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The perspicacious **BLURB** May 1982 — 82/2 Morgan Owners Club

IN ADVERTISEMENTS



# THE <sup>3<sup>D</sup></sup> MOTOR CYCLE

JUNE 10TH, 1926.



## “Make it a Morgan Holiday”

Why stay at home and envy your friends who get out every holiday, every week-end? You can get away to the seaside too—as inexpensively, as comfortably, as surely, as satisfactorily—by Morgan. The Morgan Runabout costs much less than a car, yet gives the same performance. Its tax is only £4, its petrol consumption 50 m.p.g., its speed 60 m.p.h., there are only three tyres to maintain and the Morgan is simple to handle, easy to understand!

Ask for our new Folder illustrating the 1926 models at prices from £95. Get YOUR Morgan and let the other fellows envy YOU!

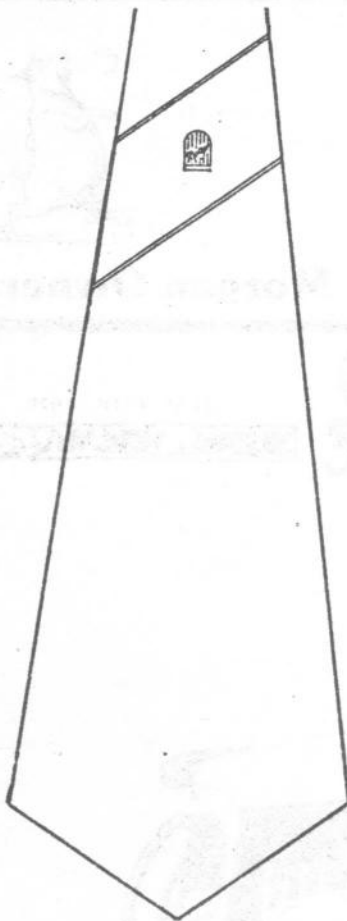
The Morgan Motor Co. Ltd., Malvern Link, Worcs.

Standard . . . £95  
Family Model . £116  
Tax only . . . £4  
Petrol . . . 50 m.p.g.

# Morgan Runabout

*“The Pioneer & still the best”*

The Morgan was the forerunner of the “economy light car” movement and is still miles ahead of any.



## The Morgan Tie

100 % 'Fine Twill' Polyester. Washable.

Colour : Navy Blue

Design : Single motif of 'Morgan' script inset in red on the Morgan radiator in gold.

Red, blue, Gold diagonal stripe above and below motif.

PRICE : £ 5 each postfree anywhere

Proceeds of £ 1 from the sale of each tie will go to the Morgan Sports Car Club and Morgan Three Wheeler Club Ltd. combined.

\$8 (£4) each to clubs for 25 or more

To : R. MORAN  
Metsijsdreef, 37  
B 1900 Overijse  
Belgium

Please send \_\_\_ 'Morgan' ties a £ 5 each

I enclose cheque/bankers draft for £ =====

OVERSEAS  
ALL/CHEQUES MUST BE DRAWN IN STERLING ON A LONDON BANK  
Name \_\_\_\_\_

Address \_\_\_\_\_

His Royal Highness, Excellency and Distinguished Douglas Fairbanks Price,

This letter is long overdue and before I start apologising to the skies you will understand when twins abound, illness in the family, and a flooded house in England have kept me busy. Your letter arrived well before the festive season and although we spent Christmas in Denmark I have been unable to reply until now. It is long overdue that I should write so late but I must put that right now.

First my thanks for the Blurb which is read avidly amidst Miscellany in its shadow. It is so unbiased and true to life that I would compare it to the Times, National Geographic Magazine, Private Eye and Playboy. I am naturally touched that true recognition has finally been given to that noblest of Morgans - the 4 seater Plus 4 'Occasional' (as P.M. refers to it) Drophead Coupe. The Common Word are heard to use a word spelt 'M.C.G.' to refer to their carriages. Let us be quite clear, the word is 'Morgan'. It is true that only a few were made - but in the words of a late fellow countryman 'Never, in the world of true motoring shall so much be owed by so many to so few snobmogs'. How right he was.

I have not forgotten that the Blurb needs to be given some more true facts about snobmog owners and to antagonise all others to the utmost degree. This you have managed very well so far and when I get some free thinking time I would like to make a contribution. It is a shame that the Feb. edition of the blurb will miss it but it can wait for a future edition and then it must annoy them all even more - by the time Mog 85 arrives I think you will be retitling the Blurb - The Snobmog Times.

Please accept the enclosed tie as a gift in recognition of your sterling efforts to thwart the enemy owners of lesser known carriages. A humble offering I feel which is available in four colours : Dark Blue, Maroon, Black or Bottle Green. Whilst they were to be sold for £5 each giving £1 from each to the U.K. clubs jointly I have decided to let the discount go to overseas clubs should they wish so hence if anyone gets jealous (and should Canada get smart!) then they will be 8 U.S or Canadian dollars each but only to clubs on quantities of 25 or more. This will also cover postage etc. and enable the clubs themselves to make money for their own coffers. If smaller quantities are ordered or individuals want to order one then they are \$ 10.

I considered having a snobmog tie made but will wait for 1985 and see what happens.

Talking of snobs - you may have heard that the Vatican decided to let British Leyland make two Popemobiles for the papal visit in May which will be based on a Range Rover and a Leyland Truck (Peterbilt - eat your heart out!) Naturally your European correspondent got to the heart of the story and found out that Pickersleigh Road were contacted for a new Snobmog to be built (in fact they wanted two) but Peter is of course a man of character and told him that he would have to wait seven years like everyone else. This he agreed to do and the pope was to postpone the visit until 1989 but as he respects the fact that only 51 had already been made and the chrome trim was no longer available he could not make another the same as ours. This of course upset his holiness (sorry, His Holiness - CAPITALS please) and even though Melvyn Rutter offered to supply a free (yes, Free) chrome luggage rack as some form of compensation His Holiness declined as you might be aware he knows much about Morgan history and if he could not have the real thoroughbred then it was pointless trying to change the minds down Pickersleigh Road. Needless to say, B.L. came crawling along and offered to make a special Range Rover (with chrome trim no doubt) and a special Leyland Truck. I have yet to find out what His Holiness has about Leyland Trucks but doubtless his appearance in one will coincide with the launch of something or other. Only time will tell. Interesting that His Holiness was willing to wait 7 years but it was the chrome strip that was the final nail in the coffin so to speak.

Well that is all - one final note the ties are mainly done in the dark blue as enclosed - but a very few of the other colours are available. If you order please advise as what to do if other colours are wanted and are not available when order received. Hope that the Canadian winter is not too bad. Look forward to seeing you sometime soon.

Sending you my best regards Roger

Editor comment; Foreign readers are advised to ignore the rantings of Nigel Canard and send examples of their clubs' ties to the editorial offices.

Metsijsdreef 37  
1900 OVERIJSE  
Belgium.

MORGAN OWNERS GROUP  
1982 MEMBERSHIP

MEMBERSHIP IS BY HOUSEHOLD SO PLEASE LIST FIRST NAMES OF ALL TO BE INCLUDED.

Family Name \_\_\_\_\_ Given Name \_\_\_\_\_ Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone number(s) \_\_\_\_\_ (postal code) \_\_\_\_\_

CHEQUE ENCLOSED FOR \$12 MEMBERSHIP AND MADE OUT TO "MORGAN OWNERS GROUP".  
Send to Mrs Mary Shier, Bursar, Limehouse, Ontario, LOP 1H0.

Morgan Specs;

1st car Model \_\_\_\_\_ Year \_\_\_\_\_ Chassis no. \_\_\_\_\_ Lic # \_\_\_\_\_ UK reg. \_\_\_\_\_

Colour \_\_\_\_\_ Unusual features \_\_\_\_\_

2nd car Model \_\_\_\_\_ Year \_\_\_\_\_ Chassis no. \_\_\_\_\_ Lic # \_\_\_\_\_ UK reg. \_\_\_\_\_

Colour \_\_\_\_\_ Unusual features \_\_\_\_\_

3rd car Model \_\_\_\_\_ Year \_\_\_\_\_ Chassis no. \_\_\_\_\_ Lic # \_\_\_\_\_ UK reg. \_\_\_\_\_

Colour \_\_\_\_\_ Unusual features \_\_\_\_\_

Other Interesting Cars; \_\_\_\_\_

Type of information that you want to see published about members/cars on  
the Membership list; \_\_\_\_\_

Comments in General \_\_\_\_\_



PREZ' PIECE

Plans are well in hand for the 82 season, your calender of events is in this Blurb, Mark your calender; Our treasurer reports that 20% of members have sent their dues, with plans for regalia, badges & Niagara we need to settle expenditure, so **PAY YOUR DUES DAMMIT:**

**MOG 12;** Am promised all info and registration within the next couple of weeks, those intending to go, please call me for your copies to get booked in.

**NIAGARA 82** Our friends below the border are well ahead of us in plans to attend, the Great Lakes club have included it as their Sept event. other clubs have written or phoned to make enquiries, several have booked their rooms already. Doug has printed up another Hotel listing for you to do the same. The Banquet is already arranged at the Piller & Post, this time they are adding hip of beef, and 1 wine each in the cost, a friday evening room has also been set aside for the club with bar, for a get-together. Steve Bridges is scouting around for a larger site for the Concours/picnic area, more details in the next Blurb. This year no banquet tickets will be available at the door so get them in advance, a registration is below and receipts will be in your registration packages on arrival. Send the registration along with your delayed dues; ..... Audrey Beer



# Last call...

FOR MEMBERSHIP DUES!!

Please note that after this issue the Bursar won't let us send any more Blurbs to people (other than courtesy copies to other clubs) who have not yet remitted their 1982 dues. You may treat that statement either as a threat or a promise. Dues are \$12 per household. June 25 is the cut-off date for preparing the membership list which is to be published with the next Blurb.

PAY YOUR DUES,  
DAMMIT.





Sir. Is there  
no end to your  
treachery?!

## Malvern Obfuscation

Dear Blurb, I am writing to solicit the help of all your members in unravelling a difficult problem involving Series II and subsequent Morgan 4/4's. I am sorry to have to say it but I believe that the problem results from deliberate obfuscation on the part of Malvern.

Despite refusals to acknowledge the obvious (to experts, at any rate), when the factory hurriedly \* revived the 4/4 they used the running chassis from the Nash Metropolitan which was being constructed for export only at the Austin works at Longbridge, Birmingham. Initially Malvern planned to restrict the 4/4 to the home market and could reasonably hope that no one outside the factory would ever have a chance to compare these two sporting marques.

The Austin A55 engine was supplanted by a 1200 cc sidevalve from the Anglia Upright to disguise the situation. (Austins hardly wanted Nash to know what was going on and also wanted to keep the Metropolitan chassis cum A55 engine exclusively for the projected MGA). Of course the factory hands caught on and they began to refer to the 4/4 as the "Brummer", this being the local argot for "Birmingham". It has been suggested that a further corruption of this term led to the model being known in North America as the "Bummer". However, other reasons have also been advanced.

What we would like to determine is when, if ever, the factory stopped using the Metropolitan chassis on subsequent 4/4 models. It is rumoured that when production of the Nash Metropolitan ceased, the secret stockpile of chassis greatly exceeded projected production runs at Abingdon.

I was interested to note at Niagara '81, when examining Steve Bridges' 4/4 before casting my Peoples' Choice ballot, that the words "AUSTIN/LONGBRIDGE" were stamped on the chassis. Unfortunately the chassis number itself was covered with gobs of old grease.

Any light that can be shed by Morgan owners would certainly be appreciated.

Yours truly, ..Neville Snivel, Joint Chairperson of the Council, Omeme Metropolitan & Morgan clubs, Omeme, Ontario.

\*(sic) Editor Comment; We have printed the word "hurridly" as written by Mr Snivel although we suspect that he meant "horridly".

## From London (Ont.) With Respect PLUS 8 FOR SALE

To my DEAREST EDITOR,  
My 1970 +8 is for sale!

This car has been carefully refurbished with the body taken off the car. No rust and no rot. Yellow with black top and interior. Lic # MMM 888. Should you wish to purchase this automobile contact Mr Craig Scott, 36 Grosvenor St, London, Ont, 672 7002 (hm) 432 6767 (wk). Respectfully, Craig Scott.

Editor Comment; Readers will note how a respectful salutation guarantees publication of letters. Other writers take their chances.

## FROM MINNEAPOLIS

I own a 1963 +4 Morgan 2 seater roadster, serial # TS 82477, chassis #5233, and would like some information that you might have on Morgan clubs in the Minneapolis area. I know at least 4 other Morgans that I've seen on the road. My Morgan is also in need of repair work, and I would like to know if there are some good repair shops in the area.

Thomas J Bolin, 4151 Beard Ave N,  
Minneapolis, Minn, 55422, 612 533 1958

## FROM ALTA

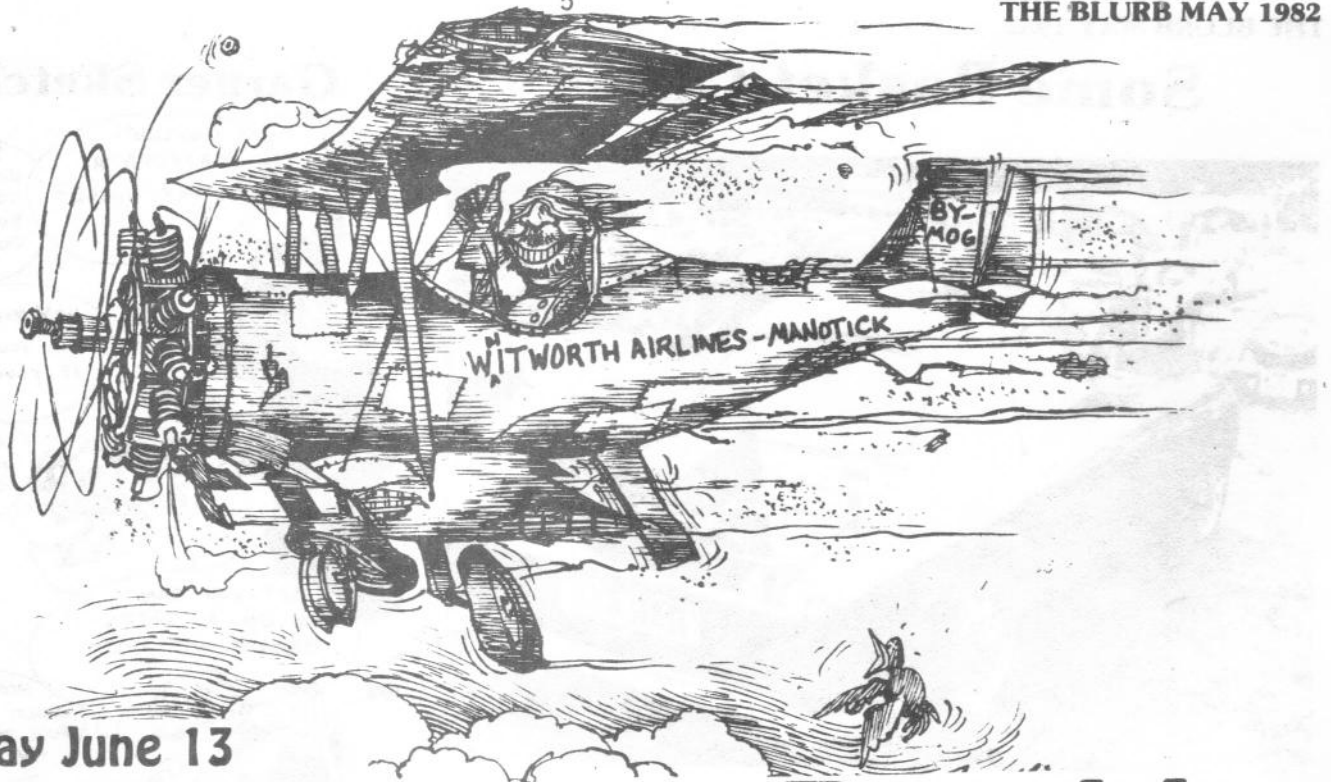
Dear Sirs, I currently own a 1956 4/4 two seater, serial #A207. I am in the process of a full restoration, including fabricating a new frame and all new wood. I would like to join the Morgan Owners Group and purchase a club crest and metal grill badge.

Sincerely, Ray Tolman, Box 2144, Hinton,  
Alberta, ToE 1C0.

Editor Comment; That serial # beginning with an "A" would certainly lend credence to Mr Snivel's theory about Austin/Nash Metropolitan chassis. Perhaps Mr Tolman would be kind enough to look for the "AUSTIN/LONGBRIDGE" stamping and report to us.

## Garner Sketches





Sunday June 13

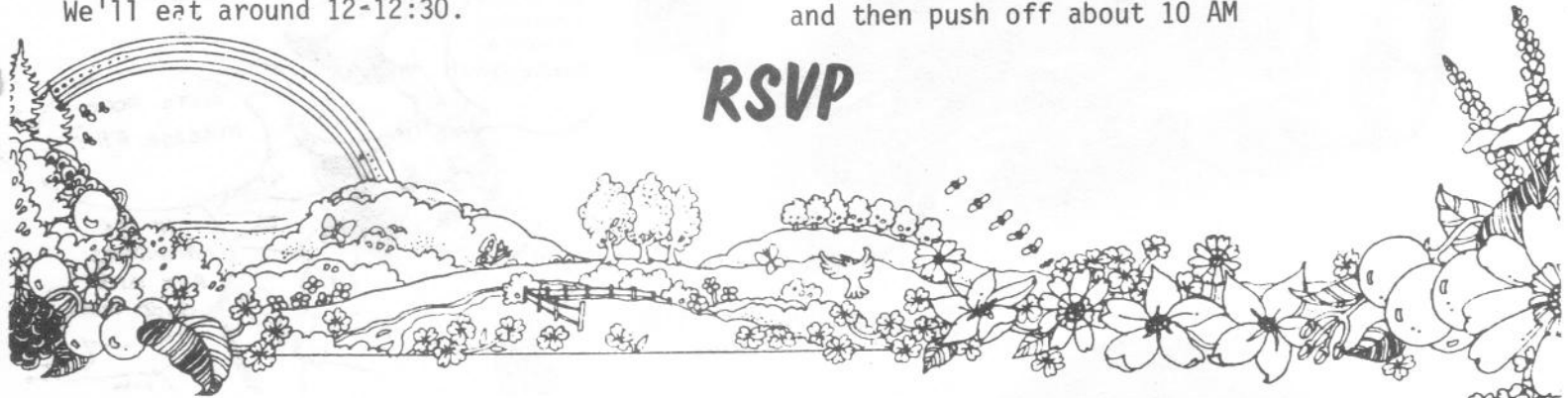
# Nottawasaga Ramble

Shake off those Spring Blues by joining us on this country ramble through scenic Ontario. After this delightful excursion we'll have lunch at the Notawasaga Inn near Aliston. The cost is a modest \$5.95 +10%. The Inn will allocate us our own section IF you give Audrey an RSVP (416 857 3210 in Bolton). DO IT NOW! We'll eat around 12-12:30.

Adjacent to the Inn is its own aircraft runway which often hosts a gliding club. So we fully expect Peter Whitworth to come soaring in.

The run sets off from the Gulf Station on Hwy 27, half a block south of #7, NW of Toronto. We'll meet at 9-9:15AM there for breakfast and then push off about 10 AM

**RSVP**



## SPORTS CAR AND VINTAGE AUTO FESTIVAL

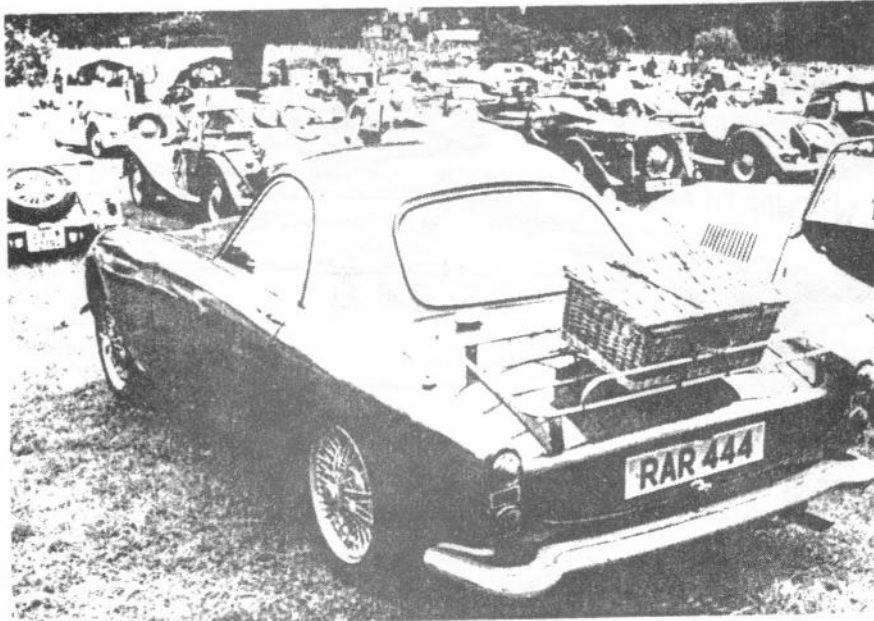
### SUN, JUNE 6

HIGH STREET - VICTOR, N.Y.

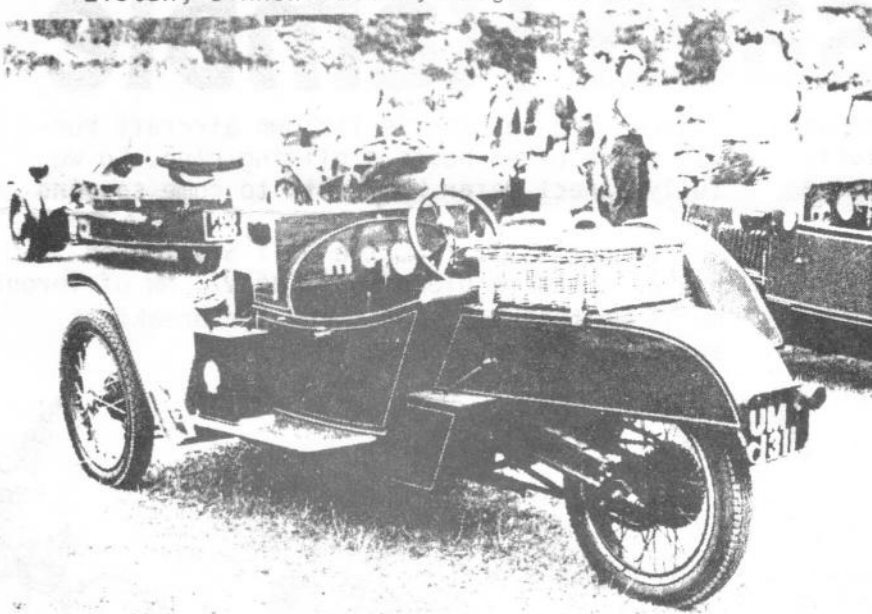
- South of Rochester, N.Y.●
- Just North of Route 96●
- Between thruway exits #44 and #45●

The BIG event for the Rochester Group. Last year attracted over 700 cars of interest and there is a separate class for Morgans. Also a "Country Market" featuring antiques, crafts, car parts, and automobilia. Give Al Isselhard a call - 716 638 6994 - for contact re the Morgan owners involvement. Other information available from 716 544 4859

# Some Basket Cases

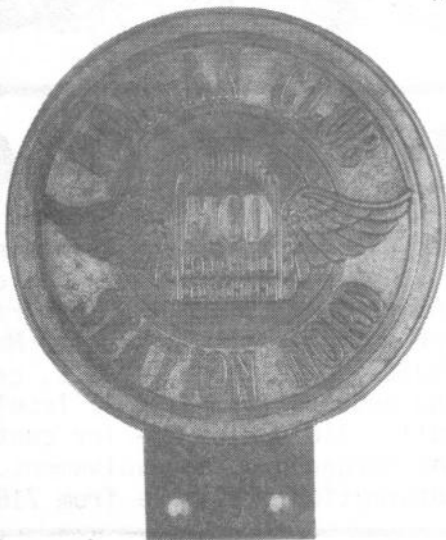


"Listen, I know better, Morgans never change."



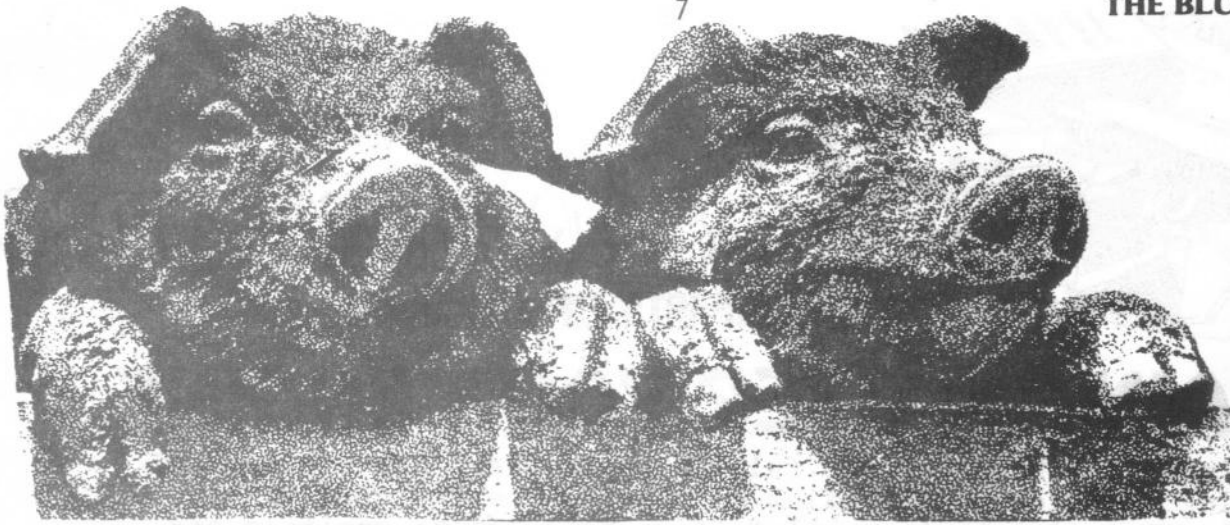
Texas MOGLOG, Dec 1980

# Garner Sketches



## Brass Badge

Dear Morgan-friends in Canada!  
 Are you interested to exchange our National Morgan-car-badges? We can offer you a fine badge as shown on the enclosed picture. The badge is made in only 50 pieces for the few members of the northern section of our German Morgan-club. It is complete brass, the original diameter is 8.5cm and the surface is brightness polished. If you want to accept our offer, please send your badge to the following address: Jurgen Thiede, Schluterstr. 80a, 2000 Hamburg 13, West Germany. Our answer with the northern-section-badge will be send to you at once after arriving. Jurgen Thiede, Hamburg, 19.2.1982.



# PIPERS HILL PIG-OUT

SUNDAY JULY 18 from 2 PM. telephone 936 4341



The 1982 Peoples' Choice Stakes open this year at Piper's Hill Farm when, once again our oldest and traditional event will be hosted by ABS. As before, the day begins at 2PM with an unhurried picnic. Lots of room for the kids and bring your bathers. The picnic will be POTLUCK so please bring a contribution plus the usual BYOB. A BARBEQUED SUCKLING PIG WILL BE LAID ON BY OUR HOST.



## A Veritable Hogmoggie!

rain & sun protection From the Pattersons



astounded Thamesville onlookers

front hog drive carriage

parade official preventing Morgan owners from viewing genuine Hogmog

photo, Angela Hamilton, Kent Historic Auto Club

## Histories

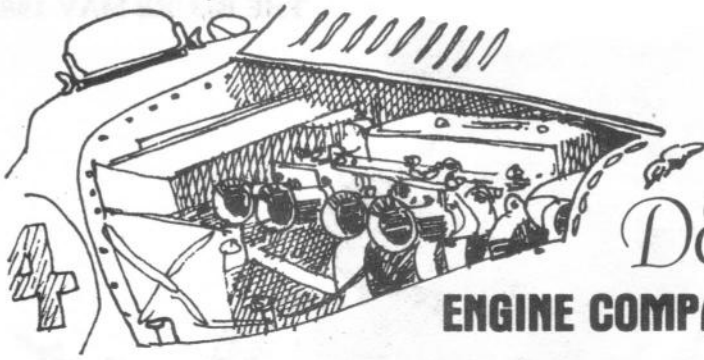
History as provided at by its owner at Niagara 79.

### THE YELLOW SUBMARINE

Owner; Alan B Sands  
 Model; Plus 4, 4 str, 1968.  
 Mileage; 60M, Lic #'VARIOUS'  
 Special Equip; Thermo-pane windows, flat-black Le Mans ball-hitch, 'Jazzy' filler cap  
 Car purchased new, 1968, through factory dealer Bowman & Acock (Malvern). Recent 'Reg Beer' restoration! (notice fascia detail). Placed 53rd \* in famous BLUE MOUNTAIN RALLY, under F.I.A., CASC, CSI, and ABS sanction. Concours winner Aug 1968, second only to Chris Charles' Pock Marked Yellow Flat Rad.

\* Editor Comment; that was in the unhappy year that the quarrel between the FIA and the ABS resulted in only 23 entries.





# DEAR HORTENSE

ENGINE COMPARTMENT CLEAN-UP PART II

## PAINT & PREP YOUR ENGINE

Now that you have a bench full of parts there are two ways of making them look good, paint or polish. The one shot valve, fuel pump, distributor, oil filter, head intake manifold and any other alloy castings like these are best done with a wire wheel with the part or the drill clamped in a vise. Oil lines, windshield wiper cable, brake lines, and coil come up nicely if cleaned and polished by hand with fine steel wool.

The starter motor, generator, hood brackets & horn should be degreased and sprayed black, on the generator or alternator the end plates of aluminum are polished or glass bead blasted.

Except for the early windshield motor (approx pre 59) which were all black, the late model motors were hammertone silver, and gear case polished alloy.

The firewall, if painting by spray bomb should be in enamel or polyurethane, if a spray gun is available you will have the above choice plus any acrylic enamel, I would recommend polyurethane for resistance to heat and solvents plus shine and finish. The sides of the firewall or foot compartment that have the X print swage are the same colour as the body of the car.

Now comes the job of putting all that stuff back under the hood, new nuts and bolts (zinc plated) should replace rusty or damaged thread ones.

It is very important to check the alignment and fit all parts on re-assembly ie; generator or alternator, belt alignment, to do this bolt generator in place and lay a straight edge along the pulley face to the crank and water pump pulley, use shims or washers to adjust.

There are some things I am bound to have forgotten to mention but common sense and a chat to other owners are bound to be of great assistance as well. Steve Beer.

Dear Sir: in light of the new title for Steve Beer's technical advice series, I would like to set the record straight. The following conversation was NOT overheard at a recent HogMog meeting;

"Is that Hortense over there?"

"I don't think so - she looks perfectly relaxed to me"

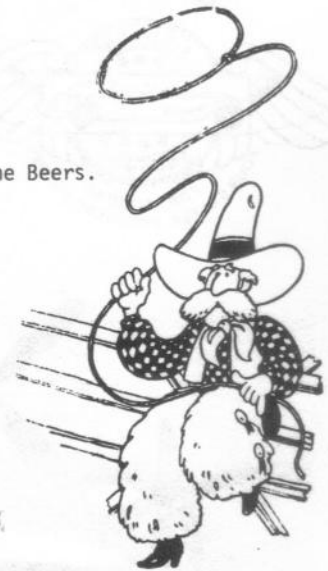
Yours etc. John Collins

P.S. I claim "most appearances" in the February Blurb (Page 12). Although Stu Harvey may argue he ties for first place (Page 22), he did not have a complete car with him! Incidentally, I also claim the all time "most appearances with the minimum number of appearances" record.  
Who is George Lafford anyway?

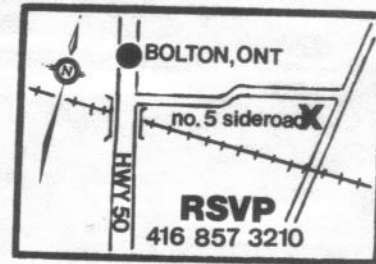
# BARBECUE



Hosted by the Beers.



**POTLUCK & BYOB**



Our sort of event, let's have a Group turn-out!



## SHANNONVILLE VINTAGE FESTIVAL (east of Belleville)

2nd Annual Inter-Club  
CONCOURS at the Carlsberg  
Vintage Festival, Shannonville Motor Park Jul 31 Aug 1

The organisers of the Carlsberg Vintage Festival would like to invite your club to be part of the Second Annual Inter-Club Concours, Sunday, August 1 at 10:00 am. This was such a great success last year and we're aiming for a bigger and even better entry this time. A few new marque clubs are being invited, plus vintage motorcycles.

- \* The sponsors are bringing Sterling Mous to the Festival! He will be doing a few laps in one of the vintage racers and spending some time looking over the concours.
  - \* For anyone driving to the track in/on a pre-1960 car/bike, a free Carlsberg Vintage Festival beer mug. There'll be free dash plaques for everyone as well.
  - \* The Carlsberg beer tent
  - \* Better food services
  - \* More free grandstand seating, more free parking, free camping and a whole weekend of exciting vintage car and motorcycle racing!
- For the concours, we are asking each club to enter its three best cars or bikes. Each machine will be judged individually and their scores averaged to give the club's score. Trophies are awarded to the car and bike club with the highest score. In addition, there'll be a People's Choice award for the vehicle voted most popular of all the concours entries by the paying public.

There is no charge to enter the Inter-Club Concours. You pay only the regular admittance ticket price.

If your club is interested in taking part, call or write me and let me know the vehicles you plan to enter. The first day of August may seem a long way off but it'll be upon us soon enough, so please give this your prompt consideration. As the date draws nearer, we'll be keeping you posted with information on the concours and other

Festival events. Richard Diver, 1280 Mineola Gdns., Mississauga, Ont. L5C 3Y3 | 274-3387 home 274-4160 work

## Point West

SEVENTH ANNUAL MID-WEST MORGAN MEET  
June 25 - 27, 1982  
POINT WEST - MACATAWA, MICHIGAN  
(Near Holland)

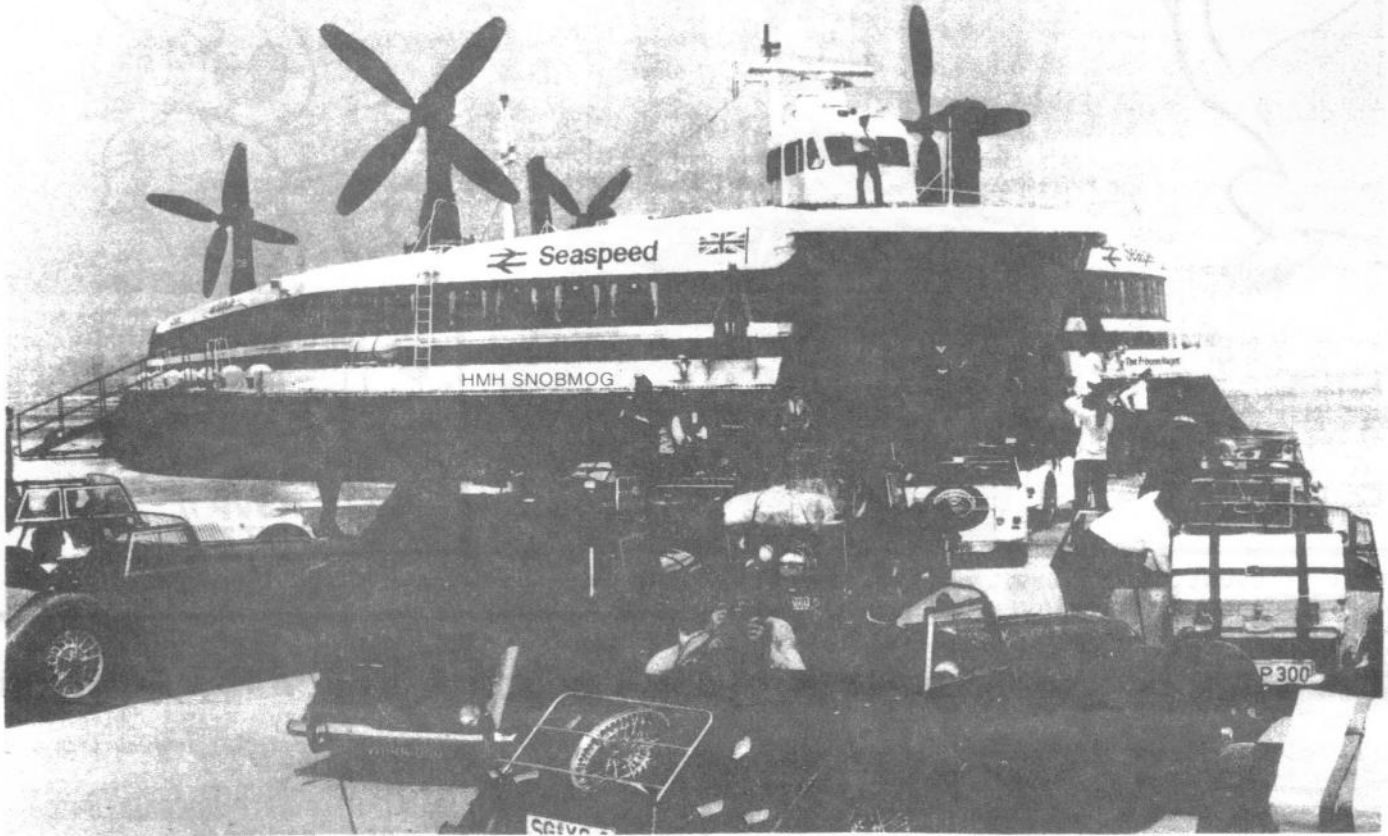


This is the Mid-west's big event of the year. Highlights include the Friday evening cruise and buffet dinner down the Kalamazoo River on the "City of Douglas" (\$18 per adult incl meal), a Concours, Saturday night Banquet\*at the superb Point West Inn. Accommodation at the Inn is \$75 per night for a double. Pre-registration is \$10 before June 1. Accommodation must be pre-booked. Contact the Great Lakes Group for information; Art & Joan Tarabusi, 5008 Arrowhead Road, West Bloomfield, Mich, USA, 48033, 313- 682 4186. \*\$15 each.



## Snobmog Report

### *Bold Rescue Mission*



ROADSTERS ABOUT TO FOLLOW 'SNOBMOG' ONTO HOVERCRAFT photoby Mr A. Isselhard

There was much consternation and anguish at the last meeting at the Dorch\* when a routine review of the Registrar's report revealed that not only does a Snobmog (lamentably converted to a sheep transport) exist in the Falkland Islands but another languishes in the Eva Peron Museum in Buenos Aires. It was unanimously agreed to utilise the Society's Emergency Fund to despatch a fleet of armoured Hovercraft to the area to mount a daring rescue. Maggie Thatcher has agreed to send ahead the Royal Navy as a smokescreen so that the Argentinians will not discover the true purpose of our mission. (We had to promise to give Eva's car to Maggie, but it seemed a reasonable deal. We also undertook to stop referring to her, however jocularly, as "Maggie T".) The arrival of the combined fleets will be somewhat delayed in view of the need to sail via Long Beach, California to join Barbara Willburn who has been fitting out the long inactive "Queen Mary" as a troop transport. If the Argentinians choose to interpret this delay as evidence of our lack of resolve they will find they are very much mistaken.

One member suggested as there may be one Snobmog in Australia and, as that island is also rather close to Argentina, we should also attempt a rescue of that car before it is too late.



Barbara Willburn taking a final salute before driving to *Queen Mary*.

-photo Format Wire Service.

\*Editor Comment; Presumably this refers to the Dorchester Hotel on Park Lane.

# NEW BABY IN THE FAMILY

Being legally certified as a genuine car nut and licensed morganatic, I'd like to chronicle my search for that elusive sport four-wheeled conveyance.

## VEILED THREATS

I found the Morgan Owners Group about 3 years ago hinting that I might be interested in a CAR. Hints gave place to suggestions, which became requests, which turned into veiled threats. Alas, to no avail.

I heard many hints - the derelict in a barn in Quebec, the estate sale in Cincinnati, the M.G. dealer in Oregon....."amongst a stable of T.C.'s" etc. My ears got plenty of exercise, but after a while I let my fingers do the walking. I began visiting auctions and car shows. These are great entertainment if you enjoy Oldsmobile Limousines, Pontiac-based ambulances, Chevys from the mid-fifties, hot-rodder Fords from the forties, Chrysler sedans from the thirties or Corvettes from the sixties. I have yet to see one Morgan go on the block.

## PLUS SIX

"People-in-the-know" convinced me that nothing of value was about to change hands, and to grab whatever I could. I saddled myself with a Healey 3000. After the initial thrill I rechristened it an "honourary Morgan", a "Plus 6 (either for 6 speeds or six cylinders). I soon commenced my search for a REAL Morgan in REAL earnest!

## BEERS ASTONISHED

I've again tried hinting to friends who I thought could arrange something. This particular Miss Morgan is a really sophisticated doll. Many a night was passed dreaming about the astonished looks on the faces of the Beer Brothers as I requested their warm welcome of "my Morgan" into the family. Unfortunately as learned previously, hinting to friends about not-so-secret desires results in frustration only. Having to pass on Miss Morgan resulted in frustration of the worst kind!

Back down to earth again. To improve my financial position (i.e. to get a raise) I needed to take extra university courses over the summer. Where else does one study at, but at Morgan State College. (You may store your T.F. in your heated garage, but have you ever tried hanging a Morgan over the mantel piece? I was also disappointed by the response from the Morganstown University Ohio.

## FAMILY SOLIDARITY

The assistance of family members is of the utmost importance. After several years I've

finally convinced the members of the family that some cars do appreciate in value, indeed may even be considered investments. Now my luck has finally changed!

A few weeks ago Father returned from Canadian Tire's Pit Stop, in an unusually chipper mood. "You wouldn't believe this car!" All the young grease monkeys were interested, but I got the old fellows number!!"

We telephoned immediately. Dad had finally recommended that I buy a second-hand car! Arriving for the pre-arranged test drive and inspection, I found the real owner, the lady of the house still wondering if this was the appropriate season to sell. I convinced her that her baby would be provided with a decent and caring home.

## JAPANESE CORTINAS

First impressions revealed just how much Father had really learned about quaint little puddle jumpers over the past few years. He had progressed from "that little red Japanese-looking sedan" (describing a Cortina), and "an old English Style convertible" (describing the Datsun 2000 Sports) to listing the merits of this "second-hand, but clean little runabout with new fenders and running boards".

Yes, she had received new fenders in a recent repainting. It did my heart good to examine those familiar bulbous mudguards, added indicator lights (obviously not an original item in the design first pencilled during the 1930's) and bumpers that you knew would not help if choosing a contrary path to a Cadillac of late fifties vintage!

## SERIOUS ATTACK OF CLAUSTROPHOBIA NARROWLY AVOIDED —

If I was more neurotic I'd have suffered an instant attack of claustrophobia from that flat windshield and non hideaway wipers. (In all fairness though, these tiny blades did park to the side of the windscreen!)

The only other equipment for battling the elements besides the lights, (easy to replace behind those simple chrome rings) was the variable heater - "Off, Hot air slowly, Hot air medium". There was no provision for "Hot air fast", or "Cool air".

## CAR SHOUTS AT OWNER

After just a few cranks of the starter motor my new toy sprang to life. I enjoy cars that speak to me. This one shouted, even at idle! I guess that's the price you pay for dual chrome tipped exhaust on sixty hp engine, still expected to give 25 m.p.g.-con't overleaf

**New Baby con't**

After familiarizing myself with the unique jacking system (applied in the middle of the car to raise one whole side!), and renewing my skill at double-clutching, and even how to pitch the beast around corners, I'm enjoying many miles of trouble free motoring. I think I've got the no-start-in-wet-weather problem solved.

By using the four forward gears to extract every last ounce of torque from this noisy motor I'm able to leave many modern beasts behind. I'm compensated for the lack of emission controls, retractable seatbelts, fluid clutches and air conditioning by the admiring glances at my well preserved example of this proud marque. I'm even learning to ignore the bouncy ride on the highway.

Keep smiling folks. I enjoy driving the beast as much as you enjoy starting it!

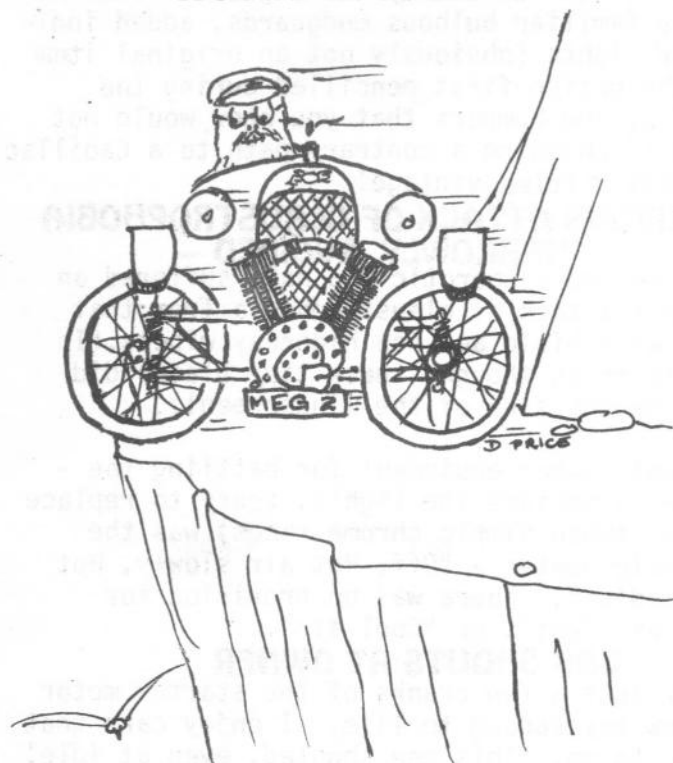
...Bill Ellman, LCCN

Editor Comment; After reading Mr Snivel's comments about Nash Metropolitan-based 4/4's we naturally checked out the serial numbers on Mr Ellman's "New Baby". Readers may be glad to learn that the words "AUSTIN/LONGBRIDGE" do not appear on the chassis although the word "WOLFSBURG" on the serial number plate was noticed.



Another 4 seater roadster that received a peremptory blackball from the SUNSNOB chapter (Calif) of SNOBMOG. Perspicacious readers will have noted at once that the owners of this car affected the exclusive Coupe de Ville guise in a vain attempt to pass as a 4 seater coupe. All unsuccessful applicants to SUNSNOB are required for one year to carry the licence "number" as shown. FORMAT photo.

**You know your Morgan needs work...**



when the brakes tend to pull to one side upon sudden application.



**MOG UK**

BEAVER LODGE  
ASPLEY HEATH GARDENS  
TANWORTH-IN-ARDEN  
SOLIHULL B94 5BU  
WEST MIDLANDS  
ENGLAND

**THE MORGAN SPORTS CAR CLUB**

Dear Fellow Morgan Owner

I am writing to you in happy anticipation of meeting you and other members of your Morgan Club at MOG 82 in July. However, since all accommodation at Walton Hall - the Hotel where MOG 82 is to be held - is now fully booked, members of the Warwickshire Centre of the M.S.C.C. would like to invite visiting club members from overseas to stay with them in their homes for this event.

If any of your members have not yet reserved accommodation, and would like to be the guest of a Warwickshire member, please will you ask them to send me details of how many adults and children in each group, the ages of the children, any particular food aversions or preferences, and any further information which may be relevant. I will then do my best to allocate them to a suitable family.

We are all looking forward to MOG 82 here in Warwickshire, and we are determined to make it the best show yet. Please help us to make it an all time record for attendance this year. We really do enjoy meeting lots of Mogsters from far away places, and putting faces to the names that appear now and then in Miscellany.

Mrs G.M. Bowden MOG 82 Committee

**Last Chance!  
Pay Those Dues**

## Periodic Brake Maintenance

By Gerry Willburn from FORMAT (South California)

Ettore Bugatti (and nearly every other builder of high performance cars) is reputed to have said "I build my cars to go -- not to stop." Well, we all have to stop from time to time if only for a beer. Brakes always seem to be neglected until they fail us. Better put a brake check date on your calendar -- it is bad form to go around crashing into things, and also expensive. An afternoon will do fine, and may keep your maintenance from becoming expensive maintenance.

Start by putting the car on stands and removing the wheels. Wire wheels should come off from time to time anyway to keep them from rusting onto the splines. Check the condition of the brake linings. On disc brake cars, this is quite a simple matter as the pads are quite visible at the rear of the calipers when the wheels are off.

Front brakes wear at about twice the rate of rear brakes because of the weight transfer during braking. If the lining material on the pads is less than 1/4" thick, it is time to replace. This is also a simple task on disc brake cars. Just remove the keeper pins and withdraw the pads by pulling on the tab with a pair of pliers. While the pads are out, clean any oil or grease off of the disc and check for fluid seepage from the pistons. The pistons must be pushed back into the calipers using a tire iron or other suitable tool. The new pads (Mintex #20064) are then slipped in and the keeper installed.

Rear brakes and front drum brakes require pulling the drums to inspect the linings. Early cars have the front drum and hub as one piece, and require a puller to get it off. A good time to inspect the front wheel bearings also. The linings should be at least 1/8" thick and 1/16" above the rivets if that type. If in doubt, replace -- linings are much cheaper than drums, and that is what will be destroyed if rivets or shoes grind into them. If the linings are thick enough and DRY, then they are OK. Clean away the accumulated brake dust with a soft rag and an air hose. Try not to breathe the dust as most brake linings contain asbestos. Check the backing plates and wheel cylinders for signs of fluid seepage. Carefully lift the edge of the rubber dust covers on the wheel cylinders and look for fluid. Check around the axle seals for signs of grease leaking onto the backing plates. If the shoes were WET, there is fluid or grease coming from someplace. Leaky wheel cylinders should be looked after immediately. The cheapest thing to do is to rebuild the offending cylinder. If after disassembly you find that the bores are so pitted that they will not clean up with a hone, they must be replaced. An alternative to replacing is to have the old cylinder honed and sleeved. Several companies that advertise in Hemmings Motor News offer this service. After sleeving, a rebuild kit is installed. This will probably cost about the same as replacing. Someday, as parts become more scarce, this may be the only alternative. DO NOT throw away your old cylinders!

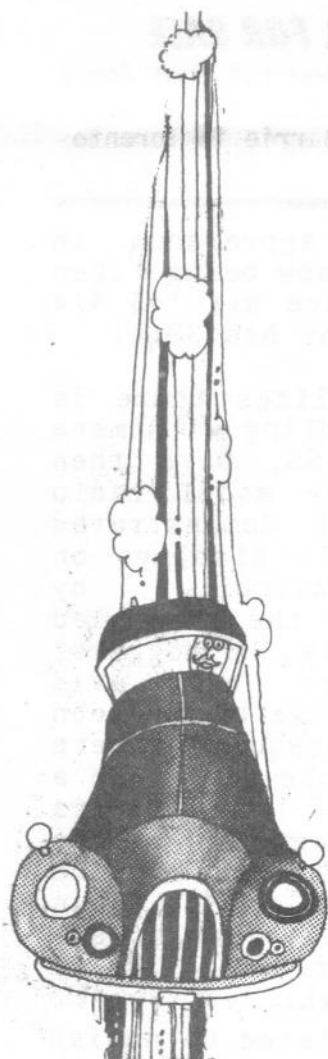
If the brake shoes were wet or worn, they should be replaced. Most auto supply stores with a shop can reline either bonded or riveted brake linings. Some may even have exchange parts to save time.

After the wheels are replaced, check the flexible brake hoses. Barbara had a harrowing experience recently when a flexible hose burst on the PLUS 12 in downtown L.A. Morgans have three flexible hoses, one at each front wheel, and one over the rear axle. Each hose should be carefully inspected both visually and functionally for signs of degradation. Cracking, weathering, abrasion, rotting or nicks are reasons to immediately replace these hoses. If all the hoses pass visual inspection, then a "hands on" test should be used. Firmly grasp the hose in your fist while an assistant applies maximum pedal pressure to the brakes. Any "feel" of hose expansion is a sign of weak walls, and replacement is necessary. Be sure you don't confuse a stiffening of the hose with expansion, as the 700 - 900 psi line pressure will make the hose feel like steel pipe. Finally, be sure the hose has a free operating area, and will not touch body, suspension, or exhaust parts during turning and spring travel. If in doubt about the hose quality, replace it!

Check the steel lines for cracks, pitting or rust. Some English restorers seem to like copper brake lines. If you find any of there, I would suggest you replace them with steel. When replacing lines, check whether they are American flare or English flare. Both have been seen on Morgans.

The following chart of brake part #s was published in the English Club Newsletter:

TO STOP  
OR NOT  
TO STOP?



LIFE IN THE FAST LANE

**DRUM/HYDRAULIC BRAKE SPARES**

Most current catalogues only list spares for cars from about 1960, so here is a reference list starting with the Plus Four. It comprises brands and principal vehicle applications that I have encountered to date. There are others not listed such as some Morris, Riley and M.G. models contemporary with the Austins. I would also be grateful for confirmation or correction where anybody has personal experience of a particular item; some of the catalogues I have seen conflict and contain misprints. **PART NUMBERS ARE GIVING EXCEPT WHERE OTHERWISE STATED**

FRONT SHOES	Plus Four 1950-5 4-4 Series 2	GB41144 and GB41145 (Also A40 1951-5)	Spring GB 4054
	Plus Four 1956-7 from P3503	GB41322 and GB41333 (Also A40 A50 1956-6 Consul-Zephyr 1951-5)	Spring GB 4054
	Plus Four 1958-9 from 4096	GB45792 or Fernon F210 G (Also A50 A55 1956-9)	Spring GB47618
FRONT CYLINDERS	Plus Four 1950-7 4-4 Series 2	30020 and 30021 (Also A40 A50 1951-6 Consul-Zephyr 1951-5)	Rubbers SP2048
	Plus Four 1958-9 from 4096	64673381 and 64673300 or Unipart GWC114 and 115 (Also A50 A55 1956-9 Consul-Zephyr 1956-6)	Rubbers SP2034
FRONT HOSES	Drum Plus Four 4-4 Series 2	3700628W superseded by 74047437	
REAR SHOES	Plus Four 1950-5 4-4 Series 2	GB41114 and GB41115 (Also A40 1951-5)	Spring GB 4065 GB4087
	Morgan 1950-5 4-4 Series 2	GB41114 (Also A40 A50 1951-6)	Spring GB4065 GB4087
	Plus Four 1956-9 from 1955 and later Morgans	GB4196 and GB47888 (Also A50 A55 and 3 from other cars)	Spring GB4065 GB4087
REAR CYLINDERS	Plus Four 1950-5 4-4 Series 2	30040 and 30042 (Also A40 Consul-Zephyr 1951-5)	Rubber SP2040 or SP2057
	Plus Four 1956-7 from P3550	300400 (Also A40/A50 1956-6)	Rubbers SP2049
	Plus Four from 4096 and later Morgans	64673804 or Unipart GWC1104 (Also A51 A55 1956-9)	Rubbers SP2032
REAR HOSE	Plus 4 and 4-4	J706625W	
MASTER CYLINDERS	Plus Four 1950-5	6467437 if you can find one	Rubbers SP1475
	Plus Four 1956-9 4-4 Series 2	31124465	Rubbers SP1467

N.B. The Lockheed KB1044 is apparently a replacement for the locking GB45792, but the fitting seems to be a very hard slide and I would not recommend it unless perhaps you have fitted vacuum servo assistance.

Gads, it's good to be PEOPLES' CHOICE!

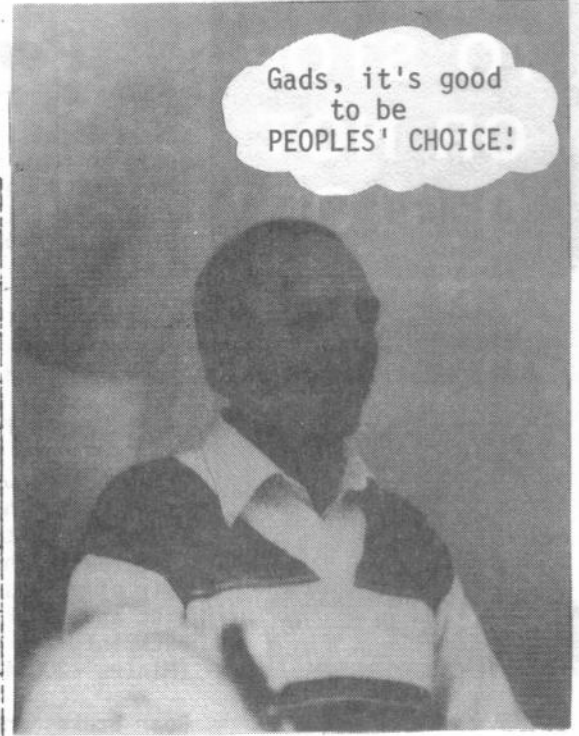


photo Gwen Page

**COWL FOR SALE**

Absolutely new rad cowl for a Plus Four (late "fifties). Call Scott Barrie in Toronto 656 4566.

**HOGMOG FEBRUARY FEST**

For no special reason, the HogMog mob met at the home of Dave and Pauline Smith on Saturday, February 13, to bend a few elbows and ears, and generally enjoy a relaxed evening. Dave and Pauline have hosted winter meets for some ten years now and are planning on moving to the remote northern reaches of Shelburne sometime in 1982, so this was a final opportunity for us to visit them in familiar surroundings. We'll all buy roadmaps, though, so Shelburne had better be prepared!

Underlining the fact that HogMoggers don't hold grudges, there was a draw for a bottle of booze, which was won by Steve Beer. Not to be outdone, brother Martin contrived to have a birthday to celebrate (I did say the gathering was for no special reason), and was presented with a cake to commemorate the 25th

anniversary of his appearance in this world. Bets are now being taken on whether he will have his '63 4/4 on the road in time for his 50th!

Just to prove he realizes there is more to life than fiddling with mere toys like his Jap SS, Dave then brought out his scale model radio controlled tank, and demonstrated the skills he normally displays on the autocross circuit, by manoeuvring it among the assembled multitude. Fortunately, HogMoggers, by and large, are not avid moviegoers, had not therefore seen "Montenegro", and consequently were not aware of the purpose for which a similar device was used in one of its scenes. Since this article has to appear in the "Blurb" (which we're trying to keep as a good, clean family magazine), I'll say no more - I could be more explicit, if it appeared only in "Roughrider"!

John Collins, Sin-dictated Columnist

## Triking Out & The Italian Job

15

This little article on the Triking was published in the "Last Issue of 1981" of *Auto-car* (pew - a mouthful!)

There was another little insert entitled "Morgan's Italian Job". The Fiat-engined car has been under development for the last two years. The engine is the "1600 Mirafiori twin cam unit along with its corresponding 5 speed gearbox". You will recall that Fiat's Mirafiori reaches the North American market powered by a 2 litre powerplant.

However, according to the article both Ford and Fiat powerplants are available. The old 1600cc Kent unit is replaced by a 1600 OHC CVH Ford Escort XR3 engine, adapted to fit north-south installation in the Morgan. Cortina's four speed transmission will be the other Ford component in the train.

For comparison's sake; the old Ford supplied 86bhp at 5500 rpm. The Fiat produces 98 bhp, Ford 96 bhp, both at 6000 rpm. With Fiat's 5 speed gearbox its economy might be better than the Ford's, but it will also cost 168 more... Bill Ellman, LCCN.

**Editor Comment;** these horsepower ratings show the tragic impact of all the modern exhaust emission stuff. For a real comparison, consider that the Ford Anglia engine that powered the Series II 4/4 was rated, at least on paper, at 112 bhp at 23,000 rpm.

FUNNY thing happened to me the last time I went to Norwich. I was squeezed into a leather motorcycling jacket, furry cap and bright yellow driving gloves and then shoehorned into the tightest cockpit I've seen since I grew out of kiddy pedal cars. My right hand was directed verbally to a hidden ignition switch and a big vee-twin motorcycle engine thumped into life. Then I was wheeled backwards out on to the road where there isn't a reverse gear, it's a motorcycle gearbox. "I was told I'd end up in the rain. I didn't have to be told that there wasn't a roof. I kicked it into gear, floor the throttle and away I went into the muck and spray. I noticed the windscreen mainly because I couldn't see through it; fortunately, being a snow-footer, I could see over the top. My face got wet, but at least I could see where I was going. . . . Sounds miserable? Nonsense! I haven't had so much fun since I last got caught in a tropical rainstorm.

Well, you wouldn't ordinarily take a small, open sports car out

in that kind of weather, and the little three-wheeler Triking is no exception. It needs lots of sun and dry, winding roads before you can enjoy it to the full - its potential can be imagined by considering its supercar-like power to weight ratio. The 950cc Moto-Guzzi engine pushes out at only 750lb, so when you put your foot down, it goes.

The Triking is the brainchild of technical illustrator Tony Divey, who says his spidery sportster will do an 18 sec. standing quarter mile and reach a top speed of 105mph. Divey's excuse for going into production with a motorcycle-engines three-wheeler is that he used to own some three-wheeler Morgans. "They were a lot of fun," he said, "and my aim is to offer the same sort of car, only using modern mechanicals for economy and reliability."

Quite a little local industry has grown up around the manufacture of the Triking. Divey assembles the chassis-cum-frame in a workshop at his home in Marlingford, near Norwich. A number of sheet steel pressings



Photographs:  
John  
McGovren

## Triking Out

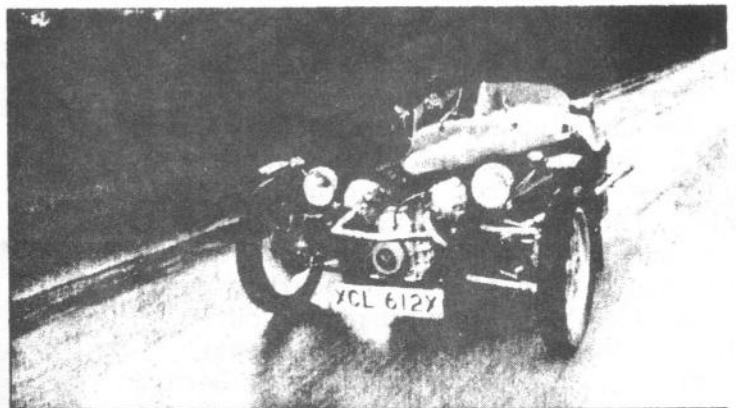
More fun from less car  
By Bob Cooke

are required, and these are cut and bent to shape by a local metalsmith. The impressively neat upholstery is designed and produced by Eversett-based Nick Fulcher, who also worked on Lotus and other quality car upholstery, and the two GRP mouldings, for the rounded tail and the shapely bonnet, are produced by the nearby firm of Designer Mouldings. The chassis is welded up from the metal pressings and square section steel tubing, and the sides clad in aluminium. Fabricated suspension assemblies - double wishbone in front, motorcycle at the rear - are mounted to it. The steering rack is ex-Triumph, and the front uprights are as used on the Lotus Elite. The front hubs are specially made up to take the

motorcycle wheels, and the disc brakes and calipers are the first commercial use of a new Lockheed motorcycle system.

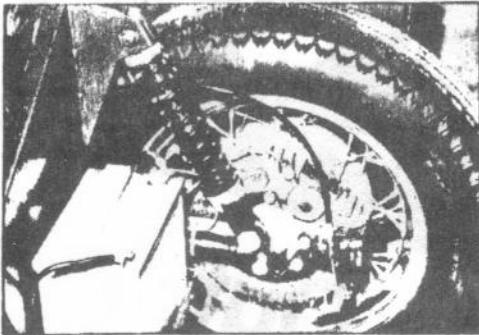
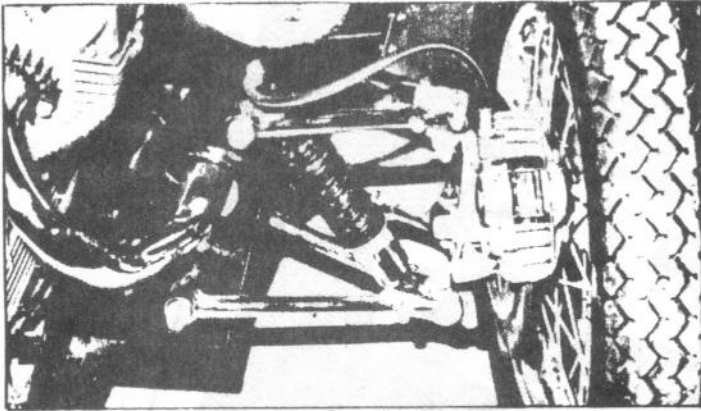
Then the engine - a vee-twin chosen as much for its looks as anything else - is hung on the front, driving through the standard Moto-Guzzi gearbox via shaft drive to the rear wheel. The gearshift is hence motorcycle positive return style; shove the lever forwards once for first, then keep on hauling back on it until you run out of gears. I think there were five in all, but it wasn't easy to tell. The engine had plenty of low-down torque and pulled strongly in almost any gear.

Any fears I might have had about the three-wheeler's stability - or lack of it - were soon dispelled. I wouldn't like to



con't overleaf





Above: Front suspension is scratch-built. Upright is ex-Triumph, modified to take the Lockheed disc brakes and special hub to hold the motorcycle wheels

Left: Rear end is straightforward motorcycle, including the shaft drive

push it as hard as I would a four-wheeler, but in spite of enthusiastic driving in the wet there was no sign of toppliness, and when the tail was provoked into a slide it could be pulled back into line just like any real car.

To escape the requirements of Type Approval, the Triking is

offered as a kit car, and can be obtained in various stages of completion. A box of bits would cost you between £5,100 and £6,000 depending on the stage of completion. A couple of weeks should see the car assembled and painted. Then all you have to do is sit back and wait for the summer.... □



Doris Price, the noted HOGMOG baker and hostess of the 1981 Oktoberfest, flanked by a snarling ABS (left) and smiling editor. Photo Gwen Page.

## OAKVILLE VINTAGE CAR RALLY

Mike Wemyss' newspaper has taken over direct sponsorship of this well established event and naturally Mike (who just laid on the MOG Spring Run) is most keen to have our support! For details call Mike at 416 279 0440.

## FRENCH READER SEEKS BADGE

Dear Sir, As an owner of a 4/4 1600 black Morgan of 1979 and a member of the Morgan Club de France and MSCC, I would like to know if it is possible to buy some items from your club. Particularly, I would like to know the price (include packing et postage) of your club badge. And if you sell other goodies as key fobs, lapel badges, cuff links, tie tack, and T shirt, sweat shirt..etc.. Yours faithfully, Gerard Goffin, 16 rue Cortambert, 75016, Paris.

Chris Charles

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## Indignation In Germany

Dear Mr Price, Last year, I don't remember the exact date, I wrote to you and asked for the Canadian Morgan car badge. I got no answer til to-day and I should like to know, why not? Perhaps this letter is lost by post and you never got it. Or can there be another reason for getting no answer.

Therefore now this letter with my request. I am collecting Morgan Car Club Badges and want to ask if it is possible to get one of your club badges. Naturally I will purchase it, or, if you are interested I can offer our badge Morgan Club Deutschland MCD in exchange. Enclosed see sticker that you can see how it looks like. I hope this letter will safely arrive you in Canada. I think it would be a great pity if my collection of Morgan Badges must miss the Canadian Club. Please excuse my English, certainly it contains bad mistakes, but I try my best. With best Morgan wishes, yours sincerely, Klaus Spangenberg, Bahnhofstr 11, 3550 Marburg 1, West Germany.

**CLUB REPLY** Dear Mr Spangenberg, I wonder if you are related to the noted Ulrich Spanner of Los Angeles, California?

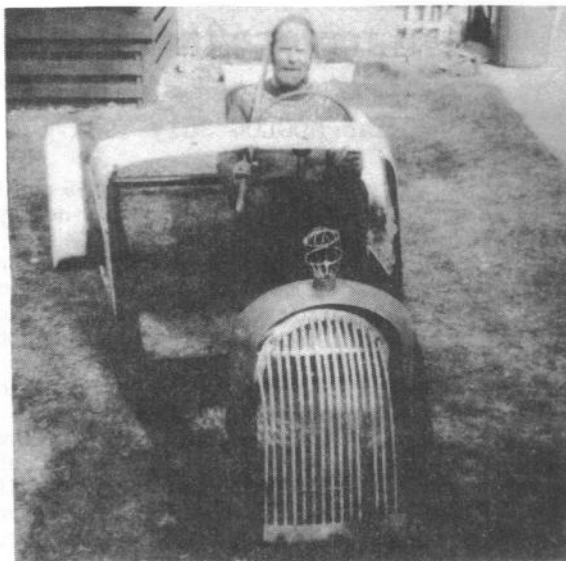
I am writing on behalf of Canada to convey the sad news to you that, like so many other foreign Morgan owners, you have been the victim of a cruel hoax.

Mr Price, for many years the president of the Canadian club, used his position to encourage people from around the world to send him their badges in the hope that he would reciprocate. He never did, of course. Indeed he never even answered their letters with the idea that they would assume that their first letter had got lost and would send him another. You are to be congratulated for sending him only a paper replica.

Eventually the Can. Club developed a bad reputation and Mr Price was forced to either return the badges or resign. After agonised consideration, he resigned. This solved several problems for us but, I feel, was of little help to the dozens of fleeced Morgan owners throughout the world.

To our great embarrassment, we heard that some eager collectors had actually sent money. During a recent fund drive our Bursar raided his house and found your letter in a great pile and passed it on to me to answer. She would have preferred that you had sent money. We should warn you that Mr Price is now collecting Morgan Club neck ties from around the world.

...Nigel Canard.



reprinted from Feb 1982 BLURB

## OBNOXIOUS LETTER FROM AN UNPLEASANT MEMBER

Sir, Along with others of the automotive cogniscenti, I have been tolerant for many years of the editorial licence displayed in your magazine. However, I must protest your latest shameful attempt to conceal the serious failings of the Snobmog marque.

I refer, of course, to the photos on page 22 of the February issue showing a vehicle in an advanced state of decay. Your caption describing this car as the "Pock-Marked Yellow" will conceal the awful truth from no one and is, in fact, an insult to one of the most unique examples of automotive art in this country. To the contrary, the rheumatic grill work and clapped-out hockey stick plainly identify the derelict car in the picture as the Fifth Army Snobmog undergoing yet another extensive refit; probably the last before the venerable gentleman\* behind the wheel, clearly a derelict Snobmog repairman, passes on through overwork.

The proper place for such antics is your April issue in which I respectfully request that you publish this letter.

Yrs, etc. N.D. Ploom.

\*Editor Comment; "Gentlemen" don't work on Snobmogs, they own them.

There have been frequent occasions when it was feared that the derelict old repairman had passed on already but each day it was found that when the end of shift bell rang he was able to leap from his work station with electrifying energy. Perspicacious readers will realise that the subject Morgan is, of course, NOT a Snobmog and we suspect that the writer is simply trying to increase its value with fraudulent claims.

# How to replace that Lucas generator with a Delco alternator.

Texas MOGLOG July 1981

by George Kinal

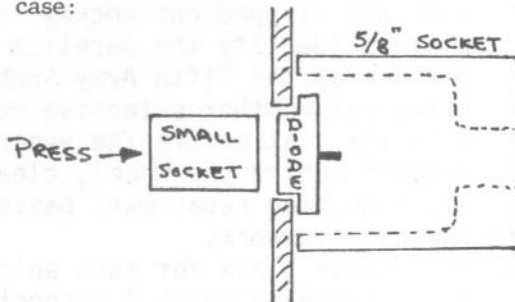
Yes, you read it correctly. But your Healey is positive ground? No problem. Read on.

Why would you want to replace the generator and its regulator? If you need to replace either one, cost is one factor. You can get a rebuilt Delco and a new regulator for as little as \$30. In fact, you can probably get a used alternator for \$5 to \$15. Plus, the alternator has weight and efficiency advantages (keeps the battery better charged).

The alternator can be modified for positive ground. You should get yourself an early model, external regulator, 35 amp Delco alternator (like for a '63 - '68 Chevrolet). The following conversion can be made by your local rebuilding shop; or, it isn't all that difficult to do at home.

**Modification Procedure** - The Delco unit has 6 diodes, 3 of each polarity. The idea is to swap these triplets. If you want the utmost reliability, or are starting with a unit with burned out diodes, you may want to buy a set of new diodes.

1. Unscrew the 4 long bolts which hold the case together.
2. Carefully and slowly separate the halves. Unscrew the three nuts which attach the outer (armature) winding leads to the diode connection points. Label or arrange the leads so they will be properly reconnected.
3. Remove brush holder.
4. Unscrew terminal nuts and condenser lead, enabling the 3-positive diode holder to be removed. Note arrangement of insulating washers as you disassemble.
5. Press out all 6 diodes, noting which are the 3 positive diodes, and which are the 3 negative diodes (in the case itself). To press out diodes, use a small (3/16 or so) socket to press the diode, and a 5/8" socket to absorb pressure on the holder or case:



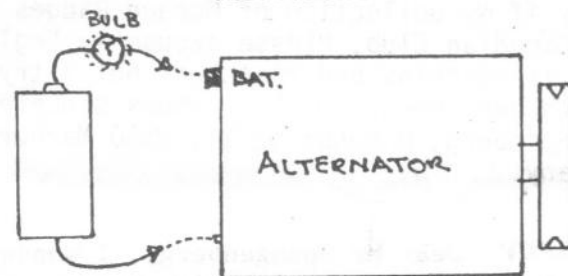
This can be done in a vise for the holder, but a large C-clamp or press is needed for the diodes in the case. The diodes can also be hammered out, but this is somewhat risky.

6. Press diodes in - put the positive ones into the case, the negative ones into the holder. A 1/2" socket works nicely to press them in.
7. Reconnect and rewire diode leads, condenser, etc. Be sure to reassemble with proper arrangement of insulating washers.
8. There is one trick in replacing the shaft

and reassembling the case halves. The brushes must be held back in the holder. Notice there is a small slot below the holder. Take a piece of thin iron or copper wire and push it through this slot, across the face of the brushes pushing them into the holder, and then out the case through the ventilation slot. Tighten the wire up. Assemble the case. Cut the wire and extract it, releasing the brushes.

There are three testing procedures which you can use as you go along. First, after all diodes have been pressed in, they should be checked with an ohm-meter in both directions. Current should flow in only one direction in each diode. When the alternator has been assembled, an ohm-meter or a small bulb and battery (see Figure) should indicate that current will flow in only one direction between the output ("BAT") lead and the case. It is also possible to bench test the alternator with an electric motor, but remember that a battery is needed to provide initial excitation and to limit peak output voltage to protect the diodes. Anyway, the idea is to be reasonably sure you have a working unit before installing it in the car.

TEST FIGURE



MECHANICAL INSTALLATION

You're on your own here. Go to a junkyard and find alternator brackets which look like they'll work. Attach by bolts or welding to the generator bracket. The tensioning adjustment bracket can be made up by combining two of the curved brackets common on alternator equipped cars of many makes. You will probably need to use a belt of different length than originally, depending on the exact installation.

**WIRING** (color code per MK III wiring)

At the alternator:

(same as in generator) Brown - Y to output (fat stud)  
Brown - Gr Field (F)  
New wire to "R" terminal

At the Regulator (new):

Thin Brown - Y (from idiot light) - to terminal underneath regulator

Fat Br - Y (from alt output) - term. #4

New wire (from "R") - term. #2

Brown wires (4)

splice together, connect to term. #3

Brown - G (from alt. F) - terminal "F"

**MOGLOG's**

**editor notes;** Interested in such converted polarity alternators? Contact George at 636 So. Carolina Ave. SE, Washington, DC 20003.

Canadian editor comment; We have had some experience ourselves with Delco alternators on other cars and are wondering if any readers could provide an article for a subsequent Blurb entitled; "How to Convert Your Delco Alternator Back to a Lucas Generator".

Sept. 10-11-12



**Niagara 82**

at historic

**Niagara-on-the-Lake  
Ontario, Canada**

**FEATURING  
FRIDAY NIGHT  
GARRISON ROOM**

Cash bar & registration  
Pillar & Post 8PM-1AM

**Theatre at Shaw Festival**

see attached for details  
or contact Shaw Festival  
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Ontario, Canada L0S 1J0.

OF  
**Henry VIII Mediaeval Banquet**  
Great Lakes Group are  
expected at this event;  
make own arrangements  
with Buttery this year

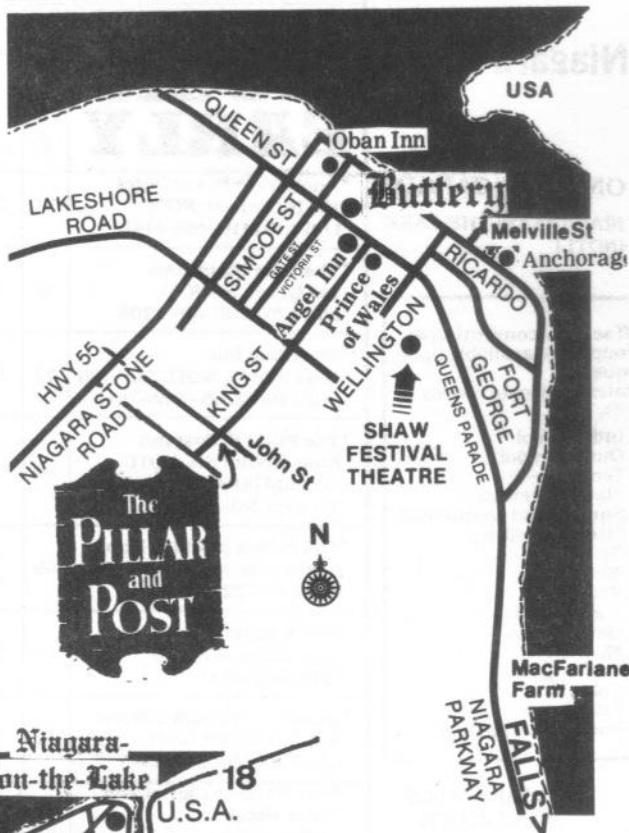
**SATURDAY**  
Registration 11AM

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BANQUET TICKETS: \$16.00 PER PERSON.  
INC TAXES TIPS & WINE.



TICKETS WILL BE INSIDE YOUR REGISTRATION UPON ARRIVAL:

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

REGISTRATION TOTAL: \$ \_\_\_\_\_

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

BANQUET TICKETS:

CAR MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_

HOW MANY: \_\_\_\_\_ TOTAL: \$ \_\_\_\_\_

MAKE CHEQUES PAYABLE TO  
MORGAN OWNERS GROUP:

CHEQUE ENCLOSED: \$ \_\_\_\_\_

SEND TO: MARY SHIER  
LIMEHOUSE ONT.  
CANADA L0P 1H0

## Niagara 82

ONTARIO, CANADA  
 NIAGARA-ON-THE-LAKE  
 (NOTL)

\*Off season, convention &  
 group rates available upon  
 request.  
 (Rates subject to change).

1. Indoor pool
2. Outdoor pool
3. Tennis
4. Platform tennis
5. Squash and racquetball
6. Fitness facilities
7. Golf
8. Whirlpool
9. Sauna
10. Playground
11. Games room
12. Moorings
13. Dancing
14. Color TV
15. Kitchenette
16. Room & car package

NIAGARA FALLS  
 (ONTARIO)

**BOOK  
 EARLY  
 REMEM-  
 BER,  
 YOU  
 WERE  
 WARNED**

NEW YORK, U.S.A.  
 LEWISTON

NIAGARA FALLS  
 (NEW YORK)

TOLL FREE:  
 NY State (800) 462-1083  
 S. Ontario (800) 268-9343  
 Other Ont. (800) 268-9275

BUFFALO

**Guest Houses**  
 see list or con-  
 tact Niagara-on-  
 the-Lake Chamber  
 of Commerce for  
 list 416 468 2326

HOTELS - MOTELS		RATES				Breakfast	Dining Room	Licensed Facilities	Convention Facilities	Air Conditioned	Swimming Facilities	Room Telephones	Television	Radio	Recreation & other (see key)	Entertainment
No. of Rooms	RATES															
	1 BED		2 BEDS													
	1 Person	2 Persons	2 Persons	4 Persons												
<b>BOOK EARLY</b>																
*Anchorage Motor Hotel 186 Ricardo St. NOTL LOS 1J0 (416) 468-2141	21	30.00	35.00 40.00	30.00 40.00	60.00	•	•	•	•			•	•	11.13 14	•	
*The Gate House Inn 142 Queen St. NOTL LOS 1J0 (416) 468-2205	9	36.00	42.00	36.00	42.00					•						
*The Oban Inn 160 Front St. NOTL, LOS 1J0 (416) 468-2165 - 468-7811	23	36.00	45.00 54.00	36.00	45.00 54.00	•	•	•	•	•				7.10 14	•	
*The Pillar & Post Inn King & John Sts. NOTL LOS 1J0 (416) 468-2123 Toronto 361-1931	90	63.00	70.00	70.00	-	•	•	•	•	•	•	•	•	2.8 9.14	•	
*The Prince of Wales Hotel 6 Picton St. NOTL, LOS 1J0 (416) 468-3246	96	55.00 65.00	60.00 70.00	60.00 70.00	76.00 125.00	•	•	•	•	•	•	•	•	1.4.6 8.9.11 13.14	•	
Brock Motel Queenston, LOS 1J0 (416) 262-4634	10	28.00	30.00	35.00	40.00	•				•		•				
*Queenston Heights Motel R.R. 1, HWY. 8-A NOTL LOS 1J0 (416) 262-4513	10	36.00	39.00	42.00	45.00	•				•		•		2.3.7		
*Best Western Cairn Croft Motor Hotel 6400 Lundy's Lane Niag. Falls L2G 1T6 (416) 356-1161	82	26.50 55.50	29.50 58.50	29.50 58.50	37.50 66.50	•	•	•	•	•	•	•	•	2.13 14	•	
*Chandelier Guest House 5171 River Rd. Niag. Falls L2E 3G8 (416) 357-4744		38.00	40.00	40.00		•				•		•		3.14		
*Crystal Motel 4267 River Rd. (on Parkway) Niag. Falls, Ont. L2E 3E7 (416) 354-0460	24	40.00	44.50	46.50	50.00	•	•			•	•	•		2.7. 14		
*Dutch Inn Motel 8661 Lundy's Lane Niag. Falls, Ont. L2H 1H5 (416) 357-3525	23	28.00	32.00	37.00	42.00					•	•	•		2.10 14.15		
*Eastwood Tourist Lodge 5359 River Rd. Niagara Falls, Ont. L2E 3G9 (416) 354-6039		24.00 36.00	28.00 36.00	30.00 36.00	36.00 44.00					•		•		3.10		
*Park, Fallsway, Cliffside 4960 Clifton Hill Niagara Falls, Ont. L2E 6S8 (416) 358-3293	450	64.50	64.50	64.50	72.50	•	•	•	•	•	•	•	•	1.2 7.8 9.10 13.14	•	
*The Portage House Motel 280 Portage Rd., Lewiston, NY 14092 (716) 754-8295	18	43.00	45.00	45.00	55.00					•		•		14		
*Best Western Red Jacket Inn, 7001 Buffalo Ave., Niagara Falls, NY 14304 (716) 283-7612	155	46.00	49.00	52.00	64.00	•	•	•	•	•	•	•	•	2.11.12 13.14	•	
*Niagara Hilton 3rd at Rainbow Blvd., Niag. Falls, NY 14303 Direct to Hotel (716) 285-3361	399	38.00 70.00	50.00 87.00	50.00 87.00	74.00 121.00	•	•	•	•	•	•	•	•	1.2.5 6.9.11 13.14	•	
*Holiday Inns of Buffalo Airport/Amherst/Gateway/ Midtown, 609 Dingens St. Cheektowaga, NY 14206 (716) 896-5853	700	33.00 38.00	39.00 44.00	39.00 44.00	47.00 52.00	•	•	•	•	•	•	•	•	2.11.13 14.16	•	
*Sheraton Inn Buffalo East Tropical Courtyard Walden Avenue at 190 Cheektowaga, NY 14225 (716) 681-2400	300	48.00 60.00	55.00 70.00	55.00 70.00	- -	•	•	•	•	•	•	•	•	1.9.11 13.14	•	

Niagara 82 SHAW FESTIVAL

Sun Sept 12

Fri Sept 10

Festival Theatre

Pygmalion

by Bernard Shaw Sun 7:30 PM

Original of "My Fair Lady"

See How They Run

by Philip King Fri 8:30 PM

Remember "A Flea In Her Ear" in '80 and "Tons of Money" in '81? Heath Lamberts, "the funniest Canadian on stage anywhere", returns to star in yet another furiously frantic farce in the British tradition.

Cyrano De Bergerac

Fri 2:00 PM Sun 2:00 PM by Edmond Rostand

The greatest theatrical romance ever written ... a towering spectacle of sword play and eyefilling splendor featuring Heath Lamberts and the largest cast in Shaw Festival history.

Order Now and Save 20%

BY MAIL: Mail orders are now being accepted. Please complete the Ticket Order Form below, making CHEQUE or MONEY ORDER payable to Shaw Festival and mail to Shaw Festival Box Office. You may use VISA, MASTERCARD or AMERICAN EXPRESS. No post-dated cheques will be accepted. Requests for tickets will be filled in the order in which they are received.

For U.S. Residents Only: To obtain the most favourable exchange rate, you should purchase a Canadian draft at your bank. Please do not designate cheques as payable in Canadian Funds, as most U.S. Banks refuse to process cheques drawn in this manner, and this will delay the processing of your order. We suggest you use your VISA, MASTERCARD or AMERICAN EXPRESS.

BY TELEPHONE: Telephone orders will be accepted on or after January 4. Telephone orders will be accepted ONLY with advance payment by means of VISA, MASTERCARD or AMERICAN EXPRESS. When placing an order, please have your credit card number and expiry date available. If you do not wish to pay by credit card, please order by mail. Call (416) 468-3201 or toll-free from Toronto (416) 361-1544.

BOX OFFICE HOURS: Tickets may be purchased for the entire season at the Festival Theatre Box Office. Jan. 4 - May 4 - Mon. to Sat. 10 a.m. - 5 p.m. May 5 - Sept. 26 - Mon. to Sat. 10 a.m. - 9 p.m. Sunday 10 a.m. - 8 p.m.

REFUNDS: All ticket sales are final. The Festival will not refund money for tickets returned.

Court House Theatre

Too True to be Good

by Bernard Shaw

Fri 8:30 PM Sun 7:30 PM

"One of Shaw's most argumentative works beginning in farce and ending in apocalyptic fantasy." Urjo Kareda. This surrealist comedy of ideas will be directed by Paul Bettis.

The Singular Life of Albert Nobbs

Sun 2:00 PM

by Simone Benmussa based on the short story by George Moore

Christopher Newton directs this extraordinary drama of a woman who replaced her petticoats with pantaloons as a means of survival in 19th century work-a-day Dublin.

Royal George Theatre

The Desert Song

Fri 2:00 PM Sun 2:00 PM

book and lyrics by Otto Harbach, Oscar Hammerstein II and Frank Mandel, music by Sigmund Romberg.

Passion, romance and the mystery of the East await you in this brand new "pocket version" of the operetta by the great American composer Sigmund Romberg.

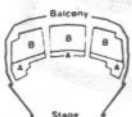
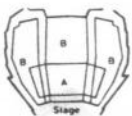
Ticket Prices

Table with 4 columns: Performance, Festival Theatre, Court House Theatre, Royal George. Rows include Tue., Wed., Thur., Sunday Eve, Wed. & Fri. Matinees, Friday Evening, Saturday Eve Sat. & Sun. Matinees.

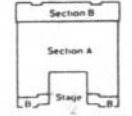
EXCHANGE OF TICKETS: Tickets will be exchanged for another performance of the same play for tickets of comparable or higher price provided the tickets are returned at least 24 hours before performance date. There will be a \$1.00 charge for each ticket returned for exchange.

Seating Plan Ticket Order Form

Festival Theatre



Court House Theatre



Please complete and mail to

Shaw Festival Box Office Box 774 Niagara-on-the-Lake, Ontario CANADA L0S 1J0

Do not write here

Empty box for stamp or note.

Please Print Membership No. \_\_\_\_\_

Name \_\_\_\_\_

Apt. \_\_\_\_\_ Street \_\_\_\_\_

City \_\_\_\_\_

Prov./State \_\_\_\_\_ Code/Zip \_\_\_\_\_

Phone (Home) \_\_\_\_\_ (Bus.) \_\_\_\_\_

Please charge my \_\_\_\_\_

VISA No. \_\_\_\_\_

MASTERCARD Expiry Date \_\_\_\_\_

AMERICAN EXPRESS Signature \_\_\_\_\_

Ticket Order Form table with columns: Performance, No. of Seats, 1st Choice, 2nd Choice, Price Per Ticket, Total Amount. Includes Total and Plus Handling Charge fields.

If my order cannot be filled as requested please: LESS 20% DISCOUNT Return Payment, OR Substitute Best IF BEFORE JAN 31 Available Tickets I require wheelchair Sub Total PROGRAM SUBJECT TO CHANGE. Plus Handling Charge 75 \*For performances in May, June and September only excepting Opening Nights and Special Total Amount Enclosed Matinees.

**Guest Houses**

The local Chamber of Commerce apparently uses an early Xerox machine left behind by the Americans after the sack of the city during the War of 1812; so do the best you can!

**NIAGARA-ON-THE-LAKE CHAMBER OF COMMERCE**

BOX 1043

NIAGARA-ON-THE-LAKE, ONTARIO LOS 1J0

TELEPHONE (416) 468-2326

Edgeman, Mrs. K.	65 Niagara St.	468-2405	I dble, private bath
asse, R.	45 Melville St.	468-3205/3534	3 bdrm. house, fully furnished all facilities by day \$60; by wk. \$200
Puerre, W.J.	233 Niagara Blvd.	468-3444	I twin, private bath
ck, M.	Creek Rd.	468-7838	(2nd.h. past virgil Sch.)
		262-4019	2 2-bedrm apts.
lows, M.	609 Charlotte	468-3508	I dble
ley, Mrs. W.	Parkway at line 3	468-2639	Mstr. suite, I dble
lop, M.	292 Gate	468-2528	I dble, I twin
rlser,	402 Johnston	468-7888	4 dbles, 3 twin, I queen private bathrooms & shower
adle, F.	153 Regent	468-7716	I twin, I queen & sofa
arth, P.	289 Gate St.	468-3500/3104	2 Dbles, I twin
ter, M.	318 Victoria	468-3047	2 twins
pp,	390 Simcoe St.	468-3935	Lge. twin & sofa, bath
pert	Hwy. 55. Virgil	468-7039	(5th h. from St. Michael's)
ault, R.	421 Mississauga	468-3972	I twin, 3 dbles
nch, R.	236 King St.	468-7214	2 bdrm self - contained apt
tan, A.	433 King (Brockamour)	468-3409	I large Dble
			2 dbles with sofa beds in each room, one with twin
ulloch, D.	300 Niagara Blvd	468-7688	2 dbles, I sgle
uire, J.	34 Vincent St.	468-7474	lg. 3 rm. self contained apt. & patio
ueen, Mrs. E.	Lakeshore Rd.	468-3102	(6th from dixie) I dble
ledith, D.	85 Castlereagh	468-3976	I dble, I sgle, Private bath
ark Court	135 Queen St.	468-3044	I bdrm. self contained apt
ischuk, J.	75 Mary St.	468-4059	2 twins, I bed sitting room
lock, M.	624 King	468-7391	I dble, I sgle
ple, Mrs. E.	Niven La.	468-2285	(2nd. corner left)
			I dble, 2 sgles
tan, E.	528 Simcoe	468-7733	I dble
ulz, Sandy	Creek Rd Right side	468-7139/3227	(days)
er, M.	20 Nelles St.	468-3965	2 Dbles
rey	309 Buttler	468-2413	I dble, I twin & bathroom, also sofa bed
Bergen, L.	362 Niagara Blvd.	468-7843	2 dbles
ker	333 William St.	468-2957	3 dbles or twins, private bath
be, E.	480 Gate St.	468-3574	I dble, 2 sgles

NIAGARA

As the BLURB was held back for information on Niagara and other events, this announcement was sent out in the mail.

23



Sponsored by HALT MOG

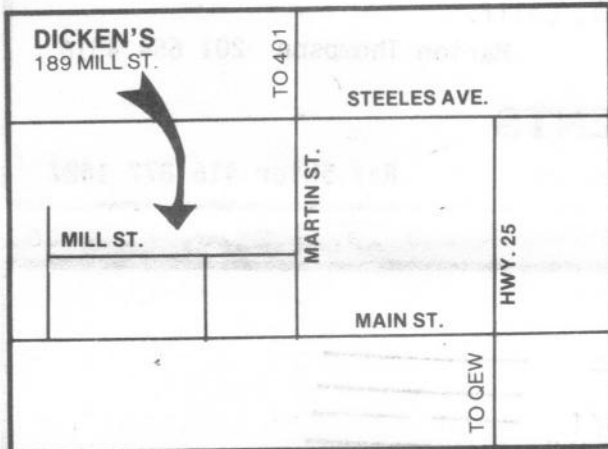
# Spring Run

# Rally

## Sunday, May 16, 1982

Meet at the Dickens Pub, 189 Mill St., Milton at 12:00 noon

**ENTRY FEE \$2<sup>00</sup> per car** to cover the cost of awards



We will meet at the Dickens Pub at 12:00 for a pint of Tartan or lesser quality brews. Pub lunches are available. The motorcade to the rally starting point will leave the Dickens at 1:00 p.m.

**DIRECTIONS:**

**FROM 401** Take Highway No. 25 South off 401 and follow map.

**FROM QEW** Take Highway No. 25 (Bronte Rd.) North off QEW to Milton and follow map.

**\*CULTURE NOTE:** Milton is named after John Milton Halton County's literary genius

The rally will be a fun "low key" run through scenic North Halton on paved roads (that's not saying the roads are smooth). The rally should take 2 - 2½ hours to complete.

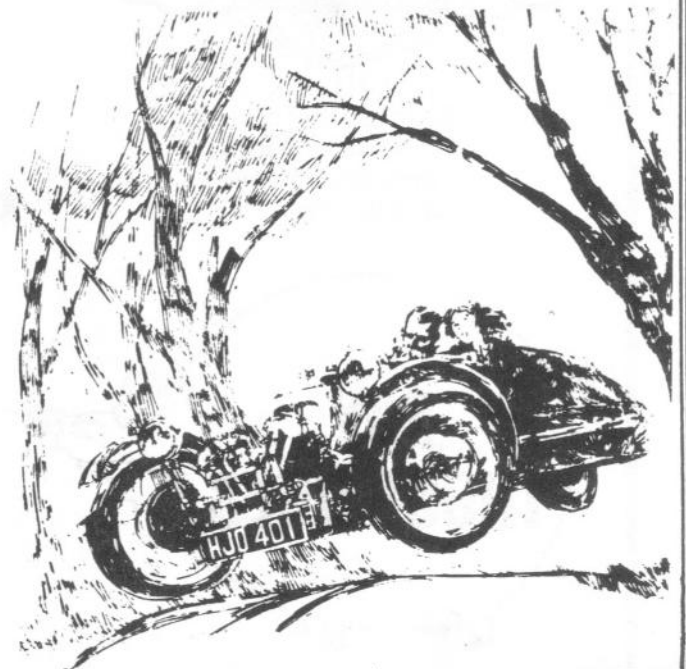
After the rally we will have a picnic at the Shiers' in Limehouse. Barbecues will be available for those who can afford to eat meat. Rolls, Salads & Potatoes will be provided.

Those unable to participate in the rally are welcome at the Shiers' anytime in the afternoon to take part in the picnic and awards ceremony.

**R.S.V.P. & Information**

**RAY SHIER**  
**MIKE WEMYSS**

**877-1427**  
**827-2868**





# CALENDAR CANADIAN EVENTS

SUN JUNE 13	<b>Nottawasaga Ramble</b>	see p5	Audrey Beer 416 857 3210
JULY 1-5	<b>MOG 12</b> Washington DC		Audrey Beer 416 857 3210
SUN JULY 11	OAKVILLE BEAVER VINTAGE CAR RALLY	see p16	MIKE WEMYSS 416 279 0440
SUN JULY 18	<b>PIPER'S HILL</b>	see p7	Alan Sands 416 936 4341
SUN AUG 1	VINTAGE CONCOURS & RACES, SHANNONVILLE	p9	Audrey Beer 416 857 3210
SUN AUG 15	<b>BOLTON BASH &amp; BBQ</b>	see p9	Audrey Beer 416 857 3210
SEPT 10-12	<b>NIAGARA 82</b> NIAGARA-ON-THE-LAKE	see p19	for details and contacts
SUN OCT 3	FALL RUN		Audrey Beer 416 857 3210
NOVEMBER ?	TO BE SET		Audrey Beer 416 857 3210
DECEMBER ?	CHRISTMAS PARTY TO BE SET		
FEB ? 1983	WINTER BASH TO BE SET		

## AMERICAN EVENTS

SUN JUNE 6	VICTOR AUTO FEST Rochester NY	see p5	Al Isselhard 716 638 6994
JULY 25-27	POINT WEST, Michigan	see p9	A & J Tarabusi 313 682 4186
Aug 20 - 22	MONTERAY HISTORIC RACES, Leguna Seca, Calif.		
Sept 24-26	FOURTH ANNUAL AUTUMN MOG		Marion Thompson 201 654 4516

## OVERSEAS EVENTS

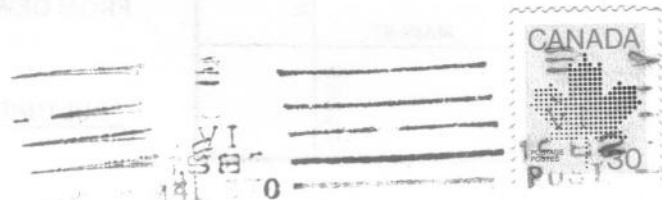
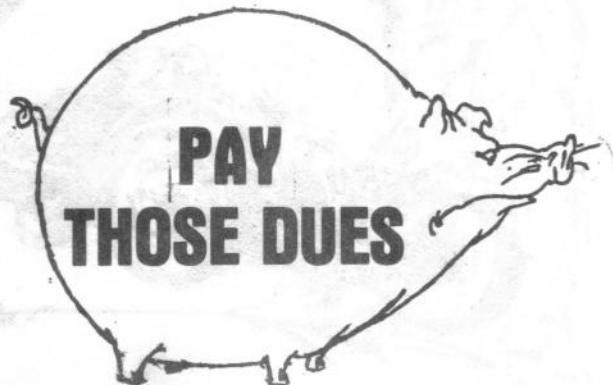
JULY	MOG 82 England	see p12	Ray Shier 416 877 1427
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THE  
**BLURB**  
MORGAN OWNERS GROUP



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

**to:**



John & Sharon Ralen  
63 Dunvegan Rd  
St Catharines Ont  
L2P 1H9