

The Inestimable Blurb

Did you know that Morgan is half as old as Toronto this year?

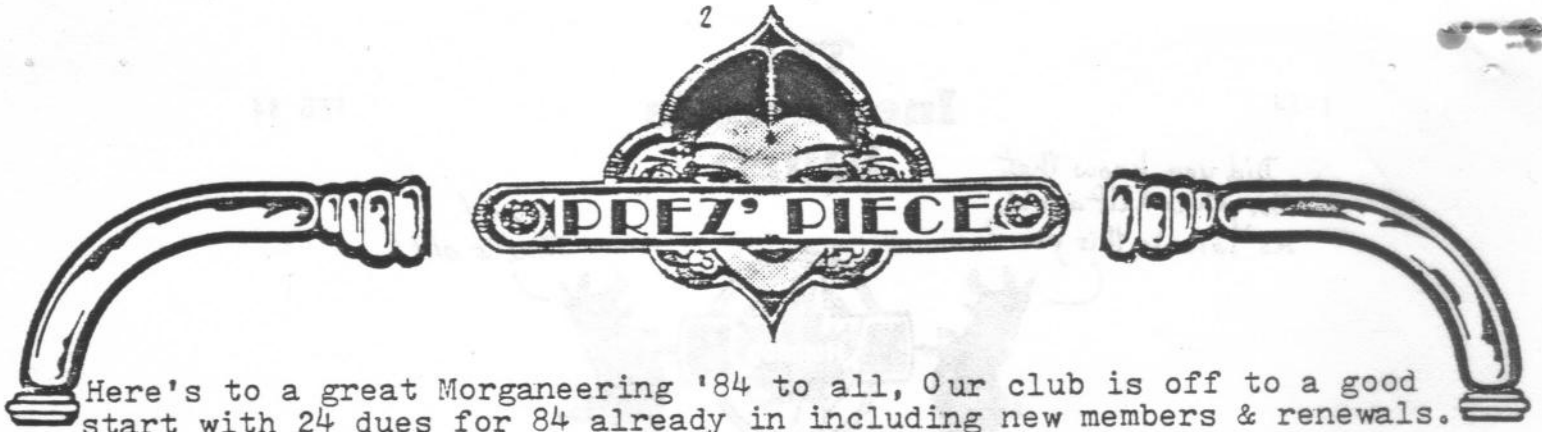
Wow! That's old!



Morgan Owners Group



from a recent Rough Rider



Here's to a great Morganeering '84 to all, Our club is off to a good start with 24 dues for 84 already in including new members & renewals. Now if the rest of you will get those dues in early along with the new renewal notice which will be in this Blurb we, maybe, could get another Membership list printed, last year we gave up as the last renewal came in Nov. All those who have paid will have their cards marked such. but please still send them in so we can verify we do have correct cars etc listed after all you do move and change vehicles too.

Our Balance sheet for the year is also printed in this Blurb. Thanks to Mary for keeping the records and Bursers job for the last 3 years and welcome aboard to Linda who is taking over for her, our dues were down for the year but we made up on the excelent sales of regalia, plans are in process to print a picture of our badge & pin to encourage the far flung members interest in them. Pauline also has more plans for the coming year.

MOG 84; All deposits for rooms are now on the way to me in time for the deadline, news on the flight costs etc is still missing, Roger promised to chase them up that end while I got on to their Toronto office after waiting a couple of weeks, a very nice Lady telexed Head Office in Europe requesting all the info for me, reply came "For all information re Morgan Owners Group charter Heathrow July 84 contact Audrey Beer R.R.3. Bolton Ont" next step was to convince Head Office IT IS same Audrey Beer requesting the info; it still has not arrived and I plan to contact Wardair soon to ask their assistance, any who are interested please contact me.

Mise not so trivial; A new law in England now has regulation tire tread depth with fines up to 500 Pounds for each tire per infraction. Seatbelts are also compulsory on all cars there. While in Japan cars over a specified year are banned on all roads, I dont know the cut-off date but all Three-wheelers are a no-no on any road.

Memo to our esteemed Editor of the Blurb, Yes Doug I am loyal to all the clubs of which I am a member, note the recent coverage of Niagara Meet in MSCC Miscellany, with great reproduction of the photo's. May I congratulate you on the photo of Hannibal 8 in the last Blurb (taken in '82 Octoberfest Meet) When you get around to the 10th Anniversary magazine of Sliding Pillers from Japan in 82 dont forget you promised to return it along with some other bits I have forgotten the details of.

Audrey Beer.

AIRLINE FLIGHT UPDATE

Finally recieved the prices I have been asking for from British Airway, the quote came through at \$778. return leaving on July 20th. THIS is the deal they promised Roger Moran. I curb my instinct to ask if they intend to kiss me first and imform same Lady I will pass the imformation to our members and find out how many are interested, am then imformed I must make a commitment now as they cannot guarantee to hold it at that price without my booking and an increase. is due soon; no I did not

continued on p12

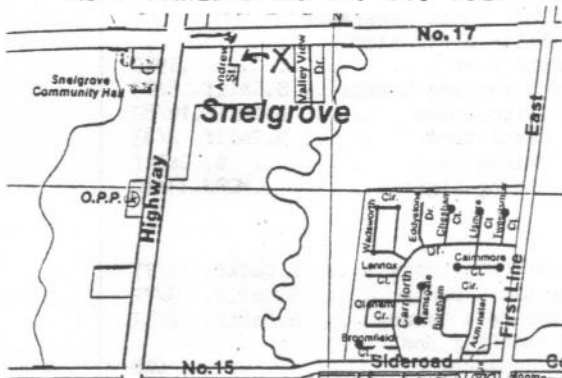


ANNUAL WINTER BASH
at the country seat of
the Snelgrove Smiths...

SAT FEB 25, 7:30 PM

BYOB and Mix and a Potluck
contribution for the Buffet

RSVP PAULINE at 416 846 1521



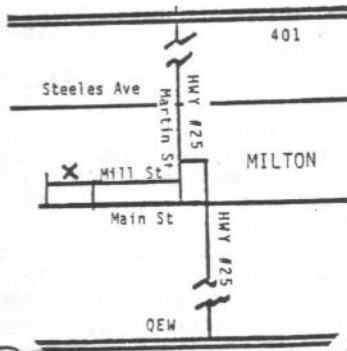
Just east of Hwy #10 on Sideroad #17
(Andrew St) in Snelgrove, north of
Brampton



Look for the Double Decker Bus

PUB LUNCH

DICKENS INN, MILTON, ONT
SUNDAY APRIL 29, 1:00 PM



Morgan

FIRST OF THE REAL SPORTS CARS

at

THE AUTOMOBILE SHOW

INTERNATIONAL TRADE CENTRE,
AIRPORT ROAD, MALTON (TORONTO)
FRI FEB 10 - SUN FEB 18.

THE OFFICIAL MORGAN STAND

Messrs CMC Enterprises

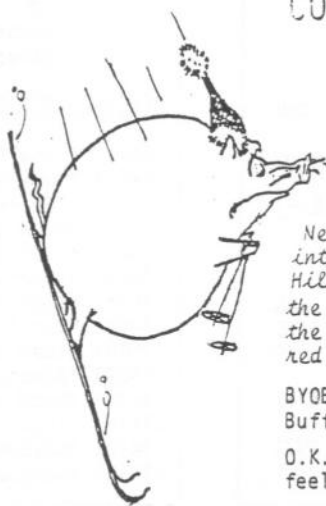
better known to its friends as
Chris Charles

Help Chris relaunch Morgan in Canada
in its 74/75th year!

Really, he does need our help. Even with
his famously cheerful disposition Chris
can't man the stand non-stop for 10 days.
Please give him a call at 519 743 2491
and volunteer a few hours. You'll get a
free pass to the show and maybe get to
wear an officious "EXHIBITOR" badge.

COMMEMORATE THE SPRING EQUINOX

SAT MAR 24, 7:30 PM



New members Derek & Peggy Sykes invite us
into their home just south of the Piper's
Hill Farm, Colgan. More specifically; on
the east side of #50, the house north of
the geodistic dome. Look for the abandoned
red Lada.

BYOB & Mix and a Potluck contribution for
Buffet. RSVP to Peggy 1 416 936 2538

O.K., don't come; make these new members
feel really unwanted.



Robert Mitchell, editor of the New York 3/4 "Morganeer" (190 Bedford Centre Rd, Bedford Hills, NY, 10507) has done the Morgan world a great service in compiling a list of technical articles. We are reprinting his list as well as some tech articles from a 1983 Morganeer;

For those of you who managed to lose your Morganeers or who don't have access to newsletters provided by other clubs, we have compiled a listing of tech-articles which have appeared over previous years in various club newsletters. Articles without a date or club have not been previously published. * indicates new articles added to this list.

The articles are listed in the same categories as the chapters appear in the Autobooks Owners Workshop Manual. For ease of reference, reprints are available from the editor for the cost of copying and postage — 50 cents each/or three for \$1.00 Please indicate if it is a rush request. Please try to keep your requests within reason.

ENGINE

- (101) -Valve Adjustments S.Calif 10/77
- (102) -Vanguard engine part numbers CAN
- (103) -Competition Camshafts for +4 and 4/4 CAN
- (105) -Morgan +4 and 4/4 noise analysis CAN
- (106) *The Unplanned Pit Stop.. .. S.Calif. 1982
- (107) *Tune Up Your 4/4 S.Calif
- (108) *Replacing Engine Bearings .. 3/4 Group 82-3

CARBURETTORS & FUEL SYSTEM

- (201) -Balancing CAN
- (202) -Weber 42 DCOE8/exploded view w/part #s CAN
- (203) *Rebuilding the SUH6 S.Calif. 1/83

IGNITION

- (301) *"Hot Starting" Your Mog D.C. 6/83

COOLING SYSTEM

- (401) -Rad.Lge Core Replacement ..3/4 Group 1981-1
- (402) -Auxiliary Radiator3/4 Group 1980-5
- (403) *General Cooling System S.Calif. 4/83

CLUTCH

- (501) *Replacement3/4 Group 1981-5

GEARBOX

- (601) -Moss Gearbox —
identification codes & development CAN
- (602) -Adding Overdrive CAN

REAR AXLE & SUSPENSION

- (701) -Differential — Early +4
Salisbury 3HA, exploded view
with parts numbers CAN
- (702) -Rear Axle rebuilding and
parts list.. S.Calif. 6/80
- (703) -Rear Axle bearing numbers S.Calif. 3/78
- (704) *New Rear Springs for Early Mogs .. TEX.2/83

FRONT SUSPENSION

- (801) -Kingpin Replacement late +4 CAN
- (802) -Kingpin & Bushing replacement S.Calif.11/75
- (803) -Rebuilding Front Cross Member S.Calif. 3/79
- (804) -Front-End Shimmy &
Wheel Alignment S.Calif. 8/80
- (805) *The Care & Feeding of the
Morgan Front Suspension 1971
- (806) *The Total Front End3/4 Group 1983-1

STEERING

- (901) -Steering & Front-End Maint. .. S.Calif. 8/77
- (902) *Cam Gear Steering Australia. 3/82

BRAKE SYSTEM

- (1001) -Brakes: early +4 part numbers CAN
- (1002) -Conversion to silicon
brake fluid 3/4 Group
- (1003) -General Service,
Sticking Pistons, Surge '75 CAN
- (1004) *Silicon Revisited S.Calif. 7/83

ELECTRICAL SYSTEM

- (1101) -Basics of Morgan Electricity S.Calif. 4/77
- (1102) -Wiring: color codes 6/76
- (1103) -Generator/Regulator testing S.Calif. 2/78
- (1104) -Instruments — Care and
Troubleshooting3/4 Group 1981-2
- (1105) -Instruments — Cream Face
Refurbishing3/4 Group 1977-3
- (1106) *Everything You Want to Know
About Electrics S. Calif. 5/77
- (1107) *Replace That Lucas Generator
With a Delco Alternator..
- (1108) *Lucas Parts List1959
- (1109) *Add Hazard Warning Lights .. S.Calif. 6/83
- (1110) *The Corrosion Gnome S.Calif.10/82
- (1111) *Voltage Regulators S.Calif. 2/83
- (1112) *Battery Maintenance S. Calif
- (1113) *Adding Driving LightsMOPS.11/80

BODY WORK

- (1201) -Forming New Body Panels .. S.Calif. 11/77
- (1202) -Removing Small Dents S.Calif. 3/77
- (1203) -Doors: Secure & Rehang .. S.Calif. 2/77
- (1204) -Doors: Resetting and
Valance Repairs.. CAN
- (1205) -Door Hinge Resetting S.Calif. 7/76
- (1206) -Exterior Cleaning
and Paint Types3/4 Group 1980-3
- (1207) -Wood:correcting loose joints S.Calif. 1/77
- (1208) *Chassis Strengthening
- (1209) *Techniques of Coachwork
- (1210) *Paint it yourself3/4 Group 1982-5

MISCELLANEOUS

- (1301) -Maintenance Schedule ..3/4 Group 1981-1
- (1302) -Nuts & Bolts Periodic Maint. S.Calif. 1/79
- (1303) -Misc. Parts Numbers S.Calif. 2/79
- (1304) -General parts list CAN
- (1305) -Oil seals & bearings —
hubs, engine, gearbox,
axle, part numbers CAN
- (1306) -Wheels: adaptor to convert disc wheels
to Triumph wire wheels S.Calif. 5/79
- (1307) -Making a Tow Bar S.Calif. 4/76
- (1310) -"Trader Service Data No.194"
1951-1952 +4 Models
Condensed "Workshop" article with
diagrams, parts, cutaways, etc..... \$1.50

GENERAL INTEREST

- (1401) *Love Me, Love My Mog.. 6/56
- (1402) *Two-Seater/Four Seater Coupe
Spare Parts List FACTORY
- (1403) *Road & Track Road Test 9/52
- (1404) *Road & Track Road Test 2/55
- (1405) *Sports Cars Illustrated Road Test .. 11/56
- (1406) *Sports Cars Illustr.Road Test (DHC) .. 9/58
- (1407) *Car & Driver Road Test 12/67
- (1408) *Road & Track Road Test 9/59
- (1409) *Road & Track Road Test 7/63
- (1410) *Road & Track Road Test (+8) 12/69
- (1411) *Sports Car Illustr.Road Test (4/4) .. 1957
- (1412) *Collectors Car Road Test (+8) 1980
- (1413) *Morgans Weren't Built In A Day ..TEX.5/83

techspeak

BALANCING TWIN CARBURETTORS

reprinted from The BLURB 1978
written by Pat Macauley

Twenty-five years ago, when twin SU's were first fitted to the early Plus Four, there was only one way the average Morgan owner could balance the carbs. This was by use of the so-called "hose technique". Some purists will undoubtedly insist that this is still the only way to balance twin carbs. The simplicity and theoretical perfection of the hose technique are endearing to any British car enthusiast; but, unfortunately, many of us enthusiastic bunglers have trouble making the technique work! Luckily there is a gauge that works easier, faster, and much more accurately than the hose, yet retains the same simple approach.

The term "balancing" twin carburetors usually refers to adjusting the relative throttle settings so that the volumes of air mixture rushing through each is the same. If the carbs are not well balanced, two of the engine cylinders will get too much air-fuel mixture, while the rest will get too little. The results are all unfavorable -- increased pollution, rough engine idling, reduced power, reduced gas mileage, and carbon deposits. Partly because of the rough ride of the Morgan, twin carbs become unbalanced easily, and should be checked every 500 miles or so.

For those who have never seen an expert demonstrate the hose technique, it should be described in detail. The only tools needed are a screwdriver and a yard-long piece of garden hose or heater hose.

- 1) Remove air cleaners (if present) and allow the engine to warm up to running temperature.
- 2) Press one end of the hose against the edge of the throat of one of the carbs so the air is running across the end of the hose.
- 3) Place the other end of the hose close to your ear. Note how loud the "hiss" of air is running across the end of the hose.
- 4) Repeat steps 2 and 3 on the other carb, being sure that you put the hose in the same position. If the carbs are unbalanced, one of them should hiss louder than the other.
- 5) To balance the carbs, it is necessary to equalize the hiss by increasing the amount of air entering the quieter carburettor. (Alternatively, if the engine idle is already higher than desired, the noisier carb should be turned down. The idling screw is to the upper left of the SU carburettor body. Turning this screw clockwise (after loosening the cross-linkage) will increase the air intake, while counter-clockwise will decrease the intake.
- 6) Once the carburetors are balanced, the idle may be too high or too low, and it is necessary to set that adjustment. Tighten the cross linkage, back off one screw, and use the other to set the idle for both carbs. Alternatively, you can work back and forth between both carbs until the balance is right, and then tighten the cross linkage.

The hose technique is theoretically a very good way to balance SU's, Webers and Strombergs, and in practice most experts prefer it. For the more typical Mog enthusiast there are several drawbacks which make the technique frustrating. For one thing, most of us cannot gauge the hissing sound with the required accuracy. Equally annoying is that it requires two hands to hold the hose and a third to turn the idling screw.

Fortunately, a variety of little gauges are available that take the guesswork out of this exercise. They substitute for the hose and ear. The gauge is pressed against the intake of the carb, and the amount of lift of a plastic ball in a glass tube indicates the air pressure. When the gauge is pressed against the other carb, it is immediately obvious whether the carbs are out of balance. Since the gauge only requires one hand, you have a hand free to set the idling screw.

My carburettor gauge is a Uni-Syn, which sells for about \$12.00. There are other gauges on the market, but I can't comment on their usefulness. The Uni-Syn is available from Sears, or most imported parts stores. This small gauge will pay for itself in fuel savings alone within a few thousand miles.

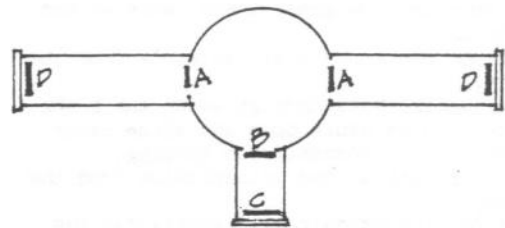
If adjusting the throttle synchronization doesn't smooth out your engine, and if you know the problem isn't ignition, valves or something else, then the problem is with the mixture, which is adjusted using the main jet in an SU or Stromberg (the mixture is set by the jet size in a Weber).

techspeak

Reprinted from THE FORMAT
March, 1978.

written by John Willburn

A little bit of information from Louis Jendras on 7HA rear end bearings in case you want to have them on hand when you're worrying about the funny noises coming from the rear end!



These are all Timkin numbers:

- A 16150 Tannus 12M, 15M Diff. Bearing
- A 16283 "
- B 31520 Jaguar Mk.1,2 Pinion Bearing
- B 31593 "
- C 02473 Ford Zephyr 4+6 Mk.1,2,3 Pinion Bearing
- C 02420 Bearing
- D 14130 Jaguar Mk.1,2 Rear wheel
- D 14276 "

reprinted from THE MORGANEER 1981/5
Morgan 3/4 Group

CLUTCH REPLACEMENT by Charley Flanagan

We had a great time at the Autumn Mog 3; but, as I told you there, my Plus 4 was one of the casualties which never made it. I had a clutch failure in Chatham, N.Y., and left the car there.

However, I thought that maybe I could turn my misfortune to someone else's benefit by submitting the following little treatise on clutch removal and installation. The basic method was published in the FORMAT (S. Calif Morgan Club) in about mid-1970 and I have used it several times with great success -- the last time was today!

If possible plan to replace the clutch, disc and linkage. It's also a lot easier with two people.

1. Remove the drive tunnel.
2. Remove bonnet by loosening the front mount and sliding off the rear.
3. Remove the seats.
4. Remove the horn.
5. Remove floor operated lube valve, but don't disconnect the plumbing. Pull up and out of the way.
6. On left hand drive cars, remove throttle cable from carbs.
7. Remove the center panel from firewall. You may also first have to remove the light dip-switch. The panel is held on by 8 small screws and nuts. You may have to cut some of these off if they are rusted.
8. Remove the steering wheel and anything else that isn't securely fastened in the cockpit.
9. With a file or a punch, mark the matching points on the front universal and then disconnect it.
10. Remove the two rear transmission bolts which attach it to the mounts on the frame cross member.
11. The next operation is to raise the rear of the engine. If you don't have a lot of room around where the exhaust pipe exits the frame, disconnect the manifold or loosen it as much as possible. See if there is anything else which might inhibit raising the engine a few inches. Disconnect the clutch pedal linkage, put a floor jack under the rear of the engine sump and carefully raise the engine high enough so that the transmission will clear the cross member when you pull it back.
12. On the side opposite the pedals, remove two bolts which hold the firewall to the frame.
13. Remove the starter. I disconnect the ground from the battery, but don't know if that is necessary.
14. Disconnect the emergency brake cable at the rear of the car.
15. Remove the emergency brake assembly from the bell housing.
16. Remove special bolt through which the brake cable passes. Move cable down and slide cable wire out of slot in transmission housing.
17. Unbolt the rest of the transmission from the bell housing.
18. Remove the transmission. I gently tap the casing with a soft-head hammer until I get enough space, then start prying it apart. It is a tight fit because you are removing the 2-foot extension shaft from its spline.
19. If the shaft has not come out with the transmission, wiggle it out.
20. There is a small fiber plug in the end of the transmission that might fall out of the front end of the transmission. If it does, put it back with

- Permatex. Be careful not to damage the gasket when you pry off the transmission.
21. Unbolt the bell housing. This is where you need the most patience. Pry it off carefully - it is a tight fit and the magnesium is brittle. When you have it back off the studs, rotate it so that the starter hole is on top. Jack the engine up as far as you can get it - the more room you can get at the bottom of the bell housing, the better.
22. Using the freedom of the loose firewall, wiggle out the bell housing. Now, except for putting it back, you've got the job just about done.
23. Unbolt the clutch carefully and watch your fingers! There are two dow pins that align the clutch with the flywheel found in the bolt ring. Don't damage these pins. If they are worn, replace them.
24. Check the throw-out bearing by checking for full travel and cracks in the carbon block... The bearing wears well. Mine had 80,000 miles and looked like it had a good 20,000 more left - but I replaced it anyway.
25. Check the pressure plate by setting it on a flat surface and seeing if the disc which the throw-out bearing presses against it is level.
26. Check disc for wobble.
27. Check and clean everything. You are now ready to reassemble.
28. Use the extension shaft to align the disc.
29. Be sure the new clutch cover is aligned on the dow pins. Tighten bolts opposite each other as on a disc wheel. Be sure the disc which the throw-out bearing presses is centered. I think that if it is not you can feel a sort of pulsating in the pedal when you begin to press the pedal down. I don't think this is too serious but it can be avoided.
30. Carefully and patiently wiggle the bell housing back into place. Oh, if you've removed the throw-out bearing, be sure that it is back in place and that the screw on its bottom side is in place. Once the bell housing is in, the worst of the job is over.
31. Go back to instruction 20 and work your way back.
32. Demonstrate what a good job you've done by breaking an axle.

It seems important to try to replace all of the clutch linkage including the screw pin in the throw-out bearing, which is what broke on me last weekend. The wear on the linkage is great. The other primary source of wear is the slot on the bottom of the bell housing where the screw pin slides. This wears from — to —. It is magnesium, and can be welded. Our local welder did a great job of restoration for me for \$12.



Dear Most Distinguished and Invaluable
Blurb Editor,

Sorry that my Beetmog write-up is so late (I saw the mention in your 'column' in the Nov issue, which inspired me to write). I have been incredibly busy - in fact I don't see using up all my holidays this year.

Haven't decided on a date for Beetmog III; I hope we get better weather, though. We're looking forward to your coming down for Beetmog if you can swing it. ...Brad P.

DREADED FIAT CURSE ALSO STRIKES

Beetmog

At The Home Of The Chatham Pattersons . . .

The 1983 edition of Beetmog shall be remembered for the severe test of driver, navigator, and car in the rally. Weather development was the inverse of last year, where our drive was in the sun, but the barbeque dinner was pushed inside by rain. This year the rain came earlier.

People flocked to Chatham-on-Thames (also referred to by some cynics as Camelot; Why do gulls fly upside-down over Camelot? Because it isn't worth sh---ing on) at almost 1 PM to meet fellow owners, show cars and unwind with a little wine or beer. From Toronto-way came Robin & Mike Wemyss (62+4) and Mary & Ray Shier (67 MGB, if you can believe it). Kitchener sent Chris Charles (his lovely rebuilt BRG 4/4) and the Konigs +4. Peter Kemette brought his TVR from Tecumseh. Our 65 4/4, and some other friends (Gremlin and Camero) rounded out the field.

To punish us for allowing a B and a TVR (not to mention the Gremlin) to participate, the rain commenced as we started our cars - despite holding off during the lengthy explanation of the line-diagram rally instructions. The rally organizers nursed their beer while an inch of rain fell during the hour and a half rally. There were casualties; the Gremlin lost its tailpipe, and Chris' 4/4 submarined at one intersection (the car looked like a fishbowl on wheels on return - too bad it doesn't leak like mine, Chris!) There was over a foot of water on the highway. Mike and Ray stopped to put the roof down - it was raining so hard. As they did, some old guy came out and said it was the worst he'd seen in 30 years, and what did they think they were doing? Mike said not to worry, that they were from Toronto (the equivalent expression in Toronto is "I'm from Limehouse"). Mary and Robin were soaked in the MG, and even the TVR interior got wet.

The Konigs had to drive without sidecurtains (last week I heard he wants to trade for an MGA).

The TVR was awarded the Beetmog trophy for a perfect score (a painted beet on a handsome wooden base with engraved plaque). Don't forget to lacquer the beet, Peter. Mike & Ray and Robin & Mary rolled in together, so shared a bottle of beet wine (donated by Ray, lucky guy!) although I had some trouble pulling apart the rally instructions, guys.

While our clothes dryer worked overtime, we all settled down to a barbeque and pie (the latter from Chris), while the clouds brightened.

Beetmog offers a meet midway between the HOG-MOG and Great Lakes groups, and we hope that those people from both who were discouraged by the weather won't have to face those conditions next year.

A NOT UNEXPECTED LETTER FROM WOMBAT AND THE EDITOR OF ROUGH RIDER

Dear Sir, The most recent copy of your estimable magazine has just reached my door. Delighted that you found our recent Rough Rider so useful to you.

Don't you think that you run a considerable risk in threatening to cut off our free supply of BLURBS? Should we retaliate by cutting off our magazine, the subsequent loss of material to you might necessitate your buying a typewriter.

By the way, you churl, a wombat is a horrid, foul-smelling animal of poor repute and evil disposition, noted for its burrowing habits and its extraordinarily long claws and nasty fangs. Hardly the thing one would confuse with an august association such as our own.

Also, in the future if you should steal again from the RIDER a cartoon which we have stolen from some other Morgan newsletter, please credit us as well as the original source. We have our pride, you know.

I must say I was delighted you picked up the Morgantina book item. I had a feeling you'd pick up on that one.

Best regards, Win Sharples

Editor Comment; Our BLURB is INestimable, sir. However we thank you for clearing up, in your 3rd paragraph, our undoubted confusion. But the description did sound like a research editor.



CHRISTMAS IN SOHO
Sat Dec 10,

Another delightful Morgan Christmas party, this year hosted by Linda and Brian Rumohr. It went on 'til all hours which is always a sure sign of people having a good time.

A birthday was celebrated, but this was a strictly secular one.



Reprinted
from
Rough
Rider



MOGGIES AT MONZA

Reprinted from Rough Rider

Ambroggio Macchi and the Merry Mog Men and Women of Morgan Club Italia are to be heartily congratulated on a fine participation in the Autorevival at the Monza Racing Track, in Italy, June 4 and 5, 1983.

Morgana and I traveled the 1606 km from Warsaw, Poland, to Monza, to attend the event, and we were not disappointed. The Italian Club members were super accomodating. Ambroggio personally made sure that all the foreign participants (three British, two German, one Swiss, plus Morgana and me from Poland) were well taken care of, including adequate translation of the events, which was a good thing as we were able to get totally confused one second after arriving!

We were hosted by a group of upper-crusty Italian Morgan Owner Gentlemen. The Morgan participation at Autorevival was well organized: a van for drinks and sales, big sun umbrellas, lawn chairs, big club-emblem posters--the works! And it paid off. There werethirty-five Morgans in the paddock and everything went like clockwork, even in the terrific heat.

We got to have nice long practice sessions on the very tricky track on Saturday and Sunday. It was a screaming thrill to set ones Michelines on that track. Such fun to see the Moggies zipping around, some zipping faster than others, and Barry Summers, GB had the fastest lap. Others zapped instead of zipped, and Wendy Matthews, GB, really pranged her 4/4 pretty badly. Fortunately she was unhurt, but Moggie had to return home on a trailer, in pieces. Not to worry, husband Keith will fix it like new and I'm betting it will be done before the baby arrives this fall!

I can sympathize with Wendy, she cracked up in a real bitch of a zig-zag, and I did a spin at the same place on my first time on the track. It's about 1km into the track, 2nd set of "Z's" after the five chicanes. It happened so fast to me that I didn't even have to time to get scared. I was too busy keeping Morgana alive!

Sunday afternoon was the presentation of trophies. Ambroggio had a whole table of themheaped and stacked up.....beautifully displayed. They were then awarded to the worthy Morganists. Mr. M made a lovely speech in which he made note of the international flavor of the participants this year and how, thanks to the support of the Morgan Club Italia, the club had grown and developed in its short existence. Then we all joined in a parade around the 6 km track. Flags were aflutter on all the cars and it was quite a sight. Not to miss a trick, the Italian Press was there en masse, clicking and scribbling away. They gave the Mog contingent very good coverage and pics in the newspapers and magazines.

It all went so well and everyone had a fantastic time. By the time the parade was over we all felt sad; we just didn't want it to end. Kudos

to Ambroggio Macchi, who deserves the biggest trophy of all time for all of the effort and energy he has put into the Morgan Club Italia since its recent beginnings and, especially, for organizing a Morgan participation in the Monza Autorevival that was enormous fun for all!

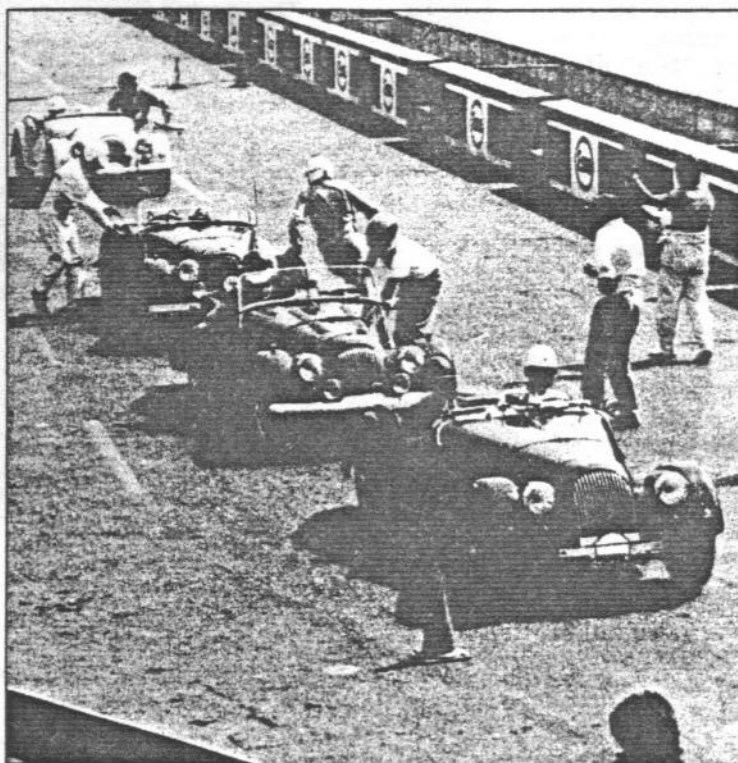
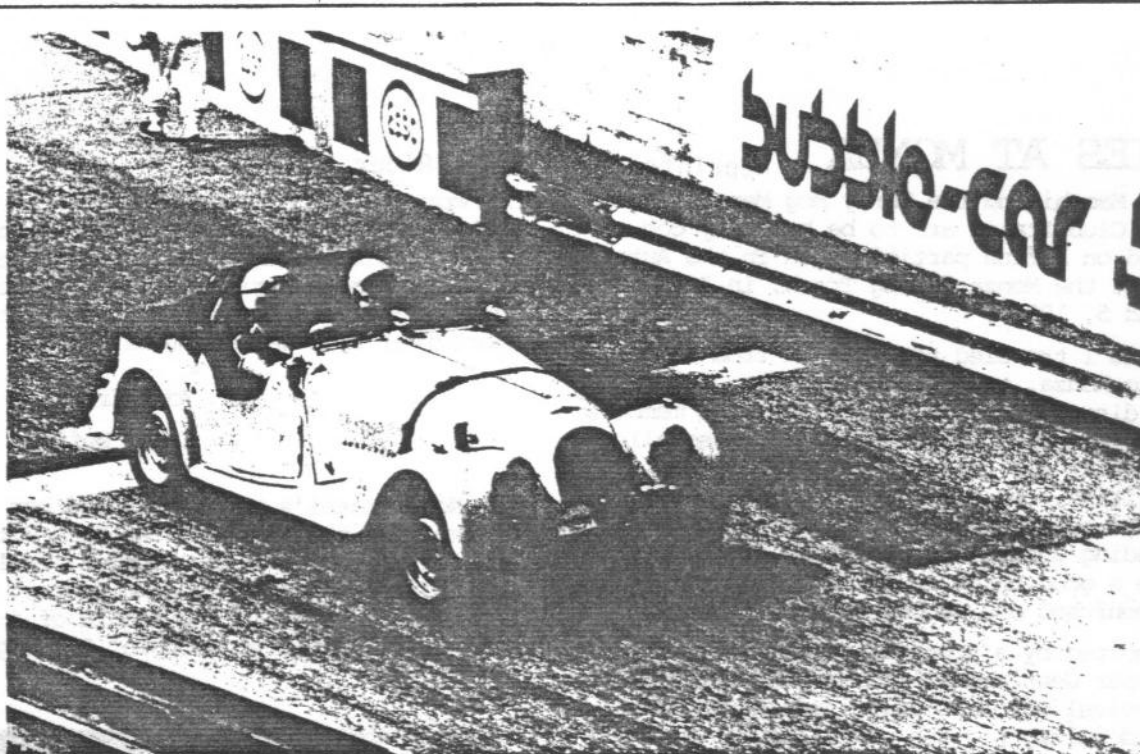
Your friend,
Kathi Hoffman

[Ed. Note: Kathi's modesty caused her to leave out the fact that she carried back with her three of those beautiful trophies, including a much-cherished one for second fastest Morgan of the meet, and this in the middle of a 1900-mile round trip! Ain't no stoppin' Pol-Mog Momma!]



Opposite: MOG's on the Grid, Monza '82: First National Meet, Morgan Club Italia
Monza '82: Luisa Toffolo (spouse of MCI Founder, Ambrogio C. Macchi)
Fun in the Monza '83 Paddock: Morgana never had it so good!

Photos by Macchi & Hoffman




Quel sapore di Le Mans

ROMBO

MONZA - Anche se l'Autorevival monzese non aveva alcun carattere competitivo, molti dei partecipanti hanno potuto assaporare il brivido di una gara tipo Le Mans, con tanto di soste e cambi di piloti. Il successo in questa prova è arriso alla squadra del Registro Abarth, davanti a quella della Morgan. A proposito della marca inglese, erano presenti ben 35 Morgan provenienti da Germania, Inghilterra, Italia, Svizzera e Polonia. Proprio da Varsavia è giunta, con i propri mezzi, la signorina Kathi Hoffman, mentre molto ammirata anche la «Four Four» del 1937, presentata da Gianfranco Goretti di Milano.



Material on this, the opposite, and the next page, was sent by the Morgan Club of Italia.



MORGAN MOTOR

REGISTERS IN LONDON UNDER NO. 37128

Directors: P. Morgan, J. Morgan, J. Morgan, J. Morgan

Secretary: J. C. Baker

TELEPHONE
186 15 11 24 1111

TELEGRAMS
MORGAN MOTOR

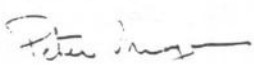
REGISTRATION OFFICE
PROMERSON ROAD
MAUVERN LINK
MORCE. 4814 25, ENGLAND

MORGAN CLUB ITALIA

Please accept this note as my congratulations for the performance put up by the Morgan Team in the Le Mans race at Monza.

The second place you achieved was most impressive and maybe on a future occasion your team will go out and win this race outright.

Once again my congratulations.



PETER MORGAN

20 June 1982

Morgan Club Italia

Raduno Internazionale





Autodromo di Monza

4-5 Giugno 1983

From: Morgan Club Italia Milan, 5 December 1983
 To: Morgan Sports Car Club and Morgan National Clubs
 Morgan Monza Meeting '84
 Autodromo di Monza, 9 e 10 Giugno 1984

We have the pleasure to announce that the Third Edition of our "MORGAN MONZA MEETING" will take place on 9th and 10th of JUNE 1984, in the context of the larger classic-cars-event called "Autorevival Italia - Two Days in Monza '84".

As usually, the meeting will be a sport-oriented event but not really competitive: helmets are requested for drivers and passengers but not roll-bars or racing driving licences.

For organizational reasons we are going to plan a closed-number of participants and all Morgan Owners interested in receiving next spring full Program (on Track-Use, Club-Dinner, Accomodation, Awards, Prices, etc.) have to write to our Club as soon and in any cases no later than 10th of March.

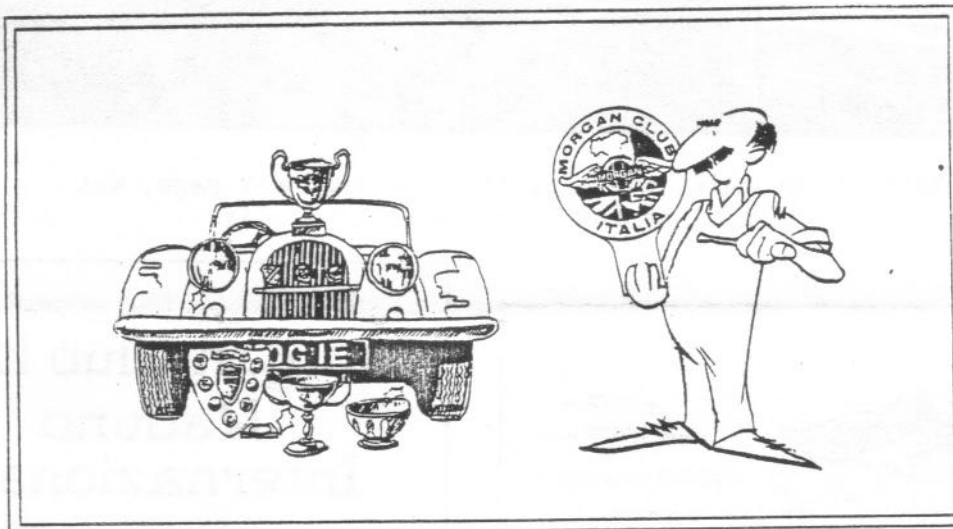
Happy Monzaning!

(A.C. Macchi)

MORGAN CLUB ITALIA - Via V. Foppa, 6 - 20144 MILANO



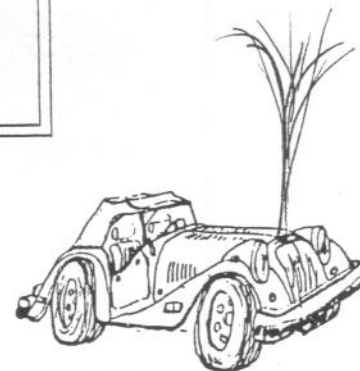
P.S. - Maybe we will also plan a following and different Meeting in September and in this case we should write again some months before.



Our metal Car-Badge is available sending the below strip to this address

Gianfranco Goretti
 Via XX Settembre, 2
 20092 - Cinisello Balsamo (MI)
 Italy

and enclosing \$ 22 (American Dollars) by notes (paper money).



AIRLINE TICKET SAGA cont from p 2

the President loses her cool

say what I thought then either. explain I cannot make such commitment without giving my members the info, at this I am informed I should have asked in the first place as they could have given me the prices then, but I had asked for the information of the Meet not prices, THATS WHEN I LOST MY COOL.

Results are quotes as follows; BA 778. Wardair 782. Jetlink 738. CP via British Airtours 778. My Travel Agent Norma in Bolton offered Wardair at 738 midweek 758 weekends by a 2% discount from the co plus 2% from her.

She agrees a price war is expected again this summer as no bookings are coming in, we agree also to leave it as this is too steep and I will suggest to all that each make their own flight arrangement. I then check with our US counterpart and they also have same problem but are working on a deal of maybe 550 US to include a side trip to Paris, he promised last night to try & include any interested Canadians too & will keep me informed.

Audrey Beer.

Tailor-made rapid transit

Against the picture-postcard beauty of the snow-covered Malvern hills, the large expanse of well-worn red brick factory appears out of place.

It is in an area where, as one visitor remarked, "one expects to find tennis courts and golf clubs, rather than factories making sports cars."

Yet, the dull one storey building in this village 125 miles northwest of London belies the prestige its products command. It is here the family-owned Morgan Motor Co Ltd, has been handmaking, in an almost couture-like fashion, sports cars that originally were designed before World War II. It has been making Morgans for about 70 years.

"I'm not selling transportation," says Peter Morgan, managing director of the company founded by his father, HFS Morgan, in 1910. "The Morgan isn't just a car. It's a way of life."

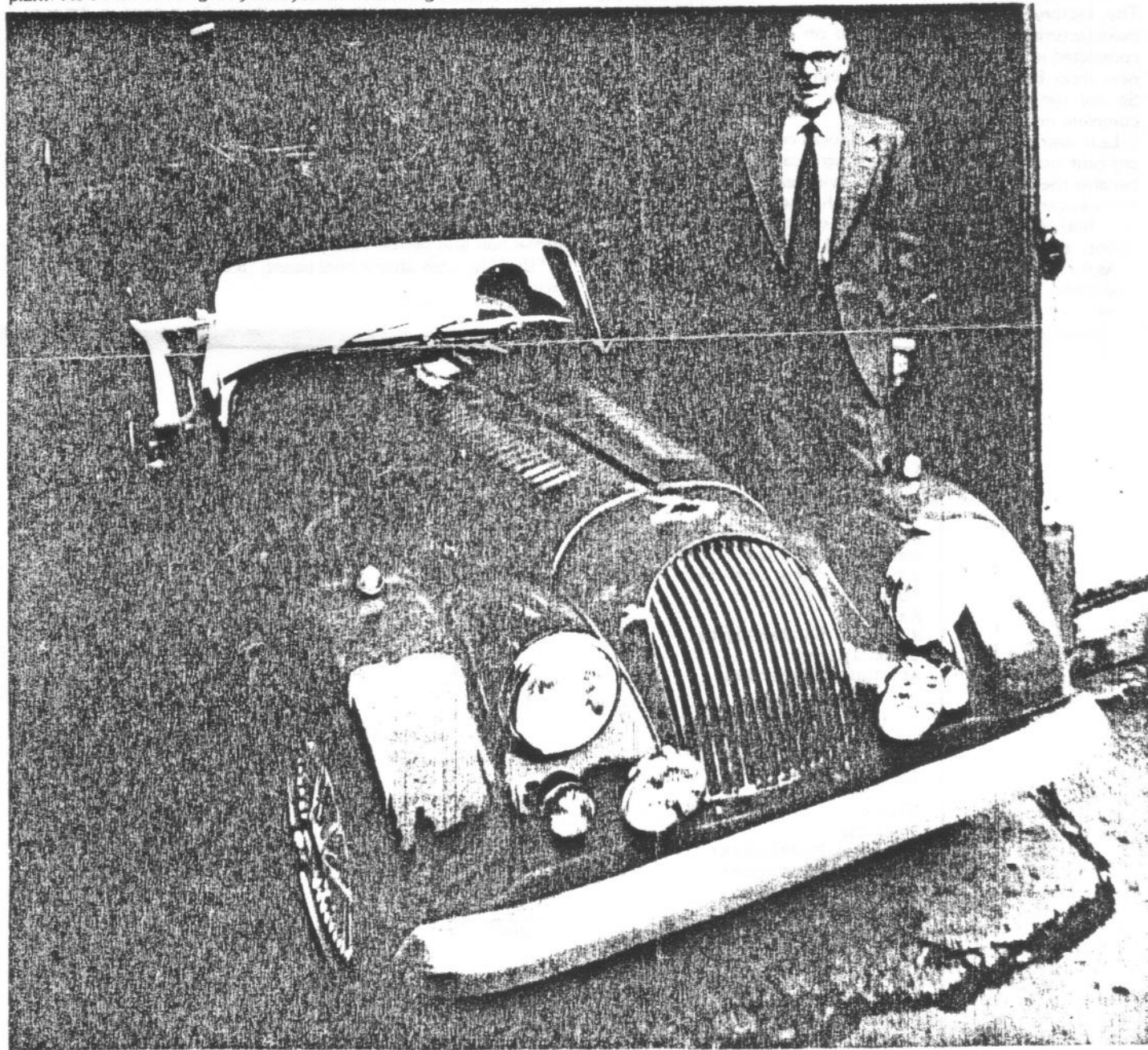
King Juan Carlos I of Spain soon will take delivery of his British racing green Morgan, now winding its way through the production plant. He's been waiting only two years. When he gets his car, he'll

join a long list of heads of state and aristocrats whose garages house Morgans. King Hussein of Jordan has one, and King Hussan of Morocco owns two. The Shah of Iran died before his car could be produced and delivered.

At one point, the company advertised its vehicle as "the film-star car" because of the impressive cast of entertainers who owned Morgans: Catherine Deneuve, Jean-Paul Belmondo, Anna Karina and Mick Jagger, for example. Brigitte Bardot was a bit surprised when the company declined to allow her a discount because of her star status, but it didn't deter her from buying one.

In general, though, people who own Morgans are individualists — in more ways than one. As Mark Aston, a marketing official with the company points out, "Every Morgan is built individually for each individual. And Morgans are handmade, give or take an inch."

They are truly couture cars. Each is built to order. Clients may choose from 2,500 paint colours and combinations, from either a steel or aluminium body to fit over the ash wood frame, and they may select different seats and their positioning, plus various types of upholstery and dashboard instrumentation. Numerous other



variations, from leather door sideflaps to extra-wide hood straps, are available.

Customers select these touches after deciding upon one of three basic Morgan models — the 4/4 two-seater and the 4/4 four-seater (both of which have the four-speed Ford 1,600-cubic capacity engine), and the Plus-8 two-seater, which incorporates a five-speed Rover V8 engine. What remains the same for all models, of course, is the Morgan's distinctive pre-war body, with its elongated bonnet, the outward sweep of mudguards and the low overall height.

The company's first car was called the Morgan Runabout, and it was assembled almost as a "do-it-yourself" sort of thing by HFS Morgan in 1909. A year later, HFS was in business. The car — a three-wheeled vehicle with a single seat — had begun attracting orders from friends of the family, and from Harrods.

Before long, it was garnering a reputation for reliability and speed, and winning race after race at the famous Brooklands racetrack in southern England. One of the first British cars to boast independent front suspension and a flexible chassis, the Morgan also collected numerous prizes in hill-climbing contests.

It was only when the Royal Automobile Club excluded Morgans from some of its trials in 1914 because they had only three wheels that the company began designing cars with four wheels.

There are no assembly lines or automation at the Morgan plant. The factory is divided into wooden bays in which different manufacturing steps are performed on each car. When work is completed in one bay, porters push the car into a yard and into the next shop. Bonnets are individually cut and shaped on the vehicle. So are the detachable leather tops. It takes three months to complete one car.

Last year, the 115 Morgan employees constructed 427 cars, a 6 per cent increase over 1979. This is significant because Morgan thus became the only British car maker to increase production. It also is the only car manufacturer there that has neither placed its workers on "short time" or laid them off. Sales in 1980 were just under \$4.5 million, a \$675,000 rise from the year before.

As for the future, Morgan has an enviable backlog of 3,500 orders filed away, a figure which represents about seven years' worth of production. That seven-year wait applies to Britain only. In

continental Europe, the wait is four years, and in the United States, it's only two. Morgan varies the delays so it doesn't become any more dependent on the home market — which already accounts for 54 percent of its output.

The unusual supply and demand situation means British buyers taking delivery of a Morgan today often can sell it tomorrow and make a profit of about \$2,000.

"Nobody will ever scrap a Morgan because the cars are worth more rebuilt than new," says Aston. "Some people buy the car because it's an asset, not for motor transport or for fun. We've had some speculators in because of the premium on the cars, but we try to discourage it."

Also because of the delays, the company says its price list is nothing more than a "guideline." The basic overseas price for a 4/4 two-seater today is \$10,300, while the top Plus-8 model carries a \$15,400 pricetag. In Australia these prices become \$28,200 and \$41,500, but in the U.S., where only about 10 cars are sent annually, the Plus-8 sells for about \$24,600.

Ironically, it was the U.S. market that kept the Morgan going in the late Fifties and early Sixties, when Europeans were taken with the sleek design of more modern-looking sports cars. The American market snatched up to 70 per cent of Morgan's production until a spate of new regulations forced the car from that market in 1966.

"I'm disappointed with the way things have gone in America," adds Morgan. "America got me through a very difficult period for at least five or six years, when it was virtually our only market. But we're not a General Motors and you have to do the same things as GM to sell a car in the States."

As Gregory Houston Bowden points out, Morgans aren't for all tastes. Bowden is the author of Morgan, First and Last of the Real Sports Cars and he fell in love with the car when he was seven.

"When I go fast down a bumpy lane," he says, "there are times when I wish the suspension was softer. And when it's snowing and the snow drifts in, there are times when I wish the weather protection was better. And yes, they are drafty."

"But," he adds after a brief pause, "It's a Morgan, so one doesn't mind it."

JOHN A. BYRNE

MORGAN OWNERS GROUP
BALANCE SHEET FOR YEAR 1983

ASSETS:

Cash forward from 1982;	1002.17	
Membership dues for 83;	769.46	
Advance dues for 84;	269.00	
Regalia Sales;	1822.80	
Raffles;	54.00	
Niagara 83 Receipts;	1782.52	
Bank Interest;	26.03	
Accounts Payable;	<u>341.63</u>	
	6067.61	6067.61

EXPENSES:

Blurb;	649.82	
Mailing;	168.31	
Regalia Purchases;	1457.11	
Niagara Expenses;	1448.52	
Office Expenses;	80.75	
Bank Charges;	<u>.22</u>	
	3804.73	<u>3804.73</u>
		2262.88

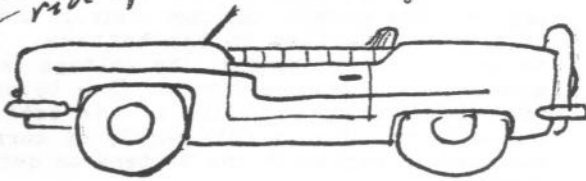
Bank dues a/c;	892.04	
Regalia a/c	<u>1370.84</u>	
	2262.88	
Regalia stock;	<u>1485.00</u>	<u>1485.00</u>
	3747.88	Total Assets 3747.88

BLURB NOW UP TO DATE

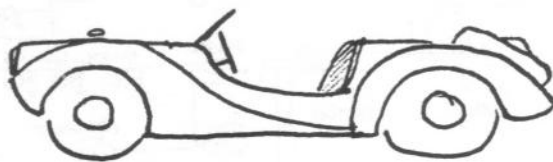
Well, last issue we started getting caught up and tried to pacify Washington with an article on MOG 13. We had a big spread on Morro Bay from Larry Ayers and it wasn't the disaster suggested by Rough Rider at all. We even got Niagara 83 out of the way.

This issue gets us about caught up as Brad Patterson of Chatham-on-Thames finally

Here is the old "Metropolitan" that Austin said we could use. See what you can do. Get rid of that chrome flashing!
- July 5

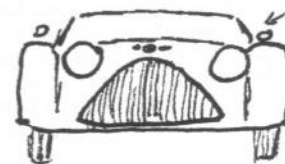
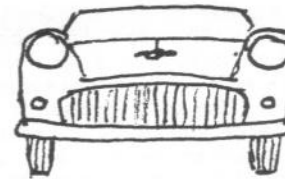
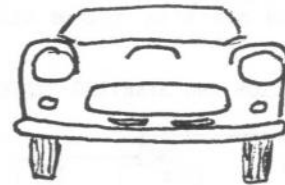


Has a nice touch of TR 2! But see if you can use less metal and lower it a bit.
- Sept 9



Much better! Do you think people will fall out? Ask Allards if they have any left over wings - Jan 12

15 sent something on Beetmog. And now, just the other day, someone sent us the illustrated handout from Omeme Mog's International Gathering of Four/Fours with their Spiritual Ancestor the Nash Metropolitan. (Better Known as 'OMIGFFSA'). It formed the basis of Mr Neville Snivel's lecture on the styling evolution of the then obsolete Metropolitan into the 4/4. Mr Snivel is pledged to protect his sources and wouldn't reveal whether it came from the Factory or the styling studio.



Can you make grille more traditional? Make bumpers an optional extra.

wing mounted? Will they work? Will anyone care if they work?

Chrome's expensive nowadays! Narrow the grille.

DEAR HORTENSE

Have you a special problem that worries you about your Morgan. Something you'd really like to know? Something you've been afraid to ask Jerry Willburn? Just whisper a word to Steve Beer or drop a line to Hortense c/o Audrey Beer and the experts will fly into action. We won't even tell our readers who asked, if you prefer.

Reprinted from THE FORMAT May/June 1977
(Southern California Club)

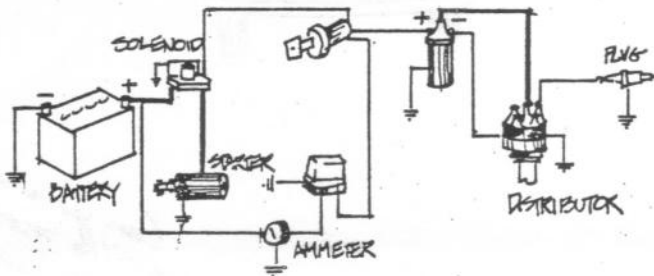
EVERYTHING YOU WANT TO KNOW ABOUT ELECTRICS

written by Lou Canut

Within the family of Morgan cars, the electrical systems are quite similar, but there are some differences. As an example, pre-1965 cars used a positive ground and 1965-onward cars use a negative ground. Prior to doing any electrical work, you should check the schematic for your particular model for any variations. For the purpose of this article, I've chosen the Plus-4-Plus (1965-onward) wiring diagram on page 168, "Morgan Four Owners Workshop Manual" as my example and the accompanying drawing can be related to that schematic.

There are really only four basic electric systems in your Morgan: the ignition and starting system, the charging system, the lighting system, and the gauge & accessory system. As the other systems are not much good unless the car starts and runs, the ignition and starting system will be covered first.

IGNITION AND STARTING SYSTEM



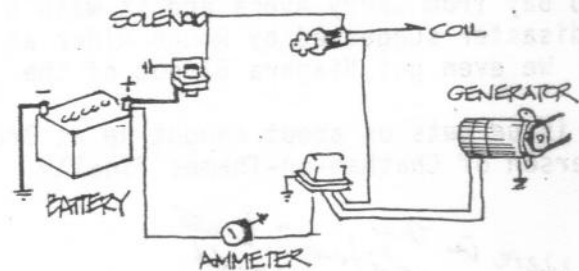
As you can see on the drawing above, a heavy positive wire runs directly from the battery to the starter solenoid. This solenoid is simply a heavy-duty switch. The only reason a solenoid is used is that a large amount of current is required to operate the starter motor, and without the solenoid a heavy wire would have to run all the way to the dash, through a very heavy-duty ignition switch and then back to the ignition starter switch (via the ammeter and control box), then back to the solenoid. When the ignition switch is turned to the "start" position, current flows through the small wire to the solenoid, which closes the points magnetically and sends the full battery current into the starter. Because the circuit is completed and the starter motor runs.

When the ignition switch is turned to "on", a positive current is also supplied from the battery to the coil (via the ammeter, control box, and ignition switch). At the coil, the current develops a very high voltage and is fed to the distributor. The high voltage is developed within the coil by current flowing through coiled wires which generates a magnetic field. Each time the current is interrupted by the rotation of the distributor, the magnetic field collapses inducing the high voltage. The high voltage current then flows through a short length of spark plug-type wire to the center of the distributor. The distributor is no more than a rotary switch that directs the current flow to the spark plugs in the correct order of firing. The spark plug is grounded to the engine block, by virtue of being screwed in, and the high voltage jumps the gap at the end of the plug in the combustion chamber.

When ignition difficulty develops, turn the ignition to "on" and start checking the system

starting at the spark plugs and working back towards the battery. A simple test light available at any auto parts store can be used to find the faulty component or shorted wire. Be sure to ground the test light to complete each circuit.

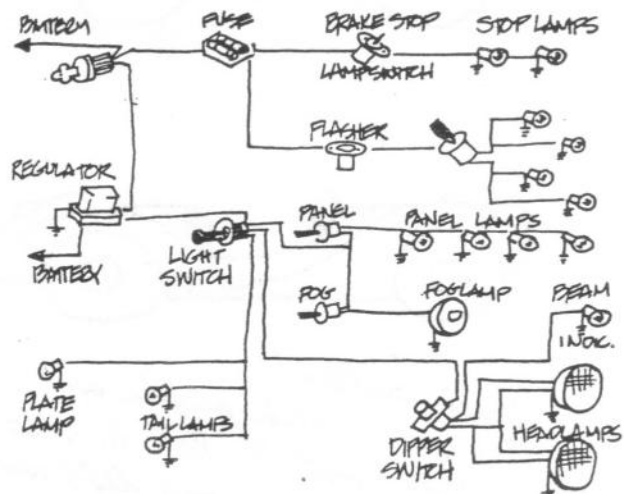
CHARGING SYSTEM



The charging system uses power produced by the running engine to generate electricity to replace that power in the battery that is being used by the other three systems. The only component that makes this simple system complicated is the control box (voltage regulator). As its name implies, the voltage regulator controls the amount of current supplied to the battery. If the battery is fully charged, the voltage regulator only supplies a minimum current flow to maintain that full charge. But, if the battery is partially run down, a full supply of current is supplied to replenish the battery as quickly as possible.

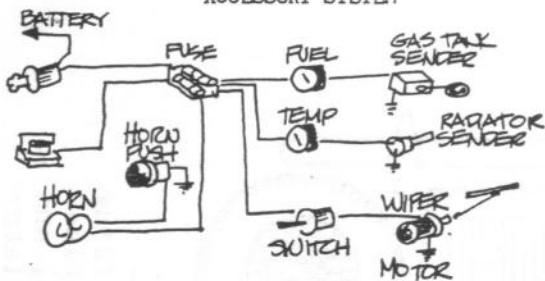
If there are no shorts in your wiring, the only two things that can go wrong with the charging system are the generator and the voltage regulator. If either of these two components go out, the engine will still operate until the battery is completely discharged. Pages 142 and 143 of the "Morgan Four Owners Workshop Manual" Autobook 796 cover the adjustment of the voltage regulator in easy-to-follow steps. Generator repair shops can check your generation out in a couple of minutes at a very nominal charge.

LIGHTING SYSTEM



Although the above drawing may appear complex, the lighting system is actually very simple. Current is supplied to the various lighting subsystems from the battery through two directions. One power source is from the control box which feeds the panel lights, fog light, headlights, side and tail lights, and the license plate light. All these lights can be turned on without the ignition switch being on. The second system of lights, composed of stop lights and turn signal lights, work off the ignition switch and through a fuse. Current passes through each switch to the appropriate light which is grounded to complete the circuit. There are no mysteries in this system, only bulbs, wire shorts and bad switches can keep you in the dark!

ACCESSORY SYSTEM



This system is similar to the lighting system in that a positive current is carried to a switch or gauge and then on to the accessory or sending unit. The accessory or sending unit is grounded, which completes the circuit. The sending units do nothing more than vary the amount of grounding, thereby changing the reading. Consequently, if the wire from a gauge to a sending unit shorts out, it will simply make a 100 percent ground and consequently will read 100 percent.

Taken one at a time, a Morgan's electrical system isn't hard to understand. Use the correct wiring diagram and you'll have your problems "wired"!

One of the best and cheapest ways of testing switches, etc., is to make a test lead out of a length of wire fitted with alligator clips on each end. If, for instance, your brake lights don't work, you can by-pass the switch by clipping one end of the test lead to the hot side and the other end to the outlet of the switch. If the lights work, the switch is bad. If the lights still don't work, it's either the bulb (which can easily be changed) or a big bad short (bare wire against auto metal). Also, don't forget to check the fuses where applicable.

If the fuse is blown in the circuit you're testing, a handy little tool to have is a "short finder". Attach two wires with alligator clips to a 10 amp. circuit breaker. Clip the alligator clips to each side of the fuse holder. A short in the system will make the circuit breaker "pop". The constant "pop" of the circuit breaker will stop when you have located the short and you won't use up a box of fuses trying to find out if you found the short.

One of the prime reasons behind electrical failures is corroded terminals. These can be quickly cleaned with a brush dipped in acetone. On the road, just scrape with a knife.



techspeak

REMOVING SMALL DENTS

reprinted from *The Format* 3/77
written by Lou Canut

All of us at one time or another have had minor dents in accessory parts, e.g. headlight rims, moldings, etc., that we would like repaired but which didn't warrant the cost of taking them to a shop. Some of us have also attempted to pound out those dents, the results being a number of smaller dents or, worse, stretched metal! Described here is a simple method of pressing out those dents using your drill press.

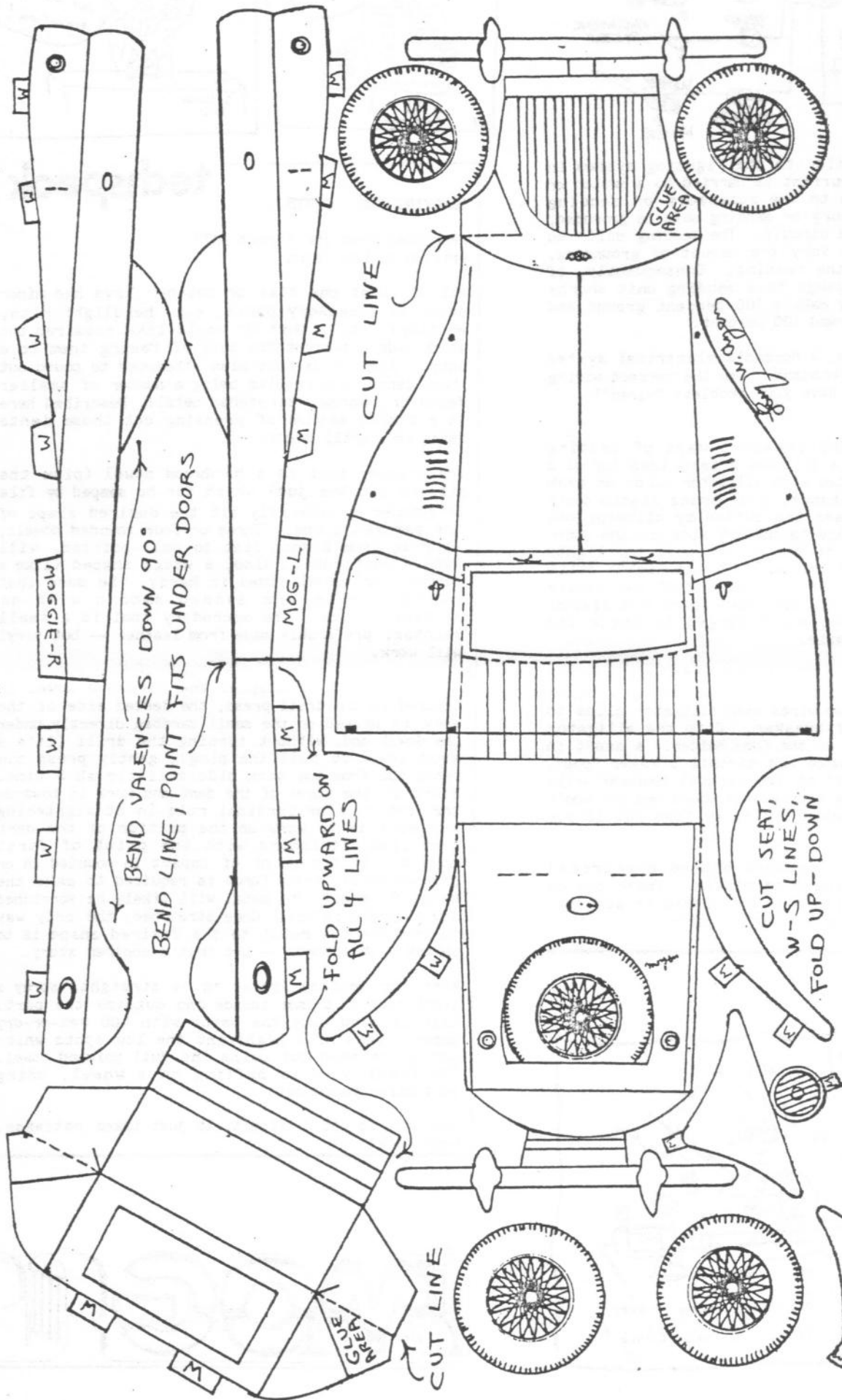
The primary tool is a hardwood dowel (pick the size to fit the job) which can be shaped by file or grinder to generally fit the desired shape of the damaged piece. Three or four rounded dowels, varying from almost flat to dull-pointed, will handle most jobs. Also, a wedge shaped (like a screwdriver) dowel comes in handy. Be sure that rounded ends are sanded smooth with no irregularities. The secondary tool is a small sandbag, preferably made from leather — but vinyl will work.

The technique is simple: the hardwood dowel is chucked in the drill press, the dented side of the work is placed on the small sandbag directly under the dowel and, without turning the drill (it's a good idea to pull the plug), gently press the dents out from the back side a little at a time. Start at the edges of the dent and work in towards the center. The cardinal rule in straightening any dent is to work on the portion of the dent bent last, finishing with the point of first impact. If the point of impact is pounded on or pressed first, extra force is required to make the metal move and the metal will likely be stretched and a dimple formed. Once stretched, the only way to restore the metal to the desired shape is to shrink with a torch — but that's another story.

When the dent(s) appear to be straight, spray a light coat of primer inside and outside the part. Lightly sand away the paint with 600 wet-or-dry paper. This will highlight the low spots which can be pressed out using the dull pointed dowel. The final step is buffing on a wheel, using polishing compounds.

The task is not difficult, it just takes patience. Good luck!





THE LAST MORGAN DROP HEAD COUPE....the cowed radiator two seater

The Morgan Motor Co. Ltd. in Malvern Link, Worcestershire, England, began building four wheelers in 1936, every so often turning out a Drop Head Coupe model as time and orders dictated. Before W.W. II, the factory made 58 Flat Rad 4/4 models, and 106 Flat Rad 4/4's after the War, plus 117 +4 Flat Heads. With the cowed radiator model two seater, production lasted until January, 1969. The above model is a tribute to this beautiful two seater body style, and also a salute to the four seater coupes built from 1954-56 with a total of 51 manufactured. And to the last Drop Head, a +8 two seater built to special order in 1970! Sincerely, L. Ayers

BADGES WANTED

PLUS FOUR WANTED

First & second edition of the Toronto Morgan Owners Group car badges, both in brass, I am prepared to pay a premium to obtain either, please contact. Homer L. Deakins Jr. at Ogletree, Deakins, Nash, Smoak & Stewart, First Atlantic Tower, 2 Peachtree St. N.W. Atlanta, Georgia, 30383 USA

Please phone collect 1 613 832 2272
Greg Kaufman, PO Box 66, 112 Birch Rd,
RR #2, Woodlawn, Ontario, KOA 3M0

THE LAST MORGAN DROP HEAD COUPE....the cowled radiator two seater

NOTE: Please read entire page before beginning.

Instructions and tools needed for assembly. Sharp scissors, pen knife, tweezers, colors, scotch tape, glue stick, thin cardboard, patience, and ingenuity.

1. Color body, hood, wheels, and wings before cutting out. Suggested colors: black hood, wheels, and wings. Tan or cream body. Amber and red for lights.
2. Slit or cut out all dotted lines on body, hood, and wings (at front), first, after coloring.
3. Back wheels with thin cardboard, and cut out a second time.
4. Make cardboard brace for body measuring $2\frac{1}{4}$ " by $\frac{3}{4}$ " and bend back ends $\frac{1}{4}$ " each, then glue to seat back and sides of body interior. This determines body width in part.
5. Cut a body pan out of cardboard measuring 7" long by $2-3/4$ " at the front, tapering to $2\frac{1}{2}$ " at the rear. Tabs of cardboard are made up and bent 90-degrees, and glued to the body pan sides for wheel support. Measure $3/4$ " from the front and $1-3/4$ " from the rear for these tabs, and glue wheels so hubs center along edge of body pan.
6. All tabs labeled 'M' are either glued, taped, or both, as required.
7. Moggle-L is the left wing. Mogg-R, the other. Remember to slot the wing valences to accept the head lights before cutting out.
8. The head lights will take shape around the lens size. Tweezers are helpful when holding and gluing the tabs.

Suggestions: Body pan painted black will set off the car more nicely. You may also want to make up your own seat cushions (don't forget the bladders) and facia panel. Have fun. Xerox the model and hand out to your friends if you like. It was a project done for the enjoyment and amusement of Morgan owners and enthusiasts everywhere. The model is also suitable for just framing.

Sony W. Agnew
+4 *David W. CAL.*
M.T.M.C.
MCCWDC

Order for assembly.

1. After cutting out body, crease where indicated, and install body brace (see 4 above).
2. Attach both wings.
3. Fold, glue hood, and insert tabs in body. Fold under and glue. Sides of hood are glued to body on same line which is the side chrome trim.
4. Attach front lights.
5. Cut out and attach body pan (see 5 above) and glue pan to the length of wings which run beneath the doors only. Wheels are then glued onto tabs (which you have attached prior to attaching pan to body).

Reprinted from Rough Rider

CALENDAR

- FEB 10 - 18 MORGANS AT THE MOTORSHOW, MALTON: see p 3
SAT FEB 25 ANNUAL WINTER BASH 7:30 PM, SNELGROVE, see p 3
SAT MAR 24 COMMEMORATE SPRING EQUINOX, 7:30 PM, Colgan, see p 3
SUN APR 29 PUB LUNCH, 1 PM, MILTON, see p 3
MAY SPRING RUN TO NOTTAWASAGA INN (tentative)
JUL 4th MOG 14, DULLES, VIRGINIA
JUL 21 MOG 84, 75TH ANNIVERSARY, MALVERN, ENGLAND, see p 2
SEPT 7 8 9 NIAGARA 84 (rooms; a complete motel has been booked for our club near Niagara Golf Club, details anon)

SOME AMERICAN EVENTS

- SUN APR 29 MORGANS ON THE LAWN VII, LOS ANGELES AREA, Jerry Willburn
714 828 3127
MAY 17- 21 LEGUNA SECA; this year Morgan will be the featured marque
at this meet of meets, MONTEREY, CALIF, Linda Bird,
c/o J Willburn, 5073 Melbourne Dr, Cypress, Calif, 90630

PRESIDENT	AUDREY BEER, RR #3, Bolton, Ontario, Canada, LOP 1A0, 416 857 3210	BURSAR	(TREASURY & MEMBERSHIP) LINDA RUMOHR, 16a Phoebe St., Toronto, Ontario, Canada. 416 593 6687	EDITOR	DOUG PRICE, c/o 22 St Clair Ave East, Suite 601, Toronto, Ontario, Canada, M4T 2S5 416 967 7816
CIRCULATION	BILL ELLMAN JR, 21 Marbury Cres, Don Mills, Ontario, Canada, M3A 2G3	REGALIA	PAULINE SMITH, General Delivery, Snelgrove, Ontario, Canada		

THE BLURB MORGAN OWNERS GROUP



Editor,
Doug Price,
c/o 22 St Clair Ave East,
Toronto, Ontario, Canada,
M4T 2S5

to:

Mr & Mrs J. Roden
63 Dunvegan Road
St Catharines Ont.
L2P 1H9

MEMBERSHIP
DUES
AGAIN?
ALREADY?



WORST
POSSIBLE
TASTE!!

