

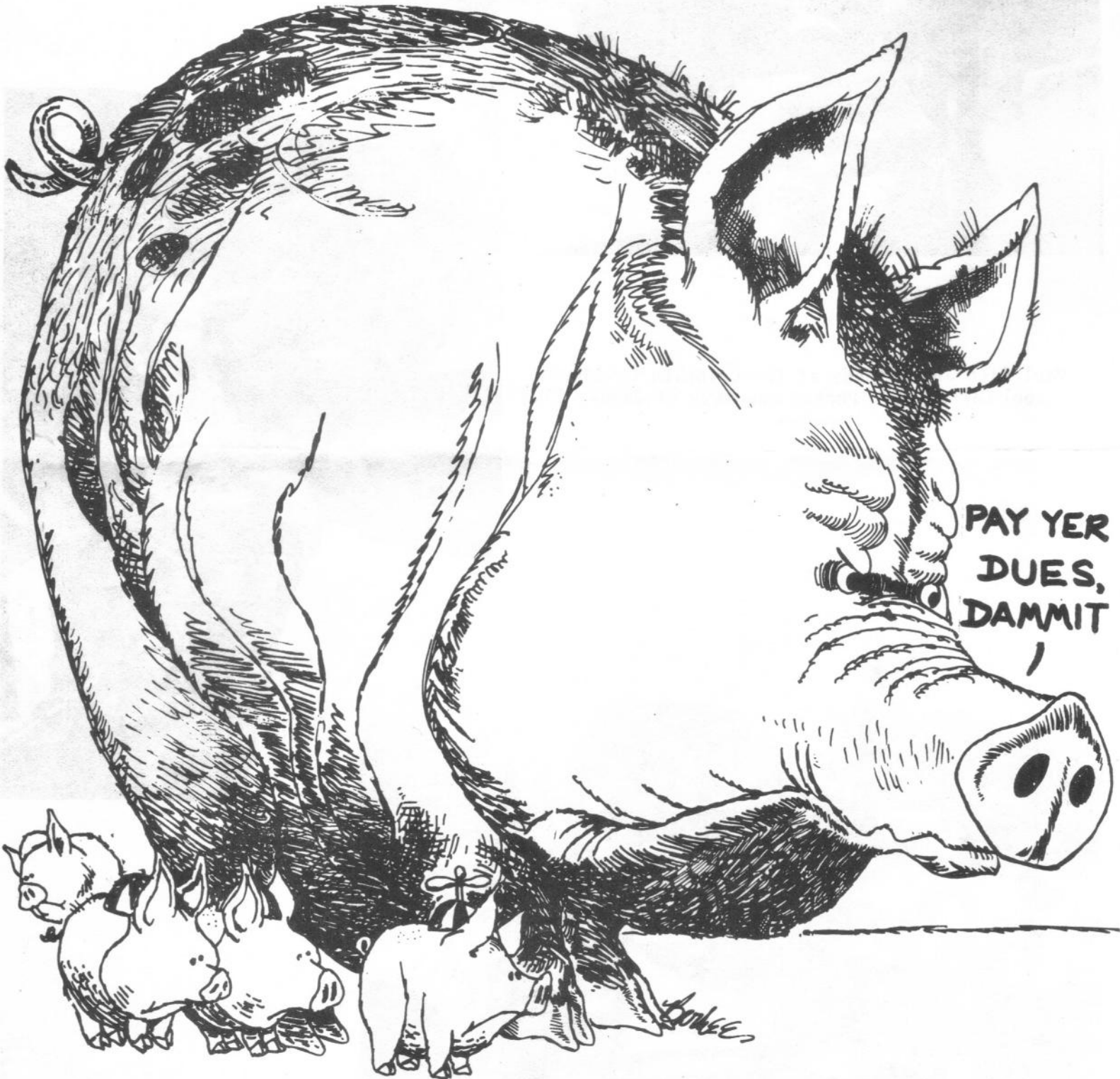
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# THE **LAST BLURB ?** Aug 1982 - 82/3 Morgan Owners Group



**featuring... SPECIAL PHOTOGRAPHIC ESSAY ON  
2 SEATER DROPHEAD COUPES BY BRIAN RUMOHR**



THE LAST BIL  
 442 7000  
 Elizabeth Clark  
 442 7000



Paul Rich and friends at the Crippled Childrens School Car Rally. Photos courtesy of Jaguar Club member.





Peking to Paris; The Morgan Team of Chas Smith (England) & John H. Sheally (USA) with a factory supplied car, have an excellent enameled car badge for sale, depicting the Chinese and French Flag, Mountains in the background & +8 in the pass. all proceeds will be for their expenses. This Rally was to have been run this year, but the Russians cancelled their permission through their land after first agreeing. Therefor it has been delayed until '83 and re-routed via another area of China, making in all, a trip expecting to cover approx. 12,000 miles. any Member wishing to support this endeavour can purchase the badges from John H. Sheally 11. 3880 Windsor Gate Rd. Virginia Beach Va. 23452. for \$25.00 US, John hopes to join us in Niagara so I hope to have a supply available there for those attending. If by chance the Rally has to be cancelled by the organisers, funds will be used to support Morgans in sutable events, but it looks as if all signs are go this time.

Obituary; From Miscellany, W.A.G. (Jim) Goodall ex-Works Director of Morgan Motors died on April 30th after a short illness, he succeeded in a great many events and competitions, and was connected with the company from 1932-1981.

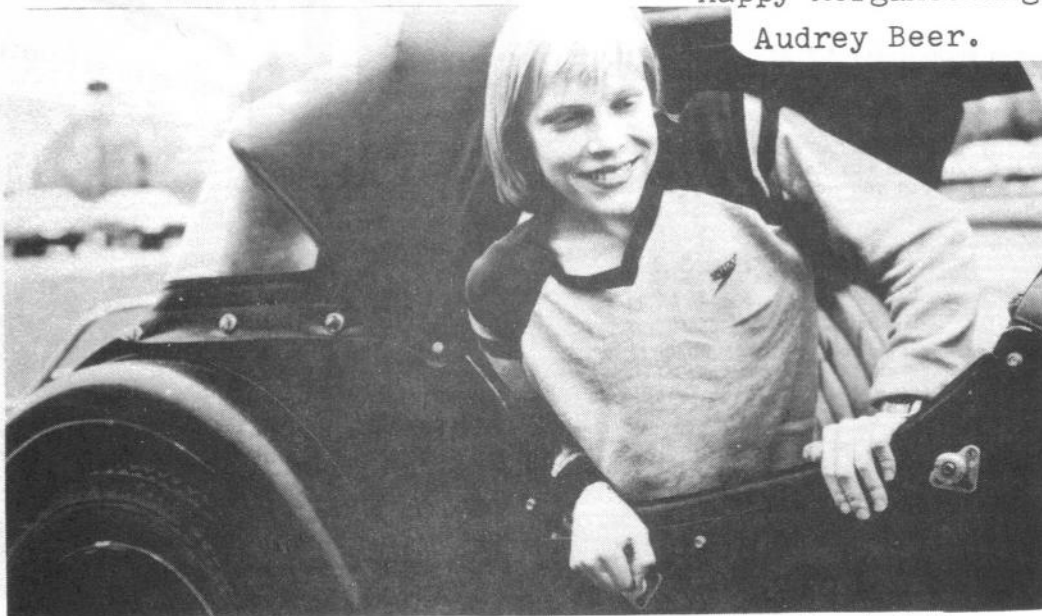
Mog 12 was a great time, a pleasure to renew friendship with our US friends and also some from UK & Europe who attended, Full report will be left our Scribe-John Collins.

All signs are for a fantastic turn out for Niagara 82 from those south of the border, so get your rooms booked PDQ and your registration in to Mary.

My thanks to Paul Rich & Steve Beer, who turned out at very short notice for the Crippled Childrens School early this year, along with other marque cars, the kids loved the rides in the various cars, my only regret was the shortage of time didnt give us a chance to obtain more participation from our members, I only had 7 days notice & most cars were still tucked away, including my own with a rad leak to be fixed, Thanks again fellers.

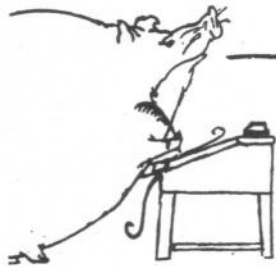
Happy Morganeering,

Audrey Beer.



Jaguar club photo

Satisfied customer on the Crippled Childrens School Rally



Sir-Is there  
no end to  
your  
treachery?

## NO INDIGNATION IN GERMANY

To The Club,  
Not Indignation!

My second letter to Mr Price should not be misunderstood as indignation or to encourage him, I wrote asking to add to my collection of badges when I found his address and name in a Morgan book.

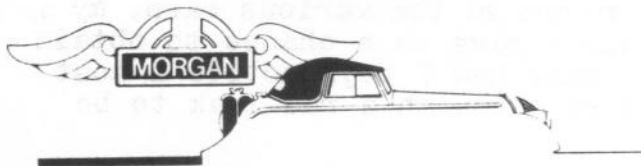
Nevertheless I find in reading the answer to my letter in the Club, he has a remarkable way of collecting Morgan Car Club badges, sorry that I cannot help him with MCD club ties, we dont have any.

Klaus Spangenberg  
Bahnhofstrasse 11  
3550 Marburg/Lahn  
West-Deutschland.

\*Editor Comment; I need all the encouragement I can get.

## BADGES

2136 Skyline Drive  
Fullerton, California  
92631 U.S.A.  
June 21, 1982



Dear Doug:

As an active Morgan enthusiast, \* I am interested in the Car Badges of other Morgan Clubs . . . can you provide me with one of yours, or send me the address of someone who can assist?

I will of course pay for the badge and postage too (how much?) . . . or I can send our California +4 Club Badge in trade . . . or would you prefer the "Service sign" (see photo!)?

Hoping you can help - Sincerely,

*Garrett*

Garrett Capune

P.S. I also collect advertisements for whatever which show a Morgan; if you have an extra from a magazine or newspaper, send it (pack well!) and I'll forward same by return mail!

\* See Road & Track (August 1980, p. 124), or Miscellany (May 1982, p. 33)!

Editor Comment; Mr Capune is the founder of the celebrated "Morgans on the Lawn". Readers might contact him directly.

## A low-brow suggestion

Dear Sir:

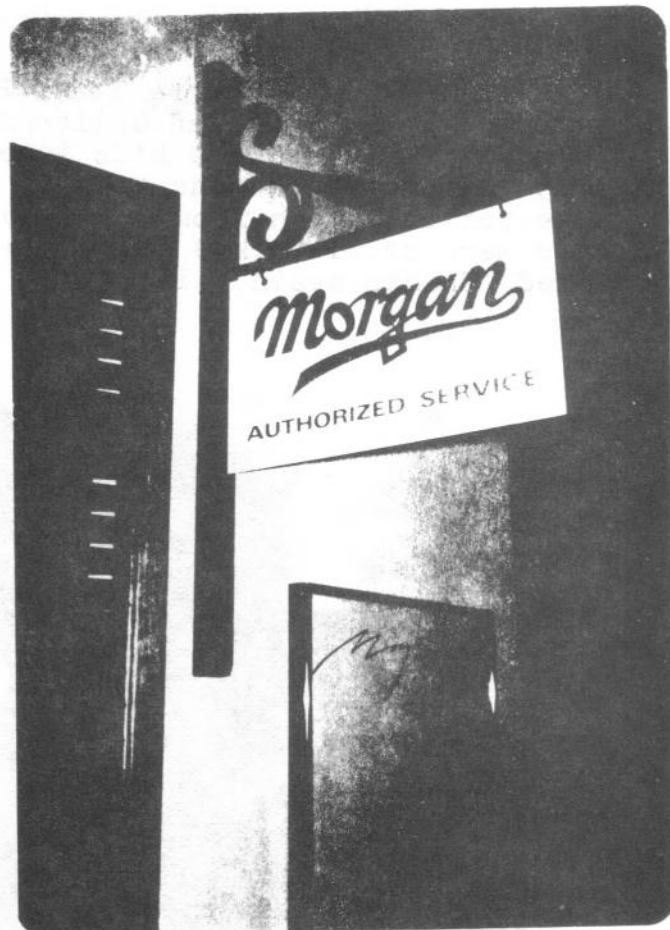
may I make use of your columns to pass on a suggestion to the Executive of HogMog?

How about a tour of a brewery? I managed to go on two a few years ago, when I was still young enough to play soccer, and found them fascinating. I'm sure that with our club connections (what self-respecting brewery wants an unpainted wagon?), we could set one up for the winter months.

I will, of course, be prepared to assist in any trial runs which may be necessary before such a venture can successfully be arranged.

Yours thirstily John Collins.

Editor Comment; We have traditionally organised winery tours in conjunction with Niagara (Jordan for 1982) in an effort to raise the tone of the club. Trust Collins to ask for a brewery.





**Niagara 82**  
at historic  
**Niagara-on-the-Lake**  
**Ontario, Canada**  
**FEATURING**

Friday Sept. 10th;

8:00pm; Noggin & Natter, Garrison Room of The Pillar & Post Hotel, corner of King & John St. Niagara-On-The-Lake, cash Bar will be open till 1 am. along with Regalia & Registration;

This year the Michigan Group are in charge of MEDIAEVAL BANQUET and have purchased 50 tickets. At press time, two thirds were sold. Anyone wishing to join in should send \$5 deposit to Bob Ray, 898 Larchlea, Birmingham, Michigan, USA, 48009. First come, first served!

Saturday Sept. 11th;

11:00am; Fun Concours & picnic at Brock Memorial area, located on The Parkway at Queenston Heights between Niagara Falls & Niagara-On-The-Lake, look for a Statue atop very high Monument. Bring your own food & Bev;

11:30am; Judging Starts for the Fun Concours;

2:15pm; Convoy leaves for Jorden Winery.

3:00pm; Arrive At Winery for Tour & Tasting;

7:00pm; Cocktail Hour in The Gallery Room of The Pillar & Post Hotel, N.O.T.L. so don't hog out too much at the wine tasting;

8:00pm; Buffet Dinner followed by Awards & Noggin & Natter Don't forget to bring your tickets;

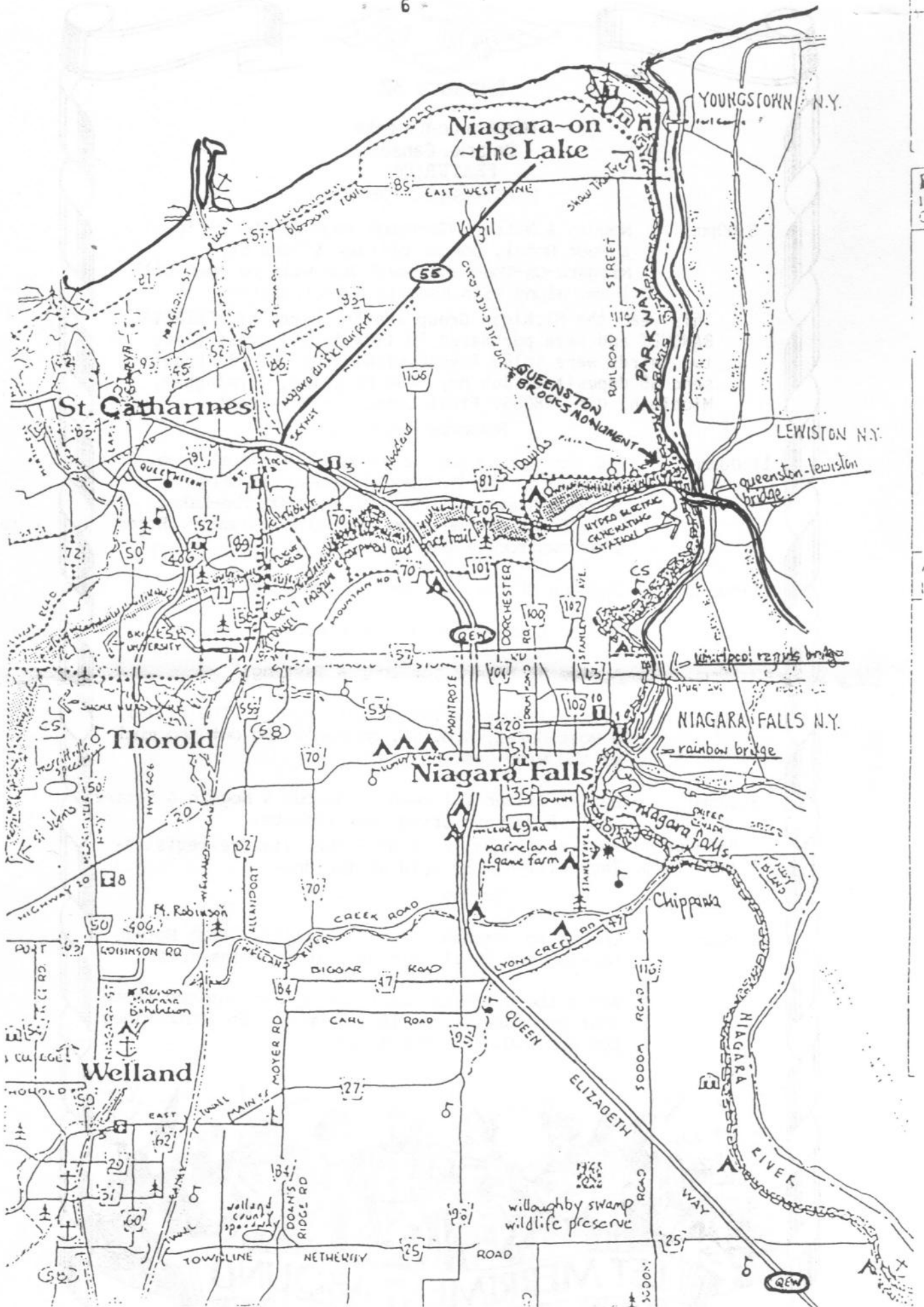
Banquet Tickets available in ADVANCE ONLY via Pre-registra-tion form. They will NOT be sold at the door.

Sunday Sept. 12;

10:00am; Convoy to Gymkhana from The Pillar & Post Hotel parking lot to Lincoln Mall in St Catharines

After the Gymkhana the Roden's have invited those that can make it, to their home in St. Catherines for a B.B.Q. its BYOB & mix.





# 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 REMEMBER, 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 contact Niagara-on-the-Lake Chamber of Commerce for list 416 468 2326

## Accommodation Guide For reservations, please contact the Hotels/Motels directly.

HOTELS - MOTELS	No. of Rooms	RATES				Breakfast	Dining Room	Licensed Facilities	Convention Facilities	Air Conditioned	Swimming Facilities	Room Telephones	Television	Radio	Recreation & other (see key)	Entertainment
		1 BED		2 BEDS												
		1 Person	2 Persons	2 Persons	4 Persons											
<b>BOOK EARLY</b>																
<b>*Anchorage Motor Hotel</b> 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	•	
<b>*The Gate House Inn</b> 142 Queen St. NOTL LOS 1J0 (416) 468-2205	9	36.00	42.00	36.00	42.00				•							
<b>*The Oban Inn</b> 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	•	
<b>*The Pillar &amp; Post Inn</b> King & John Sts. NOTL LOS 1J0 (416) 468-2123 Toronto 361-1931	90	63.00	70.00	70.00	-	•	•	•	•	•	•	•	•	2.8 9.14	•	
<b>*The Prince of Wales Hotel</b> 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	•	
<b>Brock Motel</b> Queenston, LOS 1J0 (416) 262-4634	10	28.00	30.00	35.00	40.00	•			•			•				
<b>*Queenston Heights Motel</b> R.R.1, HWY. 8-A NOTL LOS 1J0 (416) 262-4513	10	36.00	39.00	42.00	45.00	•			•	•		•		2.3.7		
<b>*Best Western Cairn Croft Motor Hotel</b> 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	•	
<b>*Chandelier Guest House</b> 5171 River Rd. Niag. Falls L2E 3G8 (416) 357-4744		38.00	40.00	40.00		•			•			•		3.14		
<b>*Crystal Motel</b> 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		
<b>*Dutch Inn Motel</b> 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		
<b>*Eastwood Tourist Lodge</b> 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		
<b>*Park, Fallsway, Cliffside</b> 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	•	
<b>*The Portage House Motel</b> 280 Portage Rd., Lewiston, NY 14092 (716) 754-8295	18	43.00	45.00	45.00	55.00				•			•		14		
<b>*Best Western Red Jacket Inn</b> 7001 Buffalo Ave., Niagara Falls, NY 14304 (716) 283-7612	155	46.00	49.00	52.00	64.00	•	•	•	•	•	•	•	•	2.11.12 13.14	•	
<b>*Niagara Hilton</b> 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	•	
<b>*Holiday Inns of Buffalo</b> 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	•	
<b>*Sheraton Inn Buffalo East</b> 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	•	

**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 L0S 1J0

TELEPHONE (416) 468-2326

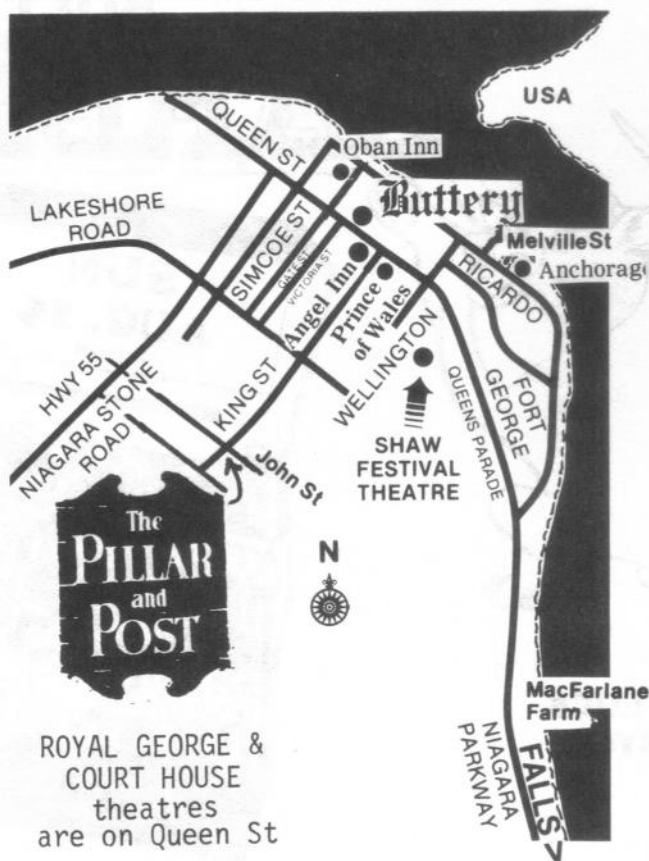
Edgeman, Mrs. K.	65 Niagara St.	468-2405	I dble, private bath
asse, R.	45 Melville St.	468-3205/3534	3 bdrm. house, fully furnished all facilities by day \$60; by wk. \$200
Buerre, W.J.	233 Niagara Blvd.	468-3444	I twin, private bath
ck, M.	Creek Rd.	468-7838	(2nd. h. past virgil Sch.)
		262-4019	2 2-bedrm 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
lle, 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
lan, 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
le, 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



# Niagara-on-the-Lake



ROYAL GEORGE & COURT HOUSE theatres are on Queen St

## Niagara 82

### Contacts:

Audrey Dear 416 857 3210  
 Geo Lifford 416 561 6953  
 Mary Shier 416 877 1427  
 Al Isselhard Rochester NY 716 538 6994

## Shaw Festival

For information on events at the Shaw Festival, refer to the May issue of the Blurb.

TICKETS FOR THE SATURDAY NIGHT BANQUET MUST BE ORDERED NOW. THEY WILL NOT BE AVAILABLE AT DOOR.

Cut & send →

REGISTRATION	<b>Niagara 82</b>	REGISTRATION
REGISTRATION FEE: \$10.00	ON SITE: \$12.00	
BANQUET TICKETS: \$16.00	PER PERSON.	
INC TAXES TIPS & WINE.		
TICKETS WILL BE INSIDE YOUR REGISTRATION UPON ARRIVAL:		
NAME: _____	REGISTRATION TOTAL: \$ _____	
ADDRESS: _____	BANQUET TICKETS:	
_____	HOW MANY: _____ TOTAL: \$ _____	
CAR MODEL: _____ YEAR: _____	CHEQUE ENCLOSED: \$ _____	
MAKE CHEQUES PAYABLE TO	SEND TO: MARY SHIER	
MORGAN OWNERS GROUP:	LIMEHOUSE ONT.	
	CANADA LOP 1H0	



# BOLTON BARBECUE

Hosted by the Beers.



**POTLUCK  
& BYOB**



## SURVIVAL NOTES

### COOLING DOWN A TOO-HOT-MORGAN

By Bob Mitchell

If your Morgan is like most others, its normal running temperature is just below "HOT" and if you stop for a traffic signal or even for a gaggle of geese, it leaps to the top of the gauge. On a relatively warm day mine has become so critical that I find myself constantly watching the temperature gauge while waiting for a hose to rupture. After a few summers of this, I decided that there had to be a better way. Unfortunately, I didn't find too much help from any trustworthy sources that didn't entail relatively large outlays of money. However, gathering information from a great many people and publications gave me some directions which may be of help to some of you.

These can be summarized as follows:

- |                                            |                                             |
|--------------------------------------------|---------------------------------------------|
| 1. Install a large core radiator (\$200+). | 5. Add a radiator air scoop (\$20)          |
| 2. Add an electric fan (\$100)             | 6. Add a coolant reservoir (\$10)           |
| 3. Add an oil cooler (\$100)               | 7. Drive with the interior heater on (free) |
| 4. Add a supplemental radiator (\$40)      | 8. Don't drive in the summer (free)         |

For reasons of economy I eliminated 1, 2 and 3; for my physical well-being I eliminated 7; for my mental state I eliminated 8. Therefore, the first thing I added was the coolant reservoir which, to my surprise, actually helped. It provided a cushion if I was caught in traffic. However, it didn't really solve the problem but only postponed it.

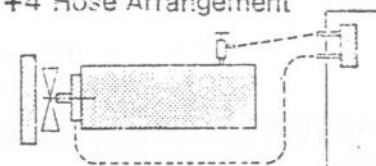
I, therefore, decided to add a supplemental radiator. Although the concept was simple, it took me two summers to locate a unit of the appropriate size and style. I settled on an MGA heater core, set just behind the grille and in front of the main radiator. The fit is perfect and it is virtually unnoticeable. I placed the core (now painted heat resistant black) on 2 rubber pads and attached it to the shelf behind the grille with a bent metal strap. It only took 2 hours to install and has cured my over heating. I calculated that it has added 10% to 15% more cooling capacity to the system. I also have a simple summer/winter change-over so that no additional valving has to be added. See diagrams for installation.

I found the new radiator while trying to locate a replacement heater for my corroded Smith's unit. Going through the local Smith's representative, Nisonger's in New Rochelle, I found an employee named Bob who has a basement full of hard-to-find parts. Not only did he have an exact replacement heater core and the MGA core, but he has a fair supply of oversized heater elements (Jag. Healey) and complete heaters with motors and switches (\$125). As far as I can tell, when his supply is depleted, no more will be available.

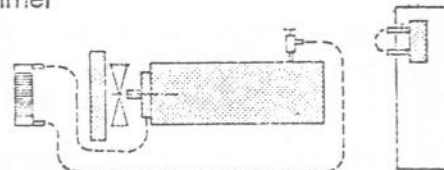
I have also contemplated having a sheet metal scoop made to direct more air up through the main radiator but will drive for a while this summer to see how my extra radiator capacity works before I add something so technologically advanced as an air dam to my Mog.

from The Morganeer  
(New York 3 / 4 Club)

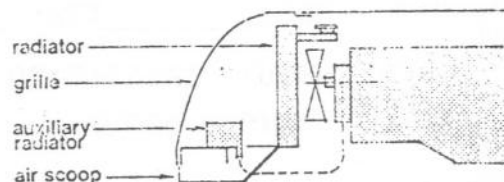
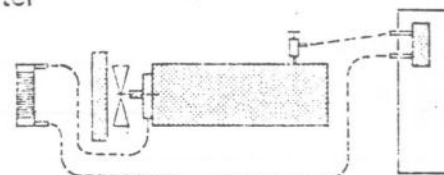
#### Standard +4 Hose Arrangement



#### Summer



#### Winter



# MOG 12







**DULLES  
INTERNATIONAL  
AIRPORT  
VIRGINIA, USA**

**TWELFTH ANNUAL  
NATIONAL MORGAN  
OWNER'S MEET**

**JULY 2,3,4,5, 1982**

Report by John Collins

As a service to readers who deplore articles containing snide remarks, details of trophies received by Canadians at MOG XII are given at the end of this paragraph. You may then proceed directly to "Tips on Degreasing Chrome-Plated Gudgeon Pins during a Thunderstorm", or whatever!

Photos by Brian Rumohr

Whatever the relative merits, Luray is no longer a practical alternative, and so it was Dulles or nothing for those considering MOG XII. Speaking personally, I enjoyed myself, and am glad I went.

### AUTOCROSS

<u>CLASS</u>	<u>PLACE</u>	<u>PERSON</u>
TRIKE	1st.	DAVE SMITH
4/4	2nd.	JOHN COLLINS
COMP	1st.	MARTIN BEER

### CONCOURS

<u>CLASS</u>	<u>AWARD</u>	<u>PERSON</u>
4/4	BEST IN CLASS	STEVE BRIDGES
+8	JUDGES SPEC. AWARD	PADDY WEIR

Having worn out their welcome in Luray, the Washington group relocated MOG XII to the Dulles Marriott Hotel, about 23 miles west of Washington DC. As might be expected, some people thought some aspects of the change were better/worse than those that had been suffered/enjoyed at Luray.



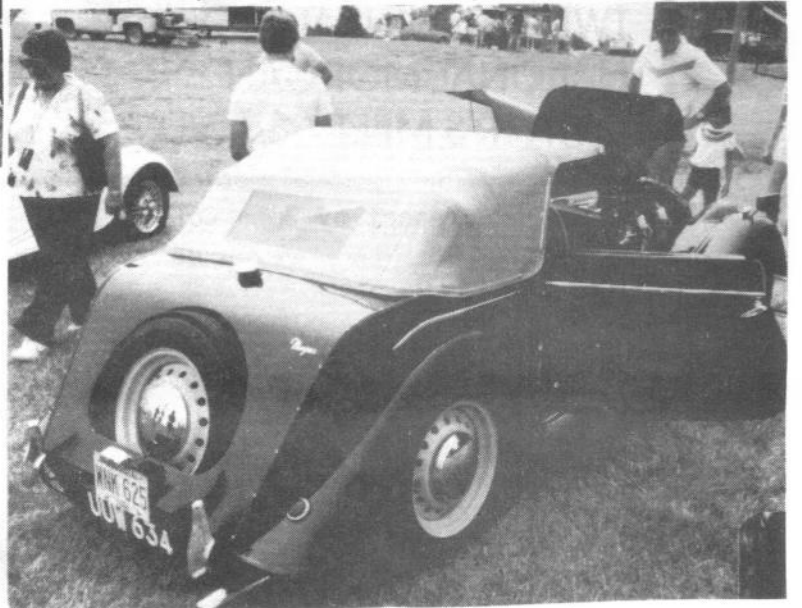
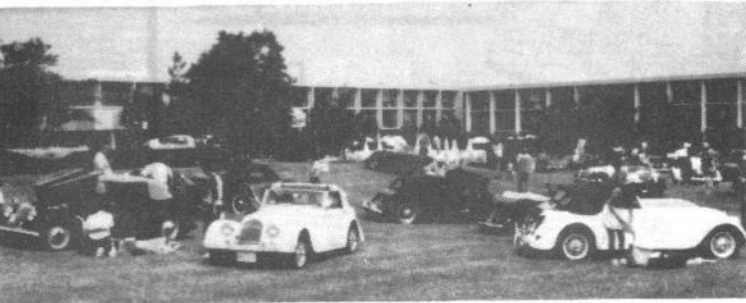
### CANADIAN CONTINGENT

There were nine Canadian Morgans at MOG XII: Audrey Beer's red +4; Steve Beer's maroon +4 Super Sport; Dave Smith's blue JAP engined trike; John Roden's ex Paddy Weir yellow +4; Paddy Weir's two tone blue +8 (ex Reg Beer's restoration facilities);

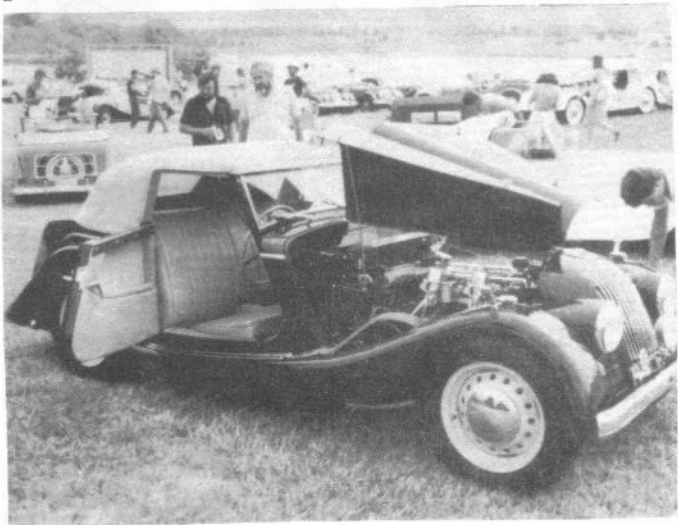
Brian Rumohr's burgundy drophead (and dropframe these days!); John Collins's blue 4/4; Wendy Barber's white 4/4; and Steve Bridges's two tone 4/4. Martin Beer came down in brother Steve's Sunbeam Tiger, and Chris Charles brought his parts inventory in Dave Smith's pick up. Mike Beale, sans trike, which is currently undergoing a Reg Beer restoration, trekked down from Tecumseh. All in all, it was quite a respectable turn out.



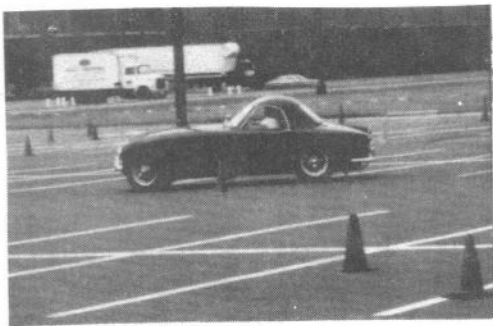
This Drophead caught Brian Rumohr's eye



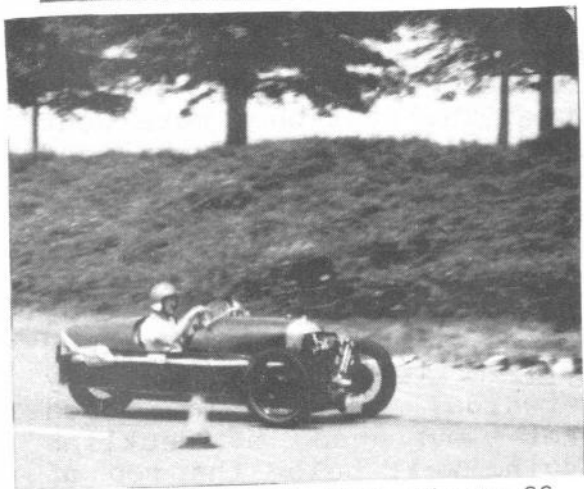
Saturday was concours day, and most of the 90 or so Morgans in attendance found their way on to the grass between the hotel and the lake. Reg Beer was actually observed working, as he ensured that Paddy Weir's +8 was in tip-top shape. Unfortunately, nature, as well as the rest of us, could not bear to see Reg engaging in so alien an activity, and arranged to precipitate great quantities of water to cool him off! The rain caused the postponement of the gymkhana, which was to have started Saturday afternoon, to Sunday: it was eventually abandoned altogether when more than 70 entrants signed up for the autocross, which took precedence.



People wandered off into the surrounding countryside in search of Saturday supper. A number of fortunate Moggers finished up at the Ice House Cafe, a small restaurant at Herndon. The food was good, prices reasonable, and entertainment excellent. The Hot Jazz Experience, a local six piece band, played 30's style jazz with obvious enthusiasm and consummate skill. They had noted the presence of a few Morgans outside, and welcomed us, admitting that one of the players was named Morgan. They were not left in doubt about our enjoyment of their performance, as Three Wheel Beale's delighted squeals revealed his approval of some of the glissando saxophone solos.



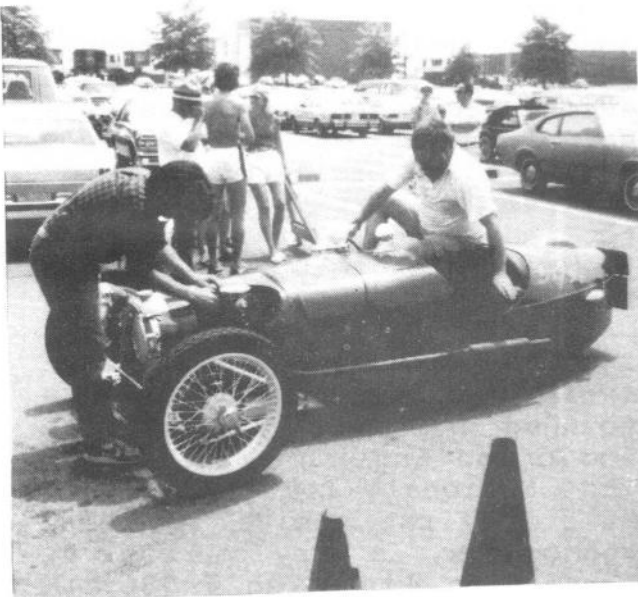
John Sheally II



Dave Smith in his Blue Misery SS

Sunday was dry and hot as we wound our way to the autocross course, which could best be described as "tight". We tried to walk our way through what seemed a random scattering of rubber cones, and wished we had go-karts with us. Some minor adjustments were made, and the first heat commenced. Without exception, cars could not follow the route, and the first four or five went off course. Further adjustments were made, and eventually the course became quite a good one. I still maintain that two different cone colours, one for the inside and the other for the outside, would greatly simplify navigation; perhaps

Steve Beer in the Great Unwashed SS

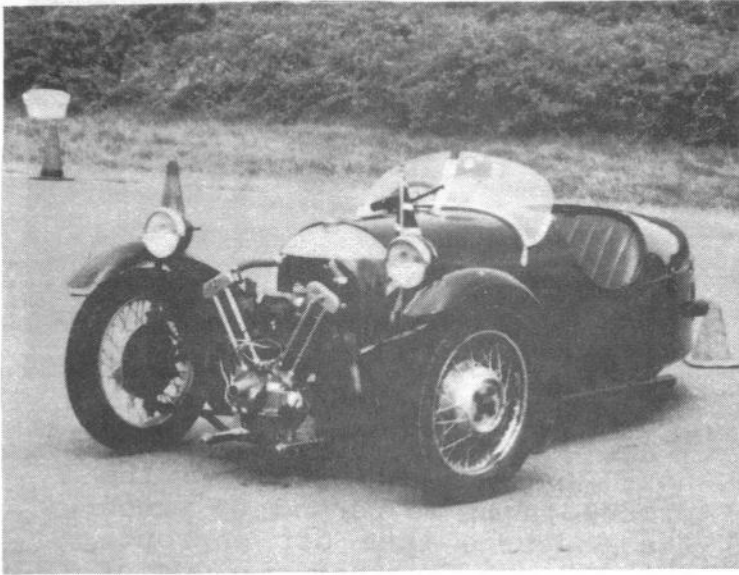


Martin Beer in the Presidential Suite



## MOG 12 ECLIPSED

Sunday, of course was July 4th, a date that seems to hold some significance for our host nation. The earlybird HogMoggers had booked for a London bus tour into Washington to see the fireworks display on the Eclipse, which was witnessed by some 500,000 people. The rest once more went forth to seek sustenance, and some finished up at Fantastic Fritzbee's in nearby Reston. Fritzbee's is similar to Mr. Greenjeans in Toronto, and was well worth the visit. Our waitress, who planned to attend a July 4th "beach" party afterwards, carried a beach bucket and had a neckline plunging well below the top of the grass skirt she wore. Why do I never have my lawnmower with me when I need it?



## USUAL IMPRESSIVE SHOWING BY CANADIANS IN RALLY EVENT

Monday, again dry and sunny, was rally day, and for the second year running, there were no Canadian entrants. Some preferred to relax around the pool, or to go shopping. Others took advantage of the proximity to Washington to have a look at the White House, Arlington National Cemetery, Capitol Hill, and the Smithsonian Institution (which, incidentally, was founded by the illegitimate son of an English aristocrat). The National Air and Space Museum, first choice for many HogMoggers, is very impressive, containing Lindbergh's "Spirit of St. Louis", the Wright Flyer, a Gemini space capsule, and samples of lunar rock, among many more attractions.



Paddy Weir's just restored Plus Eight

## ANATOLY ARUTUNOFF

Monday evening was reserved for the banquet at which the prizes were awarded. The guest of honour, Anatoly Arutunoff, the 1981 SCCA H Production National Champion, proved to be an entertaining speaker, with a wealth of motor racing anecdotes to draw on, and was, I believe, enjoyed by all.

## MOG 12 THE DULLES EVER?

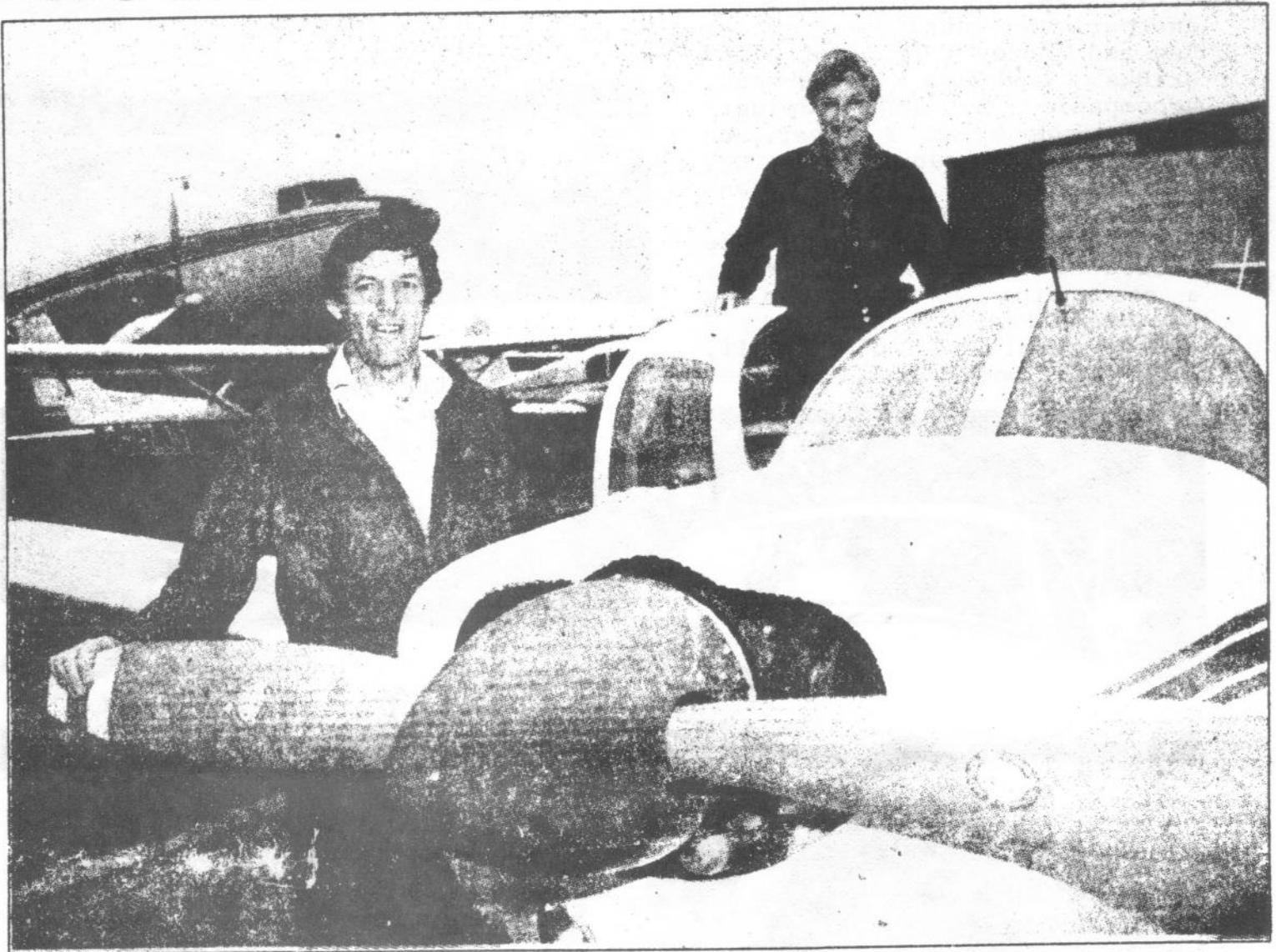
Afterwards, by some means or another, we wound up back at Reg and Audrey's room for a few drinks and a sing-song, accompanied by John "Spider" Bulyk, the Great Y Toper, on guitar. As the evening wore on, we wandered outside, and wondered how MOG XII would be remembered: was it really the Dulles MOG so far? The answer, a resounding NO, was given by the Great Pac-Man in the sky - at the culmination of MOG XII, even the moon was eclipsed.



Always a popular car at MOG events  
photo by Nancy Emerson. ↓



# HOGMOGGERS FLY TO IRELAND



Although it's been billed as a transatlantic pub crawl, pilots Nancy and Dave Turnbull are taking their flight to Ireland very seriously. Record Photo by Rick Kozo

Kitchener-Waterloo Record

June 30, 1982

## Hobby really takes off . . . no blarney

### K-W couple plans to drop in on a real Irish pub

By LAURIE MONSEBRAATEN  
Record Staff Writer

Dropping into the local pub in Shannon, Ireland, is as easy as walking around the corner.

But it won't be so easy for Nancy and Dave Turnbull who are really going to drop in — in a single-engine plane they plan to fly themselves across the North Atlantic from Waterloo-Wellington Airport.

The hobby pilots from Kitchener, who say they will have "a century of living experience" between them when they step into the cockpit on July 18, admit the pub crawl to Shannon is really more of a rationalization for the almost 1½ years they have put into preparing the

cross-Atlantic flying exercise.

"We're doing it seriously, but we're really enjoying it," Nancy Turnbull said. "And we want to do it as well as we can."

The couple had originally planned to fly to Stornoway, Scotland, but when a flying friend told them about "the world's finest pub" in Shannon and the great Irish hospitality, the pilots, who did their "after-flight training at the Breslau (hotel)," decided to change their course.

The "mature hobby pilots," as they like to call themselves, learned to fly at the Waterloo-Wellington Flying Club as adults — Nancy in 1975 and David in 1977.

Both pilots have more than 600

hours of flying experience and have flown all over North America, including a trip into Chicago's O'Hare International Airport to attend a classical jazz festival, the Turnbulls' second love after flying.

The five-leg marathon flight across the icy seas of the North Atlantic will take the husband and wife team from Kitchener through Moncton, N.B., Goose Bay, Labrador, Godthaab, Greenland, and Reykjavik, Iceland, to their destination in Shannon.

The return trip will total approximately 12,900 kilometres, and if things go according to plan, flying times for each of the 1,290-kilometre

oceanic legs should be about five hours.

Nancy, a nursing co-ordinator at Cambridge Hospital, and Dave, an engineer at International Water Supply Ltd. in Barrie, are each taking two-week holidays to complete the exercise.

The idea to fly the North Atlantic came to them from a Canadian flight magazine. It became feasible when Frank Foldy of Kitchener Aero Avionics, who runs his business out of a hangar at Waterloo-Wellington Airport, offered to make his high-performance, Mooney M20E single-engine plane available to them for the trip.

See PUB CRAWL—Page



Felcy had thought of attempting a cross-Atlantic flight in the Mooney himself several years ago, but ran into so much red tape with the department of transport that he gave up.

Nancy said she and Dave avoided the frustrations of red tape by splitting the task of securing flight permission. Dave worked on getting landing clearances from the international airports while Nancy tackled the department.

The number of amateur pilots in Canada who attempt something like this is so small that the department doesn't have any written procedures to deal with them, Nancy said, and this has been a major hurdle.

The Turnbulls, who don't own a television set because they say they are just too busy to watch it, have spent hundreds of evenings and weekends during the past 18 months hunched over the dining room table of their Margaret Avenue apartment, corre-

sponding with flight authorities, studying charts and making flight calculations.

They have consulted Environment Canada weather forecasters in Gander, Nfld., department of transport officials and other pilots from all over the country in their research.

The exercise has been a unique learning experience

#### Editor Comment;

Inexplicably, the newspaper omitted to mention the Turnbulls' great ochre-coloured Morgan, the "Orange-crate"

for both of them, said Dave, who is now finding a chance to put all his school years of geography, physics, and natural science into practice.

They've had to learn about health and psychology, too. The physiotherapist at Cambridge Hospital designed a 30-minute program of isometric exercises for the pilots to keep their blood circulating during the five-hour stretches they will be cramped in the tiny cockpit.

They will have to eat different foods in case one of them gets ill, and both will have to stay away from foods that produce gas because of high altitudes.

Nancy has even quit smoking because, as she says, she can't be thinking about wanting a cigarette while she is making a landing approach.

Because they won't have backup ground crew resources like the commercial airlines, Dave said about nine kilograms of their limited weight allowance will be tak-

en up in flight and weather charts alone.

They will also carry a 16-kilogram survival kit including a canopied life raft and an extra 22-litre fuel tank in the cabin as safety measures.

Weight limitations will force them to travel with a minimum of personal luggage during the two-week trip — probably only a change of underwear and shirts, Nancy said.

The Turnbulls were also took up alpine skiing recently, are described by their friends as "Goons."

"When we finish something, we say we'll just sit back and watch the clouds, but something always seems to come up," Nancy said.

"Yes, we've got to get this over, to we can get into something else," Dave agreed.

And what do their five grown-up children think about all this?

"They just ask, what's she going to do next?" Nancy said with a smile.

Sunday June 13

# Nottawasaga Ramble

Under cloudy skies, 5 Morgans plus a VW beetle and a Mercedes (does this forebode a Teutonic takeover of HogMog?) rolled up at the Gulf station restaurant on 27 south of 7 on Sunday July 17. The gathering was not intimidated by the gathering storm, and, promptly at 11 am, only one hour after the advertised departure time, set off to follow Audrey and Reg Beer through scenic Hockley Valley to the Nottawasaga Inn, where we were to brunch. The sun did peer through the thunderheads once or twice during the drive, and it remained dry, so we had an enjoyable excursion.

Having parked and been joined by a sixth Morgan and the editorial X-Car, we trooped inside for sustenance. The heavens opened! From our comfortable vantage

point we were able to observe bouts of really heavy rain, lightning, and, at one point, hailstones. Owners whose cars were protected only by tonneau had to dash out between storms to replace them with hoods, and, if carried, sidescreens.

A small group of those who could conveniently take advantage of Audrey and Reg's invitation to call in at Bolton on the way back did so after the rain had abated. We looked at examples of Reg's handiwork in the workshop, and, over a drink, listened to Audrey's record "The Morgan Owner", which had been especially sent from Germany. This gave the weather time to mend its ways, and the journey home was made in bright sunshine.

I know the Morgan is a car for all seasons, but all in one day?

John Collins.

# Unleaded Gasoline In High Compression Engines

18

Official Recommendations by Rolls-Royce, Ltd.

Re-print permission granted by the Editor of the "Flying Lady", Ozzie Lyons, to Audrey Beer.

*Differing points of view on this subject were presented in FL82-2, starting on p. 2519. While that article was in course of preparation a club member, Mr. Alan L. Blum, of California, made inquiries directly to Rolls-Royce Limited at Crewe, England, and advised them his purpose was to obtain official recommendations for publication. Mr. Blum received a letter dated 12 February 1982 signed by T. M. Bailey, Technical Service Representative, Car Division, Crewe. This letter, which contained a list of steps for adjustment of ignition timing is printed below in its entirety.*

Dear Sir

We thank you for your letter on the subject of suitability of petroleum available in the USA, for Rolls-Royce motor cars, which were originally built with engines designed to operate on petroleum containing a lead additive.

The petroleum producers have been trying to find a direct substitute for lead, but without the problems lead brings of pollution. However, to date no direct substitute has been found. Certain additives introduced into petroleum have achieved improvements in octane rating and anti-knock properties, but still lack the ability to protect the valves and valve seats from shrinkage which lead achieves.

The majority of Rolls-Royce and Bentley motor cars were built with engines equipped with specially hardened valves and valve seats, which should considerably reduce the effects of non-lead petroleum. We know of no additive which will overcome the problems of valve and valve seat shrinkage and can only make the suggestion that whenever possible the engines are run on leaded petroleum.

It is difficult to give precise ignition timing figures, over and above the standard settings because engines which have been in service for some time, tend to differ slightly on ignition timing settings to obtain optimum performance.

Attached is a procedure which should enable the optimum ignition timing to be achieved. Bearing in mind that if the ignition timing is retarded too greatly problems of overheating may be experienced. If this does occur consideration should be given to either using a higher octane petroleum or lowering the compression ratio of the engine in question.

Prior to the introduction of the Silver Cloud I and Bentley SE motor cars, our engines in the main were produced with compression ratios of 7 to 1 or lower. Therefore these motor cars will operate satisfactorily on the 87 octane petroleum.

On the subject of additives we would not recommend the use of any petroleum classified as "Oxygenated fuel", an example of this is Gasohol. This petroleum contains 10% Ethanol, which is highly corrosive and can cause rapid deterioration of components in the fuel system.

Trusting the above information will be of use to you.

Yours faithfully,

T. M. Bailey  
Technical Service Representative  
Extension 3607

## Ignition Timing Procedure

1. Set the ignition timing to the standard setting.
2. Determine whether or not detonation is evident, by accelerating the car up a steep incline in top gear.
3. If detonation is present retard the ignition by 7 degrees. Check to ensure that this has eliminated the detonation. Retarding the ignition may result in a deterioration of performance.
4. Advance the ignition timing 2 degrees and repeat operation 2.
5. Continue to advance the ignition increments of 2 degrees repeating operation 2 until detonation occurs.
6. Retard the ignition 2 degrees.

# low octane blues

## How to deal with the scarcity of premium leaded fuel

AutoWeek August 10, 1981

from the Jan 82 Texas Moglog

If all you need is a fairly modest increase in octane, perhaps no more than a few points, a blending agent or "octane boost" fuel as is commonly available in speed shops may do the trick. Most of these blending agents contain "MTBE," which has a PON over 100. A super good fuel it is, even though it has a fixed evaporation point and will not burn "straight" in a stock engine. Unfortunately, it involves doing your own blending in the tank—not a convenient thing to do. And it requires a fair amount of the stuff to get the job done, often several cans per tankful. For marginal cases, octane boosters can be of help and are your first line of attack, but don't expect a cure-all.

Lead additives are what you might consider your next step, but this can be misleading. Maybe you've seen lead additives advertised for sale in cans, mixed with aromatic hydrocarbons. Since the major refineries use lead as an octane enhancing agent, this must be the way to go, right? Probably not. Be advised that these lead additives are not tetra-ethyl-lead (TEL), which is what you want and what the refiners use. Most of the lead additives used in these products will not give an octane boost of consequence. One product checked by the author delivered only 1.5 grams of lead in a pint can that was supposed to be used per 20-gallon tank of fuel. Seeing as the government allows an average of 0.5 grams of TEL per gallon, these aftermarket additives seem of questionable value as octane boosters. They will, however, provide the lubrication and protection needed for pre-1971 engines that need lead for valve seats and upper cylinder areas.

TEL is not available as a canned additive for health reasons.

A more practical means of upgrading your octane is as near as your nearest gas pump, but it also requires a bit of a background in mixology. A mixture of leaded and unleaded can give you a higher octane blend than either the unleaded or the leaded that you started with.

### Low Octane Blues continued

Here's how it works. The first few increments of TEL are proportionately the most effective (on an unleaded fuel at the refinery); beyond that there are gains to be had surely, but in diminishing quantities. Therefore, when you mix unleaded with leaded fuel, you are "leading up" an unleaded gasoline that is susceptible to boost. But the boost will vary according to how many grams of TEL are in the leaded you happen to buy.

Remember, however, that if the unleaded is two to three points inferior to the leaded, don't mix. Stick with the higher octane leaded. Likewise, if the leaded is much lower than the unleaded, stick with the higher octane unleaded to begin with.

But with the right combination, a blend is superior to its original components. Here are three useful blends:

I. Premium Unleaded (93 PON)	+	Premium Leaded (93 PON)	==	Blend (93.5-96 PON)
II. Gasohol Unleaded (89 PON)	+	Regular Leaded (89 PON)	==	Blend (89.5-92 PON)
III. Regular Unleaded (87 PON)	+	Regular Leaded (87 PON)	==	Blend (87.5-90 PON)

These blends are about a 50-50 mixture, for best results. A 30 per-

cent to 70-percent leaded may be sufficient, however. But either way, you still should have enough lead to protect your pre-1971 engine. For most applications, particularly if your car ran satisfactorily on the premium fuels ten years ago, this should be the ticket.

For absolute, no-questions-asked fuel with higher octane than you're ever likely to use on the street, the answer is "AvGas" or aviation fuel, as it is also known. You can run it pure with no harmful effects, but you're unlikely to need that much octane. And at over \$2 a gallon (prices vary according to outlet), there's no reason to let it go to waste. A half and half mixture of any pump gasoline with AvGas makes a 96-98 PON high lead super premium that tops about any fuel you could ever buy at a service station. And you will have no cold startability or vapor lock problems. The main drawback is tanking the AvGas, because some states have lifted the road use tax and made aviation fuel illegal to burn in anything but airplanes. On the other hand, AvGas should be available at any airport, especially the smaller ones because it is the private planes that use it exclusively and in some

areas you can order drums of AvGas delivered to your door.

A smaller than 50-percent ratio of AvGas would make a blend of slightly less octane than above, and more than 50 percent would up the octane of the blend a point or two. And you can blend in regular leaded, unleaded, premium unleaded or premium leaded—it makes almost no difference because the octane rating and lead content of the AvGas are so high.

If you still need something more than AvGas (if you do, you're probably not driving it on the street) there are ultra-octane fuels—so high in octane that they are not measured on an octane chart, but, rather, are measured in terms of a one-through-four performance grading system—that can be purchased, these being in existence mostly for laboratory test purposes but also in use in some forms of racing. If it won't run on one of these fuels, of which Daigh's Daeco fuel is one of the big names in the market, it won't run. For the overwhelming majority of cars, even those that won't run at all well on pump quality gasoline, these ultra-octane fuels will be superfluous.



found in June 82 Texas Moglog

from an old Road & Track JUST AS IF it weren't the biggest news out of Pickersleigh Road, Malvern Link, Worcs., since Lady Thruppington-Spence ran down the vicar in her bath chair, we recently received this communication from Morgan Motor Company Ltd:

"We have pleasure in enclosing a brief list giving details of the Morgan range of cars which will be available with effect from the forthcoming Motor Show at Earls Court, London. . .

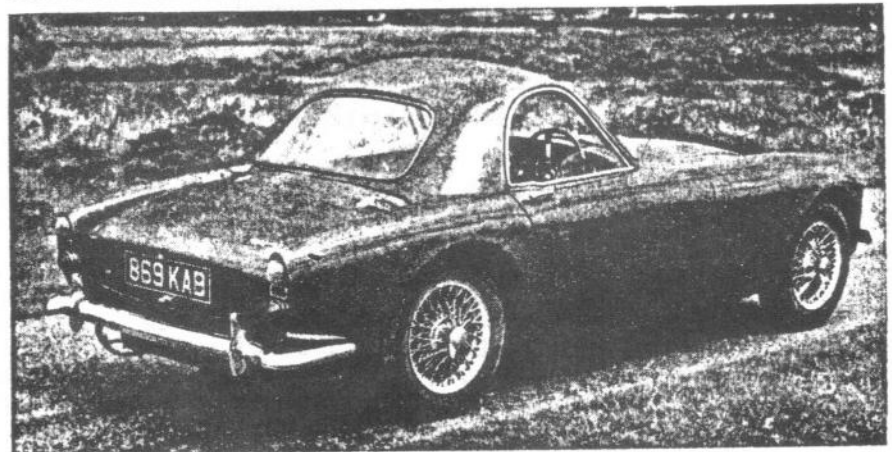
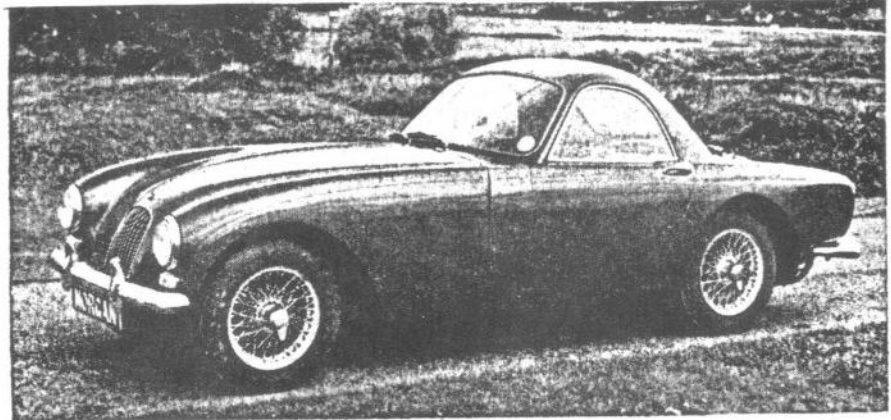
"Since there are no major changes in style on our 4/4 and Plus Four open cars, we are only including photographs showing the new style Morgan Plus Four Plus . . ."

The details referred to ran to something less than six typewritten lines. "Engine unit TR-4 with twin Stromberg carburetors. 105 bhp at 4750 rpm. Chassis specifications basically as Plus 4 range of cars. Dunlop wire wheels with 5.60 x 15 high speed tyres. Wheelbase 96 in. Track, front, 47.5 in., rear 49 in. Overall length 152 in. Width 61 in. Fuel tank capacity 10 gal. Maximum speed 110 mph. Weight dry 1820 lb. (16¼ cwt.)."

Now we ask you: After having seen entire TV "specials" to introduce a facelifted Detroit car, isn't this a delightfully refreshing way to introduce something that's newer and more revolutionary (for this manufacturer) than anything Detroit has come up with since the end of World War II?

Um, by the way, there's a new Morgan coming. It's called the . . .

# PLUS FOUR PLUS



# HOW TO COLLECT MORGAN MODELS by Janet Hill

20

Janet & Ken Hill were Guests of Honour a couple of years ago at the BOLTON BASH. Ken has written some definitive volumes on four wheeler Morgans. This letter was found in the New York 3 / 4 club's "Morganeer"...

The sound of the slamming five-bar gate and my shouting was drowned by the crisp note of the Le Mans' straight-through exhaust, as Ken accelerated away down the dirt-road which leads to our home. "S...t", I thought, "Not a third time!". There I stood dressed in a patch jacket, trainers, white racing overalls, white leather helmet and goggles. In the right surroundings this was acceptable; but, somehow, standing in the middle of a dirt-road in the New Forest in the only deer reserve in the Forest, it just did not fit!

Our cottage is situated two miles from the nearest road and to reach it you have to pass through two five-bar gates and through the deer reserve. There was no alternative: so I started walking, still calling Ken all the words ladies say they do not know, but in fact we all do. Suddenly I started to think of all the other occasions Ken had left me, and I started laughing. The trouble was that I had not noticed one of the deer researchers in a hide close by the dirt-road. He must have been convinced that at last his suspicions about the crazy Morgan people who lived in the cottage were all correct, and that they were quite mad!

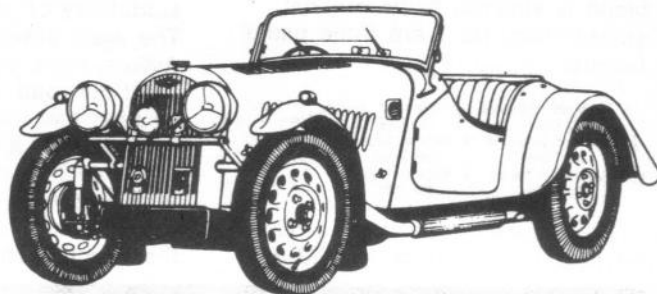
As I walked, I made up my mind that this was the last straw: if Ken wanted any further assistance when working on the Le Mans, he could GO TO H...L! The reason we were out this time was to test out the car after our son, Douglas, had altered the pressure required to operate the clutch pedal. Since Ken had become disabled, he had found it increasingly more difficult to depress the clutch pedal and these alterations, it was hoped, would enable him to drive further in future. It certainly looked as if the modification had worked!

The second time Ken left me was at a Show about 40 miles from home. On this occasion, my daughter and son-in-law had also attended the Show, travelling in a modern tin box. When it was time to leave, Ken drove off, assuming that I was travelling home in the tin box as it was pouring with rain. When he arrived home, he discovered that I was not with the other car, my son-in-law stating that he thought I was in the Le Mans... Needless to say, Ken sent our son-in-law back to collect me, rather than face me when he picked me up!

The first time was to nearly land me in the local Police station, or worse! It was almost 7 years ago. Ken and I had been to a committee meeting about the large open concours that we used to organise in conjunction with a larger event. It was about midnight, and we were returning along a motorway (freeway), when the Le Mans suddenly misfired and the engine stopped. We pulled off onto the hard standing; but examination revealed nothing. Ken thought that it may be due to dirt

in the carburettor and cleaned the jets. Still the engine would not fire; so, as usual, it was me that got the job of pushing, whilst Ken attempted to bump start the car. After 3 or 4 times without success, we crested the brow of a hill...one final push, and the car picked up speed and suddenly the engine burst into life. To my horror, the car roared away into the darkness with the rear lights quickly disappearing into the night!

There was nothing for it but to wait until he realised I was not with him and returned via the next interchange to pick me up. It was pointless standing by the side of the road, so I sat down on the grass verge and lit a cigarette. After about 2 or 3 minutes I saw the headlights of a car coming towards me but from the wrong direction. As it neared me, it slowed and pulled off the road onto the hard standing just past me. It then reversed back, stopped, and two Police officers got out and walked towards me. Having asked for an explanation as to what I was doing sitting on the grass verge of a Motorway at that time of night, they listened disbelievingly to my story.



Ken Hill's "Le Mans"

Next they enquired if I knew what make of car my husband was driving. "A Morgan" I replied. "Now, my dear," said one of the officers, "We know that cannot be right. We have not seen a Morgan on the road at all tonight. Also, we know that there are no Morgan nuts living around here. How would you like a ride in a nice, warm Volvo to the station, and we can phone Pembury from there." I patiently explained that I did not want to go to the station because, as soon as my husband realised he had left me behind, he would turn round and come and collect me.

The conversation went on like this for a further ten minutes, with them mentioning Pembury on several occasions and looking at me and obviously trying to decide if they could manage to get me into their car without injury. All the time I insisted that I was staying right where I was until Ken collected me. Then, to my relief, I heard the distinctive note of the Coventry Climax engine of the Le Mans coming towards us but on the other side of the centre refuge. "That's my car!" I exclaimed. "Really, dear?" said the younger of the two police officers, "I didn't know they supplied car magazines at Pembury. It so happens that car was featured in a car magazine a few months ago. It belongs to Ken Hill, a policeman in London!" "Yes," I said, "and I bl...y well know it! I'm Janet Hill, his wife!" "Yes, dear, we know all about that; but I'm sorry to have to tell you that I've seen that car once or twice before, and it has always had either a young lad or a dark-haired young lady in the passenger seat." "Those are my children!" I screamed. "Now, now, dear, calm down. There is no use

upsetting yourself. I'll tell you what we'll do. We'll wait five minutes for him, and if he does not arrive you must agree to come with us in our Volvo and we will take you back to Pembury."

Ken drove up just as the five minutes were up, much to my relief. The officers went over to speak to him, and they all started laughing.

Next, the police officers came over to me and apologised profusely. I climbed into the Le Mans, and we drove home in silence.

About a week later we were on speaking terms again and I asked Ken why it was the police officers had kept on mentioning Pembury when they spoke to me. "Oh, that's easy!" said Ken, "That's the name of the local Mental Hospital down there. You were only about a mile across the fields from it! Think yourself lucky that you're the size you are, otherwise they would have carried you into their car and taken you there! After all, who would believe a story like you told them?". This, of course, meant that we had another 2 or 3 hours of

silence before I saw the funny side of it all and burst out laughing.

As I neared the second five-bar gate, I saw a large white sheet tied to a broomstick hanging from one of our bedroom windows. No sign of Ken or the Morgan. Ken opened the door to me, and very sheepishly said, "Sorry, darling. It was only after I got home and was putting the car in the garage that I realised I had left you behind, once again." I just could not bring myself to be too cross with him... To tell the truth, I am delighted he can drive the Le Mans once again, even though it is only for short distances.

It is now eight weeks after the last chapter of my being left behind; but I do now have two more Morgan models to add to my collection. Ken says that they are an early Christmas present; but I know why he made them for me!!!!

Janet Hill  
Brockenhurst, England  
October, 1981.

advertisement found in an old issue of "Country Life";

### *Guernsey-Nuttin*

Fine Coachbuilders  
Chipping Campden (Works)

53A Clapham High St., London, SW152 (Showrooms)

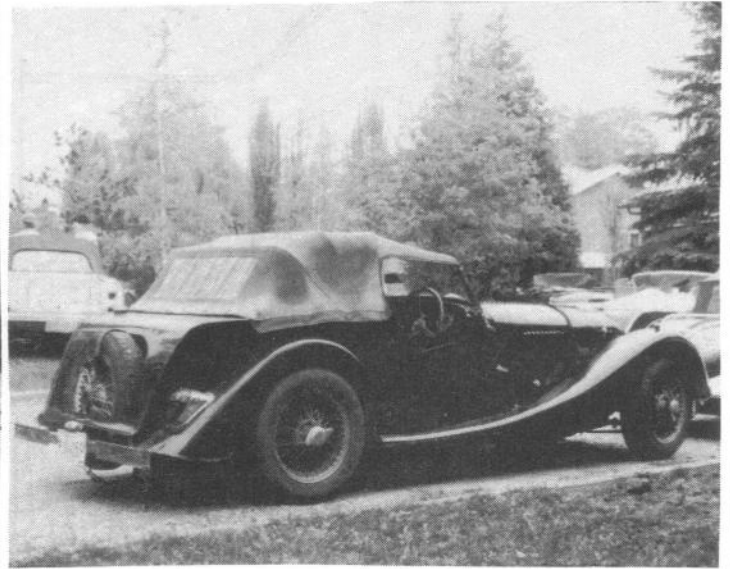
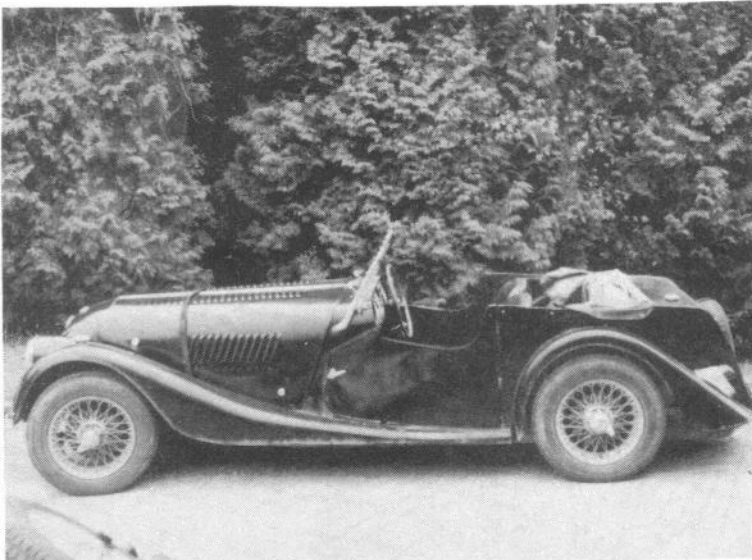
present

### *The "Hunchback" Line*

*For those who are too diffident, or just too poor, to own a Morgan Snobmog...*

*Provides some of the advantages (overweening prestige etc) of the fabulous Morgan Snobmog with many of the disadvantages of the Morgan roadster. Available on the alacritous new Plus Four chassis. A specially adapted design will also be available for the Allard J2X in the future.*

*Prices on application.*



# HOGMOG SPRING RUN

photos by Brian Rumohr

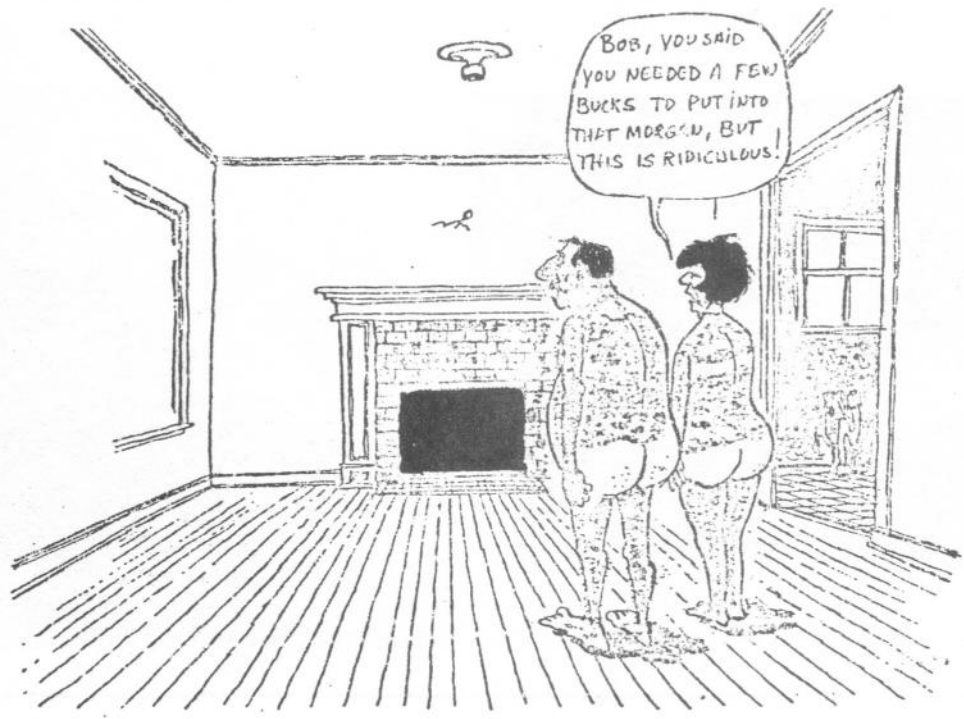
Sunday May 16 saw the HogMoggers emerge from their winter hibernation and fail to be frightened by their shadows, so that a fine summer season is surely in store for all.

After meeting up at the Dickens Pub in Milton, suitably fortified by brunch and/or the odd ale or two, eight entrants (five in Morgans) set off in the rally. The first half was navigated by narrative instruction to a "pitstop" in aptly named Eden Mills: we then tried to follow a straight line map to get to the Shiers at Limehouse.... Eventually we made it, and the results were duly calculated and announced. In true HogMog tradition, the winners were the wives of the organisers, Mary Shier and Robin Wemyss!

Undaunted, we dodged the odd light raindrop or two, downed a few beers (we left Audrey and Reg standing, though) and took advantage of the barbecues Ray had ignited to broil steaks, chops, etc. to accompany Mary's salads

Tickets were sold for the second annual draw for the "Glass Blown Morgan", a bottle of Captain Morgan rum. Edie Rich, last year's winner, was asked to draw the lucky ticket, and, once again in true HogMog tradition, picked her own number! Rumours that HogMog has been approached by unnamed Las Vegas interests to manage certain entertainment facilities are totally without foundation, and probably will remain so - but don't bet on it!

. . . John Collins.



Chris Charles

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1969 FOUR FOUR 4 seater.

Yellow, new wooden dash, lockable winter cover, badge bar, etc. Good (really!) condition. Asking \$17,000. Call Sheldon Rayman at work in Toronto 445 9600 (at least you can ask what a lockable winter cover is).

THE LAST BLURB?

**MEMBERSHIP DUES**

# Last call....



To date only one half of the membership have renewed this year. Did the Blurb offend so many poeple?

Please fill out the membership form and send it with your dues to Mary Shier in Limehouse and help us keep HOGMOG alive.

# CALENDAR

## CANADIAN EVENTS

SUN AUG 15 **BOLTON BASH & BBQ** see p9 Audrey Beer 416 857 3210  
 SEPT 10-12 **NIAGARA 82 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

## THE BLURB

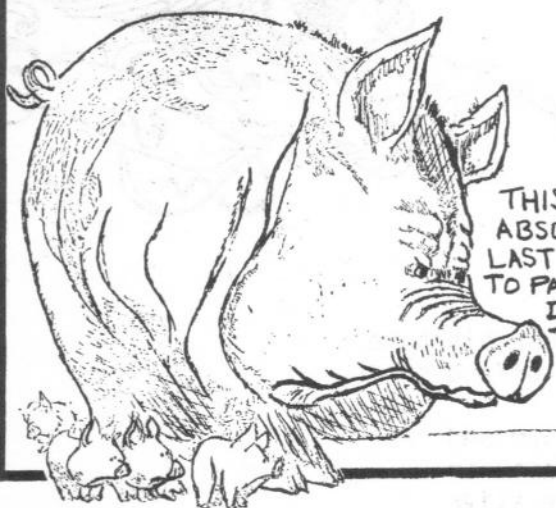
MORGAN OWNERS GROUP



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**to:**

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THIS IS YER  
 ABSOLUTELY  
 LAST CHANCE  
 TO PAY THOSE  
 DUES!

