

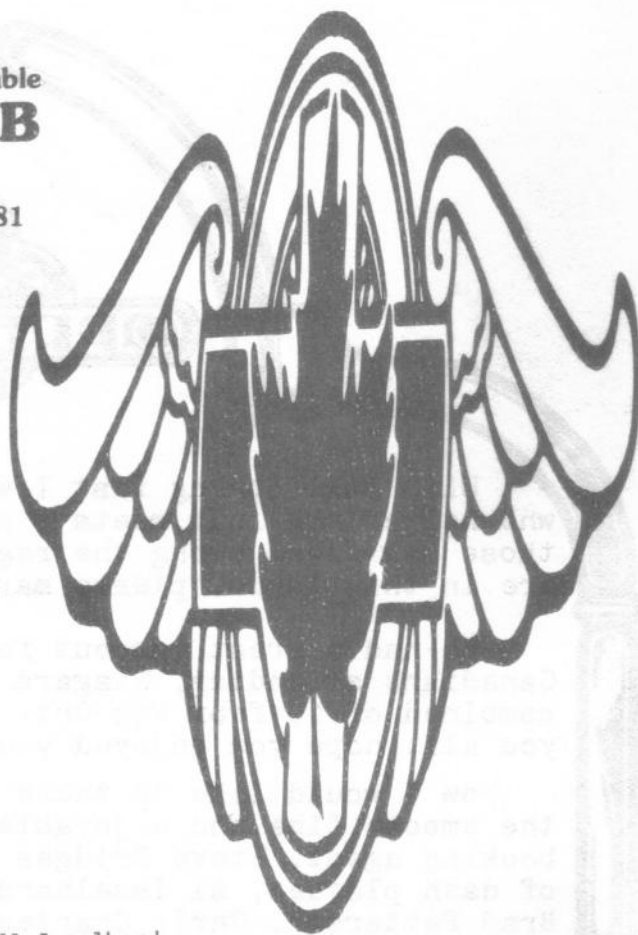


Nice shot taken at Luray by Steve Beer.

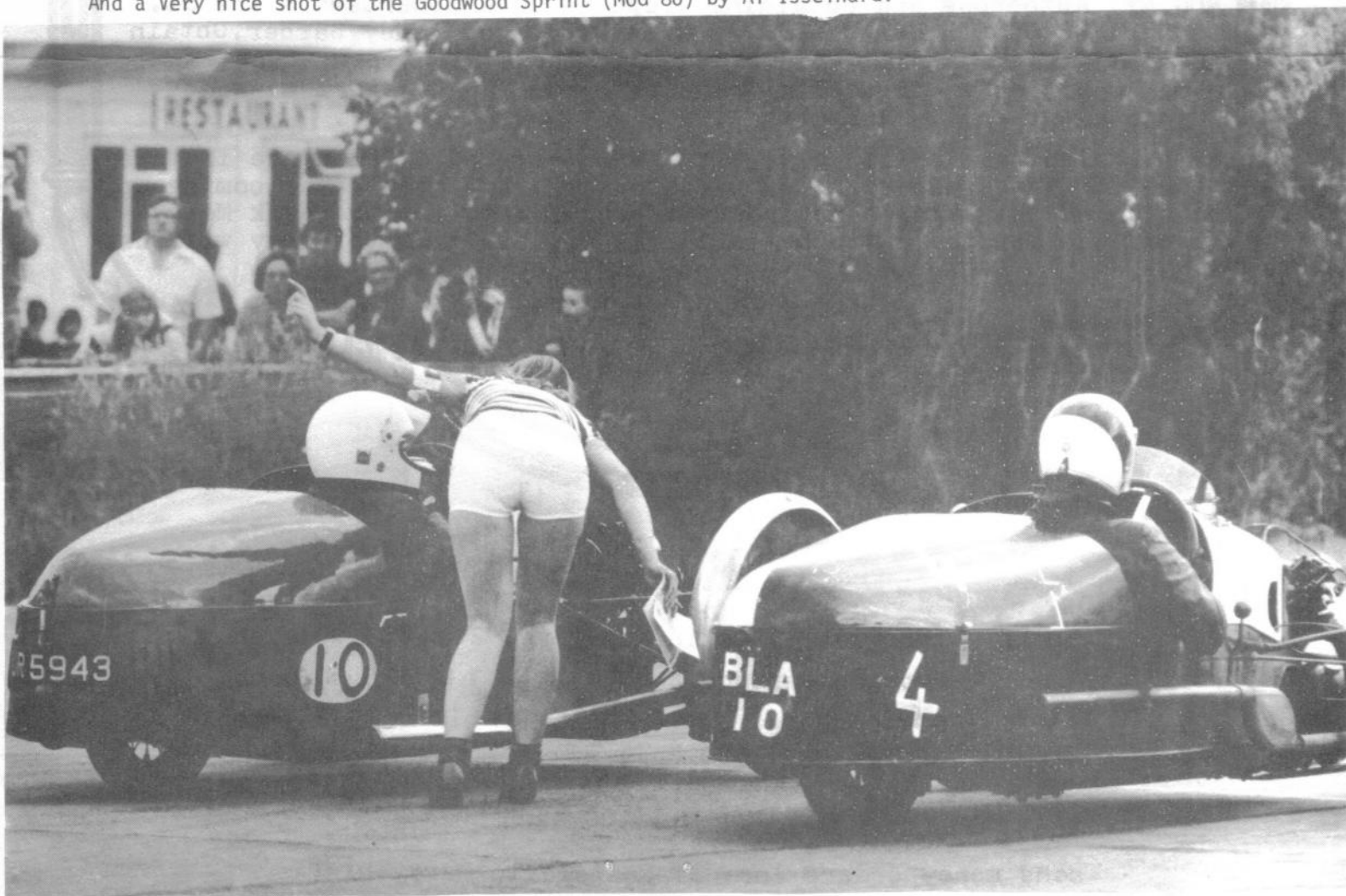
The Inestimable **BLURB**

October 1981

**MORGAN
OWNERS
GROUP**



And a Very nice shot of the Goodwood Sprint (MOG 80) by Al Issehard.





PREZ' PIECE

With fall coming fast I would like to thank all our members who helped make our meets a success by turning out, especially those new faces among the regulars, dates for our next two meets are in this issue, please mark your calender now.

We had a great turnout for the National in Luray Va. with 24 Canadians attending, Niagara brought a registration of 33 cars combined of 19 from Mog Ont. and 11 from several US clubs. Thank you all, hope you enjoyed yourselves.

Now I would like to thank those whose work helped make Niagara the smooth time and enjoyable weekend, first our main Gofer and booking agent, Steve Bridges aided by Don Barber. Design and supply of dash plaques, Al Isselhard Western NY Mog, Judges, Martin Beer, Brad Patterson, Chris Charles MOG Ont. & Bob Mitchell Editor 3/4 MOG NY. Autocross and obtaining trophies, Dave Robertson & the St. Catherines Sports Car Club. Engraving trophies Wendy Barber. Obtaining projector and film, plus photocopy Debbie Aitchison. Donating envelopes, trophy and selling regalia Lynda Rumohr. if I missed anyone out then its 2 lashes with a wet noodle for me.

We do have a little regalia left over and details are in this Blurb for those who wish to purchase them, how about Xmas coming up, mention of the regalia reminded me I had forgotton to thank Melvyn Rutter who donated a trophy in thanks for his ride to Luray with us

Happy Morganeering to all

Audrey Beer.

Regalia

Books; "Moggie" by Colin Musgrove. 2 @ \$25.00 each

Morgan Cartoon Book, 3 @ \$25.00 each

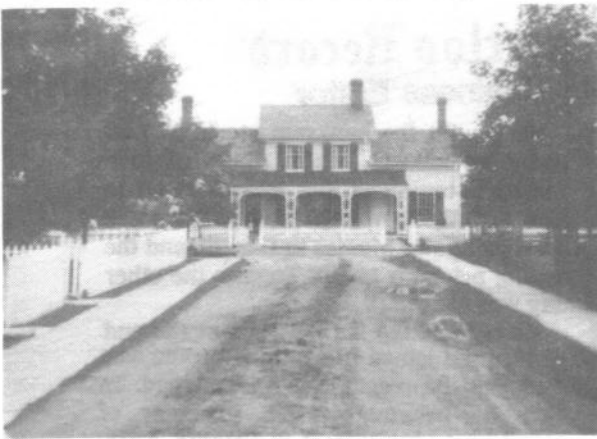
Pins; Enameled Morgan Red or Green; 12 @ \$3.25 each

HOGMOG Pins, (Piggy) 6 Full Piggies, 14 Piggy Heads
11 Piggy Rear Views. \$4. each;

Car Club Badges 2 left @ \$8.00 each

send money orders inc; \$1 Postage to Mary Shier.

HOGMOG PIONEER PICNIC



Report by
John Collins.
(Mr Collins is
a free lance
writer living
in Canada.)

Sunday, June 21, saw eleven Morgans plus one Healey (HogMoggers are extremely accommodating to the under-privileged) turn out for the picnic at Black Creek Pioneer Village in deepest North York. This was the last gathering before the expedition to Luray, and the influence of George Lafford, who will play a leading role in the convoy south, was much in evidence. The cars were parked line abreast (down Reg, it doesn't mean what you think it does) in true military fashion, in contrast to the hoggledy-piggledy pattern which is usually adopted. Sunglasses were de rigueur in face of the newly acquired and freshly polished Lafford chrome work, the Bridges' burnished brass work switchpanel, and the gleaming Ghislanzoni "living-room special". Clearly, spit and polish is alive and well, and living in the hearts of HogMoggers.

Morgans abreast, Reg. Staff photo.



On a sadder note, it was learned that Brad and Sharon Patterson are leaving Hogtown to chance their arm in Chatham. We wish them well and look forward to seeing them at the Niagara '81 event on September 11, 12 and 13. Just slow down in the Autocross, Brad, it's a long way back to Chatham!

Fortunately, the sun shone and a relaxed, convivial afternoon was enjoyed by all, except perhaps for George, who kept watch on the cars, ensuring that over-enthusiastic members of the public did not unduly threaten the pristine condition of the meticulously marshalled Morgans. No one will stray on the run to Luray!



Sgt Major George Lafford ready to leap on any urchins that come too close with dirty fingers. S Beer photo

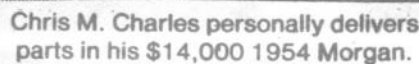


Ray Shier has captured forever the sad farewell of the Pattersons as they leave Toronto for Chatham.



HENRY KOCH, Business Editor

In the fall of 1962 he went to Blue River, B.C., to work as a lumberjack. "It was a gorgeous spot in the middle of nowhere where you could get up in the morning and look at the mountains."



Chris sold Morgan cars through a Windsor dealership plus Manic GTs, sports cars made by a Quebec firm which quickly went broke after the federal government pumped \$3 million into the venture to keep it alive.

When he's not involved with cars, Chris enjoys a game of bridge. He intends to stay.

PIPERS HILL PIG-OUT



Paul & Edie Rich and Linda & Brian Rumohr with urchins. Steve Beer photo

PIPER'S HILL HOGROAST

from our correspondent, Mr John Collins

The 14th Anniversary Piper's Hill Picnic, oldest of the Canadian MOG events, predating even the invention of Hog Mog as such, was held on Sunday July 19 at the home of affable Alan B Sands. Despite inclement weather, 8 Morgans turned out, together with the odd MG, Jaguar, Healey and the inevitable Rolls Royce.

The superstitious would have considered the weather more appropriate for the 13th Anniversary, and attendees could be forgiven for assuming that Piper's Hill was named after a drainpipe rather than after a perpetrator of the traditional torture inflicted upon the eardrums by inhabitants of the northern wastes of the United Kingdom*. Such was the volume of precipitation that what many assumed to be the initial tuning up of one of these instruments turned out to be the horn on Chris Charles' Plus Four, activated by a build up of water in the somewhat oversized tonneau.

HogMoggers, however, were not downcast by the downpour and their optimistic outlook was rewarded by a special postal-strike-beating distribution of the July edition of the

inestimable BLURB. The spectacle of the Hog roasting relentlessly over the charcoal, sheltered by the temporary roof erected by ABS himself gave further reassurance. A few of the more adventurous even enjoyed a dip in the pool between storms.

Unfortunately, due to a prior commitment, your correspondent cleared off as the weather cleared up, but I am reliably informed that the balance of the day proved to be thoroughly enjoyable, and that the barbecued Hog was wolfed down before anyone could huff and puff. And the wooden shack housing the Allard was not blown down.

PIPERS HILL - STAFF REPORT

Our oldest event goes from strength to strength, one of the most appreciated advances being the mechanisation of the spit for roasting the piglet which was donated by Zdenka and A B Sands.

While the pig was spinning over the fire the guests argued about whose car was worst or splashed about in the pool (running for shelter from time to time during the intermittant downpours).

Some of the guests were certainly in a devil-may-care space; notably our Bursar, Mary Shier, who decided to take up cigars. Whether or not she was eventually able to eat any dinner has not been reported to us.



*Editor comment; As we Celts all recognise immediately, Collins is an unreconstructed Sassenach in the worst possible taste.

Mary Shier pausing to reflect on her first ever puff on a cigar. Robin Weyms looks away in disdain. Steve Beer photo.

PIPERS HILL CONT.

After dinner, amongst the first to attempt to leave were Dave and Nancy Turnbull in the ochre-coloured "Orange Crate". (Later in the evening it was agreed that this Morgan's name should not be changed, after all, to "Clockwork Orange").

After Nancy and Dave had waved and shouted a dozen fond farewells, Dave finally pushed the starter. And then again. And again....

THE GANG OF SIX

Now it has been said that no time is really convenient for a breakdown in your Morgan, but if there is one then surely it should be at Piper's Hill with its huge garage full of tools. And all the mechanical skill; Luciano Ghislanzoni, Reg Beer, Steve Beer, Martin Beer, Chris Charles, and ABS. And all the knowledgeable enthusiasts...

The Orange Crate's distributor was checked immediately but the points were reasonably clean. The plugs were checked. EVERYTHING was checked. Eventually it was decided that no fuel was reaching the carbs. That could only be proved by disconnecting the fuel line at the first carb. After the gasoline was wiped off the engine and nearby observers, other theories were advanced; "Was the car running when you got here, Dave?" About the third desperate (and more careful) check of the distributor revealed a distributor cap dripping with moisture. This dried off and re-installed, the engine roared into life.

(advertisement)

PIPERS HILL MORGAN SERVICE

SIX specialist mechanics on duty
(all certified or should be)

Distributor caps a specialty



MORGAN PLUS FOUR



"A Face You Can Trust"

Now where else but Piper's Hill could your Morgan's wet distributor cap be rectified by \$400 worth of labour by skilled Morgan specialists?

Apparently Dave had just recently installed a rubber protective covering over his distributor cap to exclude moisture in the event of heavy rain. The day's weather had provided the first real test.



ABS basting the pig. Staff photo

RUNNING ON

Our thanks to Debbie Sands who provided the fancy headings for this month's Blurb making such articles as the Snetterton report a bit more readable.

SOMETHING FOR THE BOYS

The July cover had a nice photo for the women in the club so we thought that for the October issue the men deserved something a little more to their liking.

The Rev. HFS

From a press release issued by another Morgan club on this continent; "...The Rev. HFS Morgan, an Anglican Rector, sold his first car to the public in 1911, just 70 years ago... The first Morgan built in 1909 bears a noticeable similarity to today's version, but that was a 3 wheeler.."

A Winning Team

PLUS 8: The Leader

4/4: The fun car.

4/4 4 SEATER: The rare open 4 seater.

Morgans mature slowly, gracefully — like a fine wine. Changing just a little year by year. Getting better gradually, without destroying any of the magic that makes this car something that people are proud to put their names to.

**A WINNING TEAM — 1st AND 2nd SINGLE CAR ENTRIES
WILLHIRE 24 HOURS — WELL DONE**

1st SINGLE CAR — 4th OVERALL — COMMANDERS CUP

MORGAN PLUS 8
NORMAN STECHMAN
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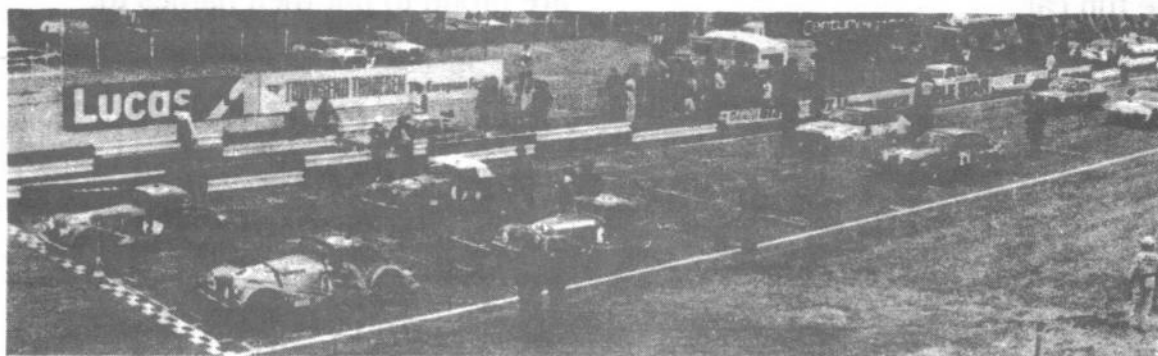
FROM AUTOSPORT, JULY 2, 1981

SNETTERDON 24 HOUR "WILLHIRE" ENDURANCE RACE

For those of you with strong eyes we thought that the following excerpts on the second running of Britain's "Willhire" 24 Hour Race at Snetterton might interest. Originally designed for 3-car teams, a new category of single car teams was added this year which attracted 3 single +8s and one triple +8 team ("Bulldog"). The Morgans shared class A with two other triple car teams (Opel Commodore and Ford Capri) and 8 additional single entry teams of BMW 323i, Capris, TVR Tasmin, Opel Commodores, Volvo 244 GLT, and MGB V8 GT.

Classes B & C had triple teams of Ginetta, VW Scirocco, Lotus Elan, and two full Alfa teams. These classes were supported additionally with 7 single entry teams comprising Celicas, TR7, Mazda RX7, TVR 1600M, Talbot Sunbeams, and Lotus Europa.

The entrant's name for the Mazda was Sports Car Breakers and for what it is worth, the RX7 met a fiery end at its second attempt. (How apt that the name "Mazda" derives from the Zoroastrian worship of fire).



The Morgan quartet showed tremendous practice form, Norman Stechman's Plus 8 (14) going on to finish third.

BONUS FOR SINGLE CAR TEAMS

As soon as the competitors and officials began to assemble in the paddock for night practice on Friday evening, one could sense the anticipation, and the appreciation of the unique challenge this, hopefully, annual event presents. It came as no surprise to find that many drivers and entrants who had savoured the first ever 24 hours race in Britain were back for the second. Many teams maintained, in essence, the same cars and pilots for a repeat performance.

A change in the regulations meant that the single car entries would benefit this time by one credit lap every hour over their multi-car rivals such as the Opels.

MORGAN ENTRY

This variation shifted the balance of entries to one car teams as emphasised by the Morgans present, because three of the four teams using the Malvern product had only one Plus 8 on hand. The Pace Petroleum/Morgan Motor Co entered one for Rob Wells, whose Libra Motive company had prepared the car to share with Charles Morgan and Malcolm Paul. Norman Stechman, who had driven with that trio last year, had this time organised his own entry backed by Allied Rubber Products and had arranged for Malcolm Harrison, Mike Ridley, usually seen behind the wheel of an Aston Martin, and Frenchman Francois Duret to assist with the driving. The Morris Stapleton Motors entry had three drivers from its 1980 line up: British Bobsleigh teamster Richard Down, Bill Wykeham and Bruce Stapleton an experienced team

strengthened further by the inclusion of Bob Evans, fresh from that other 24 hour race. The fourth Morgan entry was the Bulldog Morgans (Bulldog Petroleum Ltd) of three roadgoing Plus 8s for John and Mary Lindsay, Pete Garland and Mike Duncan (all of whom finished third last year) and newcomers to the team, hillclimber Mike Robson and Dave Saunter.

A SURPRISE

The most surprising entry was that of Franklins-Volvo Racing with Tor, for a Volvo 244 GLT no less. So used to references to military vehicles had this enthusiastic team become that the car sat in the assembly area on Saturday topped by a cardboard gun and turret and captioned 'Franklin's 1st Armoured Division'. Despite the humour, this was a serious effort, for Tim Abady, Dave Grimshaw and Bob Murray had spent much time on sorting the car, a difficult task when there is no previous racing history.



ROUSING MORGAN START

Dark clouds threatened as the start time approached but undeterred the full grid of competitors assembled, their pit crews going through last minute check lists or

making adjustments to the elaborate constructions that many had built to the basic Snetterton pits. Already a large number of people watching the preparations from the spectator enclosures underlined that endurance racing captures the public attention. At exactly 16.00 hours the pace car unleashed the pack for a day and night's racing, and immediately the four Morgans surged ahead.

Rob Wells was demoted from the lead by John Lindsay on the second lap as the pace resembled that of a ten lap sprint rather than a long distance event for there was a good measure of elbowing and jostling evident right down the field.

First saloon to show was a Carrolls/ICS Opel; Andy Rouse quickly assumed third spot behind Lindsay and Wells. At the half hour Rouse relieved Lindsay of the mantle of race leader. Wells was involved in a scrap for third with Graham Scarborough that was to last for most of the opening stint, and Lanfranchi had brought the Scirocco team onto the leader board in fifth.

On the road after an hour the position was the same: Rouse from Lindsay, Wells and Scarborough still nose to tail, Lanfranchi, Stechman, Palmer (who settled down well, used to Ford V6 power from his Marcos Modsports days), and Thomas, who surprised many with the Elan. Trevor Scarborough and the Cleland Opel completed the top ten. On corrected positions, to allow for the single car teams' credit lap, the one hour position was Wells, Stechman and Palmer (as first saloon).

At the three hour mark on a sunny evening, the pace was noticeably faster than the previous year; the Pace Petroleum Morgan still led from the Allied Rubber Products one, these two a lap clear of the Autoplan Capris which in

turn were one lap ahead of the Carrolls/ICS Opels and, a surprise in fifth place, the Brundles' Toyota. Martin had put in a very impressive first stint driving fast and consistently for over three hours to climb high up the lap charts. The first retirement had been posted, that of the Lotus Europa, but also in trouble and way down the order was the Stapleton Morgan with a bout of broken valve springs, the Cleland of Peebles Opel with a leaking fuel tank and the Volvo which had lost 75 minutes with a misfire which was eventually cured when the fuel tank priming pump was checked.

At dusk and the six hour mark, the single car teams continued to hold sway by virtue of their credit laps. Stechman's team ahead of Wells's, and the question on many lips was one of concern that the credit laps had upset the balance.

MULTI-CAR TEAMS TAKE OVER

Dawn and half distance. The credit laps hadn't upset the balance; the multi car teams dominate. Marshall's Capris lead from Hall's Opels but they were on the same lap. The Pace Morgan upheld the single car banner in the third but behind were the Mayfair VWs and the Bulldog Morgans. The Stechman Morgan had fallen to sixth, new shock absorber problems and difficulties holding down the fibreglass hardtop having lost it ground in the previous hour.

Three retirements from the 17 starters. The Tasmin had succumbed and the MGB had crashed heavily at the Esses just before darkness.

When the numerous campers emerged for breakfast, the weather was still dry although the overcast sky promised little warmth in the hours to come. The Opel team led the race for the first time on corrected laps, two ahead of the leaders and being gradually caught by the

Sciroccos which had, "Run like dreams — faster than last year with no problems." The Bulldog team remained fifth, although Mary Lindsay had unfortunately rolled her car at Coram when a wheel came off; the lady emerged happily only shaken. The Talbots were running sixth and seventh ahead of the Alfa Romeo team which led its class as the Brundies had been delayed, with brake problems, and had dropped to 10th behind the Allied Rubber Products Morgan which continued at a reduced pace because of the overworked shock absorber mountings.

Still languishing at the bottom of the field was the Stapleton Morgan, on which the mechanics had spent 3½ hours rebuilding the engine after big end failures, traceable to an oil loss during one of the still occurring valve spring breakages.

FIERY END TO MAZDA

The few hours before noon were very eventful, as they had been the previous year, when fatigue possibly takes its toll on drivers, crews and machines. The Mazda had suffered fuel leaks throughout, which had resulted in a spectacular petrol fire in the pits during the night: it was luckily quickly extinguished without too much damage, but soon it was in even more serious trouble. The car went off heavily exiting Russell, bounced off the tyre-lined barrier and instantly spread a wide sheet of flame as fuel ignited. Horrified watchers in the pits were relieved to see the driver emerge after a few seconds and dash to safety as the flames were extinguished by the very alert and prompt acting marshals.

Soon after, the Pace Morgan lost a front wheel at Coram, but Charles Morgan kept the car under control and eventually limped the car back to the pits where the mechanics set about rebuilding the damaged corner. This put the single car prize up for grabs and the Stechman car and the Crawford-Smith Talbot were vying to pick it up. The other Talbot had been delayed with a dropped valve.

For the second time in an hour those in the pits witnessed a spectacular accident, the Carrolls Capri the victim this time. Jeremy Shaw hit the barrier very hard, and the car was deflected sideways into the abandoned Mazda, the impact was taken on the driver's door and the car came to rest upside down, horribly bent. Jeremy was eventually extricated from the wreck and taken to hospital, from where news filtered back that he was all right, and only severely bruised, a remarkable escape.

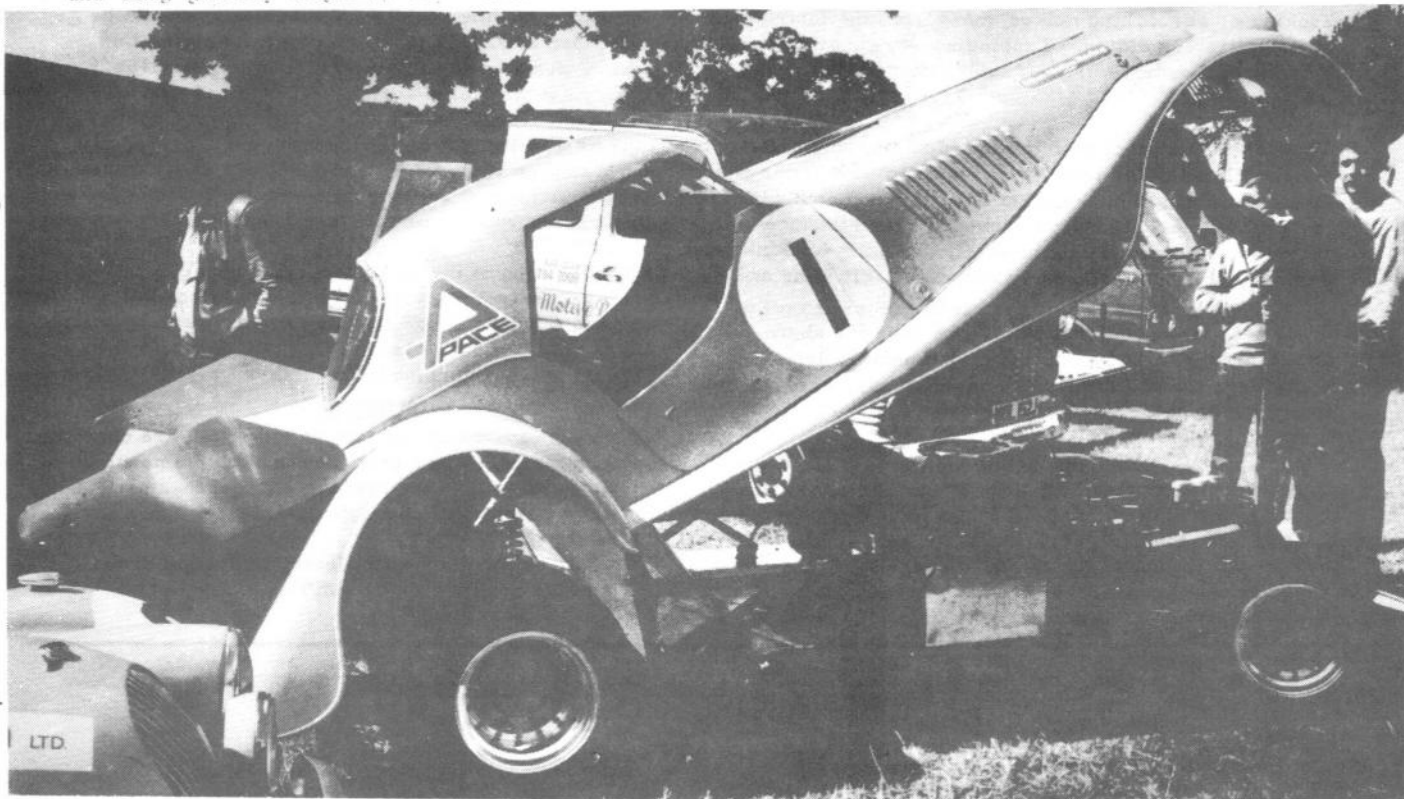
The pace car was introduced to the race to control the situation as the two battered cars were removed, and a short time later it was out again as Mary Lindsay's car was also moved as a precaution.

FINISH

The last hours were reeled off, and in the closing stages both Martin Carroll and finally Pete Hall drove for the winning team. Hall took the car under the chequered flag for a victory the team appeared to enjoy immensely. Second again was Gerry Marshall's team, the big man himself proving to be the mainstay of the driving effort, although Sears and Shortall gave impressive endurance racing debuts. Third were the consistent VWs, unable this year at the increased pace to hold the larger cars.

Fourth — first single car team home — was the Norman Stechman Morgan, which had overtaken the Alfa Romeos in the final two hours; a fine reward for a persistent effort. The Alfas had lost time when the team's Sud had gearbox problems, but they remained class winners. Sixth, after the demise in the last hour of the front running Talbot with a broken diff, was the Bulldog team. This Morgan enthusiasts' team had been reduced to just one car when Dave Saunter spun into the pits barrier. The Pace Morgan was a disappointed seventh ahead of the Elan team, who had definitely made their point with an excellent eighth. The Chris Conoley Capri was ninth, which allowed sponsor Roger Williams to finish this year. Completing the top ten was the Toyota after another very good effort.

John Sheally (Rough Rider, Wash. DC)
photo of the Pace Petroleum Morgan at MOG 80



BASIC INSTRUMENT CARE AND TROUBLESHOOTING

by Bob Mitchell, reprinted from April 1981 "Morganeer" (3/4 Group of New York)

Your Morgan utilizes the instruments manufactured by Smiths. In Canada Smiths operates a refurbishment and replacement service at; Smith's Industries North America Ltd, 105 Scarsdale, Toronto, (416) 447 7291.

Major problems will generally be well beyond the scope of most home mechanics and will need to be returned for rebuilding.



SPEEDOMETER/TACHOMETER

There seem to be two major operating difficulties, either it doesn't work at all, or the pointer waivers feverishly somewhere around the assumed actual reading. If the gauge doesn't work at all, either the flexible cable is broken (and can be replaced) or the gauge and/or drive is broken and will need to be replaced. A broken flexible drive can be determined by disconnecting one end of the cable and pulling on the inner core. If part of it comes out in your hand, replace the flexdrive. Otherwise, operate the car with the gauge end of the shaft removed. If it rotates, the drive is operating properly. If this is the case, return the gauge for rebuilding.

If the problem revolves around a violently waivering pointer check the following:

1. Inner shaft not fully engaged at instrument or drive, usually also means a badly worn shaft end.
2. Kinked or crushed flexdrive; bend of too small a radius.
3. Oil or grease has migrated through the drive to the instrument housing. Clean and then replace the oil seal.

Ticking or screeching noises come from the instrument and require rebuilding. Tapping noises generate from a damaged flexdrive or poor lubrication at one of the bends.

The flexible drive of both the speedometer and tachometer consists of an outer housing and a removable inner shaft. Great care must be taken that bends are smooth with radii of at least 6 inches. Good preventive maintenance includes removing the inner shaft, checking for kinks and damage (including rounded shaft ends), cleaning and sparingly regreasing. Always clean grease from the 8" closest to the instrument. Make sure the shaft end is pressed firmly into the instrument or drive end; otherwise, the shaft will become eccentric, causing the gauge pointer to swing and waiver.

FUEL GAUGE

The Morgan fuel gauge consists of two parts, the dashboard gauge and the tank unit. The only service which we can do to the dash gauge is to inspect for bad leads and poor terminal connections. Generally, if the gauge reads "empty" when the tank is full, there is a broken ground at either the tank or dash.

To check the dash gauge, disconnect the lead which comes from the fuel tank. Turn the ignition on; the gauge should read "full." Now connect the gauge terminal to ground; the gauge should read "empty." Any other readings indicate a bad instrument.

To check the tank unit, it must be removed from the gas tank. Be very careful not to bend the float arm or future readings will be off. With the unit connected to the dash gauge, ground the body of the unit; the gauge should read "full." Move the float - the gauge should move accordingly.

OIL GAUGE

The unit is a direct connection to the oil lubrication system at the firewall. Although the gauge cannot be home tested, some precautions can be made by removing the oil tube (being careful to protect the interior from dripping oil). Clean the tube and replace it. Sometimes old oil or sediment will collect in the tube, causing inaccurate readings. The pressure can also be adjusted at the oil filter housing. Check the shop manual for details.

TEMPERATURE GAUGE

Morgans have thermal/electric type indicators consisting of the dashboard gauge and the transmitter bulb in the radiator. The gauge will read generally between "normal" and "hot," usually more toward "hot" - this is normal. Actually, "hot" is more normal than "normal" is normal.

Faults usually occur due to improper grounds either at the gauge or the transmitter. The gauge can be checked visually. However, the bulb should be removed and separated from the locking nut which holds it to the radiator. Carefully clean any corrosion from the unit and from the radiator threads. Also make sure that the radiator is grounded. This oversight cost me \$40.00 for a new bulb which was not needed.

According to "the book" your thermostat should be fully open at 92°C/194°F, so you can assume that normal running temperature should be about 185°F. Take your Mog for a spring warm-up and note where your temperature gauge sits. Mark it with some tape or a white crayon. Then, at your leisure, you can warm up your car to that point and check to see what your normal running temperature actually is. Use a thermometer or calibrated mechanical gauge.

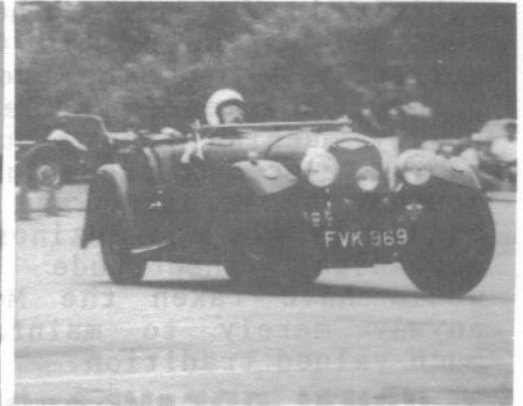
If the location of the pointer on your gauge is in the hot zone and your actual temperature is normal, you can install a 10 or 15 ohm resistor between the sensor and the gauge lead. This will relocate the pointer into the normal zone.

AMMETER

This gauge indicates the rate at which you are charging your batteries. After starting the car, the needle should point well to the positive end and then gradually lower to a point just above neutral.

Past this point, the entire electrical system of the car so mystifies me that I won't even attempt to touch it.

MOG ELEVENTH HOUR AT LURAY?



S Beer photo

< Entrance to the Mymlyn Hotel
R Shier photo

v Bottom photo; Zdenka Sands.
R Shier photo

Ever since the dawn of civilization, when the emerging mind of man was groping to define those things which set him apart from the lesser creatures populating the planet, a small select, number of abstract philosophical concepts has been held in high esteem by the human species. Examples which spring to mind include truth, justice, freedom, democracy and the pursuit of happiness. Another, not perhaps on quite such a lofty level, is tradition, but this is particularly appropriate for groups such as Morgan owners, who value qualities which were created years ago, and which are fast disappearing in the modern world.

report by
John
Collins

This was fine for him, but it did rather tarnish the image of eccentricity which has been established by HogMog, and which our American associates have come to regard as a Canadian tradition.

Fortunately, the travel arrangements were known in advance, and, in the self-sacrificial spirit of HogMog, John Collins forfeited the pleasure he has enjoyed for the past two years, and this year travelled to Luray in his air-conditioned Mercury Grand Marquis, thereby maintaining

HIGH SPEED LORRY

It is therefore with some sadness that I must record the breaking of a tradition by a certain associate member of HogMog. At both MOG IX and MOG X, someone who shall remain nameless, insisted on travelling to, from and around Luray in one of the finest high speed lorries ever produced in Europe. This year, due to circumstances totally beyond his control, he was fortunate enough to travel by Morgan.



the established pattern of having a totally inappropriate vehicle in Virginia. The fact that the engine of his 4/4 is currently spread all over his garage, basement, and even a nearby machine shop should in no way be used to argue that the journey by Mercury was forced on him by his own laziness and mechanical ineptitude - he would have taken the Mercury anyway merely to maintain a much valued tradition.

USUAL BREAKDOWNS

Another HogMog tradition was maintained in the convoy which had set out on Wednesday July 1 - mechanical difficulties were experienced by the non-Morgan sportscar allowed along. This year it was a broken fan belt on Steve Bridges' TR3, driven down by Sharon and John Rodens, and, as regular readers will recall, Bill Ellman's Healey picked up a puncture last year. The rest of the convoy consisted of Audrey's red +4, Steve's maroon SS, Ann Walter's freshly refurbished burgundy and khaki "Duchess", the Shiers' green 4/4, the Lafford's two-tone (plus chrome) 4/4, Wendy Barber's two-tone white four-seater, the Rumohr's burgundy drophead, the Smith's blue Jap SS (on trailer), and the Bridges' two-tone 4/4.

Chris Charles brought his travelling road show plus Bill Ellman in the Peugeot, and Martin Beer brought an air conditioned 4 wheel drive machine, with space for this year's guest of honour Melvyn Rutter and his wife Sindy, and having a trailer to transport his newly acquired scrap-iron collection masquerading as a 1963 4/4 Morgan back to Bolton. It will look great when its finished, Martin!

BACK AT THE PARKHURST

Friday evening we went to a slightly up-market French restaurant, the Parkhurst. They weren't quite prepared for a party of more than twenty, so

that, even though reservations had been made, we had to wait in the vestibule and were seated small group by small group. Then, to add to their problems, Harry Walters plus Barry and Rick, two authentic Texans, arrived. They had driven by BMW from Texas, and that morning, while Harry had stepped out of their motel room for a coffee, had been robbed of valuables and cash. The relaying of this news to the Hogmoggers dispersed around the restaurant, coupled with an attempt by Barry to bring some genuine Lone Star Texas beer into the establishment, did nothing for HogMog - Parkhurst relations. And then, to crown it all, the infamous "face you can't rust" (face you can trust?), A. B. Sands, accompanied by a slightly damp daughter Debbie, hobbled in. They had travelled down that day in the J2X Allard, and had endured the same rainy weather that had caused some to wonder whether the irreverent correspondence generated in the wake of last year's report had indeed incurred wrath in high places, and caused justice of a divine nature to be meted out. We were spared for the moment, however, and made it safely back to base at the Sherbrook Motel.

Harry Walters in either of (a) hot pursuit of the motel robbers, or (b) vindicating his Autocross reputation, his 1980 time having been so unjustly disallowed.

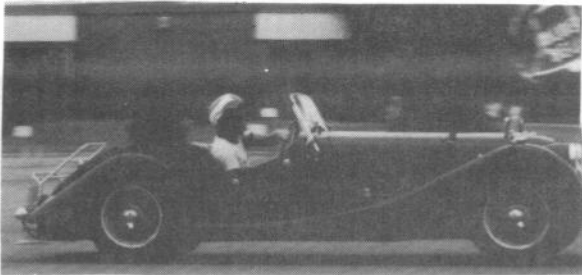


R Shier photo

Saturday was showery, and the judging for the concours was postponed from 10 a.m. to 1 p.m., by which time the weather had improved a little. There were some 98 Morgans in attendance, and most of them were drawn up on the Mimslyn lawn for inspection. The cars, the regalia sales table on the veranda and various vendors of Morgan odds and ends kept most people happy through the afternoon, except perhaps for the owner of one three wheeler, who experienced a failed frost plug and disappeared for a while in a cloud of steam.

GYMKHANA

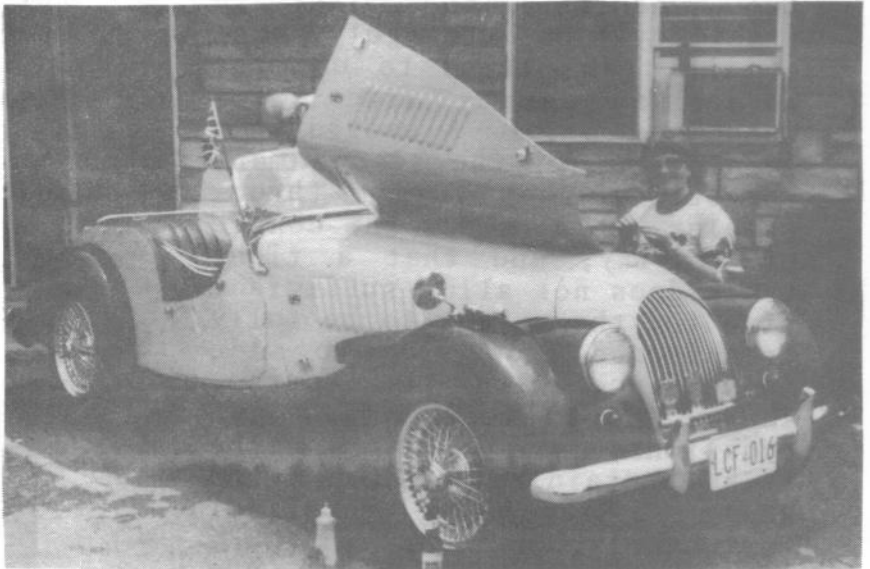
The Gymkhana had been scheduled to begin at 3 p.m. on Saturday and so a number of Moggers drifted off to the Blue Bell parking lot, venue for both the Gymkhana and Sunday's Autocross. This year, in the Gymkhana the driver was blindfolded, and had to negotiate the course under instruction from the navigator, who also had to throw the usual beanbags through target holes in boards, and drop a ping-pong ball into a rubber cone. There were, surprisingly enough, no serious mishaps, even though some of the instructions to the sightless helmsmen consisted of a pointed finger coupled with "that way".



Beer photo

AUTOCROSS CALAMITY

Sunday's Autocross, by contrast, contained more thrills and spills. The two wheeled tricks of Knight and Smith at MOG X had caused the organizers to change the rules for MOG XI, and all three-wheelers had to be occupied by



Mary Shier helps restorer Reg Beer with those final touches that won the Walters 'Most Popular' and 'Judges' Special' awards. Ray Shier photo



The Barrel-back that crossed America to celebrate the 70th Anniversary. John Sheally has now fully restored it after his epic voyage. Ray Shier photo.



Ray Shier photo

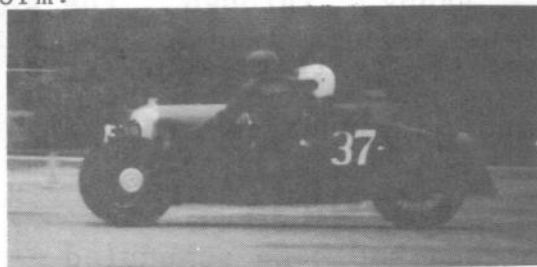
two adults to increase stability. Unfortunately, most of the teams tried to use the motorbike and side car technique of exaggerated leaning out by the second man, forgetting that for a three-wheeler, this raises the centre of gravity, and that a tight track does not allow sufficient time for the weight to be fully transferred from side to side in cadence with the course. The co-pilots fell off on two occasions, and finally, the trike containing Jim Cohen and Ron Garner capsized. Fortunately, no one was hurt seriously, but proceedings were delayed a little.

AUTHOR'S COWARDICE

Dave Smith in his jap-engined SS had drawn the seventh heat, and had still to race. He had invited John Collins to be his ballast as compensation for Collins' truly altruistic sacrifice in bringing the Mercury, and it had started to rain, making the track quite greasy. It was against this background, then, that Smith set out to beat the best three-wheeler time of 1.03.92, which had been set earlier in a dry course.

The strategy adopted was in complete contrast to that used by the earlier entrants - keep the centre of gravity low, and the weight distribution constant. HVA 095 set off,

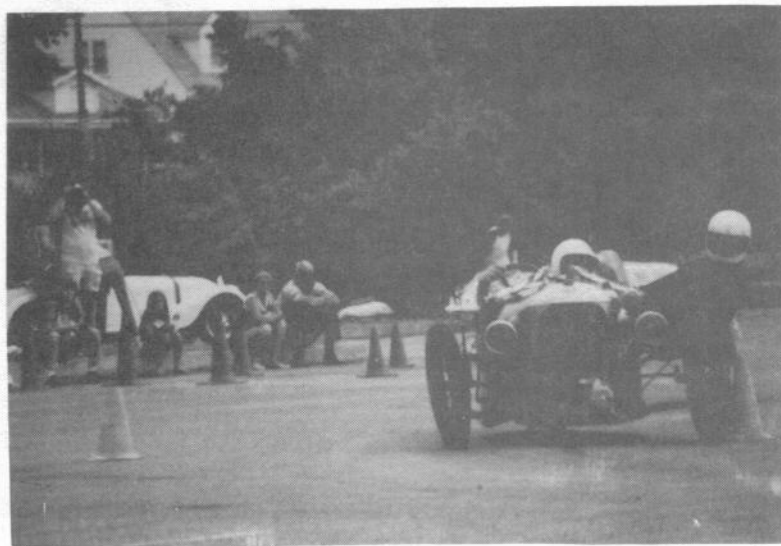
therefore, steered by the steadfast Smith, the cowardly Collins crouched in the cockpit beside him. A steady improvement was made on each run, but the final time of 1.04.04, made with "rooster tails" of spray reaching 15 feet or more in the air, was twelve onehundredths of a second too slow. In Autocross, as in life, it's the early bird that catches the worm.



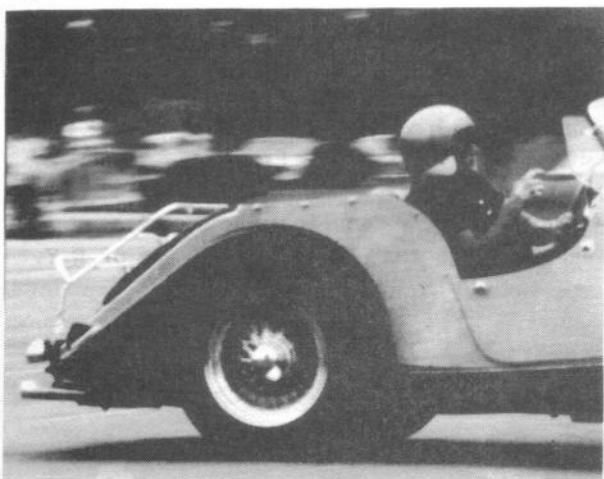
S Beer photo

DIRTY ERNIE

As is traditional, Sunday supper was obtained at Dan's Steak House, with its usual excellent culinary value for money. The entertainment was self-generated, consisting of a choral recital led by shy, retiring George Lafford, and a joke-telling session featuring, among others, "Dirty Ernie" as recounted by A.B.S. This was not the Ernie of Sesame Street fame! Back at the Mimslyn there was more singing as part of the midnight madness, and then a "best legs" contest for men. The Beers placed 2, 3 and 4 in this event, largely because of their cheeky performance in the final stage!



Steve Beer photos



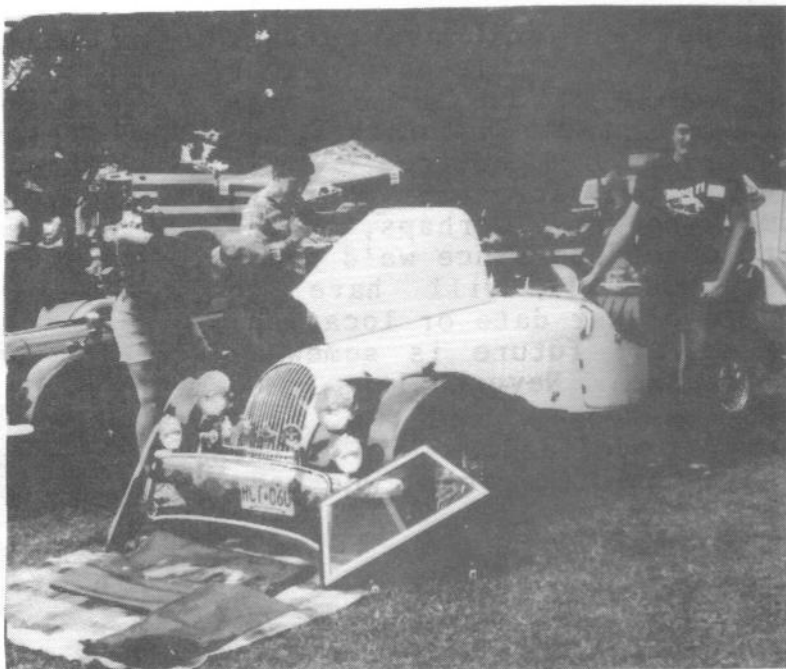
Look Ma, One hand ! Ann Walters at speed in the Duchess. S Beer photo

Monday was rally day, but this year, none of the Canadians saw fit to enter. After last year, they had clearly decided that it is much more efficient to proceed directly to the Mymlyn rather than go to the first two or three checkpoints and then drop out. Some did take a leisurely run along the Skyline Drive, or visit the Luray Caverns, but that was all.

HOGMOG PRIZES

The seven o'clock cocktail session preceeded the banquet. Steve Beer won the registration raffle, receiving \$25 towards the purchase of regalia, and we all then trooped inside for food, and the announcement of the MOG XI awards.

Steve Beer won second prize in the SS and Modified class in the Autocross, and was the only Canadian to win anything in a "moving" event: we won no prizes in the Gymkhana, or, of course, in the rally. We fared rather better in the Concours, however. Steve Bridges, who was not at the banquet, having driven to Gettysburg to take part in a re-enactment of the battle which once occurred there, gained first place in the late 4/4 class. The other winners were Texas transplants, Ann and Harry "Autocross Kid" Walters, whose onetime "Yellow Duchess" obtained a Judges Special Award in the early +4 class, and was voted most popular car by those who registered for MOG XI.



Virtually an institution at the Luray Concours, Steve Bridges poses by his 4/4 that gained a 1st Shier photo



Another concours winner, Ann Walters bestows a Booby prize on Martin Beer's new Morgan. Shier photo.



Ann Walters proudly displays Concours award. Bill Eelman, right, not impressed. Steve Beer photo.

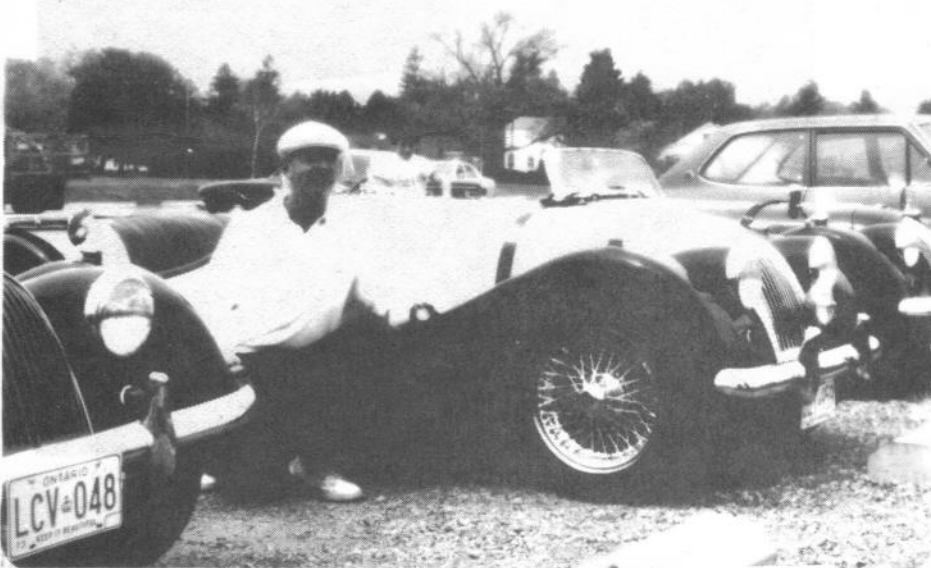
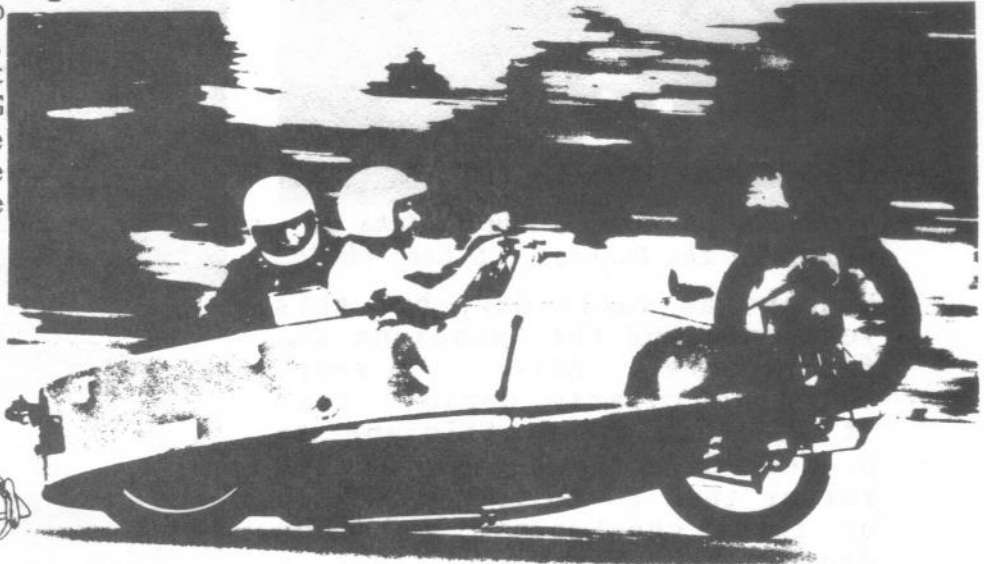
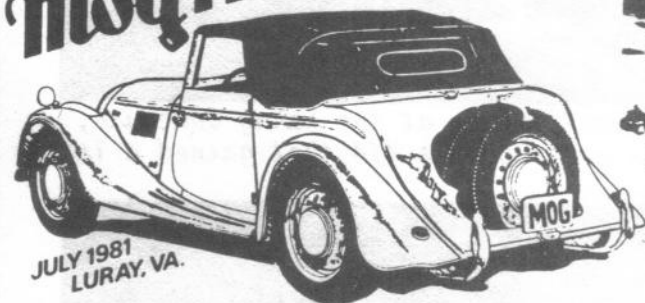
So, that was just about that. We unwound a little more with a few drinks at the Mimslyn and back at the Sherbrook, and eventually retired in preparation for the journeys home. We were, perhaps, just a little subdued since we'd heard that MOG XII will have to change either date or location, and so the future is somewhat uncertain. Nevertheless, MOG will overcome, and we have every confidence in the Washington D.C. group, who have

consistently done an excellent job of organizing these events, to do just as well in future, whatever that holds. Watch this space for further developments!

Cohen & Garner during a complicated manoeuvre..

photo by Chris Towner, "Morganeer" of the 3/4 Group of N.Y.

moq11



Sgt Major Geo Lafford, club visionary, confident that SOME DAY his Oxblood & Cream 4/4 will receive recognition.

PUBLIC NOTICE

WE, THE UNDERSIGNED supporters and friends of Sgt Major Geo Lafford, deny the scurrilous rumours and innuendoes to the effect that G Lafford did influence the outcome of the Popular Choice at Niagara 81 by offering a steak barbeque to all voting for his car.

As corroborating evidence the general public should note that the integrity of voters was not influenced by inducements of a Peacock Feast at the home of the runner-up (whose home near Connecticut made the offer quite impractical)

All these slanderous whisperings must stop!

To clear his name, Geo Lafford has stated that he will never again submit his car for Popular Choice. Would-be winners for '82 might take note that this committee would sympathetically consider blandishments of a Lobster Feast at a suitable venue within 50 miles of Niagara. Signed, Supporters & Friends...

FILM SPLICER

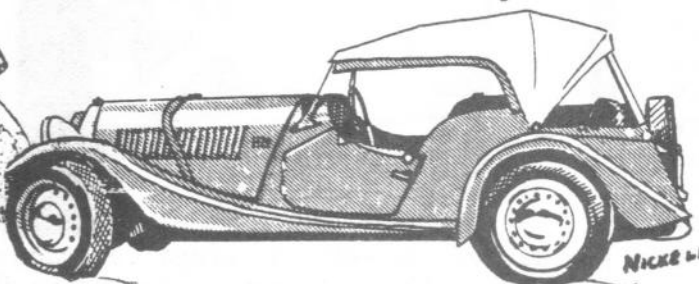
Having trouble finding a splicer for the movie film of MOG 80 for OKTOBERFEST. If can help please call Doug Price, 233 8342 (home).

M.S.; If you have any self respect at all you will forget about going to this year's Christmas party. L.R.

Mrs P Morgan of Bristol, presently a guest of the Bolton Beers, attended the Niagara festivities.

TOP PEOPLE TURN UP THEIR NOSES AT
THE CHRISTMAS PARTY
THE BEST PEOPLE WILL NOT BE ATTENDING

Hogmoggers have a Wild Wild
Time at the Christmas Party



FALL RUN & Oktoberfest

17

SUNDAY OKT 18

This year we revive the OKTOBERFEST at the Seventh Gable, the rural fastness of the Prices, only a cannonshot away from the Sands' Pipers Hill.

The run starts off from Schomberg at the Hy-View Restaurant attached to the BP station at the corner of Highways 9 and 27 at 10 AM. We are suggesting that you arrive well in advance for a group breakfast.

The tour heads from Schomberg to historic Lloydtown (starting point of the Upper Canada Rebellion of 1837) and into the scenic bayous of Holland Marsh over paved and hard packed roads (that have been checked).

If you miss the run, we suggest that you join us at 1:30 for the Oktoberfest at the Seventh Gable (part of Six Gables farm), high on a plateau looking down on Pipers Hill. At the first side road north of hwy #9 turn left off hwy #50 for a matter of yards and take the first drive on the right. Dont scare the Icelandic horses as you wind up the hill and past the house to the black barn. O'Brien, the giant Irish Setter, has never been conclusively proven to consume speeding Morgans at one gulp.

In keeping with the Teutonic flavour of Oktoberfest try to think of something Germanic for your POTLUCK contribution. (Sausages from the area and sauerkraut will be laid on). BYOB & MIX. We eat at 2:30 PM.

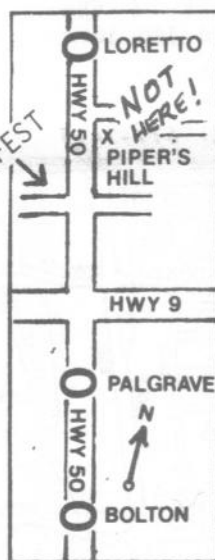
ENTERTAINMENT Never-before-seen slides and home movies (of the poorest quality) of MOG 80 plus any film/slides members wish to bring (otherwise bring them to the Christmas party).



Beer Stein Contest !!!

BRING YOUR FAVOURITE BIER STEIN AND YOU MAY WIN A PRIZE!

OKTOBERFEST



MORGAN STUFF

Mr Goodman Loy of California has for sale some attractive Morgan Christmas gifts. Samples will be at the Oktoberfest.

2 prints 8x10 truck body on a barrel-back 3 whlr with Morgan Motor Co name on sides, and excellent sketch of a flat rad, plus larger cartoon of 3 whlr. Set of 3 for US\$3.

Mylar/silver poster with Morgan Flatrad commemorating Monterey races at Leguna Seca. US\$5.

Purple Ink Drawings US\$5 each; Caricature of drophead, Vogue style model in Morgan

Write to Goodman Loy, 229 North Humbolt St, St Matteo, Calif, USA, 94401.

*Sir. Is there
no end
to your
treachery?!*



Dear Blur,

LETTERS TO THE EDITOR

Sir. WHERE THE HELL IS THE BLURB?

I haven't slept well for 6 months! I don't have anything worthwhile to read! I am literally starved literally. You take my ten bucks what do I get? Visa bills, gas bills, PUC bills, tax bills. I AM PISSSED OFF. I want something to read. SEND ME A BLURB.

Yours cordially, R Winterburn

Editor comment; We wish that other members who change their address would be as kind as Mr Winterburn and forward a change of address notice.

Sir; I hope the club is not going to have another Christmas party again this year. Nigel Canard.

7550 LANGWORTHY DRIVE
Christmas Party

December 5 - 8:00 p.m.

You've sampled the sumptuous splendour of the Sands spread. You've bathed in benign bucolic blissfulness at the Beers. Well, we're scraping the barrel for the Christmas Party this year - Collins has finally been forced to contribute something, and it's the use of his suburban semi to celebrate Santa's season.

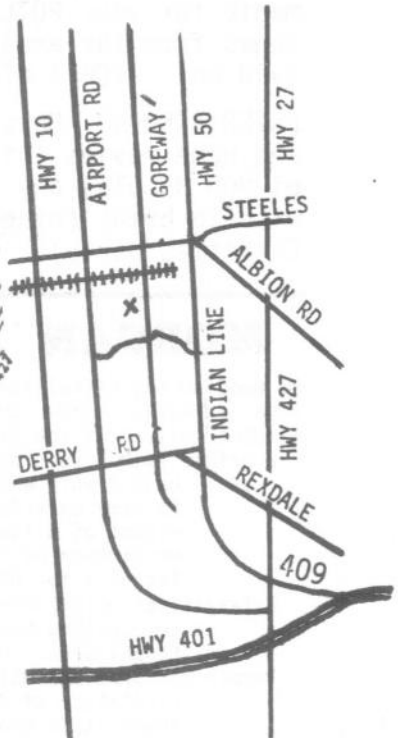
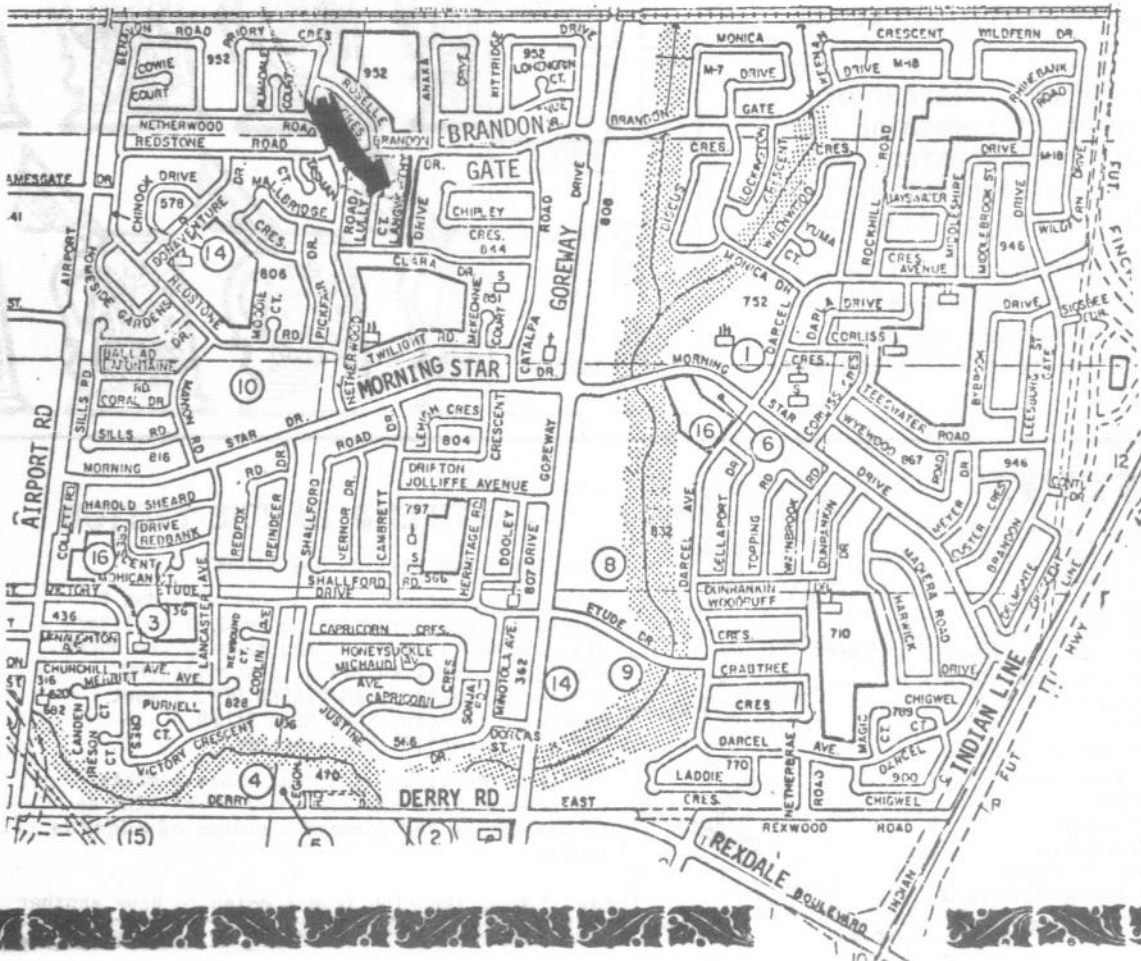
If you really insist on coming, the location is identified on the totally confusing map printed adjacent to this promotional paragraph. The facilities (ho! ho! ho!) include a fireplace, dart board, table tennis (ping pong, if you like) table and a projector on which boring slides of Morgans may be shown.

We might persuade him to come up with some bread rolls and paper plates (or vice versa), but those intent on staying more than a few minutes should plan on bringing a contribution to a "pot luck" supper, and something to drink out of the plastic tumblers or chipped jam jars that he will provide.

Avoid the rush -- R.S.V.P. now and tell him you're not coming. 677-7417



Hogmoggers have a Wild Wild Time at the Christmas Party



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editors of...

SMEAR SEPT, 1981

ALLARD OWNERS CLUB OF CANADA



RAID On Luray!

"It's time."

That was the firm decision of the Inner Council of the Allard Owners Club of Canada; "Indeed, it's well past time it were done."

Of course, as all we Allard owners well know, our club ambassador, ABS, has a comely daughter, Debbie, now over 21 who still knew nothing of the sublime art of raiding and demoralizing other car club's meets.

"Luray is just the event for her initiation. It's the prestige Morgan meet in eastern America with a tremendous concours. It's such an important concours that even concours competitors who don't own trailers have been known to drive their cars to the spot. Our long term weather report calls for relentless rain. They'll be feeling wet and rotten enough even before you and Debbie drive up *smiling* after a 600 mile drive through the rain in the J2X with no top. And be sure she smiles even if you have to break her arm. It will build character. Leave the top and any raincoats or sidecurtains at home so there's no chance of her badgering you to use them in case of heavy hail. When you arrive, crack a joke about it being fine weather for Allards.

"And for Pete's sake, teach Debbie to swill beer straight from the bottle!"

And so, in time to reach Luray on its second day, ABS and Debbie set off one night in *Attila*, their glorious blue J2X, cheered on by well wishing members who shouted our beloved war-cry "AN ALLARD! AN ALLARD!"

The long drive was uneventful and dull with ABS almost falling asleep until just into the mountains before dawn the brakes suddenly failed. His interest was renewed immediately.

The fine weather held until just outside Luray where a day's rain had already disheartened the Morgan owners. Particularly sorry for themselves were the concours competitors who had rigorously coddled their cars for the past year, never taking them out in inclement weather. So no one was in a frame of mind to have ABS spring from *Attila* shouting "WHAT GRAND WEATHER FOR MALLARDS AND ALLARDS!"



"GRAND WEATHER FOR ALLARDS!" Shier photo

After a hearty breakfast, ABS grabbed a few swigs of someone's brandy and dashed into the rain to take off the Allard's wheels. He was curious about those failed brakes. Debbie, trying a few chug-a-lugs on a bottle of Bud (and quietly choking), cheerily announced to the aghast Morgan owners sheltering under the trees, "He's just rotating his tires. All Allard owners do that in the rain. It's more invigorating."

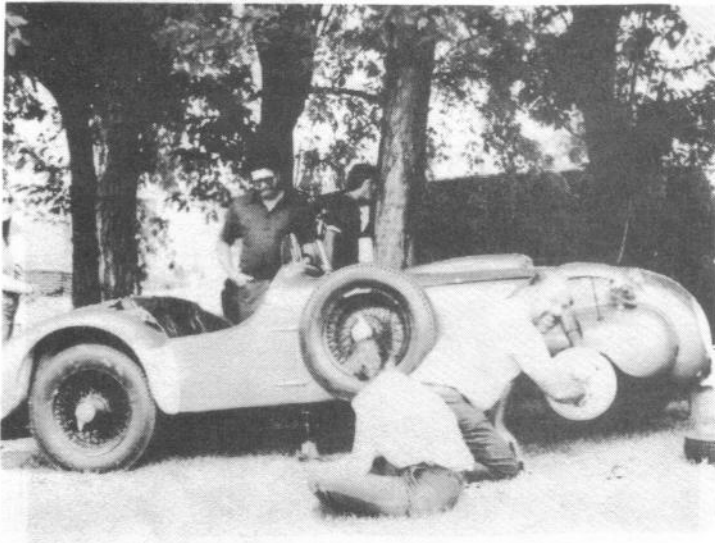
Unamused even when ABS performed for them by undoing the wheel hubs with his bare teeth (the hubs being secretly pre-loosened on the outskirts of Luray) and juggling 4 wheels at once in the rain, the glum Morgan

WHAT'S INSIDE

Members Vote to Raise Dues to \$150	P4
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Exclusive! Feature on the Queen Mother's special bodied J2X Limosine	P23
ABS's Monthly Column on Etiquette; The Correct Way for an Allard Owner to Address the Prime Minister	P32

RAID On Luray! con't

owners numbly awaited evening and dinner in snug restaurants.



Most of the Canadians (who had done their best "not to know" ABS), skulked away that evening in dire embarrassment to Dan's Steak House. The restaurant was crowded but they were eventually squeezed into an area by the kitchen. In an effort to rouse their spirits their leader, a self-effacing sgt major, led them in a sing-song. (*Rose Marie* and all that. They got mixed up after 3 verses of *Allouette* after a dispute over the position of *dos*, and they were told they would have to leave if they persisted in *Chatanooga Shoeshine Boy*).

Suddenly the door burst open as Debbie and ABS stomped in from the rain. Both jolly as ever, Debbie swilling enthusiastically from a bottle of Miller Hi-Life (empty, but it looked convincing).

"NO ROOM! NO ROOM!" protested the Canadians in horror.

But ABS just laughed and loudly recounted some of his worst "Dirty Ernie" jokes and soon had the restaurant cleared of the local patrons.

After dinner the weather cleared and the Canadians headed for the lawn of the Mimslyn Hotel where an elegant *Morgan Soiree* was in progress amongst all the repolished Concours cars. It wasn't long before our Allardites found them and, racing through the muddiest



Canadian Reg Beer (back to camera) pleading with an unlistening ABS to leave so as to save the Canadian Morgan owners further disgrace. *Steve Beer photo.*

puddle in the concours enclosure, parked and hopped out before the muddy splash had fully drained off the guests. "MUD IN YOUR EYE!" laughed ABS before he launched into his absolute worst Dirty Ernie jokes (some of which have even been banned at Allard stags).

The riot was not long in coming but Debbie and ABS nipped off in the J2X just before the local police arrived. Once bails were posted, the Morgan owners began at last to enjoy themselves until the Mimslyn Hotel announced that next year they would have to find a new location.

The return trip was glorious, and best of all Debbie suddenly discovered that after the few days practice, swilling beer from the bottle was as easy as pie.



Easy as pie. *ABS Public Relations photo*



NIAGARA '81



Chris Charles lending his weight to a magnificent effort on the part of Ron Garner to retain the lead on the Niagara Parkway. *staff photo.*

Concours shot by Steve Beer showing in the foreground the Flamingo Flatrad of Richard Winterburn, followed by the Isselhard Drophead.

MORGANS MORGANS EVERYWHERE

Peter Whitworth of Ottawa was booked for the Anchorage and the Henry VIII dinner and was determined to attend Niagara once again. Unfortunately the brakes on his black +4 failed on Wednesday. His racing SS was lying disassembled in the cellar and his recently acquired Morgan from Montreal was a non-runner. He didn't trust the Aero and the clutch on the '47 Rover was slipping. So he decided to fly down in his World War II 2 seater Luscombe observation aeroplane. But the engine went sick.

This may well beat the hitherto unsurpassed record established the day ABS set out in the Al-lard J2X from Pipers Hill to Bolton only to arrive hours later on a pre-war military Sunbeam after going through a number of cars and bikes.

CONCOURS D'ELEGANCE

Exotically attired judge, Martin Beer, marches arrogantly past the Morgans. S Beer photo

THE GANG OF FOUR judging Richard Winterburn's Flamingo Red Flatrad. Front to back; Chris Charles the eminent Morgan agent, Martin Beer of the Bolton Beers, Brad Patterson the prominent Chathamite, and Bob Mitchell editor of the New York "Morganeer"- a rival magazine. **V** Staff photo.



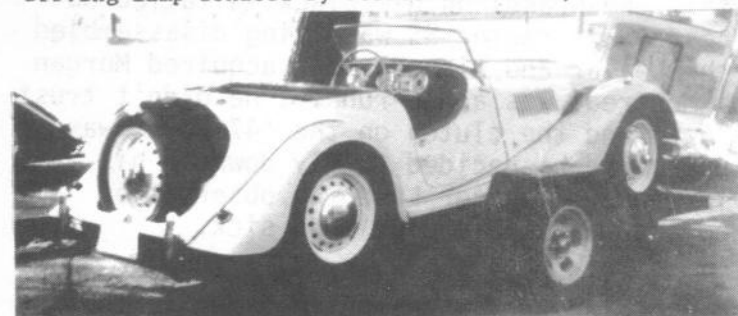
CATEGORY	PRIZE	RECIPIENT	
The One that Almost Made It	Bumper sticker*	Ross Bateman	'55 Db1 Sp
Worst Fanbelt	Bottle of Inniskillin	Bob Mitchell	DHC
Rattiest Car	Aerosol Restoration Kit	Ray Shier	4/4
Least Engine Oil**	Impossibly Bent Dipstick	Gus Spahr	4/4
Most Garbage in Pass Compartm't	Carved Pigs	Penny Bates	+4
Longest Distance	Halogen Lamp	Gus Spahr	4/4
Breakdown Award	Bumper sticker*	Mike Weymss	+4
Most Patient Wife	Wrist watch	Robin Weymss	+4
Peoples Choice	Morgan Etched Plaque from Melvin Rutter	George Lafford	4/4
Judges' Award	Morgan Etched Mirror	Steve Bridges	4/4

* "The Parts Falling Off this car are of the Finest British Workmanship".

**Presumably referring to interior rather than exterior of engine, but this was not specified. Gus Spahr, owner of the red & yellow "Shell Oil" 4/4 protested that the reason for no oil in the sump was that he had converted to a Dry Sump system, with the engine oil being cleverly stored in the headlamps.

Morgan Mirror etched by Wendy Barber

Wrist watch donated by Garage Supply of St Catharines
Driving lamp donated by Performance Cars, St Catharines



Ross Bateman's just restored cream double spare that needed a little encouragement on the last few miles. A super restoration



L to R Ron Garner (3 whlr exponent and valued cartoon contributor to the BLURB - remember the Lawrenceetune Pig?) with partner Jim Cohen set up shop. Gus Spahr looks on. Staff photo.



Because of heavy rains, (that had threatened our event up to the last), the grape harvest in the Niagara Peninsula had been delayed. With the sudden good weather the crop was being harvested with all possible speed and Inniskillin Winery asked if we could cancel the projected Winery Tour to convenience them. We certainly didn't feel inconvenienced when they sent over a case of various wines. Unfortunately, the few sots who skipped the procession to the Falls had finished the case off by the time we returned. Happily, Inniskillin, practically across the road and fearing that the loud, angry voices might sour the grapes, quickly dispatched another case. Our personal recommendation is the *Seyval blanc*. We'll look forward to the Tour next year.

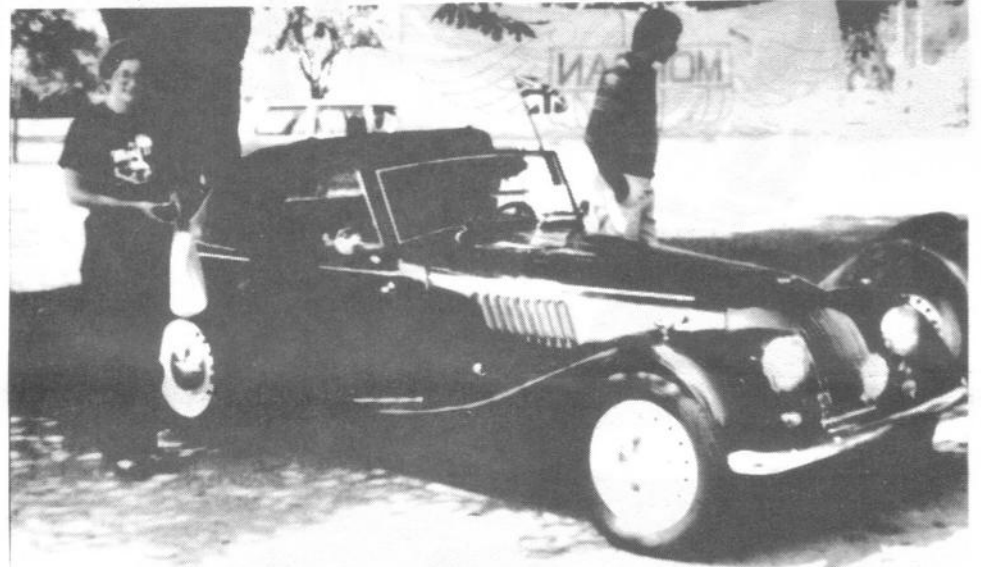


Henry VIII Banquet

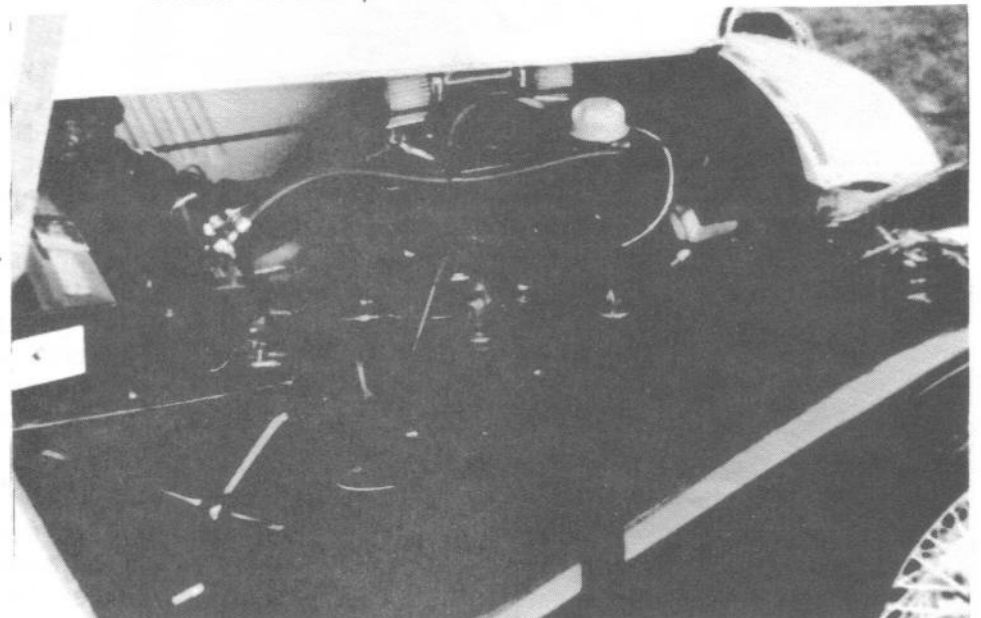
A popular repeat from last year and a pleasure to meet out-of-towners and guests from America on the spacious verandah of the Buttery. As the verandah overlooks the high street of Niagara-on-the-Lake, it was a happy diversion to watch the Morgans roll into town. A particular pleasure for the editor was to meet Bob Mitchell, the new editor of the New York 3/4 Group's "Morganeer" and the (sadly) retiring editor for the US 3 Wheeler Group, Ron Garner. Ron is a super illustrator as you will recall from his recent "Hogmog" cartoons (eg the Lawrencetune Pig). We are hoping to persuade Ron to do a strip on Niagara '81.



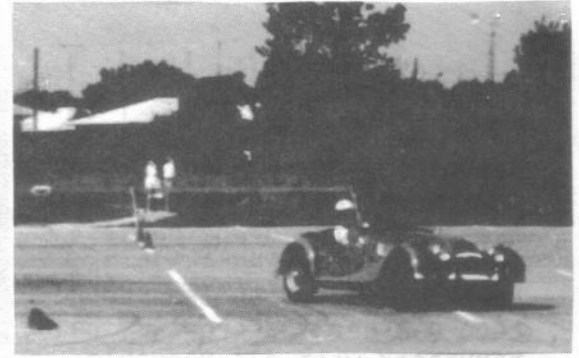
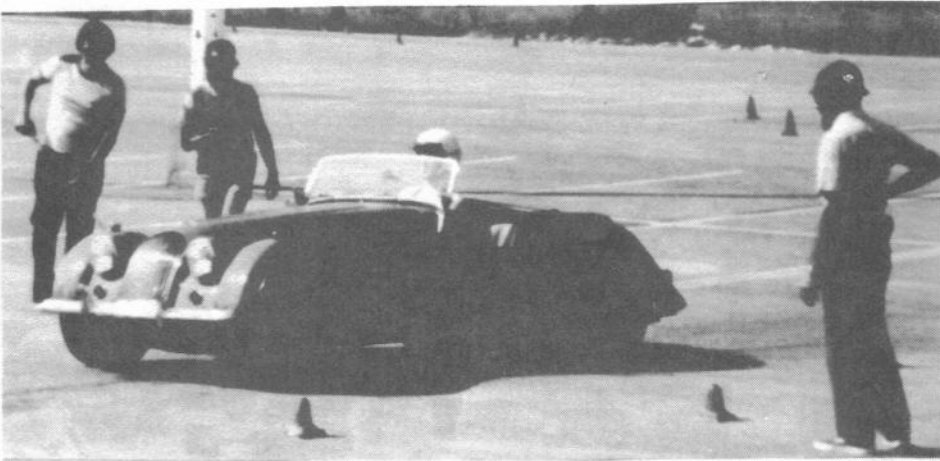
Helmeted BLURB editor and veteran correspondent John Collins dispute whose turn it is to write up Niagara. Beer ph



Cindy Williams solicits votes for Bob Mitchell's gleaming drophead coupe. What's Lafford got that Cindy doesn't? Brian Rumohr photo.

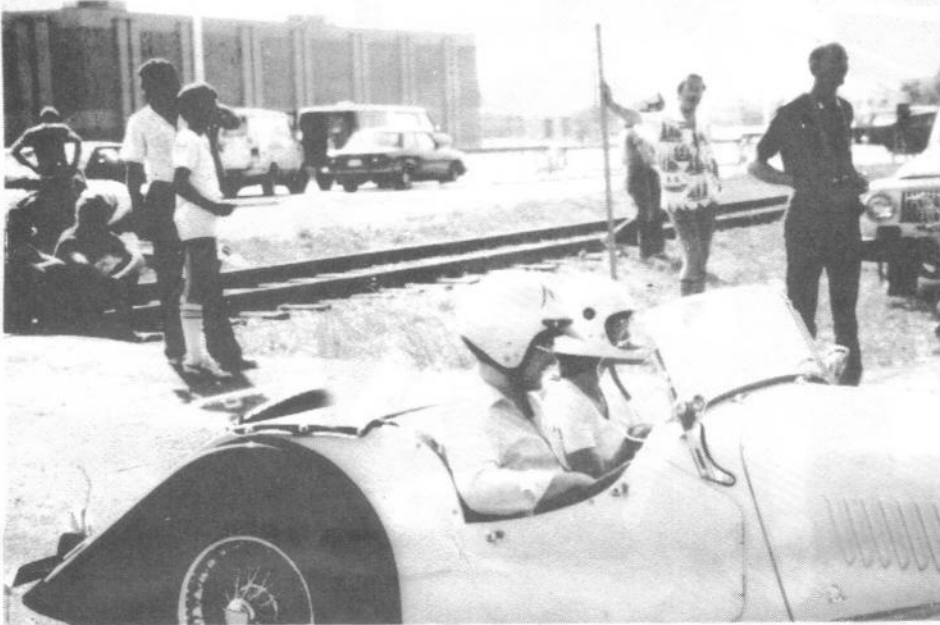


Steve Bridges' 4/4 that so impressed the judges. Rumohr ph

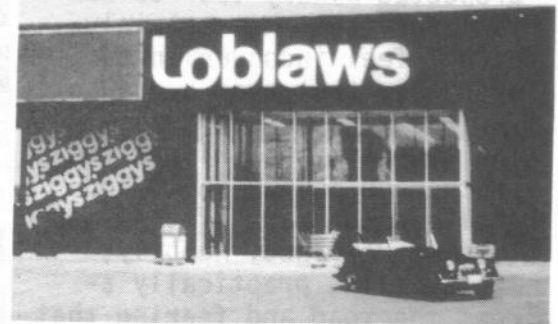


above; Hooker negotiating a pylon.

left; Tom Hooker in his 'specially tuned Morgan at the start. Rumohr photo



Steve Beer photo.

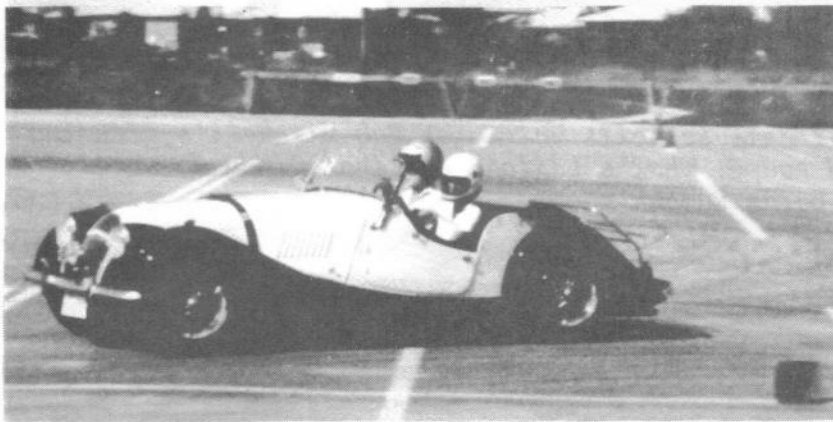


▲...where MORE than the price is right! The Rumohr's coupe in the slalom parking lot.

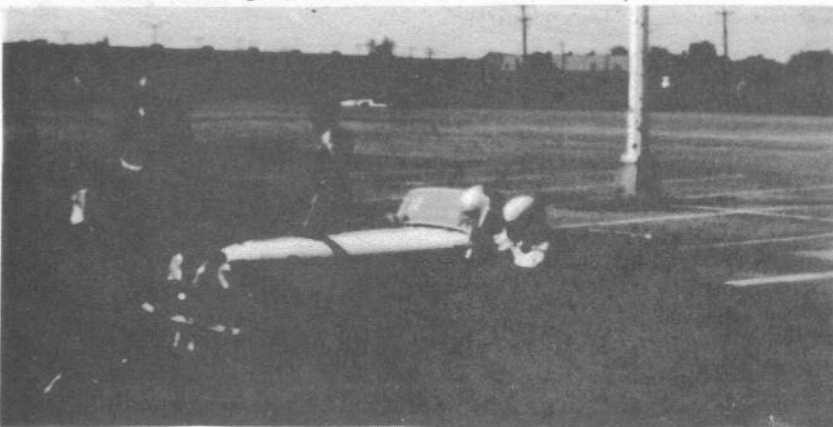
◀ Steve Bridges and Suzanne Thorpe at the slalom. This is possibly the only slalom course that employs a major railway to test competitors' split-second timing

SLALOM

The Niagara '81 Slalom was held at the Lincoln Mall at St. Catharines, and attracted 14 entries. The course was laid out for a regional autocross meeting to be held later the same day, and was somewhat longer than is usual for Morgans, a good time being 1 minute 30 seconds or less, compared to the more typical 1 minute. A couple of extra twists were introduced for the Morgans to avoid their reaching speeds on the straight leg not in keeping with what the organizers considered to be their stately status.



Steve Bridges, above & below Steve Beer photos.



Unfortunately, the slalom did not begin as early as planned, and the competitors did not get a chance to walk the course. Only 2 runs each were permitted, the first really being a practice run, which was rather sad, because the course was quite challenging, and the warm sunshine was perfect for such an event.

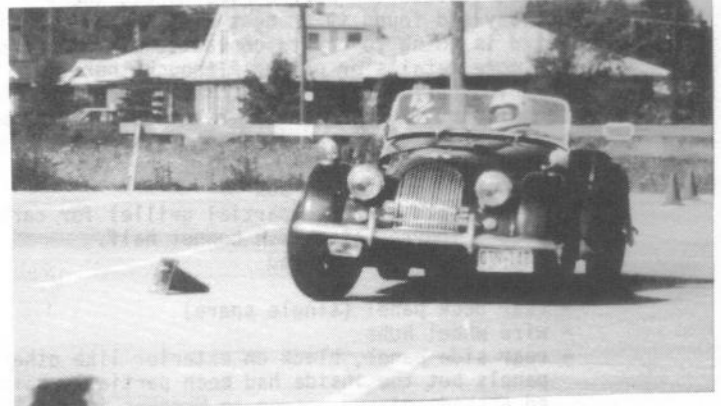
There were 4 ladies entered, and the grem-lins seemed out to get them. Susan (Penny) Bates in her +4 found that the stopwatch kept going haywire while she was running, so she had to have four runs to get two

times. Others would have traded places with her, however, just to get on the track more. Nancy Turnbull was even less fortunate, blowing a tire as she touched one of the rubber cones marking the course. Subsequent inspection failed to reveal any spikes or explosive devices in the cone, so the cause of the puncture remains somewhat mysterious. Mary Lou Lafford persuaded George to allow her to enter in the "Peoples' Choice", but was unable to outperform our Bursar, Mary Shier, who won the Ladies' Trophy.

The men were somewhat more fortunate, but incurred quite a lot of penalty points for touching cones or were off course. The nature of the course meant that the 4/4's stood a better chance than usual against the more powerful cars. John Collins, on his second run, turned in quite a good time only to slide out of the finishing box and be declared off course. Tom Hooker in his Lotus-engineered hillclimber returned a good time, but clipped a pylon on each run to have this increased. Steve Bridges, who took a passenger along, did well, and ultimately finished second. Steve Beer once again proved his mettle on the circuit, and won the Mens' Trophy in his SS. Brother Martin also drove Steve's car, but clipped a pylon on his first run, and took a wrong turn near the end of his second outing when he was running very close to Steve's time.

All in all, the slalom was promising to become very interesting when the time ran out, but life is like that sometimes. Thanks are due to the St. Catharines Motor Club for turning up early to accom-

modate the Morgans, and for allowing them all to run together, rather than interspersed between the regional autocross contestants. We appreciate the effort made on our behalf. ...JOHN COLLINS



Mr Beer in the SS quickly formulating a protest to the organisers that the pylon was already upset. This protest was subsequently disallowed on the grounds that Mr Beer had got badly off course and had himself clipped the pylon as he had passed by that spot moments before. photo by Mr Beer's brother.

No.	Name	Car	R U N		
			1st	2nd	Best
1.	Susan Bates	+4	1:32:55o/c	1:36:34	1:36:34
2.	John Collins	4/4	1:32:39o/c	D.N.F.	-
3.	Jim Owens	+8	1:24:78	1:28:36	1:24:78
4.	David Turnbull	+4	1:35:75o/c	1:30:99	1:30:99
5.	Rob Ray	+8	1:32:18o/c	-	1:32:18 sic
6.	Tom Hooker	4/4	1:34:69 ¹⁰	1:28:77 ⁵	1:28:77
7.	Steve Bridges	4/4	1:28:02	1:25:67	1:25:67
8.	Nancy Turnbull	+4	D.N.F.	-	-
9.	Mary Shier	4/4	1:57:15 ⁵	1:34:37	1:34:37
10.	Don Barber	4/4	1:52:88o/c	1:41:87o/c	-
11.	Ray Shier	4/4	1:35:89	1:37:00 ⁵	1:35:89
12.	Marylou Lafford	4/4	1:52:09	1:53:13	1:52:09
13.	Steve Beer	+4SS	1:26:38	1:21:59	1:21:59
14.	Martin Beer	+4SS	1:31:13	1:20:44o/c	1:31:13

5/10 incl. 5 or 10 second penalty o/c = off course

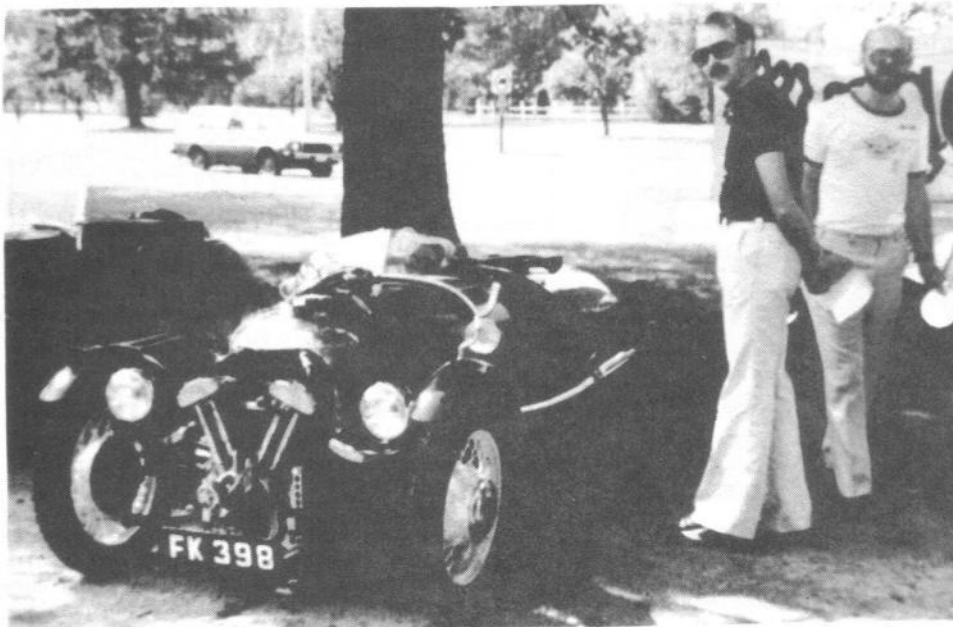
NOW IT CAN BE TOLD

For the past few years the editor has been advised frequently and in the strictest confidence of an MX4 that could be available "right here in Ontario". Upon prodding, it always appeared to be the one in Sault Ste Marie. This was not entirely surprising as that car had last been seen in the South during the sixties at the Inn on the Park's Frightfully Frightful Concours before disappearing off to the Soo.

The whole point of taking the editor into confidence was to prevent him from casually referring to it in the BLURB and driving up the price. Or perhaps from acquiring it himself.

The last we heard was that Clem Simmons of North Bay (author of the scurrilous annual News from Nowhere letter and owner of the ex-Beer Baby Blue Machine) had obtained the MX4.

So it was a great surprise when Mike Beale of Windsor showed up at Niagara with the car. Apparently Mike had won out in a sort of last minute auction. During the past summer Mike has been racing it in the VARAC vintage race series. This winter the black MX4 is slated for restoration.



Editor, right (usually), surprised at finding that the Kerr 1946 MX4 has fallen into the hands of Mike Beale (left). Brian Rumohr photo

Mystery Drophead Coupe

During the Slalom at Niagara, another Drophead showed in the rear of Laird Dowghty's pick-up. He had visited the Barrie Flea Market the previous day and found it amongst all the Model A bits. Laird is going to try to contact the vendor for any more details or parts. Although there is some indication that the DHC has Campbellford, Ont connexions, it would be interesting if the group could identify the car. The meagre amount of car that was available follows;

- Triumph engine/ Moss box
- bonnet with blister (partial grille) for carbs plus 3 louvres atop each bonnet half.
- short cowl, grille, rad
- bulkhead
- rear deck panel (single spare)
- wire wheel hubs
- rear side panel, black on exterior like other panels but the inside had been partially painted a shade of red common to Morgans in the 50's. There were bits of red upholstery clinging to the inside of the panel. The nail holes of the side panel matched those of the rear deck edge. However no other panel had traces of red in or out.

Aside from odd bits (not all from a Morgan) there was a black rear deck panel for a two seater +4 roadster. It carried a 1968 licence plate #657 253.

Although these parts leave a long way to go we hope the car will be restored. Suggestions may be made to the BLURB or to Laird Dowghty, RR5, Niagara-on-the-Lake, LOS 1J0, 416 934 4744.

JUDGE GIVES THANKS

Martin Beer, concours judge and award giver, has asked us to convey his sincere thanks for the considerate bribes from the Concours contestants. So nice to see this feeling of friendliness creeping into this event. In past years, the judges didn't even thank the winner.

Peoples' Choice

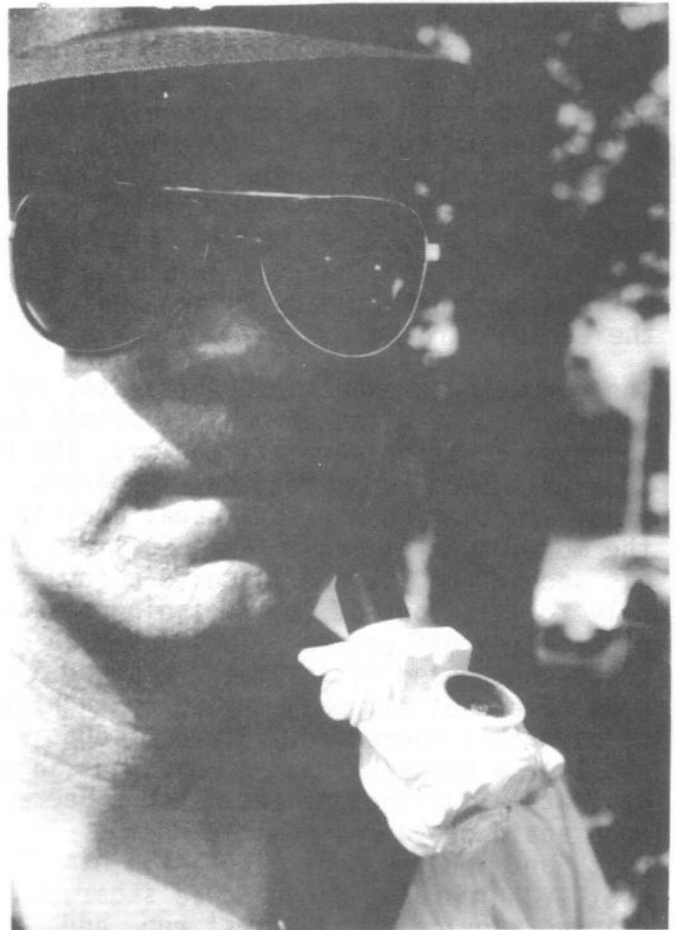
Sgt Major Geo. Lafford, PC, appropriately so near the Stoney Creek battlefield held a welcome Steak Barbeque at the Court of St Andrew's for all the guests at Niagara right after the Slalom. (We bet that Mary Lou did most of the work). Several guests eyed the common behind the Lafford house, thinking what a good spot for next year's Concours.



MAN OF THE YEAR!

The People's Choice, George Lafford, basking in the adulation of some of his many fans. Beer photo

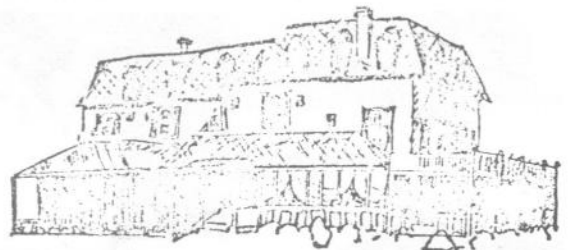
SPECIAL MORGAN



The Only Morgan that Runs on Tobacco. (Brian Rumohr gets high on Morgan which he personally carved out of a block of Meerscham, having first worked out details on a chunk of plasticine)

Steve Beer photo

OBAN INN SPARED



The extreme measures taken against the anticipated total destruction of this historic olde inn, noted for its leisurely breakfast service, proved unnecessary as Mr Spider Bulyk stayed away.

HUNCHBACK CURED

After years of grief and an estimated \$1500 devoted to replacements and continual tinkering of fuel pump, carburetors, engine, distributor, coil, and Armstrong Adjustables, Mike Wemyss was overjoyed when Ray Shier solved the intractable gremlins by jamming a well-aimed matchstick under the high tension lead of the coil and curing the shorting out. Mike & Robin's Morgan is the black "Hunchback" with coachwork representing a cross between a roadster and a drophead. This special coachwork is possibly by Hoopers or Vanden Plas, or possibly not.



Procession to the Falls

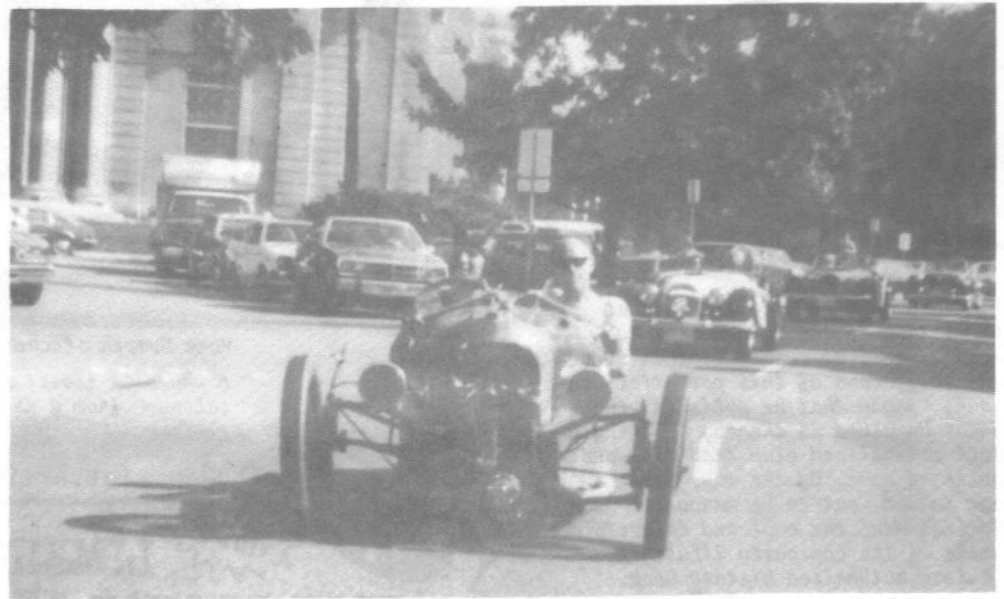
^ Hogmog Coffee-mates Paul & Edie Rich at Oak Island midpoint of procession.

Shier photo

Desi Benet & friend from 7
Rochester, NY. staff photo

Ron Garner & Chris >
Charles sedately leading
Morgan pack past Hydro
generating station. staff

Pace picks up on the
Parkway. v



BEER BOLTON BARBECUE

Under sunny skies - and how many times have we been able to say that, recently - the annual August HogMog event was held at the home of the infamous Beer family. Some eight Morgans were driven there, and Martins 1963 "handiman's dream" was displayed, the pieces having been carefully carried out and arranged to suggest the form of a 4/4.



Martin Beer's new 4/4 acquired at great trouble and we hope not too much expense at Luray. Brother Steve was so jealous of this potential Concours Morgan that he polished the Great Unrashed SS thereby spoiling a well established club tradition and guessing game. By the way, Steve's car turned out to be maroon so John Collins wins the pool and collects a prize of the copiously illustrated factory authorised history book.

The day had been kicked off with a telephone call from Ken Hill, last year's guest of honour at Luray, who was at the Bolton Bash last year, retained fond memories of it, and called to convey his thanks and good wishes to the Beers.

The usual inspections of other peoples vehicles followed. The special adapter acquired by George Lafford to mount a chromed stone guard in front of his foglamp did not go unnoticed, and Steve Beer's freshly Armoured top, which looked somewhat out of keeping with the rest of his SS until the glint of the chromed air intakes on the twin SU's reminded us that such splendour was consistent with the motor if not with the body, also stood out.

Later in the afternoon, the barbecues were lit, Audrey's freshly prepared corn on the cob was dished up, and HogMog pigged out. Steve had suggested a short competition in which the fastest team to

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erect the top and install sidescreens would have won, but galloping lethargy had set in and we never got started.

In a brief informal ceremony, the Beers were presented with some glasses in recognition of their sterling service to the convoy to Luray, and those who stayed longer then moved inside to escape from the somewhat cooler air as the sun fell lower in the sky. After a

little refreshment, a small group of the more musically inclined gathered round the tape recorder to produce a message and a recital in "approximately adjacent" harmony, to Ann and Harry Walters, HogMoggers now resident in Texas. They'll never know what hit them - it just might have been the Chatanooga Choo Choo!

John Collins

TAILPIECE



Staff photo.

More Bumper stickers! "I'd rather be driving my Morgan"
A photo of closet Morganist Reg Beer's elderly English saloon - from a usually reliable (but treacherous) source.

(advertisement)

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DEAR HELOISE,

In former times, persons of quality never asked technical questions about their Morgans, preferring (as befitted their

station) to leave such matters to their staff. However in these "modern" days, with the incivility of servants growing daily more insupportable, many owners are taking a direct interest in the maintenance of their Morgans. With this in mind Steve Beer has undertaken, under a suitable nom de plume, to answer any niggling questions you may have.

It has come to my attention that when asked to write tech articles it is possible to run thin on material, I mean, how many articles on King Pins & Bushings does one need? Throughout N. America there is an exchange of Newsletters with tech articles from club to club which has benefited many of us in two ways, 1; The work load of writing is spread over many people with new ones available at almost any given time. 2; One person's knowledge is available to a lot more readers than just his own club.

Another aspect is that we are dealing with a great many types of Mog owners from the owner-restorer to those that entrust their Mogs to their Serviceman and everyone in-between.



So there must be a lot of people out there planning restoration or winter work, or spreading their restoration over four rooms and the back yard, needing to know one or several things to help them to start or finish the job. Questions written to the "Blurb" is what I am after because your particular problem might also be the same problem half a dozen or so other people are having, an example is the question I recently received regarding the convertible top window, now its up to you as well as us. Steve Beer.

* Editor Comment; What are you talking about? Our members love to read about king pins and bushings (that's practically all they ever do about them). We have several more articles on file for reprint in the near future.

SCRATCHED REAR WINDOWS

If you use your top (hood) a lot the window probably has a tendency to yellow, if you do not use it often and it sits in the back of the car, the window is most likely quite scratched up.

One way to take the scratches and yellow tinge out is to polish the plastic windows with Brasso, (obtainable from your hardware or Supermarket store)

First wash the top and windows with mild detergent and water, then dry.

Second, using a liberal amount of Brasso, polish as you would paintwork, changing patterns once in a while from up & down, side to side, to circular.

Third, let the residue dry, then buff with a clean cloth (old T-shirts are perfect) you may notice a very slight white haze which will come out if you wax with a good quality car paste wax and Armoural would not go amiss to finish up.

The idea behind this is that the Brasso is a very fine abrasive (much finer than compounds) which will take out the oxidation and small scratches, while the wax an even finer abrasive, will supply a clearer glaze than the Brasso.

Both sides will have to be done of course and should take about an hour, if this is done once a year or so the windows should stay transparent and flexible as long as the top is usable...Heloise



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CALENDAR

Sun Oct 18 Fall Run & Oktoberfest (see ad)
 Fall Run from Schomberg 10 AM (breakfast at 9) Audrey Beer 857 3210
 Oktoberfest 1:30 PM Doug Price 233 8342

Sat Dec 5, 8PM Christmas Party (see ad) John Collins 677 7417

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 BURSAR MARY SHIER LIMEHOUSE, ONTARIO, LOP 1H0 416 877 1427
 EDITOR DOUG PRICE 95 WILLINGDON BLVD, TORONTO, ONT, M8X 2H8 416 233 8342

NEXT ISSUE:

In the next issue of the BLURB - now more inestimable than ever - read about;



GARMISCH-PFINGSTEN '81 Europe's most prestigious Morgan event, from our Swiss correspondent.

And our Yearbook bringing you otherwise suppressed peccadilloes of Morgan owners the world over!

- What Morgan club cribbed another Morgan club's badge?
- Which was the club that issued the press release about the Reverend HFS?
- Will it rain again on the 3/4 Club's Autumn MOG?

- Is Peter Whitworth really the world's greediest Morgan owner?
- Whatever happened to the Pock Marked Yellow?
- Will the latest UN resolution stop us from corresponding with the South African Morgan club?
- Will the dreaded RCMP Incendiary Force put the offices of the BLURB to the Torch if we continue to report on gasoline prices since the last General Election? (Judging by the last By-election our efforts did not go unnoticed)

Reserve your next copy of the BLURB at your newsagents. Or better, subscribe for an annual subscription - remember - the first thousand subscribers get a free club membership!

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