Fortunately, MOPs' answer to Robert Vesco, Marty Woldow, pulled some sleight of hand, and we went from a flea bag hotel to a gorgeous room in the Pillar & Post, and from there to a rented split-level home where we initiated the first Morgan commune.

We missed the Friday night Medieval Banquet due to sheer exhaustion, but, judging from the hangovers on Saturday morning, it was a great success. Our Canadian hosts were indescribably hospitable. The concours was laid back. These Canucks just love getting together and boogying. The experts, Reg & Steve Beer, Steve Bridges, Chris Charles, and others swarmed over our ailing 4/4, uttered incantations and performed bits of mumbo-jumbo, all to no avail. We were amazed that these dudes were crawling inside, over, under, and around this oil-soaked spectre of a 4/4, totally without regard for their personal cleanliness or, for that matter, their own Moggies. Steve Bridges had his indecently beautiful 4/4, and Doug Redmond his absolutely sinful trike.

Since it was decided the ailing Red and Yellow needed major surgery, Don & Wendy Barber offered it a home until the surgery could be performed by Steve Bridges. The help extended was overwhelming. In spite of all the problems, we enjoyed the weekend. A very special thanks to the fun-loving Canadian Morgan people. They are full of life, gusto, and spirit of Morgans.

Rendezvous With Destiny

The Saturday night banquet was a great affair. The trophies were originals -- a hand-carved Morgan wing made by Reg Beer and etched Morgan Wing Mirrors made by Wendy Barber -- a very creative group. An underground film, "Rendezvous", was shown, and it was one of the most exciting short films any of us have seen.

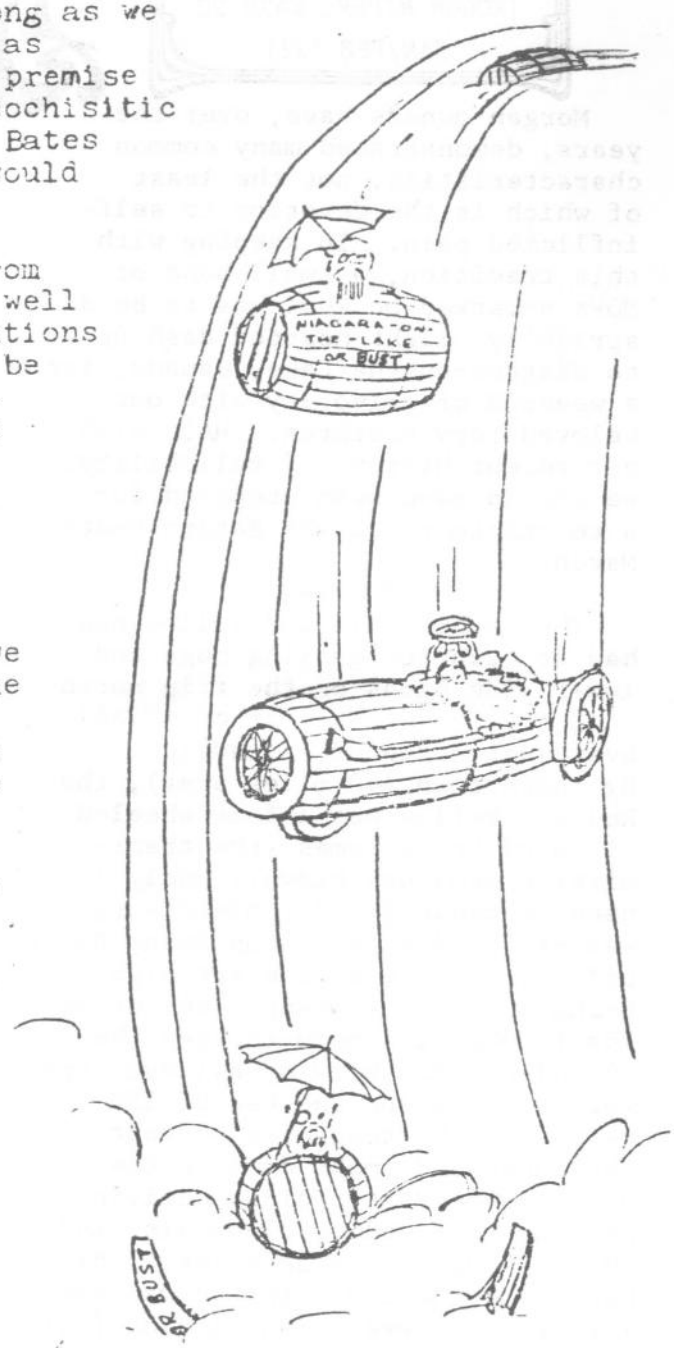
NIAGARA-ON-THE-LAKE OR BUST!

Quote of the meet: *"Getting There Is Half the Fun!"*
-Gus Spahr.

You'll remember from one of my last newsletters saying Kerry and I would be going to the Canadian meet as long as we were still speaking and as long as Moggie was still running. Each premise was about 70/30 for. Fellow masochisitic MOPS Spahrs, Woldows, and Penny Bates were in agreement that Niagara would be a hell of a nice weekend.

We had called the Spahrs from Calif. to let them know all was well and they offered to make reservations for all of us. Fine. We would be making one of our patented late-Friday departures while the rest would be leaving Thurs. night.

We got home and unpacked. Four days later we repacked to head for Nigara. This was very simple as it consisted of tying on the luggage rack everything we had just untied. I only had time to check oil/gas/water and we were off again. I must digress: My neighbors are convinced we're a bit "odd". Their first clue was the type of cars I own and park in my driveway (driveway?). Their second clue was the night I was still working on the Mog around midnight in my yard with the BMW's headlights shining on the Mog so I could see! The final straw has been this hectic travelling month of Aug/Sept. We are always loading up the Mog on friday nights after dark and vanishing without a trace, only to turn up days or weeks later often at the crack of dawn or later! We have finally seen what our garbagemen look like. Anyway, where was I?



NIAGARA FALLS PROCESSION

You must understand that Moggie is ailing after her long Calif. jaunt: a worn distributor is playing hell with the timing and vacuum advance, and the starter motor has about a 50-50 chance of doing its job. But what the hell . . . After convincing the others to go, there was no way I could-or even wanted to-back out. Kerry and I were really looking forward to seeing the Beers and all the other crazy Canadians who always drive the 800+ miles to Luray each year.

On the road on Fri night at 10:30 pm. Moggies got no umph or get-up-and-go but once you gradually get up to 55 mph, she will hold that speed with no trouble. We are thinking, "All the others are already in Niagara at the Medieval Banquet gourging themselves silly". We make quite good time despite Moggie, but like a pro athelete, she must occassionally "play in pain". At 4:30 am Sat we see a sign "Niagara Falls-48 miles". My Gawd, we're almost there already. So we pull into a cozy rest area and sack out just like we had done many times before. At 7:30 we are awakened by a truck firing up and we leave also.

Queensway Hotel

We encounter a surly guard at the border and arrive in Niagara Falls before 9 and try to find our hotel which is supposed to be near the "tower". There are about five towers. Turns out that out of all the directions Gus gave me, the only correct facts he gave me were the name and phone number (No small wonder Gus always gets lost on rallies). The Queensway Hotel is 15 miles away in St. Catherines. No problem-not until we get there that is. How to describe the Queensway. The Queensway was not even fit to be the toilet of a Marriot or Hilton. Picture this: every town, large or small has a small, run-down hotel which saw its better days around the turn of the century. These places now house the area's winos, welfare-ights, and ladies-of-the-evening. It's the kind of place you might get an hourly rate for. You could die there and not be found for days! We park out front, the least non-safe place, and I go in. I tell Kerry, "If I'm not back in ten minutes, drive away (if the car will start) and save yourself". Unfortunately, it is the right place, the Woldows and Spahrs names are at the desk. We register. The elevator is the size of a phone booth yet the legal capacity is six people. The maid is not wearing any shoes. From her build, I estimate she could probably bench-press 350 lbs. She shows us our room saying, "This is a very popular room. It is a lovely room. It has an air-conditioner." It is two of the smallest rooms you have ever seen, two people can not walk around in it at one time. But in defence of the Queensway, it is clean, beat, but clean. We plan our escape while Kerry lives dangerously and takes a shower. The maid leaves her cart unattended and we scoop up an armfull of excellent car waxing towels-at least we have something to show for twenty bucks. We leave. "Are you leaving already?", the still shoeless maid asks. "No, we'll be right back." Sure we will, about the same time as Morgans drop in price. We pray the elevator has one more stop in her tired, old cables. Mercifully the car starts (Moggie was of the same opinion, exit stage left) and we head towards the Morgan picnic at Niagara-On-The-Lake.

TUNING-UP The Red & Yellow

We pull into the picnic area and receive a nice round of applause from those thinking we were MIA. I see a familiar red and yellow 4/4 although methinks it does not look quite right. The driveshaft lies here, the trans tunnel lies there, and there's grease and gunk everywhere (pretty clever eh?). Seems like Gus's car has devoured another transmission seal. What a trooper, seems like it went about 50 miles from home and Gus nursed it the remaining 400 miles! It took them 24 hours to make a 450 mile trip! Oh my aching you-kno w-what. For good measure Gus's generator burned up and his rear axle came loose along the way. Steve and Martin Beer, Penny, and Gus were up to their elbows in grease trying to get the thing sorted out to no avail. In spite of it all, no one has a bigger smile on his face than the jocular Gus Spahr.

We ask, "Are you staying at the Queensway anti-hotel?" The Spahrs, Woldows, and Penny say, "You've got to be kidding, we didn't even go inside." Turns out they too were flabergasted and instead, rented a house in Niagara-on-the-Lake which is "upstream" from the touristy Niagara Falls.

We hold a very nice picnic and low-key concours all the while many little elves are pouring over Gus' car. Unfortunately it is declared DOA and we tow it back to the house. A kindly Canadian Morgan owner offers Gus the use of his tow bar for the trip back to Pa. Seven adults manage to take showers in plenty of time at the one-bathroom house and we attend the Niagara-80 banquet which is held at the warm Prince of Wales Hotel. We MOPS have our own table in the corner and our "battle flag" hangs proudly behind us. The food/drink/company are superb. After the awards we are shown two delightful films. Film number one, The Rendesvous, features some wacko in a Dino Ferrari driving through the streets of Paris at phenominal speeds and disregarding every law of safety and common sense. It is not staged, it is "live". I look around the room and everybody is moving as if they are riding along as the driver narrowly misses pedestrians, garbage trucks, and runs lights at 100 mph+. It was scarier than riding with me when I'm running late for work. Film number two was an amusing ditty about some chap in England who runs his ancient whatever on methane gas derived from pig poop. It was funny, although it was supposed to be a straight piece. After the banquet we down a couple more at the cozy bar, Kerry falls asleep.

GETTING HOME IS THE OTHER HALF OF THE FUN

Sunday is a beautiful day and we decide to convoy home early. The Canadians are having an autocross but the walking-wounded Pa. contingent reluctantly decides to pass it up and get an early start. The tow bar does not fit Gus' car and we tow it via a chain to the Barbers' in St. Catherines where it is safely left behind. The convoy now consists of the Woldow Morgan, Seibert Morgan, Bates Morgan, Woldow Mazda, and the Spahr Caddy. We safely pass into the USA and through New York. Welcome to hilly Pa. Penny's car overheats dragging a long hill. We wait. Penny's car breaks a coil wire. We wait. Hope my Moggie makesit; running much rougher now; starter completely gone. It is dark and I am following Marty's 4/4. His taillights flicker then go off. Marty pulls into a well-lit shopping mall. Marty smells smoke and traces it to a small "conflagration" under his dash. After we trace the problem to a short in his license plate lamp, we do a little Rube Goldberg wiring and break for a munch-out session at Burger King. We're off. Moggie running downright terrible now and I'm having a tough time dragging the Pa. hills. When I get to the top of a hill, I blast down the other side for all Moggie's worth so I can make it up the next hill, backfiring and flames shoot out of my exhaust pipe. We pass through Tunkhannock and are tempted to "crash" at the Oppolds, new MOP members, but we're not sure they could handle this crew so early in their membership! We hit Wilkes-Barre at midnight and the weary bunch files into Denny's for breakfast. What we should do is drop all of our cars off at Chet's (BRG) and call it a day. Lee Spahr informs us that their Caddy, apparently in sympathy with the English cars, has refused to allow the panel lights to remain on. Only the Mazda is holding up. Here, Kerry and I must split from the rest. After another push-start, we strike out solo. We arrive without further incident at 2:00 am, a full twelve hours after we had left! I asked no more from my "Baby", she had done everything I had asked, and then some. Believe it or not, we still had a ball, and we'll be back-hopefully with a few more MOPS!

KEEP IT CLEAN

By Chris Towner

Reprint from *MORGANEER*, June 1980, "3/4 Group"

If the finish on your Mog just doesn't seem to have it any more, there are two steps open to you. The easier and cheaper is a good compounding and wax. The second alternative is a paint job.

First determine if a paint job is necessary. The present finish will tell you. If its dull and faded, don't give up. In turn, if there are signs of rust, bubbles, checking (a multiple of criss-cross patterns indicating paint build-up) or stress cracks (Morgans seem to collect them), it may be time to consider repainting the beast. More on that later.

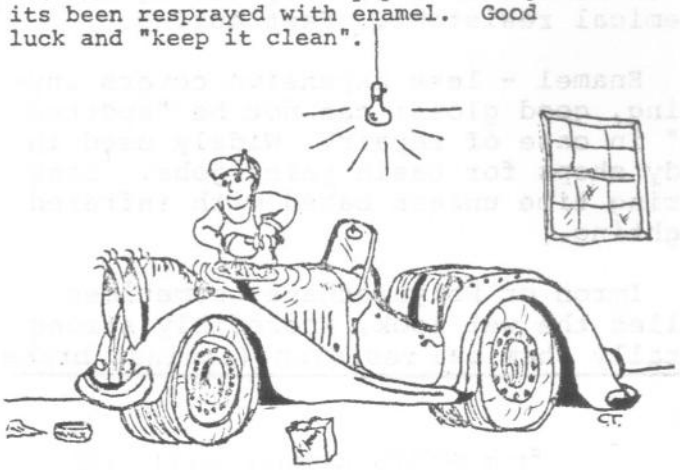
Bringing the old finish back to life requires a few basic items available at any good auto-body supply store. Also, a good buffing machine you may borrow, rent or buy, is helpful. Sears offers several as do many rental places. The electric ones are heavy but not everyone owns a good compressor to drive the air-powered variety. Next a buffing pad is in order. They are either single or double sided. The single sided ones require a backing pad. They're almost always wool and about 12 inches in diameter and one to two inches thick.

In cases of heavy wax build-up, you'll need a good cleaning solvent. Prep-sol or PreKleano, available only in gallons, are two good brands. A heavy wax build-up can dull your finish. Of course, you will need the compound. There are two types: rubbing or polishing, usually white in color, should be sufficient for dull oxidized finishes. Rubbing is for use with heavy "orange peeled" lacquer finishes, then polishing compound.

Next, a good glazing compound. (a thin liquid used to remove dried compound and swirl marks). Fill In Glaze by 3M or Liquid Ebony are just two. Follow directions on the label. Finally a good wax. Everyone has his favorite. Don't forget a good cheesecloth or similar soft, clean lint-free rag.

The procedure: First a good washing to remove dirt and grit, next remove old wax if necessary (see above). Find a shady spot if your "other car" isn't already left out in the cold and dab a bit of compound on the car starting at the top surfaces. It's also a good idea to cover your top and interior as the spinning pad throws compound everywhere. Start the pad moving at a slow speed at first, washing over a small area, say 2 ft. X 2 ft. Little pressure is needed so you don't "burn" through. Mind the louvers and other sharp areas. The compound will gradually disappear, so move on to the next area. Save the wings for last. If the pad begins to "load up", run a screw driver across the spinning pad a few times. Now its time for the glazing compound. It will remove the dried compound and film as well as the swirl marks. Just follow directions on the label, buff clean. Now give it a good coat of wax if you like. Everyone knows that part.

Just a footnote on paints: Lacquer responds the best to buffing whether it be acryllic or nitro cellulose or used by the Morgan factory. The newer acryllic enamels will tolerate buffing also, but only after they are "cured". Don't go out and buff that freshly painted Mog if its been resprayed with enamel. Good luck and "keep it clean".



Part II Painting

If you're convinced a buffing job won't restore the original luster of your paint, its time to consider a paint job.

Most body shops will cringe at the sight of you and your car. You're probably some fussy toad whose car (" an old MG ain't it?") will just sit around taking up room. Finding a shop that will take the time and pride to give you the job you expect will be the biggest challenge (and a second mortgage).

After you find such a shop, the foreman should explain what you're getting for the money. His observations and experience will let you know how involved he will have to get. In cases of excessive paint, the car may have to be stripped, either by sand-blasting or a liquid stripper. Either way is expensive. You may save some money by dismantling the car yourself and bringing in the parts to be stripped and painted. Again, find the shop that will go along with your plans. You may be fortunate to own an "original owner" car where a restoration isn't warranted. Depending on type of paint, etc. prices will vary from say $300 on up. Please don't call Earl Schieb. A full sand blasting inside and out - type - restoration with lacquer paint could run several thousand dollars.

The type of paint you choose needs some explanation. Here are four basic types currently used:

1. lacquer (acryllic or nitro cellulose) gives best shine; easy to spot in case of repirs; for the purist. Hand rubbed lacquer just means after each coat the color is hand sanded with fine grit - wet sandpaper to maintain a smooth finish. Time consuming and expensive. Lacquer can not be sprayed over fresh enamel and in some cases even over cured enamel. "Lifting" will result and stripping will be required.

continued on page 14

continued from page 13

KEEP IT CLEAN

2. Acryllic enamel - good gloss, easy to maintain, will go over any old finish. The newer ones, Cantari by DuPont, for instance, has an additive that makes a urethane conversion, very strong and chemical resistant. Fast curing.

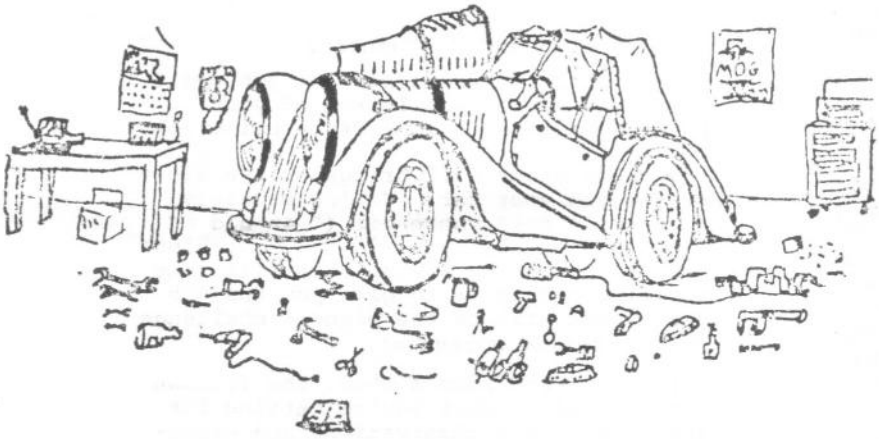
3. Enamel - less expensive covers anything, good gloss; can not be "spotted in" in case of repair. Widely used in body shops for basic paint jobs. Long curing time unless baked with infrared lighting.

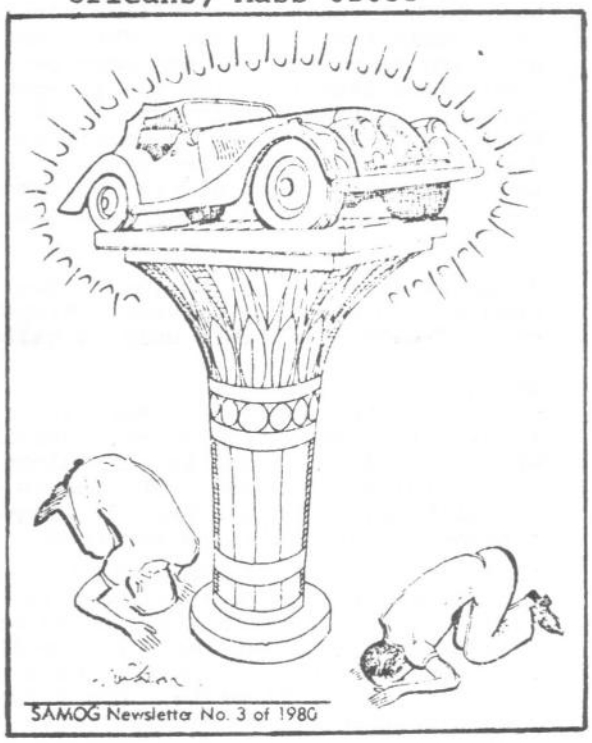
4. Imron or Polyurethane, sometimes called the wet look, incredibly strong, totally chemical resistant (against brake fluid, acid, etc.) Requires no waxing, super gloss, super price, too. This paint seems excellent for frames and suspension parts and a worthwhile investment. Non-spotting in case of repair and limited colors. Highly toxic fumes; don't use without a good respirator. Will spray over any old finish.

The above is just a rough evaluation of what is available, the choice is yours, each having its own benefits. If you have any questions concerning body work and paint on your Morgan, feel free to write me and I'll be glad to help. I've been doing body work for several years as well as a frame-off restoration on my own.

William Chris Towner
66 Brick Hill Road
Orleans, Mass 02653

from MOGLOG (Texas) April, 1981...





continued from page 6

BUYERS WAIT 3½ YEARS

A former member of the famous Morgan car racing team, Morgan concedes he still enjoys driving fast when no police are in sight and sees merits in every car.

"The North American car is very right for North America, but not necessarily so for Europe."

He drives a Morgan Plus-8 to work, a Ferrari for pleasure and a Hertz rented Buick Regal on his North American travels. "The Buick is a good car. The highways in North America are much better than in England because they're well marked. It's almost impossible to get lost."

Morgan said a limited number of car enthusiasts like his cars. "Some say they are tired of the mass-produced vehicles which they say are all starting to look alike and are dull to drive."

Morgan made three-wheeler cars until 1935 and then switched to four-wheelers. The three-wheelers were popular, partly because they were taxed as motorcycles.

Morgan cars are hand made with tender, loving care. Morgan said it takes anywhere from six to 10 weeks to put one together and allow the paint to dry.

The body frames are made of ash wood imported from Belgium and covered with steel or aluminum. Six coats of paint are applied. The engines for the four-cylinder models are purchased from Ford and the eight-cylinder engines from Rover.

Morgan car customers include celebrities and kings. **Brigette Bardot** bought one after dropping in to a showroom in Paris. The kings of Spain, Morocco and Jordan all own Morgans.

Morgan said his biggest export market at the moment is Germany. Customers can order Morgans in any color or combination of colors. The most popular is red, followed by Royal ivory and metallic silver. A woman in England recently acquired one painted pink.

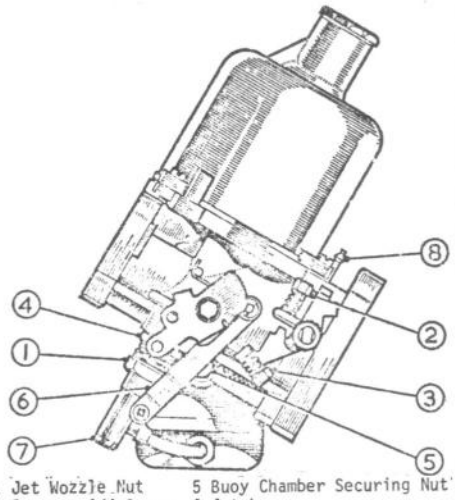
Morgan's father died in 1959 and he has carried on since then as head of the family owned company. He said the company's greatest achievement was surviving the decades of change in the car industry.

His greatest ambition is to make the Morgan car name as well known in North America as the Morgan horse.

Footnote: Morgan's Canadian distributor is **Chris Charles**, the owner of CMC Enterprises at 27 Wilhelm St., Kitchener, who moved his business to Kitchener from Toronto on the advice of a Kitchener friend. Charles also restores old Morgan cars and stocks Morgan car parts for the North American market.

especially commissioned article

ON MORGAN CARBURATION



1 Jet Wozzle Nut
2 Garrote Adj Screw
3 Fast Slacker Screw
4 Unknown
5 Buoy Chamber Securing Nut
6 Jet Lag
7 Jet Set
8 Vacuum Cleaner

Twin SU carburetors are one of the banes of a Morganeer's existence. Vanguard powered models are not too bad as they have single carbs. Best of all would be SS and competition models with Webers which can only be tuned by specially trained scientists, so that the typical Morganiste himself never has a problem trying to tune these.

Tuning twin SU's is essentially a matter of ear - each Carb must give out the same degree and pitch of hiss. A good way to test for this is to drive in top gear on a quiet, well paved country lane and listen carefully for the distinctive "tea kettle" sound of these carbs in their unique Morgan configuration. You should have the impression of hearing only one kettle, almost at the boil. Some books say its pitch should be in High C but I think there is some latitude, and you can adjust to taste within a narrow range. High "C", frankly, is best left to specialists. I must say, however, that I have accomplished High "L" on a number of occasions.

SU carburetors on +4's oftentimes stick after periods of storage and also while at speed. After storage periods this is generally the result of the build-up of grime that gets in through the unfiltered dashpot intakes and petrifies over subsequent months of disuse. High speed sticking is usually the result of large pieces of gravel getting stuck in the butterfly valves. The dashpot piston generally serves to screen out gravel of over ½" diameter and the butterflies are designed to block any over 3/8". Occasionally at quite high speeds an especially large chunk of gravel gets through the whole system and into the engine. This generally only causes an immediate problem if the rock penetrates and jams a push rod. Most often it only gets caught between the topside of the #2 or 3 cylinder and an intake valve, where it is quickly ground to powder. That is, unless the stone is a piece of granite and you may have yourself a badly scored intake valve.

There is a long term problem, however, with chunks of limestone which, although quickly ground to dust, gradually build up a lime deposit in the water jackets, just as occurs in a normal tea kettle. You can generally detect this when the high pitch "tea kettle" whistle sounds flat. This is not a problem that we have time to deal with here; besides, it's a condition usually restricted to the Kingston, Niagara, and Limehouse areas.

But do not think that even when rocks are getting ground away in your engine that all is well; this grinding action uses up a great deal of horsepower. This is why the experts suggest that you should check your carbs if your engine often seems down on its power.

By now you are probably getting some idea of the importance of the carburetor to the efficient operation of your Morgan. If you are planning to do a carburetor check, try to find a soundproof garage. In a pinch you can use your living room, but only if your wife is away, as her frequent, though helpful, suggestions will interrupt your concentration.

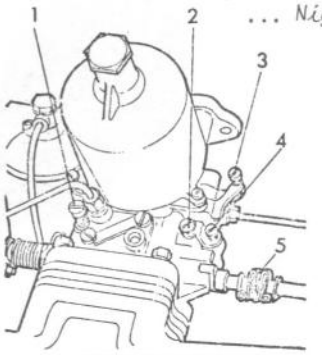
You recall that we noted that the 2 carbs must sound as one tea kettle; if you detect the merest suggestion of polyphony or a grinding sound in the cylinder head, then you should seriously contemplate a tune-up. As by now you must suspect, tuning twin carburetors is largely a combination of synchronizing the sound from each and getting the pitch right. When you think you are pretty close, make a tape recording of each carb (with engine running). There are several convenient ways to do this, and these are covered in the June 1973 issue of "Audio Sound". You then play the recording back in some quiet place to detect any differences; the use of a high quality stereo system being strongly recommended.

You really do need to keep the larger rocks out of your engine, especially if you live near Limehouse. Do this by minimizing the clearances of your dashpot pistons and butterfly valves. I would personally recommend that you strive to screen out 3/8" stones at the dashpot and ¼" stones at the butterflies.

The whistle is high pitched (good) but in a minor key (bad)? This means that the butterfly has caught over large rocks and the dashpot piston should be adjusted.

The more extreme enthusiast, I'm told, tries to keep out stones of over 1/8" frequently by installing air filters (not original and cannot be condoned except perhaps in areas like Limestone) or by tedious hours with tape recorder and tuning fork. Some unknowing concours judges tend to be finicky (some even like airfilters!), and penalise you if the rocks caught on the edge of your dashpot air intake are irregular and all over ¼". This is best dealt with at a concours by replacing all blocked stones with pre-selected grains of sand. I find that course white aquarium sand is often good for extra points.

... *Nigel Canard*



CARBURETTOR ADJUSTMENT POINTS

1 Slow run valve
2 Top plate securing screw
3 Jet adjusting screw
4 Throttle stop screw
5 Throttle shaft interconnection clip

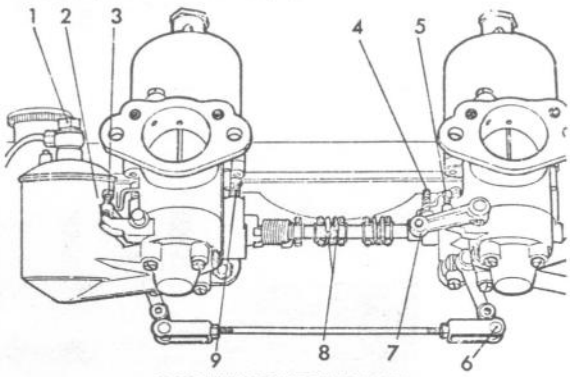
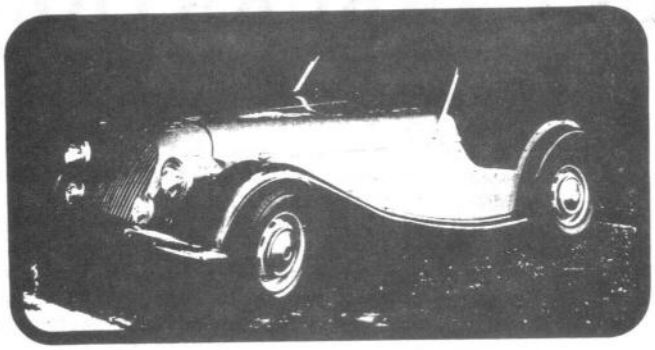


Fig 3.12 TWIN HD6 CARBURETTOR INSTALLATION

1 Petrol overflow pipe union
2 Jet adjusting screw stop
3 Jet adjusting screw
4 Throttle stop screw
5 Jet adjusting screw
6 Jet lever connecting yoke
7 Jet lever
8 Throttle shaft interconnection clip
9 Slow run valve

Triumph In Partydress

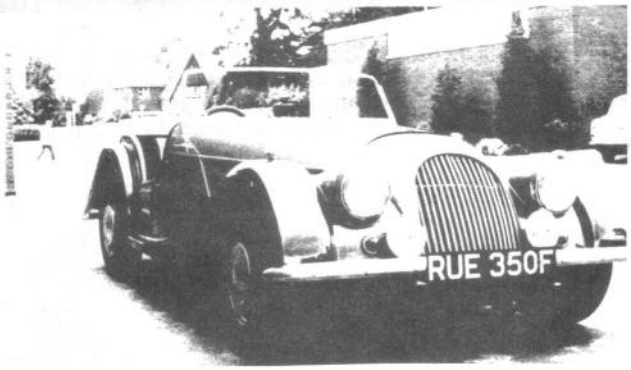


The Burlington Sports Special

NEW MODEL AT LAST (per front cover):

The Burlington Sports Special

Burlington Motor Company, 32 Avenue Road, Leamington Spa



Triumph In Partydress

The gnomes of Switzerland sent along photos of with appears to be a Triumph based sports car (we hesitate to refer to it as a Replicar).

Answer to question on page **5** ;
A cop car just arrived!

SATURDAY, JUNE 20, 1981

The Globe and Mail

Opening night ado
at the Stratford Festival:
BY RAY CONLOGUE

ON OPENING night at Stratford this year, the limousines and restored Morgans deposited their pricey passengers according to custom on the Festival Theatre threshold while five silver trumpets sounded within. But th ado was for a brief opening four sho

Editor Comment; So good to see that the members of *SNOBMOG* are patronising arts these days.

DID YOU KNOW?

That you don't pay a penny extra for our super fast service. Our business is based on printing quality work quickly.

Kwik-Kopy PRINTING

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

Our thanks to Liz & Sheldon who printed up the last issue for the price of Liz' membership.

FOR SALE

1971 4/4 yellow, good condition Paddy Weir 2 Kellog St Toronto.

STOLEN

1962 Beige Drophead, May 1981; Serial 4953, lic 100ASE (Mass) call Rodger Dashow 742 2520.

NIAGARA-ON-THE-LAKE

Accommodation Guide

As 1981 sees the 2nd Centennary Celebrations of Niagara-on-the-Lake, accommodation will be TIGHTER THAN EVER. Make your booking NOW!

HOTELS-MOTELS For reservations, please contact the Hotels/Motels directly	No. of Rooms	RATES (CDN $) 1 BED 1 PERSON	1 BED 2 PERSONS	2 BEDS 3 PERSONS	2 BEDS 4 PERSONS
NIAGARA-ON-THE-LAKE					
THE ANCHORAGE MOTOR HOTEL • 186 Ricardo St. NOTL - Tel: (416)468-2141	21	25.00	30.00	35.	45.
THE ANGEL INN • 224 Regent St. NOTL - Tel: (416)468-3411		30.00	35.00	?	?
THE GATE HOUSE INN • 142 Queen St. NOTL Tel: (416)468-2205	9	28.00	39.00	39.00	50.00
GEORGE 111 61 Melville St. NOTL - Tel: (416)468-4207	20	31.00	34.00	37.00	45.00
THE HARBOUR INN 1894 • 35 Melville St. NOTL Tel: (416)468-7721	15	28.00	35.00	40.00	45.00
THE OBAN INN • 160 Front St. NOTL Tel: (416) 468-2165 - 468-7811	23	28.00	39.00	39.00	50.00
THE PILLAR AND POST INN AND RESTAURANT • King and John Sts. NOTL Tel: (416)468-2123 - In Toronto call 361-1931	90	50.00 56.00	56.00 64.00	66.00	
THE PRINCE OF WALES HOTEL • 6 Picton St. NOTL Tel: (416) 468-3246	88 ••	50.00 55.00	55.00 60.00	63.00 68.00	71.00 76.00
QUEENSTON HEIGHTS MOTEL • R.R. 1, Highway 8, NOTL Tel: (416)262-4513	10	25.00 30.00	25.00 26.00	29.00 40.00	39.00 44.00
BROCK MOTEL • Queenston, Ont. Tel: (416) 262-4634	10	25.00	28.00	32.00	30.00
ST. CATHARINES, ONT.					
BROCK UNIVERSITY 500 Glenridge, St. Catharines, Ont (416)684-7994	140	13.90		20.00	

Other Hotels outside the village (1980 rates):

NIAGARA FALLS, ONTARIO:
Fairway Motel 135 rooms
416 356 4860 Cdn$29/cple
Park Hotel 180 rooms
416 358 3293 Cdn$48/cple
ST CATHARINES:
Highwayman 416 688 1646 Cdn$41/cple
Holiday Inn 416 934 2561 Cdn$49/cple
LEWISTON, NEW YORK
Portage House 716 754 8295 1979 rate; US$20-32.

NIAGARA 81

With our 3rd annual event at historic Niagara-on-the-Lake we are moving the venue of the Saturday dinner to the spendid Pillar & Post hotel and formally incorporating the tour through the winery. The Inniskillin Winery is Ontario's finest and, being a small establishment, they are able to lay on a highly personal tour for us. The Mediaeval Banquet at the Buttery on Queen St (by the tower) was enormously popular last year. As seats are limited, it is VITAL to make your booking immediately with Steve Bridges. The hotel space will be tight as you are competing with visitors to the famed Shaw Festival, so again, make your booking NOW.

NIAGARA-ON-THE-LAKE

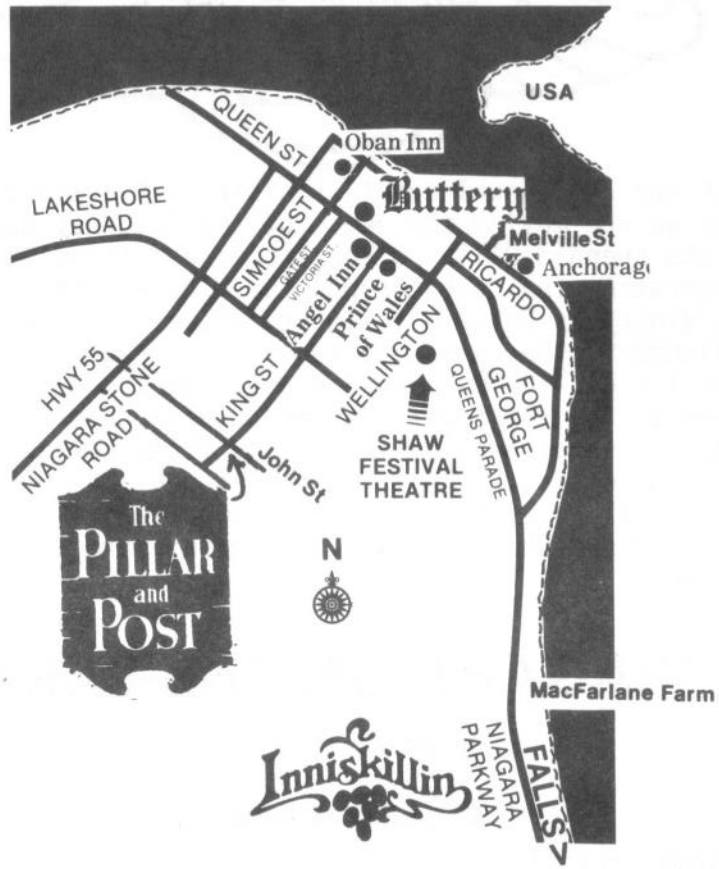
SEPT 11 12 13

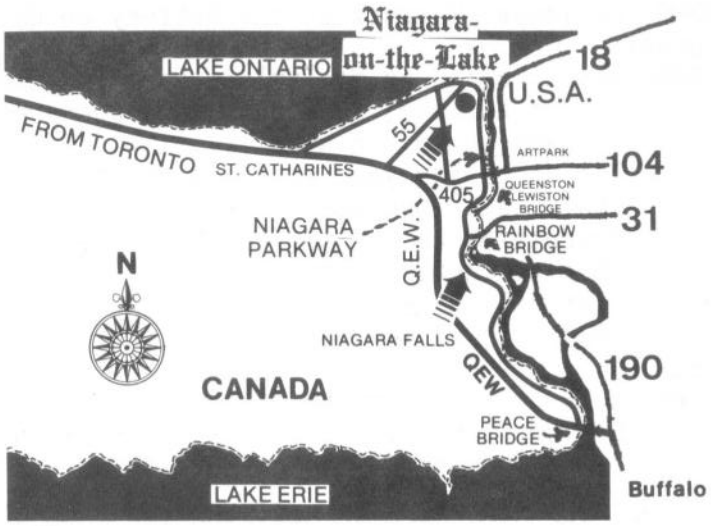
Schedule of Events

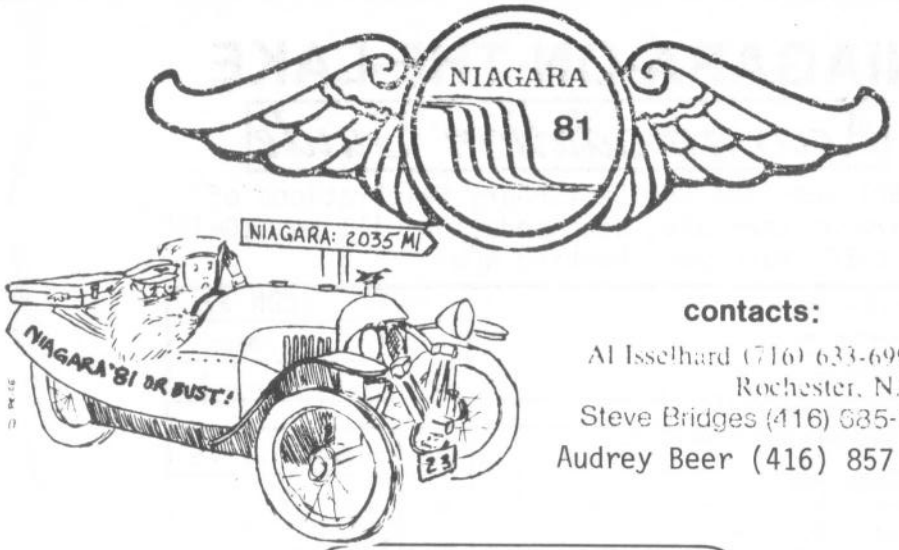
Friday Sept 11
8:30PM Mediaeval Banquet at the Buttery on Queen St
Saturday
11:00AM Registration at MacFarlane Farm (on the Niagara Parkway, just outside Niagara-on-the-Lake on way to N Falls.
12:00PM Picnic (Bring your own food and beverage)
"Laid Back" Concours
2:00 Procession to Falls (from Macfarlane Farm)
3:30 Tour of Inniskillin Winery
7:00 Cocktails at Pillar & Post
8:00 Dinner at Pillar & Post ($12 incl tip)
Sunday
7:00AM Wake-Up Run (for the strong)
9:00± Slalom at Fairview Mall (St Catharines; get off Queen Elizabeth Way at Geneva)

DETAILS AVAILABLE IN REGISTRATION PACKAGE

Niagara-on-the-Lake







contacts:

Al Isselhard (716) 633-6994
Rochester, N.Y.
Steve Bridges (416) 685-1102
Audrey Beer (416) 857 3210

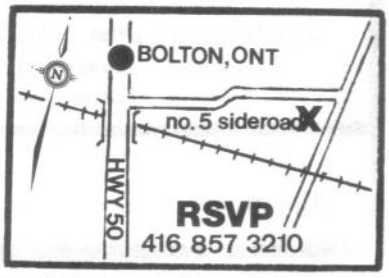
Henry VIII Banquet

This splendid evening event, Fri Sept11 8:30PM, was oversubscribed last year. All whose who got in had a hugely enjoyable time. We've made a deposit on a LIMITED no. of seats and need your confirmation to hold them. The cost per person is Cdn$22.50 inclusive of continous professional entertainment, all the meat you can eat and all the wine & beer you can drink (Really). Good value and a good time! Send your cheque to Steve Bridges, 20 Buckland St, St Catharines, Ont, L2P 2V1. DO IT NOW!

BOLTON BARBECUE

Hosted by the Beers.

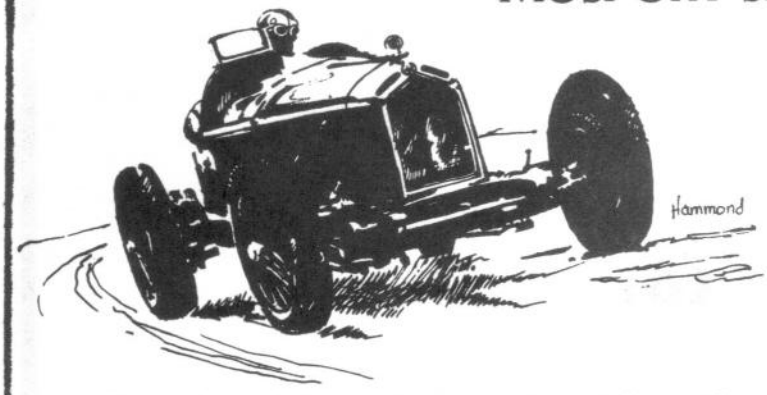
POTLUCK & BYOB



Jointly sponsored by the BSA Front Wheel Drive Club and the Morgan Owners Group.
The Event Committee has requested that we advise that any Allards will be towed away at owner's expense.

SECOND V.A.R.A.C. MOSPORT SPRINTS

Sunday, August 9th, 1981
at Mosport Park



For further details contact:
Phil Lamont – 484-1533 (Days) or
Richard Stafferton – 485-4220 (Evenings)
or write:
V.A.R.A.C. Sprints
105 Manor Rd. E.
Toronto, Ontario
M4S 1R3

The Vintage Automobile Racing Association of Canada will be running their second Annual Summer Sprint at Mosport Park on Sunday, August 9th at mid-day. This event, popular in the early '60s, was organised and re-introduced by V.A.R.A.C. last year with great success. A truly historic event in Canadian motor sport. From a standing start at Moss' Corner, the cars climb through corners 4, 3, 2, 2A and 1 to the Start/Finish line. Vintage racing and sports cars will be joined by selected modern thoroughbreds.

Guests and friends of V.A.R.A.C. welcome. Admission $4.00 per car at the gate. Participants should provide their own food and refreshments for a picnic after the competition.

CALENDAR

CANADIAN EVENTS

July 19.	Pipers Hill,	Zdenka Sands	936-4341
Aug 8	Cavalcade Niagara-on-the-Lake	Audrey Beer	857 3210
Aug. 16.	Bolton Bash,	Audrey Beer,	857-3210
Sept. 11.	Niagara 81	Steve Bridges,	685-1102

AMERICAN

Sept. 13.	Gunston Hall car show. Lorton Va.	Ed Zeilinski301-585-0121
Sept. 26-27	Natnl.Sports Car Festival Mt Pocono Pa.	Chet Faleski717-654-9110
Sept 25-27	Autumn MOG Lime Rock.	Spider Bulyk 914-232-9020
Club racing etc.	Lime Rock,Watkins Glen, Bridgehamton Etc.	John Collins 677-7417 Steve Beer 857-3210

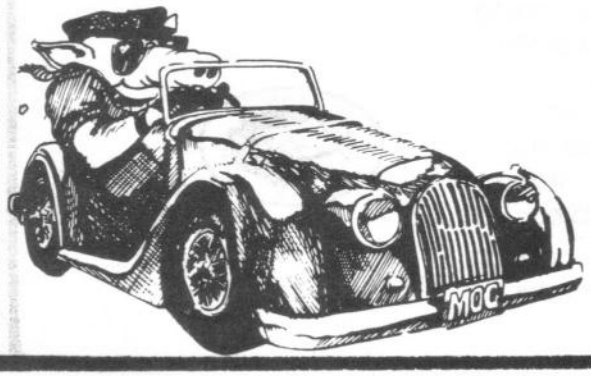
Club Exec ;**Pres** Audrey Beer R.R.3 Bolton Ont. LOP 1A0.857-3210
Bursar Mary Shier, Limehouse Ont. LOP 1H0. 877-1427
Editor Doug Price 95 Willingdon Blvd Toronto M8X 2H8.233-8342

VARAC

Aug 9	Mosport Sprints	see advertisement

THE
BLURB
MORGAN OWNERS GROUP

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

to:

Mr Murray Chercover.
CTV TV Network Ltd.
42 Charles St. E.
Toronto Ont.
M4Y 1T5