

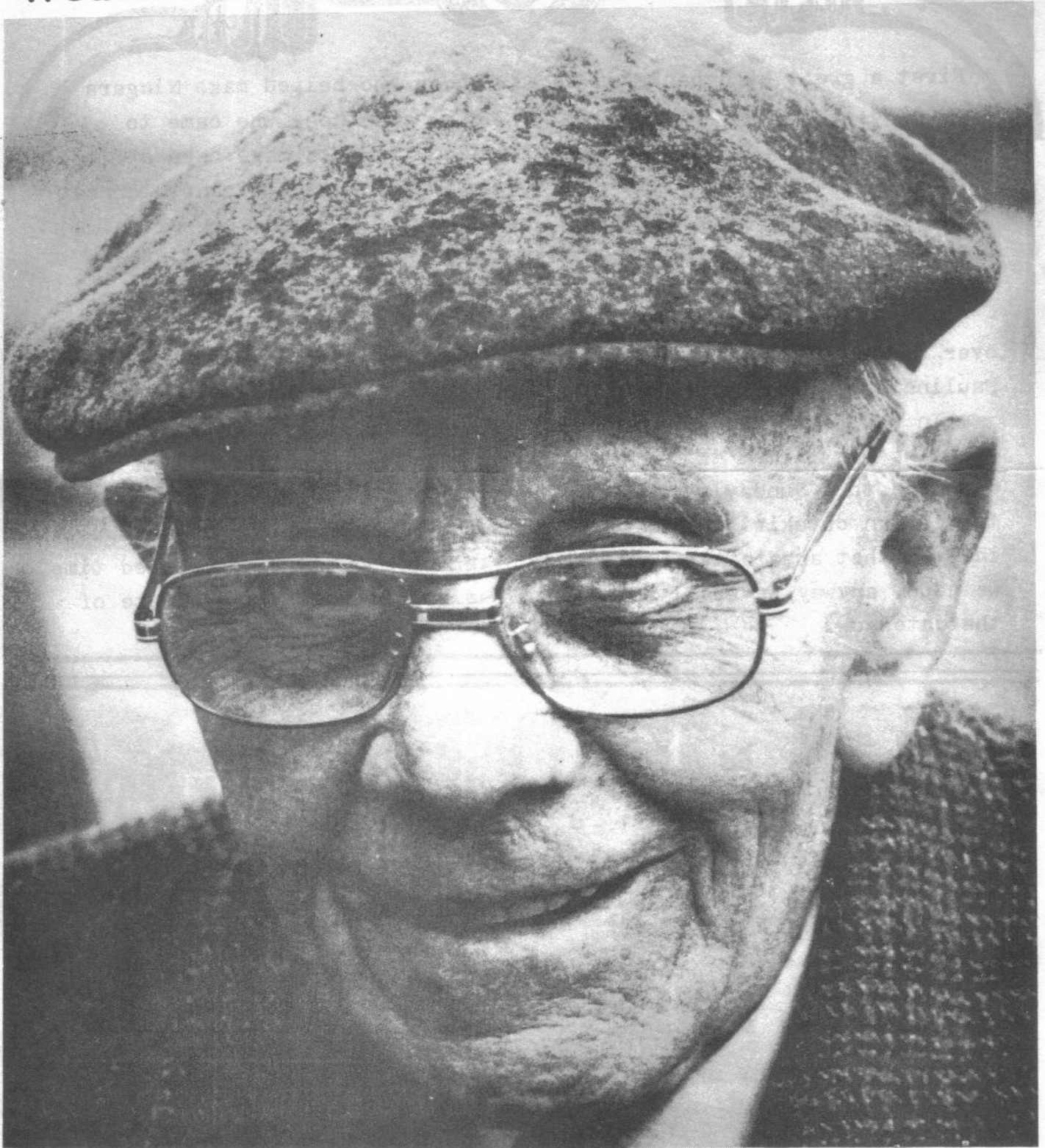
**AN  
AWARD  
WINNING  
PUBLICATION**



**Morgan Owners Group**



**Would You Let This Man Drive Your Morgan?**



Printing in the USA before pocket calculator invented. Printed with letter-headed

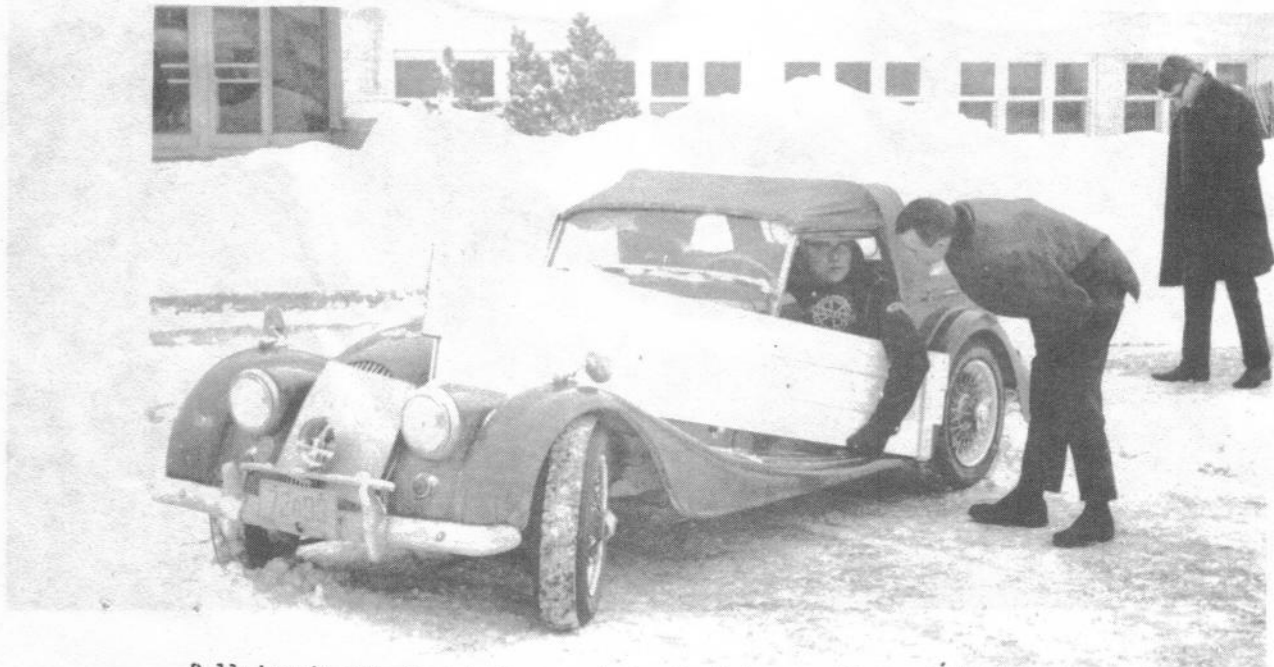


First a great big thank you to all those who helped make Niagara a success, those who worked hard to help, and those who came to enjoy the Meet, for without participation it would have been a flop, no matter how much work had gone into it. We had the biggest turnout ever, the weather was perfect, I hope you all enjoyed yourselves. A special thank you to all those who joined us from below the border from six different States, we hope it was worth the drive to come.

Sorry about the car badges not arriving in time, we had no control over our supplier, they are available now so get your orders in to Pauline Smith, check the Regalia Sales in this Blurb.

In response to an overwhelming vote at our last meet, we are changing our format this winter from the Friday night Pub Night in downtown, to a Sundaylunch Noggin & Natter with location more towards to western outskirts of Toronto, as most of the participants drove in from that area after work, thus bringing about a more relaxed time we hope, anyway we shall try it and see how it goes, make a note of the date now.

...Audrey Beer



Rallying in the days before pocket calculators. Photo, Bill Sullivan, Winnipeg

# This Man Has Driven Your Car!

by Randy Gillett

For all practical purposes, he has driven every Morgan built from 1927 to 1971. That was his job! Charlie Curtis is the man whom all Morgan enthusiasts envied (and still do) because of the job he held at the works: Chief Tester, a quality control man, if you will, the man who gave final approval on all new Morgans.

Charlie Curtis began working for the Morgan Motor Company as a mechanic in the test shop shortly after World War I. After a short period of time, he rose to the position of Chief Tester at the works, and, from 1927 to 1971, he was responsible for determining the mechanical readiness of every Morgan built.

The typical procedure was for Charlie to take each car on a ten to twenty mile spin through the

countryside of Worcestershire. The route was carefully chosen to include some challenging curves, some steep testing hills, and some clean straight stretches to allow the automobile to perform to its maximum. After each run Charlie would leave a note under the wiper blade outlining to the mechanics any adjustments which he felt were necessary. After the adjustments were made, Charlie would take the car on a second run to determine that all corrections had been made to his satisfaction and that the car was ready for dispatch.



Charlie Curtis

Charlie preferred to ride with the hood down and the side curtains off. He felt it gave him a better feel of the car and its performance on the road. A closed in car does not give one the feel of the wind on his face and the sound of an engine in operation, all of which must have been necessary ingredients in the proper testing of any Morgan!

It seems too good to be true... that one man, day after day, can be driving through the beautiful hills around Malvern in newly built Morgans, AS A JOB! The thought makes me green with envy.

Before you fill out your application for the position, Stop! You must know one additional fact. Peter Morgan has stated that "Charlie Curtis is Morgan's first and last Chief Tester." What a shame to take away the perfect job! A job that, if it didn't originally come from heaven, must have come from the next best place! Oh well, I guess I'll have to be content to drive #3919 around the Virginia countryside for the next few years.

reprinted from *The Rough Rider*  
November, 1980

from Dec 1980 *Flexible Flyer*

## CHOPTANK; "A FILLING EXPERIENCE"

REPORTED BY THE "BLOODIED HAND".

Dear Blurb, It is with bloodied hand that I report on a very pleasant trip to the Washington, DC, area. I am writing this on the evening of Saturday, September 25 while at rest in a motel in Wilmington. I have just had a most enjoyable day in Cambridge, Maryland, with a crowd of car NUTS. While visiting Washington this week I decided to check and see what MCCDC event might be on. I found they were invited to an informal all-makes show in the old town of Cambridge. I informed the hosts-to-be that 2 Canadians would attend in a GMC Half Ton rather than a Morgan, and this was O.K. "Sure," they said, And come and have some crab and beer at our log cabin after."

The brick-paved High street leading up from the yacht harbour was closed to all traffic so that the cars could be parked under the trees that gave shade to the beautiful century old homes. The Ferrari contingent was immaculate and impressive, and included a street-driven Testa Rosa, lovely noise. Morgan was represented by "Hack" Chapell and Win Sharples who had driven about 150 miles to the meet. A large number of Porsches, a

few Jags, and Mercedes (with a 1936 Sports as their eye stopper). A couple of Triumphs and an MG TC rounded out the sports cars. Interest cars were a 1926 Rolls, a Lincoln Continental Mark I and a Mark II.

At about 2 o'clock these fifty odd\* cars paraded out of town to Ray and Bonnie Stevens' log cabin where a feast of crabs and beer awaited us. The weather was hot and sunny so that sitting on the tidewater bank of the Choptank River was a very pleasant and filling experience. A beautiful day broke up at 5 o'clock and our hosts said they hope to do the same next year. So if you are going to be in the area put a mark in your diary and visit the East Shore.

On the way home from Philly we stopped and had supper at the Malvern Meeting House where else but in Malvern, Pa. Marvelous place for a Noggin and some food.

...Chris Charles & Anonymous

\*Editor Comment; we never thought we'd live to hear Morgan dealer Chris Charles refer to a Morgan as 'odd'; it must have something to do with the new Truth in Advertising legislation.



# VARAC SPRINTS MOSPORT



photo and article  
by John Collins

Steve Beer at speed  
in the Great Unwashed

The third annual Mosport Sprints were held on Sunday September 5, and even though the entry list contained 57 car-driver variations, the fastest of the day was not awarded the Heinz-man trophy. We did, however, all receive dash plaques.

Once again, Team Morgan consisted of Steve Beer and John Collins, both of whom managed to improve on their times of 1981. Steve speeded up to reduce his time from 1:10:87 to 1:08:71 - clearly the clear shiny finish recently applied to the SS has aerodynamic as well as aesthetic effects. John's time came down from 1:19:23 to 1:16:34. Fastest time of the day, set by a Jaguar 3.8 Special, was 1:03:44.

The weather was dry and sunny, and we were able to admire the other cars at our leisure. The list included a 1929 Bentley Speed Six, a 1929 Lagonda, a 1930 Aston Martin International, a 1932 Alfa Romeo (from the Craven Collection), a 1935 Frazer Nash Special, and a 1956 Morris Minor, as well as more modern exotica such as the Porsches.

In contrast to last year, there were a few mishaps, and a Mercedes Benz 300 SL Gullwing and an Aston Martin sideswiped the guardrail in separate incidents. Fortunately, there were no injuries, but the repair bills may cause the owners to wince a little.

## REGALIA

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|  |               |
|--|---------------|
| NEW CAR BADGES: You have been asking, now they are in; | \$14.00 each. |
| LAPEL PINS: MOG with Maple leaf in centre;             | \$5.00 each.  |
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The "Duke" is an historic building  
which was moved to its present site  
a few years ago. Tel 275 9301



"Sure it's a toy, but he says it makes up for that electric train he never had!"

NAME THESE CARS ANSWERS see page 21

\*Mongesees? Mongoses? More than one Mongoose.

operated in the New York area on Morgans.  
in the same league as Ulrich Spanner who  
the 'fittes. Wacky Arnolt was not, however,  
Bristol?) but it these Italian bodied MG's in  
Wacky Arnolt of Chicago (Remember the Arnolt-

Pantera de Tomaso Mangusta. Presumably this  
was de Tomaso's answer to the Shelby Cobra.  
Kipling fans all know what Mongoose\* do to  
Cobras!

## UNBELIEVABLE!

### LIMEHOUSE ROLLBAR

LIMEHOUSE PROMOTIONS (INK.) presents the ultimate ROLLBAR for budding racers. The theory is HUNDREDS OF YEARS OLD but the application to MORGANS is NEW! It has kept pigs, cows, & chickens from rolling over as they forage and the application for cars is an AMAZING BREAKTHROUGH. The rollbar is formed from ash (naturally) and simply slides behind the seats. The prototype was used by Paul & Edie Rich at the 1982 SPRING RALLY. Although they didn't quite win they survived a serious rollover in their well known and recently sold Morgan.



GREATEST  
AUTOMOTIVE  
ADVANCE  
SINCE THE  
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R Shier, Prop.

*honest to goodness*

excerpted from AUTOSPORT, Aug 12, 1982...

WILLHIRE 24 HOURS  
SNETTERTON



The winning Morgan of Wells/Alford/Paul heads Hunter's Dolomite, Needell's Opel Monza and the Carroll's Transport Opel Commodore.

# Marauding Morgan

— Report: ANDY LEEDER — Photography: MIKE DIXON

Rob Wells, Chris Alford and Malcolm Paul were the very deserving winners of the third annual Willhire 24 Hours race at Snetterton last weekend. Their Libra Motive entered Morgan Plus 8 took control of the endurance event in its second hour and thereafter it was never headed as it established a new distance record for a single car entry.

Into second place (for the third time) came Gerry Marshall who had been drafted into the BMW 323i of the Scottish team of Hamish Irvine, Andrew Jefferies and John Clark. The BMW was undoubtedly the surprise of this season's race with its class win, for it was only purchased and prepared when it became impossible for Irvine to run his Opel Commodore as planned.

Pete Hall had assembled the team which had been victorious in the previous two 24 Hours in an attempt to achieve a hat-trick. Sadly the team's aspirations were dashed as early as the second hour when the Control Services/Carrolls Transport Opel Commodore suffered clutch problems. When this was cured the car ran faultlessly as Hall, Martin Carroll, Phil Dowsett, Syd Fox and Andy Rouse pushed on relentlessly and, as the fastest car on the track, recovered to third spot.

This year's race was another success for all involved, particularly the BRSCC whose organisation was efficient and unobtrusive. The race stood the test; it can exist as an event for single car teams. To prove it, 18 of the 20 starters crossed the finishing line on Sunday and for the competitors the emphasis was more strongly than ever on the endurance aspect of this club racing classic.

## ENTRY & PRACTICE

It was disappointing that there were only 20 confirmed starters when that community, essential to the existence of Britain's only 24 hour race, began to assemble their tents and caravans at the Norfolk venue on the Friday.

Nonetheless, it was difficult to fault the logic of the organisers in changing the rules to eliminate the multicar teams that had dominated the earlier races. If the event is to establish itself as a regular and worthwhile date on the racing calendar, then it must be in the form of an endurance challenge — and the multicar teams did nothing to fulfil that criteria.

Happily all 20 cars survived practice although there was one hiccup and quite a major one at that. During unofficial practice on Friday, Roger Williams ran wide onto the kerbing at Riches with the British Telecom backed Ford Capri.

Roger's efforts to regain the track were thwarted when the kerbing ran out and was replaced by soil! The Capri dug in and rolled end over end coming to rest in a very sorry state much nearer to Sear corner than Riches. Although almost every panel of the Capri was battered or had collapsed the safety features had done their job well and a sickened Williams emerged unhurt. Imagine his predicament, the Willhire 24 Hours without the company's Managing Director competing. But the car was loaded up and taken away and much to everyone's surprise, it returned later that day to qualify during night practice. The next day, while not pristine, it had been straightened and repainted ready to race. A really tremendous effort had been made to get it onto the grid.

In the closing moments of practice Rouse went out in the ICS/Carrolls

Transport Opel and secured pole position from the Libra Motive Morgan. On row 2 was another Morgan Plus 8, the Bulldog Petroleum Ltd with the Morgan Sports CC car. Of the drivers, Mary and John Lindsay, Mike Duncan, Peter Garland were seasoned campaigners in this event but Richard Casswell, along with car owner Jim Deacon, were entering for the first time. Beside them, giving the first indications of its potential, was the Scottish BMW. John Clark had only acquired this ex-County Championship car a week earlier and with no major rebuild or component change it was in fourth slot on the grid. Gerry Marshall only joined the team in the week leading up to the race when his own plans to run a Capri had to be scrapped when he was unable to secure a sponsor.

The Brundle family dusted down the Toyota Celica they had used for the two previous races and without fuss got it onto the third row. Sadly Martin Brundle, who was occupied with the F3 race at Oulton Park, had to drop out of the driver line up this time, but regular Celica racer Martin Williams was an able stand in. Next to the Toyota was one of the smartest cars in the race. Colin Blower's regular CAV TVR Tasmin. The car had been resprayed in the striking silver and black colours of BF Goodrich, the American tyre company. Much of the car had been rebuilt and Blower, Tim Hall and Graham Richardson were looking forward to a competitive race.

The second BMW 323i, the Adam MacMillan car which Adam was to share with Les Blackburn and Colin Davids, reinforced the potential of the German machines as it was to start from the fourth rank alongside the Monorep Ltd/Vauxhall Opel Dealers, Opel Monza. This was the regular Tony Lanfranchi ProdSaloon car prepared for the event, although the long distance fuel tank gave problems throughout practice and the team had to revert to the usual tank shortly before the race. Due to these bothers, Lanfranchi and his strong team of co-drivers, John

Cleland, Steve Soper and AUTOSPORT columnist Tiff Needell, felt their grid position was not representative and they would be closer to the front during the race.

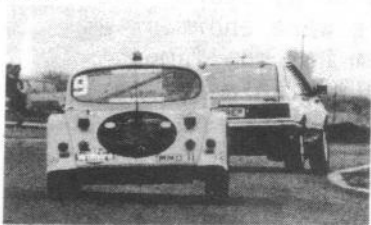
Next up was the leading class C car, the 1.6 VW Scirocco of the three Johns — Llewellyn, Trevelyna and Cotton — entered by Arable Aids. Beside them was the third Morgan team, the Allied Rubber Products with Norman Stechman leading the driver line up which also included Mike Ridley, Tony Broom, Paul Everett and Graham Bryant.

Jock Robertson and Steve McHale, alone of all the teams, had decided to do the distance with only two of them driving in their VW Scirocco. Also on row 5 was the interesting entry from *Hot Car Magazine*. The car was a standard 2.8 injection Capri on loan from Ford and piloted by the magazine's staff: Gerard Sauer, Andrew Kirk, Michael Andrew, Art Marcus and Peter Robain. . . .

### THE 24 HOUR RACE

As 4.00pm approached on Saturday one could sense more than the usual tension. The questions on everyone's lips were 'would the single car entries last? How many would be running at lunchtime on Sunday?' The weather too gave cause for concern for the day had remained distinctly grey.

A few minutes after 4.00pm the cars took the green light and, amazingly, three cars quickly formed into a tight group that were to dice closely for the first hour, swapping the lead much to the delight of all those watching. At the one hour mark Tony Lanfranchi led from Rob Wells and Andy Rouse but they were nose-to-tail with no particular significance in the order as it was likely to have changed when they sped across the line next time. What was significant was that the pair of BMWs were circulating together, the Macmillan car driven by Blackburn ahead, and after the skirmishes of the opening handful of laps, the two were not losing ground to the trio in front.



The Monza shows the Morgan round.

Early in the second hour came the first serious problem for one of the front runners; the hat-trick chances for Hall's car began to slip away with the drive from its clutch. After two or three exploratory stops, car number 1 was into the paddock to have the clutch repaired.

Lanfranchi brought the Monza into the pits for its first routine stop before an hour and a half had elapsed — the car was certainly going to be handicapped by its small tankage. The Morgan of Wells was now on its own at the front and it did not stop until two hours forty minutes into the race.

Three hours gone and two other leading runners were in serious trouble. The Monza pitted, stuck in fourth gear and was to fall right down the lap chart before it returned to the fray. The TVR was well down the order with fuel injection gremlins, after running comfortably in sixth place.

Behind the Morgan and the two BMWs the Robertson/McHale VW was going superbly in a class-leading fourth overall, ahead of the Allied Rubber Products Morgan and the Toyota, which had recovered well after tyre problems during the first hour.

4.00pm Saturday and the field prepares for 24 hours of hard graft round Snetterton.



Into the gathering gloom of dusk and the leading Morgan had already established a fine seven laps buffer over the amazing Scirocco, which was in second spot by dint of prolonged stops by the BMWs. Underway again after being stationary for 4 hours while a major engine rebuild was completed in the pit lane was the Thurgood/Davis/Davis Dolomite; such is the spirit of the Willhire 24 hour race.

Midnight and very little evidence of tiredness yet in the busy pit area or the spectator areas; the delightfully mild night encouraging folk to stay at the fences to watch this unique spectacle of night racing. No sign either of the dreaded mist, as the Morgans of Wells/Paul/Alford and the Stechman car ran into the night in a 1-2 for the Malvern concern. Next up the two BMWs, the English one still ahead of its Scottish rival. Two Sciroccos fifth and sixth, the Llewellyn/Trevelyan/Cotton car now running just behind the Robertson/McHale version after the latter had a relatively lengthy stop to change tyres; top up fluids and attend to the brakes. Seventh was the Toyota Celica ahead of the two Capris and completing the top ten was the Talbot Sunbeam Ti.

Half distance, 4.00am and the dawn not long away. Still the Morgans were running in first and second places; the Libre Motive car now with an advantage of only two laps over the Allied Rubber Products car. Third and fourth remained in the hands of the BMWs but now Irvine's car led the duo. Similarly, in the battle of the Sciroccos Robertson/McHale had established their authority on the class and extended their advantage to eight laps.

Breakfast and a much brighter day than the Saturday. Warm sunshine welcomed tired limbs; it was a long night — two hours more darkness than in previous years. The only changes in the positions were the MacMillan BMW dropping from contention to 13th spot after the differential had been overhauled and the steady slow climb back up the order of the Commodore which had then reached sixth place.

Suddenly during the morning there was panic, when the second place Morgan became only the second retirement — The Thurgood/Davis/Davis Dolomite threw in the towel during the night after their second engine rebuild. Stechman's car, with Everett at the

wheel, had seized the diff. Rumours abounded that the leader was also in trouble with an oil leak from the transmission.

Throughout the morning into a hot afternoon the race continued without generating the tension of previous years, with no cars running close together but it was always interesting as survival became the name of the game for more and more of the entries.

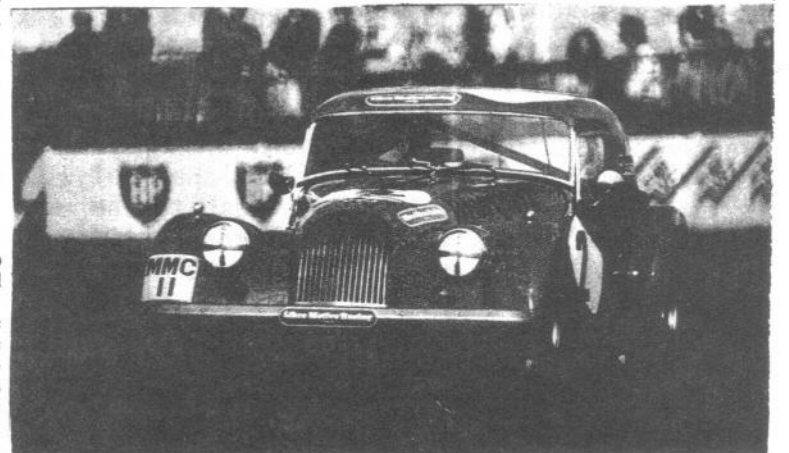
When the chequered flag finally came out each car home received a warm round of applause. For the Morgan, victory was very sweet — their race had gone according to plan and they had set a new distance record. The Scottish BMW put in an impressive class winning performance to finish second. Into third, with just one hour remaining, came the Opel, it had been a hard drive with no chance to relax in the closing hours. Fourth and fifth, the Sciroccos, five laps apart but both running as strongly at the close as they had at the start. The Brundles' Toyota was sixth, its third finish in three Willhire starts.

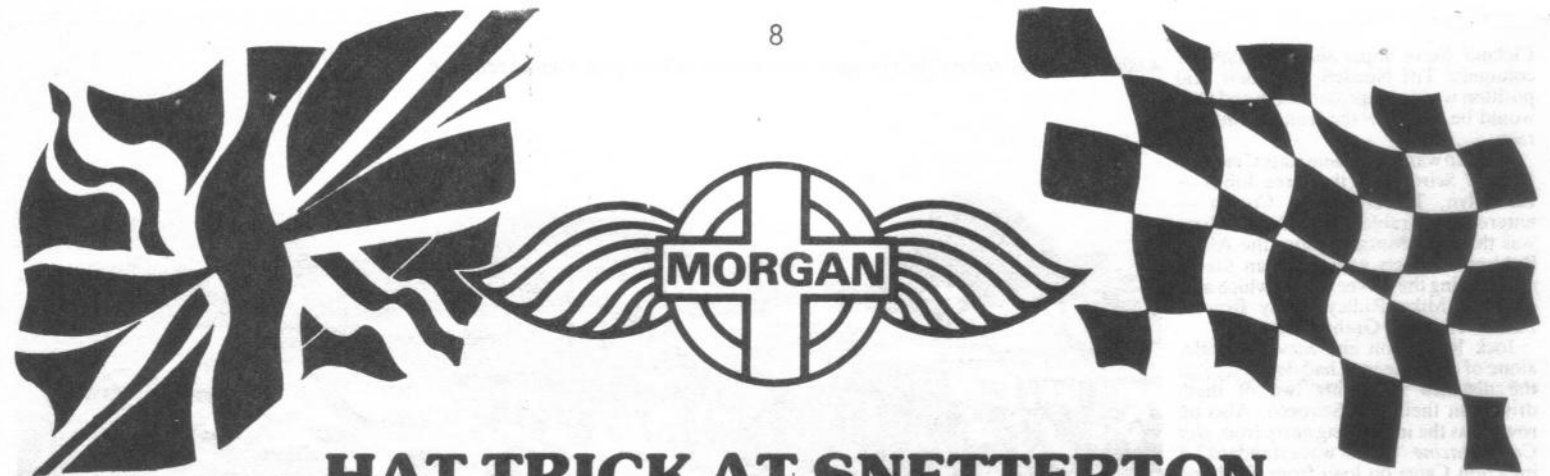
The *Hot Car* Capri finally finished seventh, third in class, a superb effort and undoubtedly popular for Ford if only that they were to receive the car back intact the following day. Completing the class results were the Macmillan BMW, eighth overall, and the Fiat Strada, a consistent performance unfortunately overshadowed in its class by the Sciroccos.



### SNETTERTON (GB) 7/8 Aug Willhire 24 Hour Race

1. Robb Wells/Chris Alford/Malcolm Paul (3.5 Morgan Plus 8) 970 laps;
2. Hamish Irvine/Andrew Jefferies/Gerry Marshall/John Clark (2.3 BMW 323i) 959 laps;
3. Pete Hall/Martin Carroll/Andy Rouse/Phil Dowsett/Syd Fox (2.8 Opel Commodore GSE) 939 laps;
4. Steven McHale/Jock Robertson (1.6 VW Scirocco) 937 laps;
5. John Llewellyn/John Trevelyan/John Cotton (1.6 VW Scirocco) 932 laps;
6. Robin Brundle/John Brundle/Martin Williams (2.0 Toyota Celica GT) 924 laps;





## HAT TRICK AT SNETTERTON

**CONGRATULATIONS TO ROB WELLS AND HIS TEAM, 24-HOUR  
WILLHIRE RACE**

### OUTRIGHT WINNER

Thus making a hat-trick of Morgan Plus 8 successes:-

**1980** Morris Stapleton Motors, 904 laps @ 72 mph

**1981** Norman Stechman team, 931 laps @ 94.3 mph

**1982** ROB WELLS (LIBRE MOTIVE), 970 laps @ 77.4 mph

Each representing the greatest distance covered in the 24-hour race.

**MORGAN MOTOR CO LTD**  
Pickersleigh Road  
Malvern Link

Thanks also to Willhire and the  
other sponsors for their  
continued support of Britains  
only 24 hour race



## Snobmog Report BADGES AND OTHER VITAL MATTERS

After years of agonised reflection, your Board of Directors has decided to authorise Gerald Willburn, Esq, to arrange production of suitable radiator badges. We acknowledge the concern of many members over the risk that we will be considered just badge collectors like ordinary Morgan owners. Countervailing this problem is the growing confusion by the public of Snobmogs with later model Delanay-Belleilles and with Bugatti Royales despite the Morgan badge (which is notorious for pitting, anyways). Obviously the SNOBMOG badge must be large enough for easy identification; therefore all radiator badges will be issued with detailed mounting instructions for your chauffeur so that airflow to the radiator will not be impaired.

We understand from various reports that Major Barbara Willburn, fresh from her Buenos Aires expedition, took Niagara 82 by storm. The traffic jams at the Falls were enormous as she generously waved from her now famous Snobmog. We have it from reliable sources that it was only through sabotage on the part of Ulrich Spanner and the Rev Clevis Pynn (who also spoilt her award presentation) that she did not receive Peoples' and Judges' awards in addition to her special commemoration. These two individuals spend most of their time in institutions, their jealousy of Snobmog owners having deranged their minds. Typical of her good-heartedness, Barbara W had engaged the reverend as her valet for the Niagara tour but, sadly, received little thanks for her charity which had even extended to providing him a Crossley Hotshot.

Malvern has chosen 1984 as their 75th Anniversary, getting it all wrong, of course.

The SUNSNOB chapter will be reprimanded for having so many members(11) and losing sight of our chief ideal of exclusivity. They will be directed to cut San Francisco members in order to reduce members. For similar reasons we are considering instructing the Saudi Arabians to drop the Sultan of Abu Dubai.





Once again, the gods smiled upon Niagara. The fourth annual gathering, the largest thus far, with 52 Morgans registered, and more than 90 people at the banquet, was blessed with warm, sunny weather. There was a little cloud cover for part of each day, but it was welcome protection against the relentless heat of the sun, not a harbinger of wet weather. In short, it was perfect.

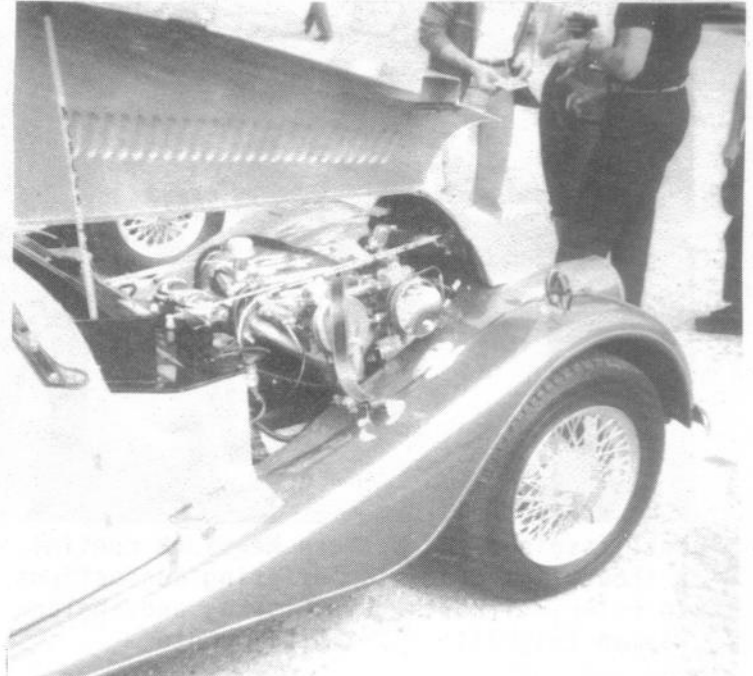
The usual choice of entertainment was available to those arriving on Friday: the Henry VIII Banquet with its continuous professional entertainment and limitless supplies of wine and beer;



the Shaw Festival Theatre; the hospitality suite at the Pillar and Post, venue for this year's banquet; or an early night, which, depending upon the reasons therefor, may or may not have qualified under the general category mentioned at the beginning of this sentence. Sad to say, I found Shaw's "Too True To Be Good" quite enjoyable.

## Concours

The Saturday concours was held at the original site used in 1979 near the Brock Monument at Queenston Heights, which provided more space than the MacFarlane House area used for the last two years. Some 41 cars were there for the judging, and several arrived just after we had left for our tour of the Jordan Winery and subsequent wine tasting. We were not so reckless as to taste on an empty stomach, by the way: even those who had not brought a picnic found that the Western New  
continued on p 12



PEOPLES' CHOICE! Peter Pfahl's 1962 4/4

### Concours Rule Dishonoured

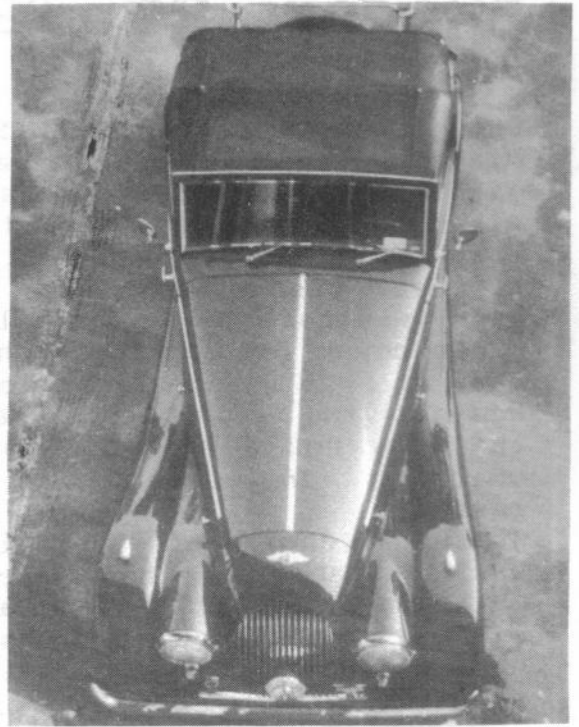
Although the Niagara Concours is noted for its informality, there is one FIRM rule. After 11 AM entrants must NOT do anything to enhance the condition of their cars. (Some members are so scrupulous about this rule that they do nothing to their cars, not even - it is rumoured - adding oil, for 12 months prior to the Concours).

Our veteran correspondent ("SIN-dicated" as he pleases to call himself ever since Rough Rider - who publish Sheally's cheesecake - ran some of his articles) Collins photographed a well-known member breaking the hitherto respected Concours rule.





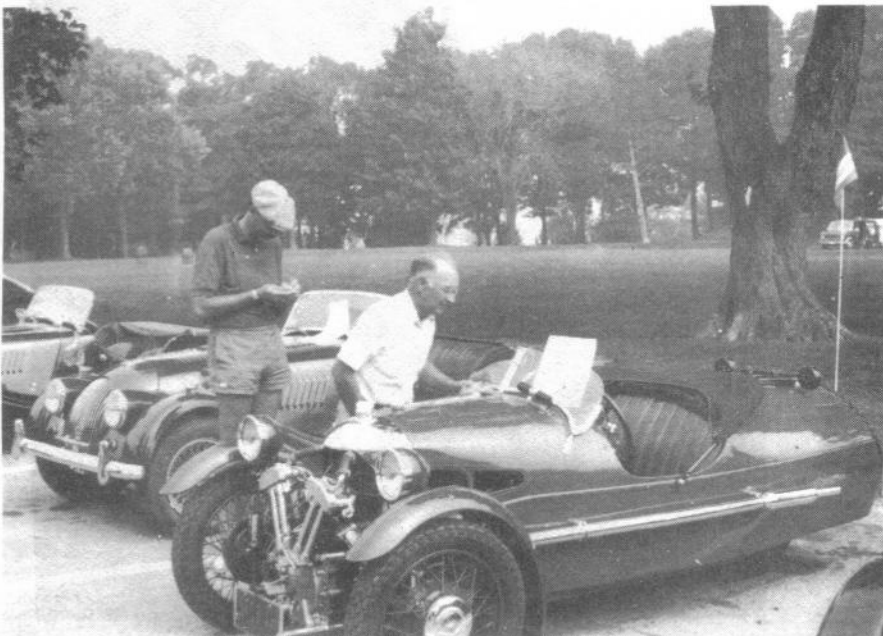
Mary Isselhard of Western New York continuing a thoughtful tradition offering confections to Peter Whitworth, Liz Clarke, and Sheldon Rayman (right). Staff photo



Bob Mitchell's red DHC Staff photo



Pauline Smith, club regaliast, regaling bursar Mary Shier with examples of her super salesmanship < S Beer photo



Doug Redman nonchalantly leaning on his 3 wheeler's one paint blemish during inspection by concours judge. < S Beer photo

**MINI-MOGS**  
 One of the vendors at the Concours  
 MINIATURE MORGAN AUTOMOBILES  
 FOR THE ENTHUSIAST  
 WE ARE PLEASED TO ANNOUNCE THE ARRIVAL OF  
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1939 4/4 FLAT RAD 4 SEAT TOURER

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Sheldon Rayman headed the wrong way with his new Porsche. staff photo



Aviatrix Nancy Turnbull giving Steve Bridges' 4/4 its 500 hour check-up. Steve Beer photo



^ JUDGES' CHOICE; Paddy Weir's '71 +8, restored in light blue on dark blue by Reg Beer. photo Steve Beer



Mary Shier keeping a watchful eye on Mike Beale who is checking out the "Hunchback" for Rattiest Top. S Beer photo

**"WHO, ME?"**



J Collins photo

12  
York group had provided a fine selection of apple pies, carrot cakes and other goodies, which they offered around. It was a very thoughtful gesture, and was much appreciated.

### Prizes

The results of the day's judging were announced that evening at the banquet, which was capably MC'd by Martin Beer. There were over 30 prizes for things ranging from Dirtiest Interior, Dullest Exterior, and Rattiest Top to People's Choice (Peter Pfahl's '62 4/4) and Judges' Choice (Paddy Weir's '71 +8). I won't embarrass the winners of the first mentioned prizes by listing them here: it's not called for, it would take up too much space, and I wasn't able to write down the names quickly enough. The Furthest Distance award went to Barbara Willburn from California, and a special prize was presented to Doug Price (Editor of our inestimable Blurb, and Past President) in appreciation of all the work he has done and continues to do for HogMog in particular and for Morgan owners and fanciers in general.

### Shots Grab Attention

After the prizes, we were treated to a slide show that, for once, contained no Morgans. Dave and Nancy Turnbull, as well as being longstanding HogMoggers, are also keen and capable amateur aviators. In July this year they successfully completed a round trip from Kitchener, Ontario to Shannon, Ireland in a single-engined Mooney M20E high performance aircraft. Dave's spectacular shots of Labrador, Iceland, Greenland and Ireland really grabbed our attention, as did Nancy's narration.



^Fiery speech by Sheik Spahr denouncing the federal government's ever increasing share of gasoline revenues. Onlookers noticeably impressed. Steve Beer photo



^Sgt Major George Lafford, who didn't get to be Peoples' Choice this year, exchanging a few words on the matter with the club's new aviator-hero, Dave Turnbull (facing camera) Steve Beer photo



^Barbara Willburn's Snobmog at the Concours, having motored all the way from Hollywood. staff photo



<Famed heroine of the Buenos Aires expedition, Barbara Willburn glances warily at the "award" approaching her. Martin Beer makes light of a potentially lamentable situation. No noticeable sympathy from onlookers although one of them is obviously enraptured by Barbara's dress, part of the booty from the Evita Peron museum. Steve Beer photo.

The same two idiots turned out again this year for the 7am Sunday "Wake-up Run" to the Falls. There were no untoward incidents. After breakfast, our attention turned away from Niagara-on-the-Lake for another year as the remaining Moggers set off for the Lincoln Mall in St. Catharines, where Steve Beer had designed a gymkhana course. The event proved to be quite challenging, and attracted more than 20 entries. After arcane adjustments to the times for clipped pylons and spilled water, first prize was awarded to Steve Bridges and John Roden, with Al and Mary Isslehard coming second

### Diehards Depart

The diehards then departed for a barbecue at the home of John and Sharon Roden, proud possessors of a yellow '71 4/4 and a well treed backyard, which was much appreciated as the morning clouds had dispersed. We slowly recovered our vitality, aided by numerous hamburgers and a modicum of alcoholic beverage, and, eventually, a convoy set off under sunny skies for Toronto and environs.

### Shaw Transposes Weather

HogMog's luck with the weather at these Niagara meets could almost have been described by the title of Shaw's play, if only he hadn't been so clever in transposing the key words.



The Turnbills in their single engine Sopwith, apparently finding the going much more difficult than in their celebrated hop to Ireland. ABS photo

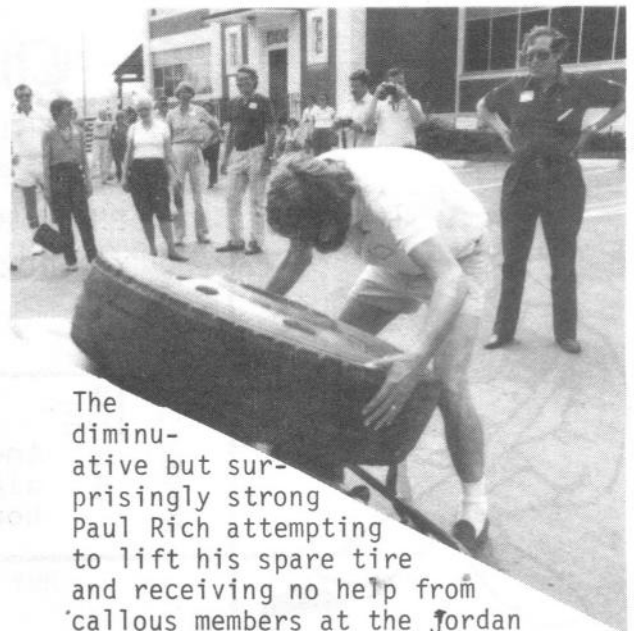


Debbie Aitchison and Martin Beer playing that fun new Gymkhana test - "Hurling the Coffee Cup" Collins photo

John Collins.



Cindy Williams and Bob Mitchell helping themselves to a well earned cup of coffee (courtesy Paul & Edie Rich) during a quiet moment in their gymkhana run. Collins photo



The diminutive but surprisingly strong Paul Rich attempting to lift his spare tire and receiving no help from callous members at the Jordan Winery. ABS photo

to look at an old VW beetle parked outside a garden centre - the proprietor had somehow managed to persuade grass to grow all over it, but, unfortunately, we had to move on before Reg could get him to pass the secret on to his barber.

Our destination, Elmbrook Farm, was originally built some 130 years ago, but is now much more a mansion than a simple shack, and the line up of our cars on the grass before its pillared portico attracted considerable attention from passers by. Our hosts, Dorothy and Peter Pfahl had arranged for us to barbecue by the pool, and the Octoberfest sausages were accompanied by corn-on-the-cob and salads, and followed by a splendid selection of desserts. Between munches, we learned that latecomer Steve Beer had arrived straight from placing third in a rally organized by the Toronto Jaguar Club, so he had a good excuse this time.

As the afternoon wore on, we sipped our coffee and basked in the rays of the setting sun as they filtered through the fall foliage. It was a great finale to the HogMog summer season, one in which we've had our share of sunshine. I don't know which of the group are really righteous, but they'd better not leave.

John Collins, Sin-dictated Columnist



A "Charabanc", a new Highways Dept device for killing flies, delaying a previously swift convoy to the Oktoberfest. Collins photo

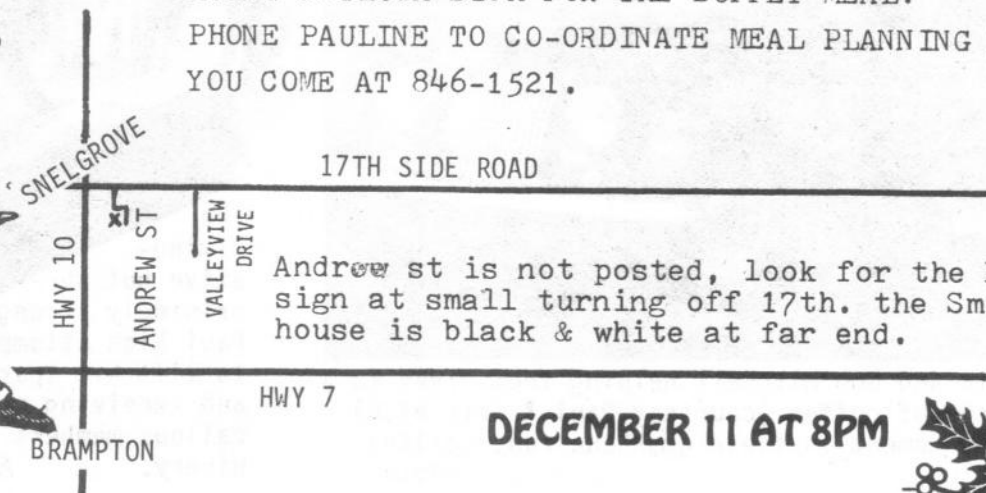
## HOGMOG OCTOBERFEST

Eight Morgans congregated at the Tullamore Farmers Market slightly to the north of Toronto on Sunday October 3 for the HogMog Fall event. It was a bright sunny day, and the convoy set out for a relaxed run to Etobicoke led by Reg and Audrey in the Beer family charabanc, which was, of course, given pride of place up front even though that meant it caught all the flies. Frequent pauses were necessary so that the convoy could regroup after traffic lights or left turns, and to allow for the passage of the longest CP freight train ever encountered on a HogMog excursion. We also stopped



## Christmas Party

LOCATION: THE SMITH'S NEW HOME IN SNELGROVE ONT. BYOB & MIX.  
BRING POTLUCK DISH FOR THE BUFFET MEAL:  
PHONE PAULINE TO CO-ORDINATE MEAL PLANNING BEFORE  
YOU COME AT 846-1521.



**DECEMBER 11 AT 8PM**



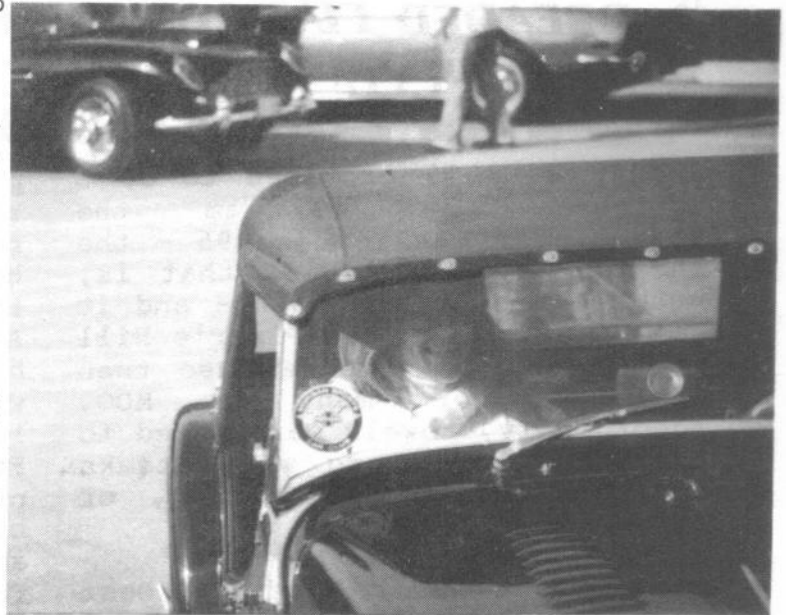
# JAGUAR RALLY<sup>15</sup>

The Morgan and Aston Martin clubs were invited to take part in a great event organised by Peter Erglis of the Jag Club on October 2.

The sunny but cool Saturday rally started at the U of T Scarborough campus, with lunch in Ballentræ (just east of Aurora), and finished at Fern Point Resort in Atherly, east of Orillia.

Just over 200 miles (by my odometer, anyways) of beautiful countryside through old Pickering and over a great deal of road around the east side of Lake Simcoe. Craig Davis & brother Murray in my Tiger and Barb & I in the Mog reached the final checkpoint at the Fern about 4:30 that afternoon.

After relaxing and comparing boo boos with other entrants we enjoyed a good banquet. There followed an awards presentation held in a century-old wing of the inn, booked exclusively for the rally. The Fern was a nice place to stay and the Jag club had arranged a package that included breakfast and lunch the following day.



Barbara Rushford in Jaguar Rally; S Beer photo

Barb and I somewhat surprisingly managed 3rd non-Jaguar and 3rd overall (after getting lost on the 2nd instruction out of the Start) and were awarded a lovely plaque.

All in all, a well planned and enjoyed event.  
Steve Beer

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## SUNSNOB *Bold Mission*



### CALIFORNIA CHAPTER OF SNOBMOG

The expedition to Argentina was a tremendous success, Major Barbara (Willburn) personally leading the raid on the Wardrobe department of the Evita Peron Museum. The rumoured Snobmog in the motor department proved to be just a Singer Roadster.

NOW IT CAN BE TOLD: The delay by the Royal Navy in reaching the Falklands was NOT to allow Prince Andrew a few more days with his latest girlfriend (as claimed in official despatches). Things would have gone much quicker but the Royal Navy was waiting for cross-axles for the Harriers to arrive from the Morgan Motor Company (the Morgan cross-axles are what make them harrier)\*

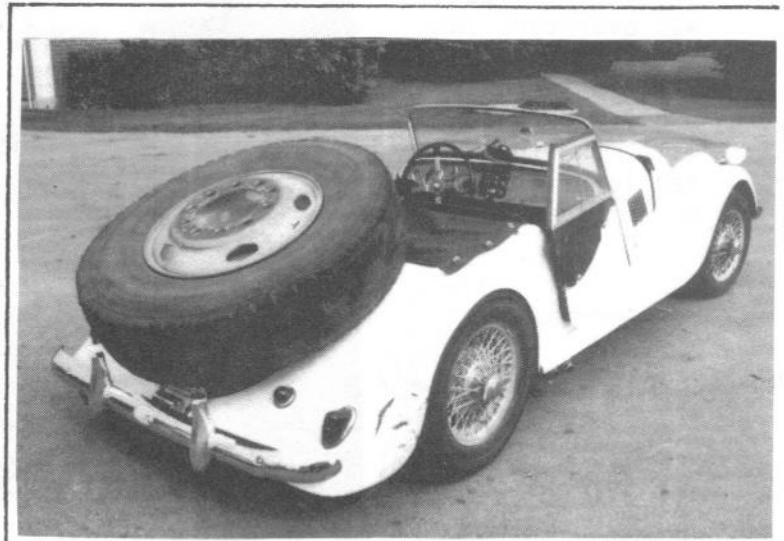
Of course the Argentine war was expensive and to cover some of our costs we "sold" the Golden Gate Bridge in San Francisco to Larry W Ayres, the well known 3 wheeler exponent. Larry apparently didn't have time to check

---

\*Actually, the Cross-axles were ready but the factory hated to send out the order until the 3 oz of gimp nails, also requested, were available.

title before closing but anyways now considers himself the owner and features it on all his stationery.

SUNSNOB held its annual picnic at Hampton Canyon Ranch May 31, the guest of honor being our newest member, Edward Watson (chassis # 3375). Thoroughgoing snob that his is, Edward ("Ted" to his intimates) did not bother to even RSVP never mind attend and we gave 3 cheers *in absentia* for his proper spirit. Snobmog #3375 was carefully dismantled years ago by the Hearst family and stored in barrels of *Château Neuf des Papes* pending the raising of enough funds for a proper restoration. A fine coup by Edward in acquiring this car!



photographer anonymous

# PIPERS HILL PIG-OUT

Sunday July 18 promised to be a scorcher. By 10 am the thermometer was reading 95 - the one outside the house, that is, not the one on the dash - and it seemed as though the Piper's Hill pool would see greater use than it had for many a MOG. Accordingly, towels were added to the manifest, along with steaks and the odd bottle or two, or three, or ....

The turnout was one of the best in recent memory, as 13 Morgans, and several more HogMoggers in sundry, lesser vehicles came to enjoy the day, and to see the barbecued suckling pig, which, according to the advertisement, was to be "laid on by our host", effervescent Alan Sands. Many wondered just how flat the pig would be after being laid on by such an eminent gentleman\*, but in this context, "laid on" meant only "provided"! And very good it was too.

As anticipated, the pool saw much use, and the afternoon passed

pleasantly. People reminisced about last year, when torrential rains had visited themselves upon HogMog - what a contrast, we all thought, as the steaks sizzled. As it is wont to do at times, history repeated itself, and Alan will not need to water the lawns for some considerable time. Fortunately, the food had been prepared and pretty well consumed before the rain really took hold, and there was room enough inside for those who dined last. The trick for the rest of the day was to pick one of the moments when the rain had eased off to dash out and head for home. Those who had eschewed sidescreens in the heat of the day were glad they had thrown in the towels, which came in handy as scarves or shawls, providing protection against the precipitation.

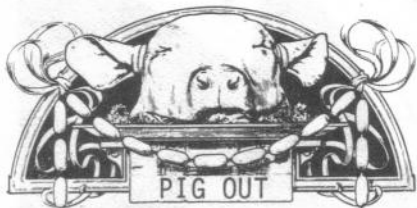
I'm not superstitious, but something's happened to the weather since Morgan announced the Fiat engine option.

John Collins

\*Editor Comment; this eminent gentleman, ever contemptuous of the comparatively less ample proportions of the noted Bolton coachbuilder, was overheard in the swimming pool, "Reg is the only man I know who will make the water level drop if he jumps in!"



Shier photo



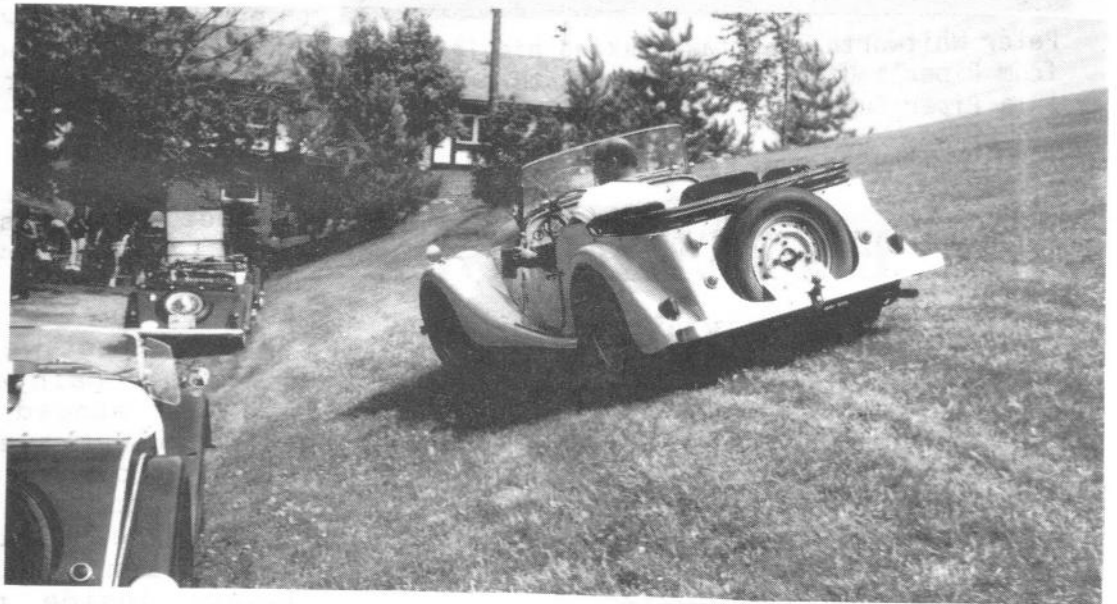


A LONG ESTABLISHED TRADITION AT PIPER'S HILL HOLDS THAT BEING PERMITTED TO PARK ONE'S MORGAN NEAR TO THE GREAT HALL BESPEAKS ONE'S RELATIVE STANDING IN THE CLUB. (AS AN EXTREME, MEMBERS ARRIVING IN NON-MORGANS MUST PARK BELOW THE SALT-LICK, SO TO SPEAK.) SUCH INDEED IS THE PRESTIGE ATTACHED TO FAVOURED PARKING SPACES THAT SOME MEMBERS WILL GO TO ANY LENGTH FOR ONE:

Although he hosts the event, ABS is expected to respect the club pecking order and park at the end of the queue. When a favoured member left unannounced, ABS was first to notice and tried to slip into the vacant space near the Great Hall.



Almost there, ABS spies his nemesis, Reg Beer, running up from the left (not visible in photo).



ABS just slips into the coveted spot as Reg (visible in this photo) makes a valiant but futile attempt to push the "Presidential Suite" into the space.

Photos by Collins



**PIPERS HILL**

## BOLTON BARBEQUE

Sunday, August 15 was the appointed day for HogMog to gather at the Bolton estate of the Beer family. I telephoned during the preceding week with warning that I planned to attend.

"Hi Reg. I'm just RSVP-ing for Sunday"

"Right"

"Have you ordered the sunshine"

"Yes. Two boxes."

Twelve Morgans turned up. There was also an XKE, an MGB, an Allard J2X and a Mercedes 190, in addition to our host's Silver Cloud. Later in the afternoon, a couple of homegrown classics, a Chevrolet and a Pontiac, both dating from 1928, dropped in. These, coupled with the Lotus Elan, Armstrong Siddeley, MG J2, and BSA four-wheeler resident in Reg's workshop provided an interesting series of conversation pieces.

Steve's Super Sport attracted considerable attention. After competing in the vintage races at Shannonville two weeks earlier, Steve found that the number sticker on the bonnet had doubled as an effective paint remover. He therefore painted on a white disk, lightly sanded the rest of the car, and sprayed the whole thing with a clear finish. It really looked good. We also admired Dave Smith's new trailer for his trike: totally enclosed with fluorescent lights inside the roof, a green carpet, and sides that open for display. I still bet he's not planning on having it "concoursed" though.

The children amused themselves catching frogs near the pond, Brian Rumohr won the draw for a 40 ounce of rye, and the barbecued meats, Audrey's corn, and the desserts were dispatched enthusiastically. Those who could stay then repaired to the basement to see Steve's slides of a Jaguar concours, MOG XII (including some fine shots of the July 4th fireworks display), and the Shannonville races. Oh yes, I almost forgot. And the skies were not cloudy all day. John Collins



Peter Whitworth of Ottawa taking his leave from Piper's Hill not, we regret to report, in a Piper Cub. Doris Price photo

Chris Charles

## CMC ENTERPRISES

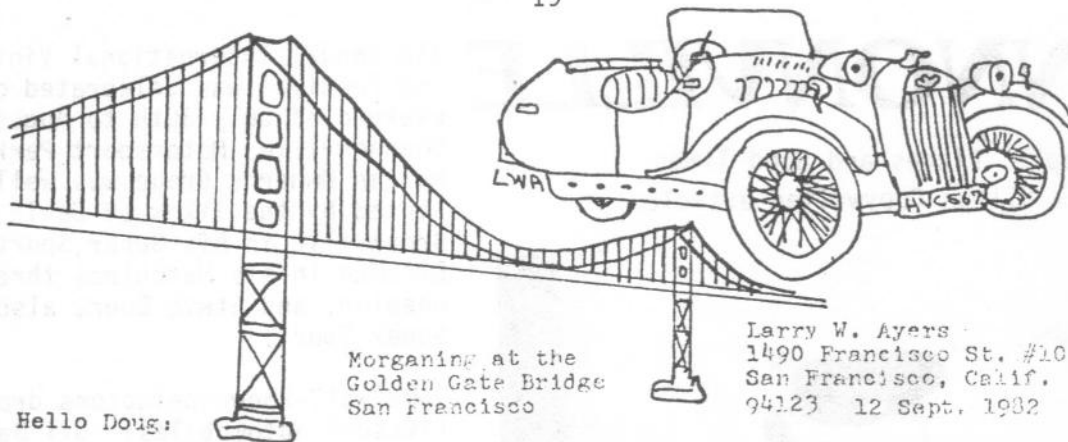
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Morganine at the  
Golden Gate Bridge  
San Francisco

Larry W. Ayers  
1490 Francisco St. #10  
San Francisco, Calif.  
94123 12 Sept. 1982

Hello Doug:

I thought it about time I wrote, the idea having been on my mind since your visit to these parts last December. So....with that in hand, I have included some propoganda for use in the BLURE when you can fit it in.

Our Laguna Seca event in August was another success, but smaller than previous years, at least as far as the number of Morgans on hand. Must be "the hard times" we are experiencing. Anyway, the photo enclosed was taken of the relations of "North meets South", that is, the Plus 4 Clubs annual get-together at Laguna Seca, which is what the meet is all about. That's MOG SNOB on the left, with the Willburn's 4 pass DHC SNOBMOG on the right, taken in the Morgan Corral on Sat. Aug. 21 at the track.

The other photo is of a wooden replica of my 1962 +4 DHC which was made for me by J.H. Smith - Toymaker, R.R. #3, Killaloe, Ontario. It is signed 2/4/82 on the bottom by the maker, is 8" in length, 3 1/2" wide, and 2 1/2" high. Including postage, it ran about \$30.00, and the workmanship is superb. So, it might be worthwhile to pass all the info. along to would-be model collectors out there if they wish to see their Morgan reproduced in wood. I personally feel the creation is very nice, all hand fitted with various laminated woods, and good value for the price.

Also enclosing four copies of the 1952 F-Super Morgan trike paper cut-out for your Morgan friends, and in case you wish to print the model in the BLURE, please do so with my permission. Then others can enjoy the fun (and frustration?) of putting it together. Wish I could count up the hours spent in the design and layout of this funk Mog, but if I did it wouldn't be any fun now, would it? Hope you like it. At some point I may do a four wheeler, perhaps either a roadster or a DHC, maybe even a four seater, but that's down the road.



Don't know if you are a Morgan model builder/collector, or have any in the Canadian club, but did you see the cute little Morgan in the 8/82 ROUGH RIDER on page 13? Would like to obtain one

I do have on hand two of the Morgan Plus 8 1:16 scale models, the L.S. make, if there are any traders out there with something for swapping. Still into Morgan club badge collecting, and am after the badges of the Japanese, Swiss, and Danish clubs. Perhaps a little something to that effect in the BLURE will result in a letter or two.

Larry Ayers  
photos

Cheers for now, L. Ayers

# SHANNONVILLE

People, Places and Good Times  
Bill Ellman Copywrited article



"I think I forgot to gas up!"

Steve Beer waiting on the grid for the start of the big race.  
photo, Bill Ellman



S Beer photo

The annual International Vintage Racing Festival was celebrated on the weekend of July 30th to August 1st at Shannonville Motorsport Park. The Morgan Owner's Group was well represented by the likes of David Rice of Brockville in his Super Sport, Dave Elcombe in his Matchless three-wheeler, and Steve Beer, also in a Super Sport.

Some well-known defectors drove other (lesser) automobiles: Gil Baker in a Sadler, Doug Laurie in a Ginetta. Mike Beale and Bob Ray formed the supporting cast.

Also in attendance were Ray Shier, Debbie Aitcheson, Barb Rushford, the senior (oh?) Beers, Bill Ellman and sundry uninitiated acquaintances.

Fridays' program was free, so all who could skip a day from work partook of a racing workshop conducted by Gary Magwood.

Saturday saw the beginning of real "on track" practice in the morning, and the start of the series of races in the afternoon. Competitors were grouped into seven classes: pre-war Sports and Racing, Post-war Production to 1962, Post-war Formula Formula cars to 1962 and Vintage Motorcycles.

Sunday began with a poorly organized "air show" which was soon cancelled when one of the two entrants lost altitude a little bit too suddenly for the comfort of most of the spectators. (Unfortunately you can't push your vehicle to the next gas-station when you stall at an altitude of 1500 feet!)\*

Sunday morning's entertainment consisted of an informal Concours d'Elegance. Many rare, exotic, classic and vintage motor cars were shown off. Famous marques represented were Ferrari, Alfa Romeo, Jaguars, Rover, Lotus, M.G., Aston Martin, Jensen, Mercedes Benz, Porsche, and last, but not least, Morgan!

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\*Editor Comment; You don't have to push it to the gas station, as your vehicle conveniently drops in on one, so to speak.

The program for Sunday afternoon consisted of some very serious racing. At least two races were held per class, the first having starting positions determined by the finishing positions of Saturday's activities. This handicapping added to the excitement as it boosted the competitiveness and confidence of the less powerful car, less experienced driver, mis-managed or short-staffed pit crew.

Spectators relived the excitement of a previous era, when cornering behaviour was adjusted by means of a judiciously applied increase in tire pressure, and cornering speeds were determined by the seat of a driver's pants\*. Little sedans were tossed around corners in seemingly reckless (not wreckless) abandon. Tires were tortured into side-wall scrubbing submission; drivers feverishly rowed their gearboxes as they weaved through traffic, darted past wide-eyed specotors and prepared for their next hair-raising corner. Brake pedals were jabbed, stabbed and feathered to maintain a safe rate of progress. Accelerator pedals were treated equally bluntly to maintain the delicate balance between steady power and velocity-robbing wheel-spin and sideways drift.

Spectators, too, were trying to follow and record the jockeying for position in the many one-on-one races; between the nimble Bugatti and the huge lumbering Hudson with its throaty exhaust; the swift Alfa and the equally nimble Lotus; the swaggering and fidgety little M.G.\*\* and sauntering almost graceful style of the three-wheeler Morgan.

The faces of the spectators mirrored envy for the drivers, surprise at the reliability of the vintage but game vehicles, and joy for being able to relive many precious memories.

One of the more surprised and joyful people that weekend was the irrepresible Morganeer, Steve Beer, in his Super Sport. This was Steven's first taste of (legal) automobile racing as a driver. He ran strongly in his class. Out of twenty-four entrants - a variety of Alfas, Alpines, Healeys, Lotuses and Sprites - and starting

\* Editor Comment; we believe that the C.A.S.C. once published a table called "Seat of Pant Adjustments" which we would gladly reprint it a reader would send in a copy.

\*\* Editor's Comment; Piffle! MG's couldn't *swagger* if they wanted to, but *fidgety* is apt.



As an extra attraction, performances were given by the National Ballet. Photographer Bill Ellman has captured on film a ballerina on her break executing a complicated but pleasing *pirouette* around an historic MG.

## NAME THESE CARS!

ANSWERS  
ON PAGE 5



Bill Ellman photo



no points for the one on the left

Ellman photo

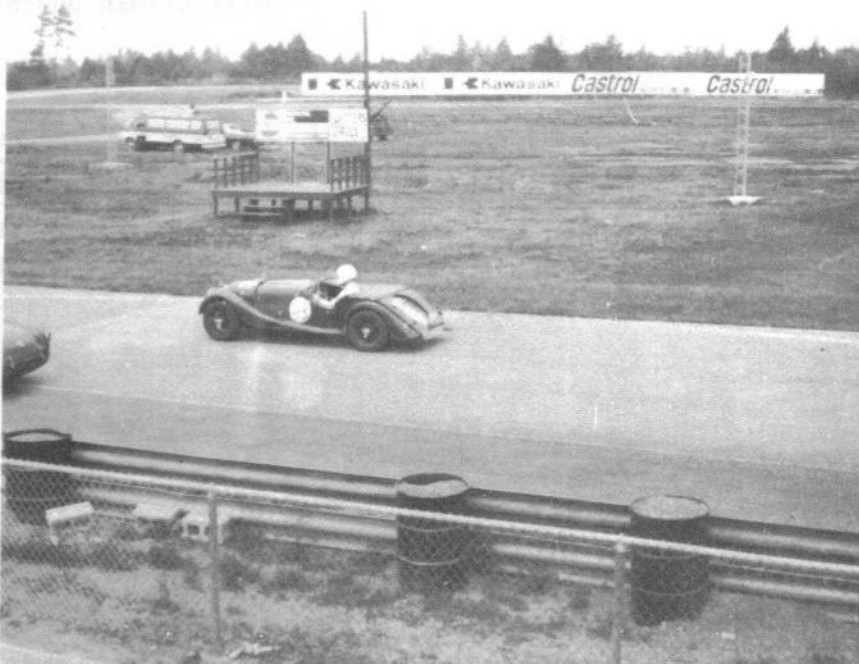
# STEVE BEER AT SHANNONVILLE



Ray Shier photo



Bill Ellman photo



at position seventeen, Mr. Beer managed a very respectable seventh place finish. Congratulations Steve! His achievement reflects well on his crew - Dave Dickson and brother Martin Beer. Congratulations to you, gentlemen, for some fine pit work.

Congratulations are extended to David Elcombe for his superb showing against a Fraser Nash, Bugatti, M.G. M-type and that monstrous Hudson. We hope to see all these sporting fellows at next year's Vintage Racing Festival, along with a few more proud Morgan owners to cheer for their favourite Marque!

|                       | ELAPSED |          | FASTEST  |         | MPH    |
|-----------------------|---------|----------|----------|---------|--------|
|                       | LAPS    | TIME     | HANDICAP | LAP     |        |
| S Beer<br>67 +4       | 14      | 17:45:59 | 1:45:25  | 1:04.96 | 55.879 |
| D Elcombe<br>'32 3wlr | 15      | 19:59.43 | 46.95    | 1:16.47 | 47.409 |
| R Miller<br>Lotus 7   | 14      | 17:51.79 | 3:28.20  | 0:58.66 | 61.803 |

The statistics for the fastest car, a Lotus 7, are provided to give a perspective.



Bill Ellman photo

### The Last Three Wheeler

The Morgan trike was manufactured from 1910 (1909 prototype year) until 1952, some 40,000 being made by the "works" (The Morgan Motor Co., Ltd.) on Pickersleigh Road, Malvern Link, Worcestershire, England. They were light and sassy (like the sauce), a ball to drive, and today, are sought after by collectors and Morgan enthusiasts worldwide. The model shown on the reverse is a tribute to the last Morgan trike, part of a batch of 20, turned out by the factory on 29 July 1952, thirty years ago this year.

You can't go wrong with this simple, yet effective, Morgan. Have fun building it and enjoy, even if it is the only Morgan you ever own. One thing for sure, this model will give you the best fuel mileage you'll ever get, it costs nothing to license, is easy to park, and is smog free!

#### 1952 Morgan F-Super specifications

English Ford, B93A engine, 10 h.p. (R.A.C.)  
1172 c.c. (a terror on the roads)  
Wheelbase 7'11" (compare with a Plus 4)  
Three speeds forward and reverse gearbox  
Chain drive to the rear wheel  
3 wheel brakes on 18 x 4.00 tyres  
Standard finish: black leather interior.  
Body: saxe blue with black wings & wheels,  
but deviate on your own, it won't cost extra in this case.

#### INSTRUCTIONS (digested by the model being built)

Color with markers before cutting out. For added stiffness, sandwich thin cardboard between front frame halves, and to backs of all wheels.  
NOTE: Be careful not to separate radiator, dash, or spare wheel from body, or lights from wings when cutting out. All smaller tabs (lettered 'T') bend down unless otherwise noted.

Front frame halves glue to each other before radiator is bent over and glued to front frame.

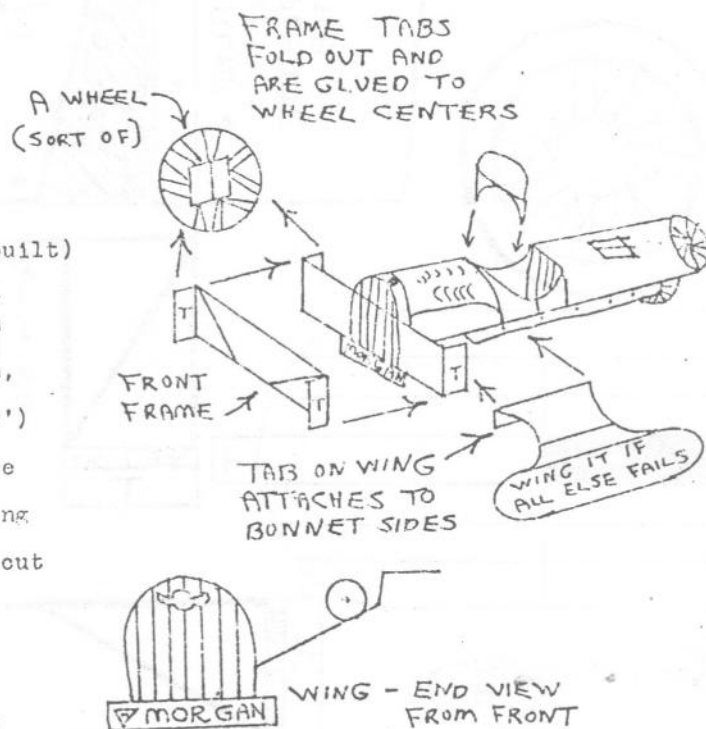
Glue tabs on wings line up with lower leading edge of bonnet and follow its angle back.

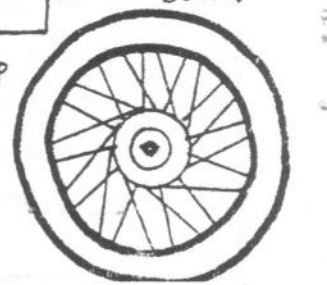
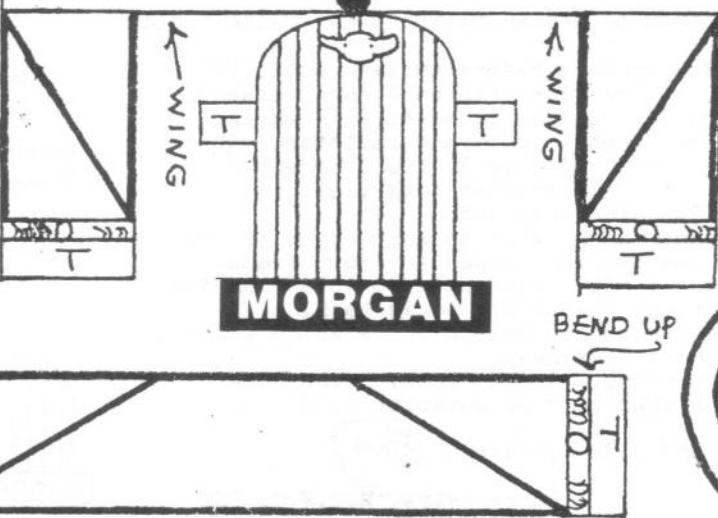
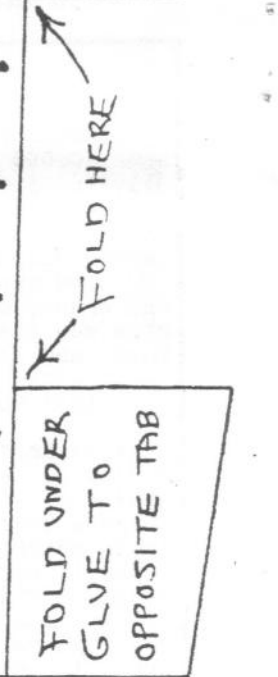
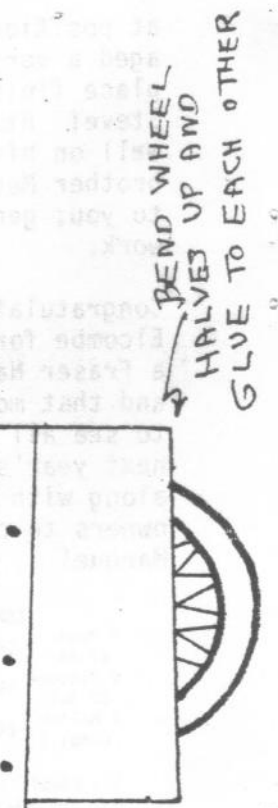
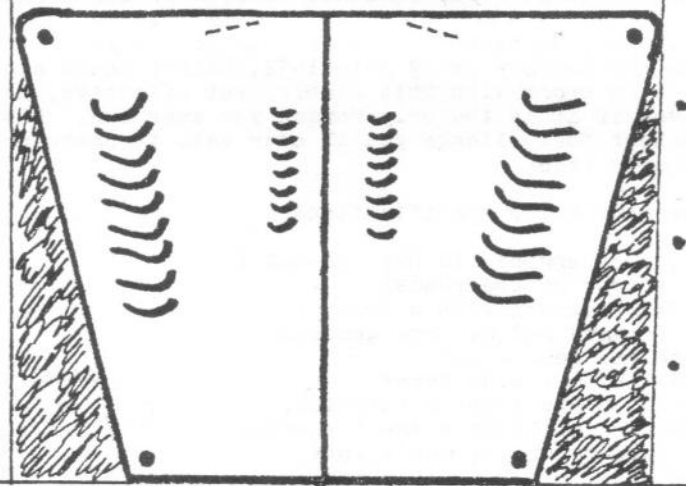
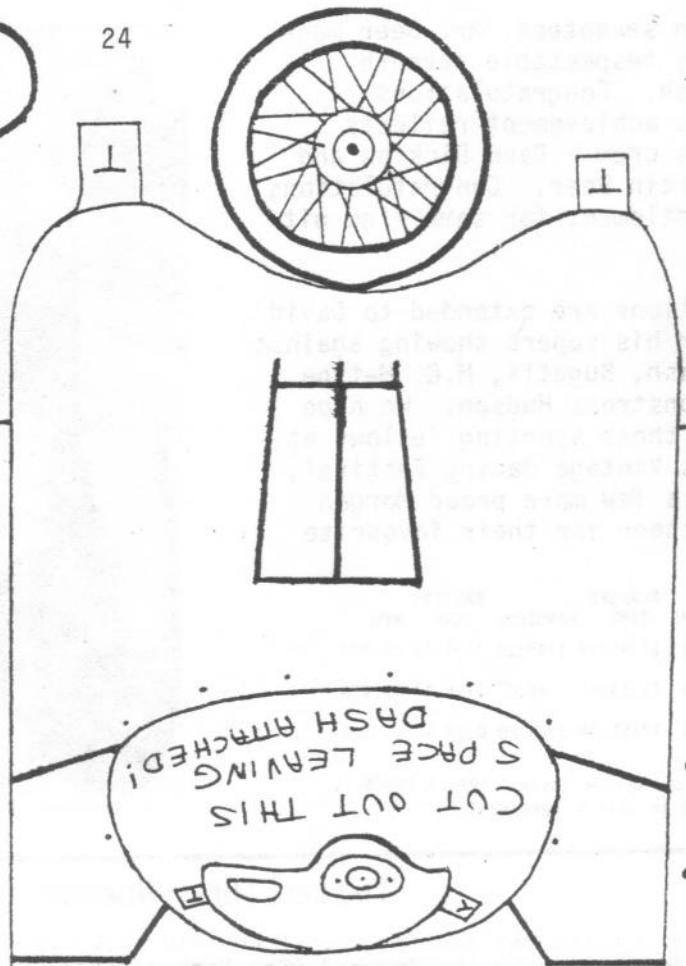
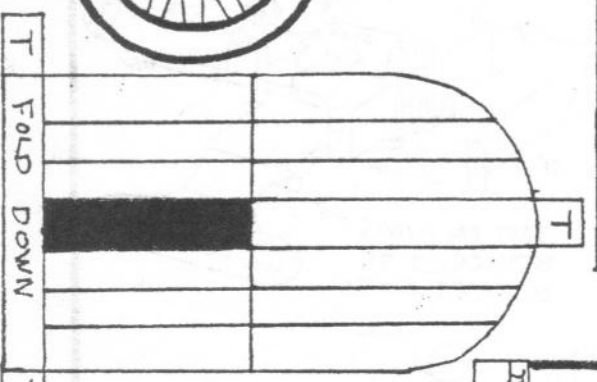
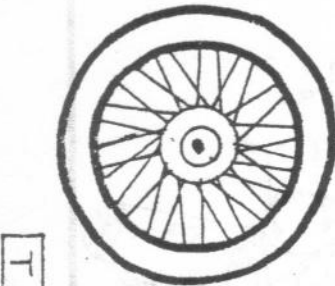
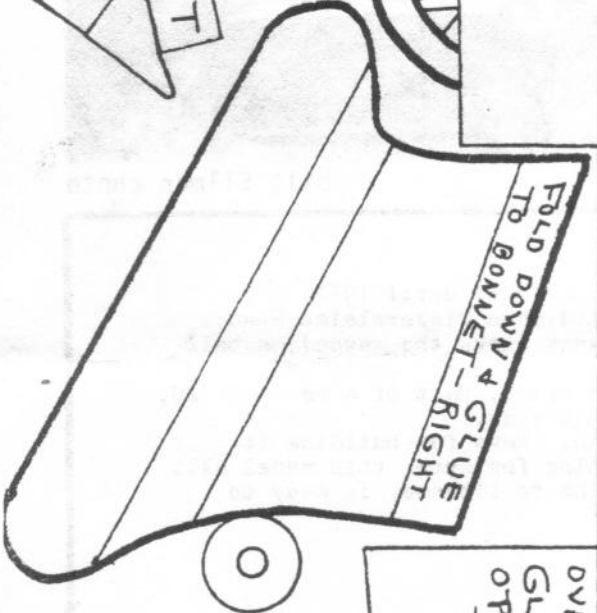
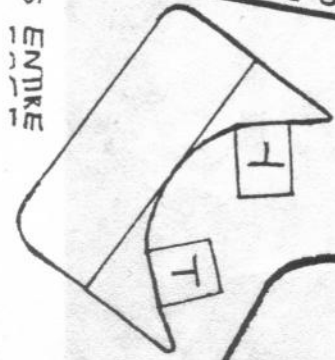
Windscreen tabs go through slits which you cut at rear of bonnet near cowl.

Fold dash under and glue tabs. Seat back lines up flush with rear of cockpit.

Cheers, and Happy Triking,

Larry Ayers, M.T.W.C. '32





Jay W. Dyer '82



# DEAR HORTENSE

Hortense didn't have any answers of her own this month. (Still a bit uptight about Collins' recent letter.) So she sent along something out of the April '78 "Canadian Consumer" noting that it contains a few surprises (this seems a bit like *Joy of Cooking* cribbing a recipe from Fanny Farmer's *Boston Cook Book*!)

## Test: ENGINE COOLANTS

Unless your car is an air-cooled Volkswagen Beetle, you'll be in the market for engine coolant from time-to-time. Some people change their coolant annually; others boast that they haven't changed it or the oil since they bought the car five years ago. Changing coolant every year may not be necessary, but most manufacturers recommend replacement after two years. Exposure to constant heating and cooling, as well as pollution by the products of corrosion, reduces coolant performance and slowly changes its chemical composition from almost neutral to fairly acid.

New coolant is composed of glycol together with rust inhibitors to combat the natural corrosiveness of glycol and the water which is added to it. Glycol raises the boiling point and lowers the freezing point of water allowing your car to operate in extremes of hot and cold. Corrosion inhibitors may be *anti-oxidants* which prevent acids from forming, *buffering agents* such as phosphates which neutralize acids, or chemicals which put a *thin film* in the system to reduce contact of the coolant with metal parts. Because of the importance of corrosion inhibitors to the smooth working of an engine, car owners shouldn't merely top up their cooling system with water. Each dilution of the mixture means a reduction in rust inhibition and antifreeze qualities.

### The Test

When we say your engine will be corroded by a water/glycol mixture, we don't mean it's going to disintegrate and fall out on the road. Ongoing corrosion of metal engine parts will result in a build-up of sludge and scaling which reduces the efficiency of the cooling system. Metals commonly found in car engines are cast iron, steel, brass, copper, solder and, more recently, aluminum. The first five metals are subject to some corrosion, and aluminum is very easily corroded. To simulate accurately the type of metals found in your engine, we used metals which were of the grade and

composition used by car manufacturers, and exposed them to a two-week beaker corrosion test. This test was conducted using bundles of the six metals, separated by insulating materials where necessary. One bundle was placed in each beaker of coolant and specially formulated corrosive water (mixed in a ratio 1:2). Corrosive water is a mixture of distilled water, sodium sulphate, sodium chloride and sodium bicarbonate. The samples were kept at a temperature of 88°C and atmospheric pressure for the duration. Pressure in the cooling system of your car is approximately twice that of atmospheric pressure (the usual air pressure in the environment).

What happens in countries where water is the only coolant used? What about using a glycol/water mixture made from straight glycol? To answer these questions, we also ran test beakers containing only corrosive water, and beakers of pure glycol with corrosive water.

### Results: Better Than Water

At the end of two weeks, the metal samples were taken out of the beakers, separated into groups, and cleaned according to a strict procedure. They were then weighed, and their mass compared to that measured before the two-week trial. Samples which had been assembled, but not submitted to the test, were also cleaned and weighed to control for the mass lost during the cleaning procedure. The leftover coolant mixture was measured for volume and acidity, and was observed visually for sludge and discoloration.

What happened to the metal samples submerged in coolant? For the most part, they survived the ordeal quite well. All, that is, but the aluminum which was extensively corroded. Samples exposed to the corrosive water were the biggest losers overall, and the bottoms of the beakers were buried in brown sludge. Some sediment could be seen at the bottom of all the coolant samples, but much, much less than in the water samples.

We judged that, considering the residue in the water samples, and the overall appearance and performance of the coolant samples, any coolant was better than water. To reflect this, we have rated them as *good*, *better* and *best*.

In our table, coolants have been listed in order of corrosion resistance and a notation of the inhibitor's weaknesses for one or more metals made. If your car has an aluminum radiator or block, you might consider choosing a coolant which protected aluminum well.

Our best brands for corrosion resistance were: BP and Perma-Fill. Next best (and still very good) were Autopar and Permanent.

### Cold Enough

It isn't enough that your car is protected from corrosion if the coolant performs poorly as an antifreeze — frozen coolant can cause major engine damage. We stated that a cooling system operates at a pressure twice that of atmospheric pressure. This has the favourable effect of raising the normal boiling point of the mixture, helping your engine to keep its cool longer. Normal operating temperature is about 95°C, and in hot city driving, it can easily get much higher.

All the coolants tested at our Lab were adequate protectors, boiling at an average temperature of 110°C at atmospheric pressure, with none lower than 108°C using a 50 per cent solution.

Addition of coolant in a concentration appropriate to your lowest probable temperature will help to prevent freezing of the water component in your coolant. Where temperatures are especially severe, antifreeze can be supplemented by use of a block heater. Block heaters keep the coolant warm, and by transference, the oil, so helping to reduce the mechanical stress of cold weather starting.

Coolants tested had freezing points ranging from -32°C (Autopar, Fina and Ford) to -37°C (Sears) for the same 50 per cent solution. overleaf

## ENGINE COOLANTS con't

**Conclusion**

Products tested were adequate performers for antifreeze and anti-boiling requirements. They were superior to water as coolants based on their corrosion inhibition. This test is sufficient to indicate the presence of rust resistors in a coolant, but is not a precise predictor for actual service.

Plain water or plain water with untreated glycol are not recommended. All products tested rated at least good. The following were tops and had no deficiencies:

|                   |                |
|-------------------|----------------|
| <b>Autopar</b>    | <b>\$1.53*</b> |
| <b>BP</b>         | <b>1.58</b>    |
| <b>Perma-Fill</b> | <b>1.25</b>    |
| <b>Permanent</b>  | <b>1.75</b>    |

\*average price per litre as shown by CAC survey, August, 1977.

submitted by Steve Beer

All the following coolants are concentrates which require mixing with water, depending on the antifreeze performance required. For I and G1 are marketed in four-quart packages, all the rest are sold by the gallon. Prices have been converted from Imperial metric measures.

| Brand/Distributor | Average price (\$/L) | Lowest price (\$/L) | Freezing point (°C) | Boiling point (°C) | Weaknesses <sup>1</sup> |
|-------------------|----------------------|---------------------|---------------------|--------------------|-------------------------|
|-------------------|----------------------|---------------------|---------------------|--------------------|-------------------------|

The following coolants had the best corrosion resistance of all brands tested, and are listed alphabetically.

|                                     |      |      |     |     |           |
|-------------------------------------|------|------|-----|-----|-----------|
| Autopar (Chrysler Canada Ltd.)      | 1.53 | 1.43 | -32 | 110 | —         |
| BP (BP Oil Ltd.)                    | 1.58 | 1.52 | -35 | 110 | —         |
| Co-Op (Interprovincial Co-Ops Ltd.) | 1.29 | 1.26 | -34 | 112 | Aluminium |
| GM (GM of Canada Ltd.)              | 1.67 | 1.50 | -35 | 108 | Brass     |
| Golden Eagle (Golden Eagle Can.)    | 1.43 | 1.43 | -34 | 110 | Aluminium |
| Perma-Fill (Canadian Tire Corp.)    | 1.25 | 1.25 | -34 | 111 | —         |
| Permanent (Zero Flow Co.)           | 1.75 | 1.75 | -36 | 111 | —         |
| Sunoco (Sun Oil Co. Ltd.)           | 1.61 | 1.32 | -35 | 112 | Aluminium |
| Texaco (Texaco Canada Ltd.)         | 1.73 | 1.53 | -34 | 111 | Aluminium |

The following coolants had slightly inferior corrosion inhibition to the ones above, but were much better than water (listed alphabetically)

|                                |      |      |     |     |   |
|--------------------------------|------|------|-----|-----|---|
| Esso (Imperial Oil Ltd.)       | 1.88 | 1.75 | -32 | 108 | Aluminium; claimed freezing point -37 C |
| Ford (Ford Motor Co of Canada) | 1.87 | 1.72 | -34 | 111 | Brass                                   |
| Polar (Canadian Tire Corp.)    | 1.14 | 1.14 | -36 | 112 | Aluminium                               |
| Shellzone (Shell Canada Ltd.)  | 1.91 | 1.53 | -34 | 108 | Brass                                   |

The following coolants had less corrosion inhibition than the ones above, but were better than water (listed alphabetically)

|                                    |      |      |     |     |   |
|------------------------------------|------|------|-----|-----|---|
| Finn (Petrofina Canada Ltd.)       | 1.69 | 1.53 | -32 | 111 | Aluminium; claimed freezing point -37 C |
| Gulf (Gulf Oil Canada Ltd.)        | 1.68 | 1.42 | -34 | 110 | Brass, Copper                           |
| Prestone II (Union Carbide Canada) | 1.28 | 0.94 | -35 | 110 | Aluminium, Brass                        |
| Sears (Simpsons Sears Ltd.)        | 1.16 | 0.88 | -37 | 111 | Copper                                  |

<sup>1</sup>As found by CAC survey, August 1977

<sup>2</sup>Measured at atmospheric pressure, using a concentration of 50% coolant, 50% water

<sup>3</sup>Coolants which showed up to two times the loss as water (by percentage) list the metal(s) affected.

## Dear Blurb, LETTERS TO THE EDITOR

### New Baby in the Family

Most Distinguished Blurb Editor,  
Douglas Price, Esq.,\*

Yes, we have a new Morganeer in the club; James Artair Edward, born July 20, 7 lbs. Both he and Sharon are very healthy and, of course, we are all extremely happy (even after the 3rd pamper at 3 AM!). PS We ought to deny any knowledge of or any association with an event named "Beet-mog" - primarily because the main crops down here are soy beans and babies (must be the air)! But we thank participants for the Iniskillen "Baby Beet" and the Charral "Dutchess" (Mother Grape?), to be brought out from the cellars next year.

...Brad & Sharon Patterson.

\*Editor Comment; these are the letters that invariably get opened, read, and printed.

### JUDGES THANKED

Dear Blurb, Please convey my thanks to my 3 co-judges, Penny Bates, Bob Ray, and Nancy Turnbull, in assisting at the Concours at Niagara 82".

Martin Beer.



Shier photo

Sir. By the end of this year's Piper's Hill the roast pig was all but devoured. Some of the members (admirers, you may think) mounted the pig's head on the front of your editorial motorcar. I thought I would send you a photo. Note the foot in mouth.

Nigel Canard

Dear Blurb,

## LETTERS TO THE EDITOR



## WINERY TOUR

Sir; Those of us who were separated from the front of the Morgan procession by the Beerwagen yet still did manage to find the Jordan Winery (without aid of map and despite contradictory advice from the seemingly retarded or teetotal, which amounts to the same thing, natives) arrived when the Winery tour was over and the last dregs were being consumed.

After two hours tearing around the peninsula along wretched laneways wending amongst the foxy vineyards we had every right to expect a special treat from a premium winery. Admittedly their wine shop had a special - something called Baby Deer (a cross between carbonated vinegar and beet juice) marked down to \$5.95 a barrel.

It was interesting to see that their specialty and the most popular with many members was a cola flavoured brown wine. Indeed, I was advised that 1980 was a very good year for cola, particularly from wineries located near the Love Canal.

Do not misunderstand. I believe that it is good to upgrade the membership with uplifting experiences. As a matter of fact, I noticed a number of impressively framed awards from around the world, printed in several colours of ink. The one that caught my eye was to the

## FOR SALE

1955 Plus Four Twin Spare, black, as pictured on right. Previously owned by "Thornbury" cartoonist Fred McLaren who featured his car in some of his work (page 5 of this issue and Sheally's "Morgans in the Colonies"). Appraised at US\$10,000, "asking" US\$7,000. Electrics and wood frame good. Per August letter from Patrick Madden II, Mich., 313 464 1512.

1968 4/4 Morgan, red, 2 tops, new Michelins, 35,000 mi, very good condition (really). Roy Conliffe 416 967 4069 (work) Toronto.

## WARNING

Editor Note - 3 different contributors couldn't spell Porsche this month. For their benefit the word has an "s" and in future such contributors' names will be passed on to the executive of the Porche club.

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Jordan Winery from Lisbon with a commendation for their "grape juice". The brown wine must have got to one of the members and he nearly got arrested for stealing the tire off a bus.

I now fully expect that the brewery tour that Collins is touting will be at one of those new alcohol-free beer works. I mean to say!  
...Nigel Canard

PS Who let that A-rab in at the banquet?

PSPS I was expressly promised that Ulrich Spanner, late of the SS and latterly of St Feliz' Home for the Addled in California would be at Niagara to control this Willburn person who went on all night about her Snobmog.

## BOUQUETS FOR BARBARA

Dear Blurb, What an absolute thrill to see Mr & Mrs Gerald Willburn with their Snobmog from Hollywood. Especially after Barbara (if I may refer to her by her first name) had just come back fresh from her victory in the Argentine.  
...Neville Snivel

## BADGES

Dear Sir, I am member of Morgan Sports car club of Japan and collecting car badges of Morgan Clubs in the World. Kindly advise me if and how I can purchase a badge of your club. Thank you very much for your Kind attention to this matter and I am looking forward to receiving your reply soon.  
Sincerely yours, Y. Hayashi, Arakawa-ku Machiya, 5-18-24, Tokyo, Japan.

## DESPERATE

Right hand front hub for wire wheel/drum brake. Chris Charles is trying to locate for Bob Steele; call Chris at 519 743 2491 or Bob in Lynnville, Alabama 396 2058.



# CALENDAR

SAT DEC 11 CHRISTMAS PARTY, Snelgrove, Ont see p14 Pauline Smith 846 1521  
SUN JAN 16 PUB LUNCH, Mississauga, Ont see p5 Audrey Beer 416 8573210  
FEB or MAR? CARLING-O'KEEFE BREWERY TOUR?  
MUCH, MUCH MORE (to be announced) and then...  
SEPT 9 10 11 NIAGARA 83 (BOOK EARLY!)

PRESIDENT AUDREY BEER RR3, BOLTON, ONTARIO, L0P1A0 416 857 3210  
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**NEW EDITORIAL ADDRESS** ONT, M4T 2S5 537 8568

## NEXT ISSUE

Rumours abound of a clandestine coven of Morgan owners meeting in the Chatham area and known as "Beetmog". (You've all heard of the Chatham Syncopated Beet). The denizens of Chatham are not, we understand, quite ready for Morgans and these meetings are held in strictest secrecy. Nonetheless, some photos have reached the editorial offices and we are daily anticipating corroborative evidence from a well known newspaperman. We shall then publish all!



NEAT CHRISTMAS  
GIFT SUGGESTION  
see page 4

Our printers



Sheldon Rayman  
Elizabeth Clarke  
445 9600

## THE BLURB

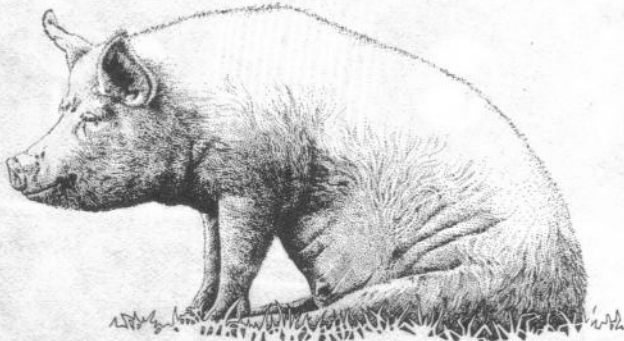
MORGAN OWNERS GROUP



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MAL