

DID YOU SEE THE PHOTO  
OF THE BEER'S LATEST  
RESTORATION PROJECT?  
THE ONE WITH THE BUSH  
IN THE BONNET!



YES, BUT  
IS THAT  
THE "BEFORE"  
OR "AFTER"  
PHOTO?

## The Inestimable Blurb

MAR 1985  
1-85

**Morgan Owners Group**



Prez and Prince Charming vamping it up at the St George's Society Ball and Roaring 'Twenties Dinner at which a 3 wheeler Morgan was demonstrated (the ex Brown, ex Rice ex S Beer now Bob Perry red JAP SS).



Steve Beer photo

The calender for the year is set and printed in this issue most need no explanation to you, but please note that this year we have switched the Pipers Hill date to the end of July and brought the Bolton Bash forward to early June, last year owing to going to the 75th in England we cancelled the Bolton Bash, this year having a very busy August booked for Reg and I having been elected to serve on the RROC National Meet Committee I prevailed upon Al and Marlese to swap dates with us, which works out better for all as now we get better weather to make full use of the pool at Pipers Hill too.

On typing up the calender I thought we seem to be set into a format each year of a regular events schedule, so think this is a good opportunity to ask all of you the big question "Do you want to change anything" if so have you any suggestions, for the events schedule is not beyond being changed at all, do you want a Fall Run added, are you tired of the same places and want something different, I would like some input and any suggestions from our members please, would you prefer to have meets away from members homes at maybe a Provincial Park, w would you like a weekend away event or a weekend tour, make a note and pass it along to me or mail it.

Already I have enquiries regarding the Niagara event from other club members from overseas and the US stating hopes of joining us this year so dont forget to mark your calenders too as it appears now that the Canadian clubs main event away from Toronto is getting to be recognised by many others too.

3

Last but not least your dues notice is enclosed so get em in soon, and add some suggestions as to what kind of club regalia you would like to see available at Niagara with it, as now is the time we have to get things organised let us know what you would like from your club.

PRESIDENT

AUDREY BEER,

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PAULINE SMITH,  
General Delivery,  
Snelgrove, Ontario,  
Canada



ANNUAL WINTER BASH

THE SMITHS ANNUAL BEAT THE BLAHRS

ON MARCH 2ND '85 at 7.30PM

Bring BYOB, MIX & POTLUCK DISH FOR THE BUFFET: LOCATION:  
Andrew St in Snelgrove just east of HWY 10 on 17 Side Rd.  
in Snelgrove, for details call Pauline Smith at 846-1521.

SPRING RUN

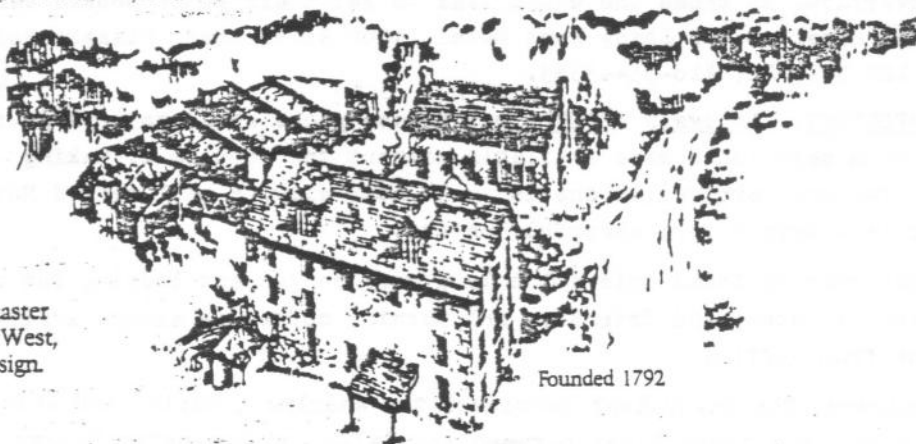
HAMILTON AREA

SUNDAY MAY 12, 10:30 AM



548 Old Dundas Rd, Ancaster  
Take 403 to Mohawk Rd. West,  
at Hwy. 2. You'll see our sign.

(416) 648-1827

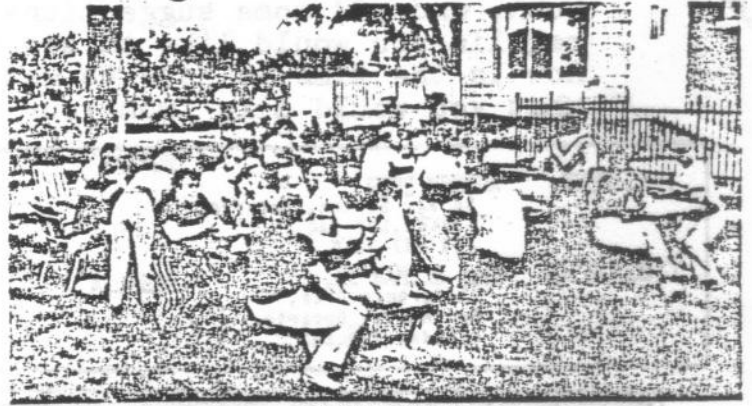


A glorious Spring ramble round the mountain organised by Sgt Major and MaryLou Lafford (a thinly veiled attempt to get re-elected 'Peoples Choice'). We meet at their house in Ancaster at 375 Melanie Cresc, phone 416 648 5261 at 10:30 AM.

The run ends at the characterful old Ancaster Inn where we have booked a seperate room so please be sure to RSVP through MaryLou (or Audrey). By all accounts, the Ancaster Inn is absolutely splendid so be sure not to miss it. Since it's a bit early in the season and possibly Mother's Day, Morgans are not mandatory.

Directions to the Laffords; QEW to 403 and Mohawk Road West (the Ancaster Cut-off). Then turn left onto hwy 2 (Wilson St) and left again onto Fiddler's Green Rd. Then right onto Amberlea Blvd (by the #403 overpass); 5th turning on the left is Melanie.

## Niagara on the Lake 1984



"Before the bombing"

by Orrin Geeting

The weekend of September 7 thru 9 was a good weekend to visit our good Canadian friends at Niagara Falls. There was a little rain to and from the event, but in between it was beautiful.

As usual, the noggin, natter and cars were as to be expected at a Morgan event. The fun concours turned out to be as hilarious as ever and at the banquet Harold made off with a prize for the air dam on the front of his +8. I was presented an award for the Morgan with the best equipped bar (J. Walker Black & Tanqueray).

The Sunday afternoon scenic tour of the Niagara area was delightful

with the final destination being the home of the Murphy's. The bill of fare for the barbecue was hamburgs and sausages which were complimented with other snacks and more noggin and natter. As the wind picked up, the tranquil shade of the backyard was menaced by falling branches and walnuts the size of tennis balls that bombarded the partygoers and forced them to partake in a game of musical chairs and picnic tables. There were a couple of casualties, but no blood was drawn.

Thank you Audrey Beer and John Roden for your Canadian hospitality.

BOLTON  
MAIN STREET STATION  
SUNDAY APRIL 14

call Audrey Beer 416 857 3210

We have made bookings for the same Motel as last year, there will also be the same arrangement for referral to another close Motel for the overflow, so those who would like to get their rooms booked early contact Hazel at the Shady Rest Motel, 4009 River Road, Niagara Falls Ont, L2E 3E4. Ph: 416-354-5353.

**IMPORTANT:** Arrivals AFTER 11pm; Please phone ahead to arrange for your room keys to be made available without the problem of waking Hazel for each arrival, as she is on 24 hour duty, a well rested Motel Owner is always a more cheerful Hostess.

Last year we found this not only a very convenient lodging but clean, reasonable rates, and friendly, and morning coffee is always available in the front office.

Newcomers; The Shady Rest overlooks the Whirlpool Rapids and Aero-car right on the Niagara River between the Falls and Queenston Bridge.



NIAGARA 85  
6-7-8 Sept.

### AUTUMN MOG VII

AUTUMN MOG VII IS SCHEDULED FOR THE WEEKEND OF SEPT 20 - 22. HEADQUARTERS HOTEL IS THE "WHITE HART" IN SALISBURY. AT LIMEROCK RACETRACK THE ORGANISERS HAVE THEIR FALL VINTAGE FESTIVAL OF RACING, A CONCOURS, AND ASSOCIATED ART AND REGALIA ACTIVITIES.

It is a very busy weekend. The entire guest room facilities of the White Hart are available but it's not enough of course. So the list of other hotels in the area is provided below and I suggest you make a reservation now if you would like to be at AUTUMN MOG. But don't delay unless you plan to camp. Further details will be available later this year. ...Alec Knight, Co-ordinator

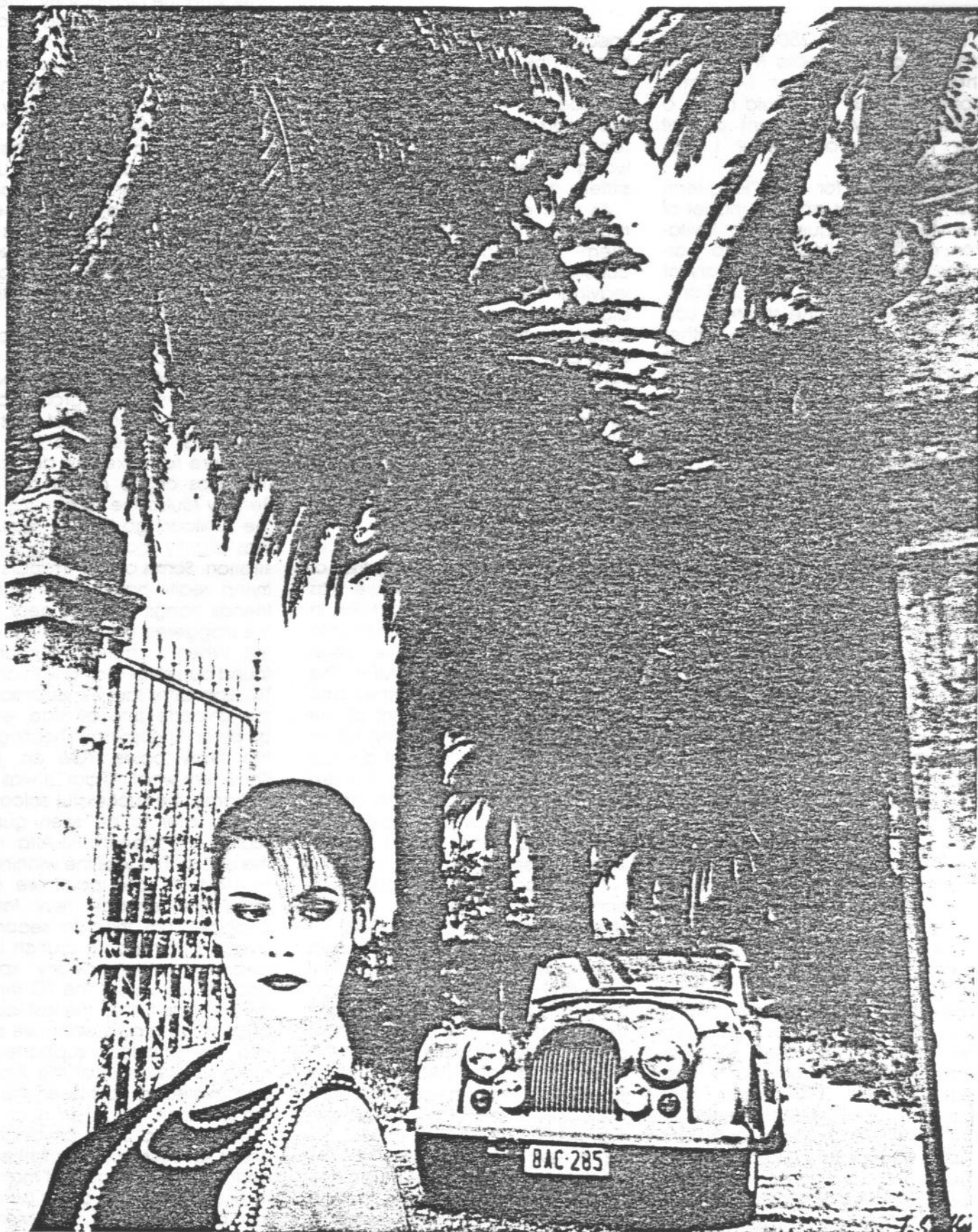
EDITOR NOTE This is an event that seems to have gone from strength to strength over the years and is well worth looking into especially if you'd like a Fall holiday in New England.  
Con't on page 13

11-84

# The Rough Rider



The Newsletter of the MORGAN CAR CLUB of Washington, D.C.



PHOTOGRAPHIES de JACQUES GALLIEN

From Flexible Flyer (Great Lakes MOG) Winter '85

## Travels with father

### The Morgans take a three-wheeled jaunt to celebrate the Montreux Grand Prix

by Charles Morgan

After traveling 1,250 miles in five days in a 50-year-old Morgan F4 three-wheeler, Peter Morgan's comment was, "If I could make a contemporary equivalent of that car now, I would think I was brilliant."

The excuse for this "long-term test" of a rather ancient model of the Morgan marque was an invitation by the Amilcar club to participate in the 50th anniversary of the Montreux Grand Prix, held only once in 1934 on the shore of Lac Lemman in Switzerland. My father might have politely refused the honor, had it not been for the fact that sitting in the dispatch bay of the works lay a three-wheeler whose chassis he believed was laid down exactly 50 years ago. The temptation proved irresistible, and he asked me if I would accompany him. I gladly agreed and looked forward to renewing my acquaintance with a car in which I had learned to drive at the age of 16.

In fact, there was a precedent for a trip to Switzerland within the Morgan family. HFS and Ruth Morgan took a Family Runabout there in 1928 and were pleasantly satisfied with the way the car coped with the Alpine passes. However, HFS came back with a horror of the steep descents after the passes, and Peter believes it was the reason why HFS refused to help him with a works car entry in the Alpine Rally. HFS said, "I don't mind you driving up the mountains, but I don't want you speeding down them."

The eight-horsepower three-wheeler that we were to take to Montreux has been known for some time as the "works three-wheeler." Built as a factory runabout to test new parts, it was used by Ruth Morgan during World War II and then updated with longer front springs. I passed a three-wheeler test in it in 1967 and used it for a year until it went into retirement after an engine rebuild. It had always been a very reliable car, only once letting us down when a worn wheel exploded on the way back from Cornwall. For the trip Peter

specified a new set of tires, new bonnet (the old one had incorrect louvers pressed during the war), a new loom (a 4/4 series one spare in the correct colors) and the replacement of the valances in wood rather than aluminum (this stiffens the car considerably).

As with all the best laid plans, reality gets in the way. The first problem occurred when the car coasted to a halt four miles after leaving the works. A perished diaphragm in the fuel pump was detected and quickly replaced, and only a slight hitch with the seams of my father's trousers delayed departure a little longer. By the time he arrived in London to pick me up, we wondered whether we would make the ferry. Bowling along through Kent, the car seemed to get into its stride. Unfortunately, we had no idea how fast we were going, as the speedometer cable had thrashed its way free of the gearbox and the needle was stuck at a determined 20 MPH. In fact, we arrived with half an hour to spare, so we must have been averaging a steady 45 MPH. The loaders improved our journey time by placing us at the front of the queue, and we were first off in France. On the advice of a local we headed for the Welsh Pub expecting a dinner of Welsh rabbit and beer. After oysters and prawns we learned things aren't always what they seem.

If the reaction of the public was enthusiastic in England, it was spectacular in France. Cars invariably hooted as they passed and lorries flashed their lights. The next day we spent racing huge pantechnicons on the straight, tree-lined avenues. We would catch them and pass them on the hills, only to have them lumber by downhill. It was a good-natured race with plenty of chivalrous giving way.

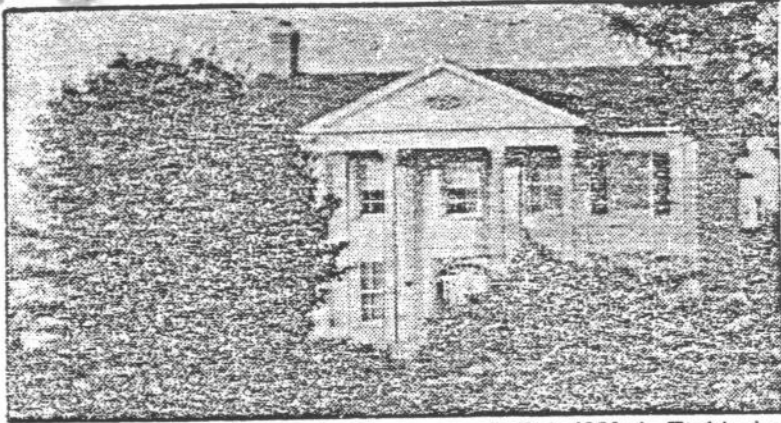
The next day proved to us how pleasant touring in 1934 must have been. We planned a route through Burgundy on very minor roads. It was sunny, the car was very comfortable (no heavy wind buffeting;

we weren't going fast enough), and we had plenty of room in the backseat to stow the bottles of Beaune we picked up on the way. We were averaging 40 MPG and checking the oil regularly. The seal leaked a little, so we had to top up the level. None got on the clutch, so we weren't too worried. Arriving in Geneva, we were one of the first cyclecars to get to the rally. Our host, Robert de Boer, could hardly believe we had driven all the way from Malvern and assured us we would win the prize for the farthest distance traveled to the meeting. We mended the dynamo at a local electrician's (a wire had gotten too hot when charging) and looked forward to the weekend with the Amilcar club.

Sunday was the anniversary of the grand prix, and we set off in convoy to Montreux. When we arrived we formed two groups, one of Amilcars and one of assorted cyclecars, including a few MGs. We were to make five demonstration laps of the circuit behind a Bentley Mulsanne Turbo. Watching the Amilcars go first we realized it was slightly more than a demonstration. Some of the Amilcars were trying really hard, wives and girlfriends hanging on for dear life in the staggered seat in the little boat-tail. When it came to our turn we found ourselves dicing with an MG-TC. Lap after lap we approached the chicane side by side, egged on by an Englishman shouting over the straw bales, "Go on, Peter! Show 'em what it'll do!" It was Barry Williams, the successful saloon car driver, later to be seen gunning Alain de Cadenet's P3 Alfa 'round the circuit. This was the winning car in 1934. At one point we didn't quite get enough revs for the change from third to second to avoid a horrendous crunch in the gearbox, which nearly spelled disaster, so we let the TC through the chicane first on the last lap. The buzz of the crowd when we came into the paddock supported the rumor afterward that the Amilcars and cyclecars had been the most fun to watch.

The trip had been an all-around great success, and my father was certainly the only current manufacturer to drive a car of the period to the anniversary of the Montreux Grand Prix.

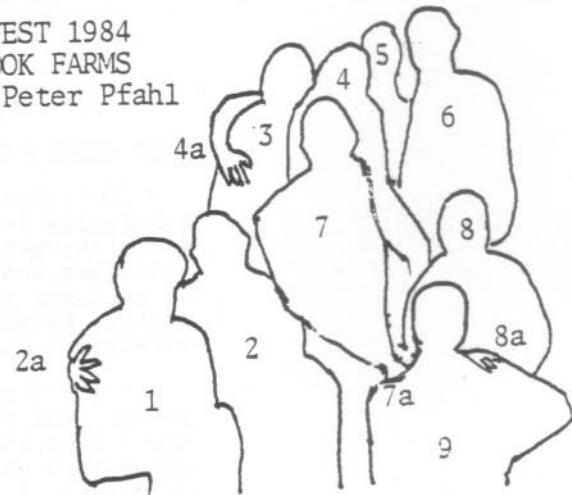
reprinted from  
Auto Week, Sept. 24 1984



This home, part of Elmbrooke Farms, was built in 1850s in Etobicoke!

# OKTOBERFEST

OKTOBERFEST 1984  
ELMBROOK FARMS  
Dorothy and Peter Pfahl



## STEVE BEER AND FRIENDS AT THE OKTOBERFEST

Owing to confusion concerning ownership of some hands we have discreetly avoided naming certain names. Names and other photos not published may be viewed privately upon application to the editorial offices. Beer photo

- |               |                 |                |
|---------------|-----------------|----------------|
| 1 unnamed     | 4a unnamed      | 7a unnamed     |
| 2 Reg Beer    | 5 Chris Charles | 8 unnamed      |
| 2a unnamed    | 6 Inestimable   | 8a unnamed     |
| 3 Audrey Beer | Editor          | 9 John Collins |
| 4 Peter Pfahl | 7 Steve Beer    |                |



Dear Blurbs,

## LETTERS TO THE EDITOR



### REG BEER AND A.B. SANDS PROPOSED AS CHARACTER WITNESSES

Sir: Unaccustomed as I am to putting pen to paper, a particular paragraph in your most recent issue has compelled me to sharpen my quill. I refer, of course, to the disparaging and libellous caption concerning a certain portion of my lower anatomy visible in the fine photograph of a typical Niagara-on-the-Lake breakfast (Blurb 84-4, page 9). Surely this must be a new nadir in gutter journalism.

I could understand it if I ever stooped to such levels, but you well know that I do not. My legal counsel, who I have instructed to institute proceedings posthaste, intends to call upon Reg Beer and Alan Sands as character witnesses in this regard, thereby ensuring that an already impregnable case is made totally unassailable.\* It pains me to do this, but I, sir, have been insulted.

I am not, however, vindictive. It may quell the shaking in your shoes somewhat to learn that I do not intend to press for punitive damages, but merely to obtain judgement preventing forever a repetition of such unworthy and odious editorial excesses. Indeed, I fully anticipate the day, perhaps a little while hence, when, upon mature reflection, you will thank me for having brought the matter to your attention.

I remain, sir, your loyal but not necessarily obedient servant

John Collins

P.S. Christina's knees had good reason to be shy. The photographer was Shier.

*\* Editor Comment; Most people would have the decency to keep quiet about this sort of problem.*

from: Gregory Houston Bowden

BUCKNELL MANOR, BICESTER, OXFORDSHIRE OX6 9LS, ENGLAND.

Dear Doug,

10th. Jan. 1985

I have been asked by the Haynes Publishing Group to write a new version of my book, MORGAN, FIRST AND LAST OF THE REAL SPORTS CARS and happily, Mr. Peter Morgan has given my project his full approval.

The new book will complete the history of the marque from 1970-1984 covering all the competition successes, the technical developments and the spectacular social events such as the 75th. anniversary celebrations. Furthermore, all chapters that are now out-of-date such as "How Morgans are Made" will be totally re-written.

In the course of discussing the new book with Mr. Morgan, it became quite clear that one of the most significant developments during the last fifteen years has been not only the growth in the number of Morgan clubs worldwide but also in their size and range of activities. I tried to touch on the clubs a little in MORE MORGAN but that was just a very brief survey and in any case there are far more clubs now than existed then.

In an ideal situation, I would visit every club in the world for this book but sadly the time and cost of doing this make it impossible, especially as the publishers are pressing me to be finished by the end of March! I am therefore writing to ask whether you could possibly be so very kind as to send me some material about your club that I could include in my book. The most useful information would be as follows:

1. The history of your club
2. What is the range of the club's activities (competition, technical back-up, social, publications etc.)
3. Is there something special about the Morgan lovers in your area?
4. Any special personalities?
5. Any special problems?
6. What is the club's proudest achievement and/or most spectacular event?

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If you are able to send any photographs, this would be marvellous (but please warn me if they are copyright!) If it is at all possible to send this material by mid-February, it would be a tremendous help.

Finally, I would be terribly pleased if you could let me know if you (or any other leading member of your club) are coming to England in the next few months. It would be very good to have the opportunity of meeting you!

As I say, I really would be enormously grateful for your assistance in building a good and accurate record of the world of Morgan Clubs.

With all best wishes,  
Yours sincerely,

*Gregory Houston Bowden*

Gregory Houston Bowden

*P.S. It was good to see Chris Charles here just before Christmas!*

*Editor Comment; Over to Audrey!*

## MORGAN CLUBS WORLD-WIDE

NOT INCLUDING USA

From Flexible Flyer (Great Lakes MOG)

Winter '85

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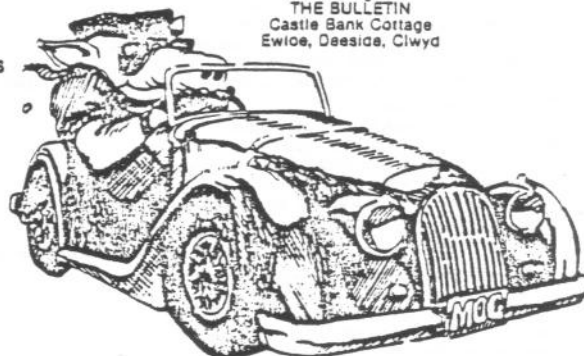
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MORGAN SPORTS CAR CLUB

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The Woodlands  
Holloway, Droitwich, Worcs.  
*Editor*  
Flo Angell  
THE BULLETIN  
Castle Bank Cottage  
Ewloe, Deeside, Clwyd



# IN YOUTH I SHOWED A MECHANICAL BENT

Transmitted by Donald Arment White  
Albuquerque, New Mexico

Sir Joseph Porter, ruler of the  
Queen's Navee (and parody of W H  
Smith the Bookseller) used to go  
on like this in HMS Pinafore.

...Editor



When I was a lad, as all can see  
I lived in a place called Pinafore  
My dad was the Rev Probendary  
And he was very very good to me!

Chorus: And he was very very good to me!

He took such very good care of me  
That I became the builder of the Queen's Moggies!

Chorus: He took such very good care of me  
That he became the builder of the Queen's Moggies!

In youth I showed a mechanical bent  
So off to engineering school I went  
Then later as an apprentice fine  
Upon the Great Western Railway Line

Chorus: Upon the Great Western Railway Line!

I 'prenticed about so skilfully  
That now I am the builder of the Queen's Moggies

Chorus: He prenticed about so skilfully  
That now he is the builder of the Queen's Moggies

As a bright young man I went into biz  
Not far from where the Morgan factory is  
I hired out cars and 'buses too  
Though still I yearned for something else to do  
I built a runabout that had wheels three  
And so became the builder of the Queen's Moggies

Chorus: He built a runabout that had wheels three  
And so became the builder of the Queen's Moggies!

In trial and race I increased the fame  
Of Morgan trikes of sturdy frame  
On hill and curve they were the best  
And we soon with great success were blessed  
Success was mine and in-ci-dent-al-ly  
We increased the fame of J.A.P!

Chorus: Success was his and in-ci-dent-al-ly  
He increased the fame of J.A.P!

One evening I went out to play  
To a nearby village and met Miss Day  
We soon were wed and none could claim  
That a Ruthless businessman I'd become!  
We ran all the trials so successfully  
That now I am the builder of the Queen's Moggies

Chorus: We ran all the trials so successfully  
That now I am the builder of the Queen's Moggies

Deluxe and Super Sport, Grand Prix  
Standard, Aero and Fam-i-ly  
Whatever type, they came in first  
But not a single one went in reverse  
As we moved forward as a Com-pan-y  
When I became the builder of the Queen's Moggies

Chorus: As they moved forward as a Com-pan-y  
When he became the builder of the Queen's Moggies!

The time came, when, in '35  
We needed more wheels to stay alive  
A kind of Morgan not seen before  
So we polished up the details on the new 4/4  
And we did this work so thoroughly  
That now I am the builder of the Queen's Moggies!

Chorus: They did this work so thoroughly  
That now he is the builder of the Queen's Moggies!

As I look down from the heavenly throng  
I see the Factory still goes strong  
Plus 8 Vitesse, the newest gem  
But here's my advice to P.H.G.M.  
Keep making Mogs from steel and tree  
And you'll always be the Captain of the Pickersleigh

Chorus: Keep making Mogs from steel and tree  
And you'll always be the Captain of the Pickersleigh!

10

# LONG-LOST WORK DISCOVERED IN ANCIENT MONASTERY!

"Slowly but inexorably, the breach between Gilbert & Sullivan was widening. Their relationship is still unique in the field of collaboration, in that two men whose minds could meet and interlock so perfectly, when it came to their joint work, could be so utterly apart in temperament and inclination." So begins Deems Taylor, in his useful work, "A Treasury of Gilbert & Sullivan," 1941, NY, writing of the rift that was to bring their fabulously successful collaboration to a tragic end.

After the towering twin triumphs of "Yeoman" and "The Gondoliers," G&S were never again to produce a successful comic opera, and the failures of "Utopia, Limited" and "The Grand Duke," as well as Sullivan's disastrous fling at grand opera, "Ivanhoe," are best consigned to the dust bin of time.\*

However, largely due to the intercession of the impresario Mr. D'Oyly Carte, Gilbert did from time to time send to Sullivan proposals for yet another comic opera. Each of these in turn was rejected by Sullivan (Gilbert's favorite, a plot involving a "magic lozenge", repeatedly turned up and could be counted upon to send poor Sullivan into a veritable frenzy) who was never again to contribute his brilliant music to Gilbert's enchanting lyrics. While many of these failed attempts have in the past been documented, a stunning new discovery brings to light for the first time, a libretto of uncommon brilliance, never before known to Savoyard historians.

As is well known, Gilbert often travelled to far-off climes between productions of his work, India and Egypt particular favorites of the dramatist. We now know that during his last trip abroad, travelling far up the Nile to Sudan, Gilbert completed the libretto and, blessedly, the entire body of lyrics for a work that, had it been sent on to Sullivan, would have undoubtedly salvaged the relationship and produced a work which would have taken its place among the pantheon of masterworks the two produced. Tragically, Gilbert was taken ill of Nile fever just when the work was completed, and in the frantic attempt to return him to British civilization, via mule cart, Nile steamer and P&O liner, the manuscript was lost.

Incredibly, it has now surfaced, the original long vanished, but appearing in a translation into ancient Ugru which had lain untouched for decades in a monastery in upper Egypt. Piece by piece, contemporary scholars are attempting to translate the work back into English, and from time to time another brilliant song from Gilbert's pen is made available to us.

Of course, Sullivan had no chance to work his magic upon these verses. But, quite fortunately, in an obvious attempt to make of this work a summation of their entire, brilliant career, Gilbert made each song a harkening back to an earlier, notable piece. While the record has been lost as to precisely which song Gilbert had in mind, we hope that you, dear reader, may aid us in tracing down the origins of these works. If one of them seems somewhat familiar, please let us know immediately which you think it might be, no matter how tenuous may seem the connection. The world of scholarship shall be eternally grateful to you!

The subject of this work should be of special interest to all enthusiasts of Morgan. Although it is not generally known, Gilbert, in his declining years, often frequented the famed Spa at Malvern, to partake of its miraculous waters, and while there befriended the young Harry Morgan. The two often raced together on the Spa's back roads, HFS in his trike, Gilbert in his Locomobile or Rolls, and Gilbert showed an extraordinary interest in the fledgling Morgan Motor Company. It is not surprising, then, that this long undiscovered work is titled, "H.M.S. Pickersleigh," a comic opera in three acts and two cylinders, and that it tells, with characteristic Gilbertian wit, of the trials and tribulations of the newly founded company.

More surprising, and continued proof of how human nature changes little with passing time, the characters of this great comic work strikingly resemble certain well-known personages of today's Morgan world, many of whom may seem familiar to the reader. Ah well, "plus ça change, plus c'est la même chose," as I've so often said!

So, we bring the first elements of this long-lost work to you for your perusal, gentle reader. As our faithful translators continue their agonizing effort to reclaim the work, we shall continue from time to time to bring to you other gems from the long-stilled pen of W. S. Gilbert. We trust you shall look forward to them as eagerly as we—and of course, as eagerly as shall the personages of today who can look forward to seeing in these dim figures from the past, faint resonances of their own lives and loves, brilliantly etched out by the acid pen of the great Sir William Gilbert.

W.S.S. Haymarket, Virginia  
1 January, 1985

\*Editor Comment; "Utopia Limited" and "Ivanhoe" in fact had exceptionally good West End runs. "Utopia" was an expensive production to mount which may account for the rarity of its revivals (we have only seen it once, but the memory is cherished).

# ODE TO THE PASTEPOT PRINCE, COUNT OF CONUNDRUMS, AND DUKE OF PLAZA-TORO

11

WSS

A wandering minstrel he—  
His scissors gaily snipping,  
Into all journals dipping,  
"Snip-snip" goes snickersnee!

A Morgan editor he—  
Of clever captions coining,  
Of others work, purloining  
To pad his potpourri!

Are you in sentimental mood?  
He'll sigh with you:  
Oh sorrow, sorrow!  
But dare insist on promptitude  
He'll cry to you:

Tomorrow, morrow!  
And when a deadline nears  
And gentle Audrey fears  
No BLURS at all appears  
He'll come to you:  
To borrow, borrow!

And if technical advise is ever wanted  
From the FORMAT, 'EER and RIDER deftly snips  
Sing hail to Darling Douglas the Undaunted  
(Though he writes far fewer stories than he rips.)

But when ever spirits lag, he's always flogged 'em  
This calculating, captionating wit  
So, hail to thee, Prince Hog of Northern Mogdom  
And hail to thee, blithe spirit exquisite!

And if you call for a song of the road  
He'll crank an engine over  
With barely a nudge and hardly a goad  
He'll soon come forth with a worthy ode—  
And gram-a-tic-ally moreover!

Chorus: Yeo-ho, a trifle slow—  
But gram-a-tic-ally moreover!

To slave at the keyboard, day-by-day  
May suit the average fellow  
Far happier he with his pot of paste  
Or off on a swoop  
In a drophead coupe  
In a drophead cabriolet, yea ho!  
—One pref-er-ab-ly four placed!\*



Chorus: Then give three cheers and then one more  
For this editor prolific  
With the taste to swipe  
From the best in type  
So long as its top-or-if-ic,  
So long as its top-or-if-ic!

A Morgan editor he  
If never quite on schedule  
Of wit, a fountain head you'll  
Ra-re-ly ev-er see.

The Prince of Paste Pots he—  
Devoid of a typewriter  
This cheeky, charming blighter  
All hail, sing hail to thee!

Editor Comment; The opinions of the poet  
are not necessarily the same as your editor's.  
(Our readers might try singing the above to  
'A Wandering Minstrel', but we wish them luck).

\* a SNOBMOG, dammit.



## ODE TO W.S.S.

O, a willful wastrel he --  
Typewriter wildly sniping,  
Seeking copy-swiping,  
"Ah! J'accuse!" snickers he!  
...Nigel Canard.

## THE SONG OF THE ENTREPRENEUR

I'm called little Buttercup, sweet Melvyn Ruttercup  
Though I could never tell why  
But still I'm called Buttercup, dear Melvyn Ruttercup  
Sweet Melvyn Ruttercup, I.

Step up to my counter  
I'm such a discounter  
World's greatest purveyor of spares  
I've precious regalia,  
More paraphernalia,  
Than you'll ever find any wheres!

If your old chrome plating  
Is de-ter-i-or-ating  
At speed that you've hated to see  
We'll soon have it gleaming  
If you'll stop blaspheming  
And bring all your troubles to me!

If your ancient bearing  
Is loudly declaring  
It's need for repairing, tout suite!  
I've just what you've needed  
For, whined, shrieked and pleaded  
For: prices that no one can beat!

If your worn out leather's  
Just holding together  
I'd love to replace it with new  
If you've got a piston, insistin' on twistin'  
Removal is long overdue.

You'll need sooner or later  
A new generator,  
New wings and the things on your springs,  
A new shining bumper,  
And seats that are plumper,  
And all kinds of frivolous things.

If your tired camshaft's  
A don't-give-a-damn-shaft,  
If you've got a creaking old clutch;  
I've just the replacement  
Right here in my basement  
It'll cost you, but not awfully much!

I've lovely Smith's gauges  
At prices outrageous,  
The long and the short of the grills;  
Got dozens of chassis  
And bolts chrome and brassy  
I've necessities, and I've got frills!

I've got loads of dashes  
And huge Belgian ashes  
From which you can carve out a frame  
I've nuts made by Whitworth  
(I've got quite a bit worth!)  
My goodies are creme de la creme.



I've millions of gaskets,  
S.U.'s by the baskets,  
I've elegant, gleaming badge bars,  
Got hundreds of heaters  
For two- and four-seaters  
Regalia to rival the Czar's!

So please don't be gloomy  
Just come and bring to me  
Your orders for Lucas' arcs!  
They're sure to delight you,  
At least 'til the night, you  
Attempt to drive home in the dark!

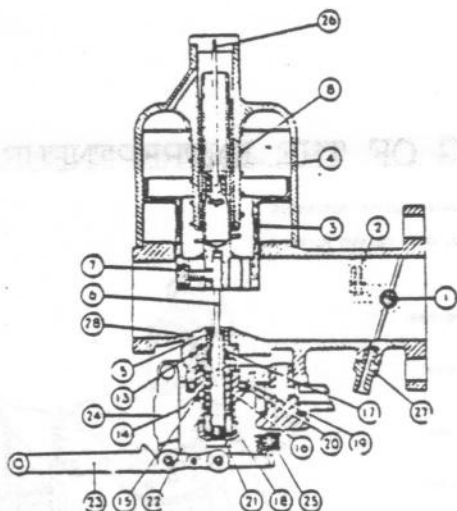
So buy of your Buttercup, dear Melvyn Ruttercup  
Moggers should never be shy!  
Come up to my counter, I'm such a discounter!  
Come buy of your Ruttercup, buy!!

# TECH TIPS

## Pepper Tree Tune-Up

by Jerry Wilburn  
CARBURETTORS

Years ago some wag wrote to the tech editor of "ROAD & TRACK", enclosing a picture, and asking what were those two things on the side of his Austin-Healey engine. The Editor's reply was, "Those are two S.U. carburetors. They will never be synchronized!" Well, it's not quite that bad - but almost. Fortunately, the MORGAN is quite tolerant of carburetor settings. With just a little care they should never become a problem. What follows are some notes on periodic maintenance and adjustment.



### REFILLING THE OIL DAMPERS

This needs topping up periodically (about every two or three months). This is not a critical operation. Unscrew the large nut on the top of each carburetor, remove the damper unit, raise the piston to the top, and pour oil (20 or 30 weight) into the hollow shaft to within 1/2 inch of the top. Then rescrew the plunger back into position. The function of the damper is to provide a richer mixture on acceleration, like the accelerator pump on a real carburetor and to help smooth idle variations. If there is no oil, the car will probably lag on acceleration and hunt at idle.

### PERIODIC CLEANING

As the MORGAN has no air cleaners, the carburetors tend to

become pretty mucky in time.

About every other time that the dampers are checked, it would be well to clean the piston and housing. This is also a simple chore and does not affect adjustment.

After removing the damper piston from the vacuum chamber, remove the three screws that hold the chamber to the body of the carburetor. The chamber, piston/needle, and spring can now be lifted off of the body. Be careful to lift straight up and not bend the needle. The piston/needle assembly can now be slid out of the chamber. Clean both the piston and the housing using an old "T" shirt or other soft cloth. When you remove the piston you will notice the long spring on top. Note that the spring is slightly tapered on one end. The tapered end goes down (on the piston) when re-assembling the unit. The unit can now be re-installed on the body (watch for the keyway in the piston during installation), and the damper oil level topped up.

### ADJUSTING S.U. CARBURETTORS

Before adjusting the carburetors, be sure that the ignition timing and valve clearances are set properly, as this may affect the settings. Also be sure that the pistons are clean and the dampers are full. A quick check on jet centering can be made by lifting the piston all the way to the top with your fingers and letting it drop. It should bottom with a plop. If not, or if it feels stuck when lifted again the needle is sticking in the jet. The jet will have to be centered before the carburetor can be adjusted.

### SET-UP

Loosen the clamping bolt on the universal joint between the carburetors so that the throttles can be set independently of each other. Unscrew the throttle adjusting screws (2) then screw each one down until contact is just made with the stops, then turn one full turn further.

Screw the jet adjusting nuts (18) fully up and then screw each one down 10 "flats" to start. Insure that there is enough slop in the choke lever so as not to impede adjustment. I usually remove the spring (25).

Start the engine and let it thoroughly warm up. You may want to turn up the idle adjusting screws for a faster idle during warm-up.

Turn each screw the same amount.  
**SYNCHRONIZING THE THROTTLES**

Once the engine is thoroughly warm, match the carburetors and set the idle as follows:

1. By turning each screw the same amount, set the idle to the desired speed - about 1000 RPM. The best way to set balance is with a Uni-Syn. The English like to talk about listening to the hiss of each carburetor. If you have perfect pitch that is probably OK. The Uni-Syn device measures throttle draw through vacuum.
2. Place the Uni-Syn over the mouth of one carburetor, and adjust the device for a mid-scale reading.
3. Place the Uni-Syn over the mouth of the other carburetor and adjust the idle screw for the same reading.
4. Re-check the first carburetor. After several repetitions of the above, you should arrive at both balance and the desired idle speed.

### SETTING THE MIXTURE

To test the mixture, lift the piston of one carburetor slightly (about 1/8 inch) using either the plunger on the body or the end of a screwdriver. If the engine speeds up, then the carburetor is set too rich. If it slows down, it is set too lean (if it tried to die, it is much too lean). When set properly there should be no change or a very slight slow-down. Turning the adjustment nut down (anti-clockwise) will enrichen the mixture, while screwing it up (Did I say that?) will lean (weaken) the mixture. Switch back and forth between the two carburetors after each adjustment of 1 "flat" or 2 in order not to mismatch them massively. Just sort of sneak up on it.

Note that if the mixture is generally weak, the exhaust will have a "splasy" irregular note, usually with no smoke. If the mixture is too rich, the exhaust will have a rhythmic "thumping" misfire, and usually black smoke.

As the mixture adjustment approaches correct, it may be necessary to reset the idle adjustment. Do this by turning equal amounts on each carburetor. Once you are satisfied with the mixture, recheck the balance using the Uni-Syn then tighten the clamp bolt on the universal to lock the

...continued

# SuperJet News

Published for and about the employees of Wardair

November 1984



Wet n' Wild . . . best describes last month's 'Fun Wash & Vacuum' hosted by WD's United Way Committee in Toronto. Close to 100 people turned out for the event including the Argo-Sunshine Girls and a member of the Peel Regional Police force. For results of this year's campaign see page 5.

from a copy of Superjet News sent anonymously by a member who advises that the Morgan is John Collins' turquoise 4/4 (popularly known as the "Small Torque").

## Tech Tips...from page 12

throttles. Replace the springs on the choke mechanism.

### SOME FINAL NOTES

If you do not have a bonnet scoop, set the front carburettor slightly leaner than the rear to compensate for the choking effect of the bonnet. If you have air cleaners, the mixture adjustment should be set with the air cleaners on. That means take them off for balance, put them on for mixture. Always be sure that the jet is hard up against the adjusting nut after turning it. Although it is best to start with both adjusting nuts turned down the same amount, you will probably find that for proper mixture, they will end up different. A difference of up to two turns (12

flats) is not uncommon, and a difference of 2-3 flats is to be expected.

Carburettor adjustment really is

easier than it sounds, and your MORGAN will love you for it.

reprinted from  
Format, October 1984

Con't  
from  
page  
4

### MOTELS & INNS

Berkshire Chalet	
Berkshire Motor Inn	
Blackberry River Inn	
Booney Brook Motel	
Cornwall Inn	Rt. 7
Depot Motel	Rt. 7A
Farfield Inn	Rt. 23
Jeterikan Inn	
Iron Masters	
Ivanhoe Country House	Rt. 41
Jug End Resort	
Monument Mountain Motel	Rt. 7
Mountain View Inn	
Ragamont Inn	
Ridgeview Motor Court	Rt. 7A
Sharon Motel	
Stagecoach Hill	
Swiss House	
Tyler Lake Motel	Rt. 4
White Hart Inn	
Yankee Pedlar Inn	93 Main St.

### AUTUMN MOG VII

Gt. Barrington, Mass.	413-528-1699
Gt. Barrington, Mass.	413-528-3150
Norfolk, Conn.	203-542-5100
Cornwall Bridge, Conn.	203-672-6219
Cornwall, Conn.	203-672-6884
Sheffield, Mass.	413-229-8894
So. Egremont, Mass.	413-528-2720
Lakewood, Conn.	203-435-9878
Lakewood, Conn.	203-435-9884
Sheffield, Mass.	413-229-2143
So. Egremont, Mass.	413-528-0434
Gt. Barrington, Mass.	413-528-9711
Norfolk, Conn.	203-542-5595
Salisbury, Conn.	203-435-2372
Ashley Falls, Mass.	413-229-8080
Sharon, Conn.	203-364-0636
Sheffield, Mass.	413-229-8565
Hillsdale, N. Y.	518-325-3333
Goshen, Conn.	203-491-3036
Salisbury, Conn.	203-435-2511
Torrington, Conn.	203-489-9226

Danbury and Waterbury are a little further away but offer a full selection of motels.

# MORGANOTES

NEWSLETTER OF THE WNY MOG



# MOTORISTS GUIDE

## Britain's No.1 Car Price Guide

PRICE GUIDE — CLASSICS AND SPORTS CARS

Model	Years Produced	Variation		
		Cost new (last year of production)	Condition 1st Class	Average
JAGUAR — MR V8 4.2L V8 36	1950/54	1779	3100	2275
6 cyl 3.5 x 1.58 mm 3442 cc	1954/57			
MR X 4.200L	1954/58	2800	1400	1000
6 cyl 3.5 x 1.58 mm 4225 cc	1958/71			
3½ Litre				
6 cyl 3.2 x 1.10 mm 3485 cc	1949/54	1602	8900	6625
	1954/57	1693	5700	4225
	1957/61	1933	6000	4450
E Type 3.2L 1.9				
6 cyl 3.2L x 1.28 mm 4235 cc	1964/68	2117	5500	4075
Series 1	1968/71	2587	5300	3825
Series 2	1964/68	2225	4950	3675
Series 3	1968/71	2711	5800	4300
Series 4	1968/68	2458	4700	3475
Series 5	1968/71	2979	5550	4125
Series 6				
E Type 4-12 Series 3				
V-12 4.2L x 1.73 mm 5343 cc	1971/74	3743	6800	5025
	1971/73	3824	6550	4850
LOTUS ELITE				
4 cyl 1.8L x 1.07 mm 1216 cc	1958/63	1683	3650	2850
MG — Midget				
4 cyl 1.8L x 1.07 mm 1230 cc	1945/48	527	5800	4300
	1950/53	830	5600	4150
	1953/58	780	6500	4825
MG 1500				
4 cyl 1.5L x 1.07 mm 1489 cc	1958/59	940	2600	1900
MG 1800				
4 cyl 1.8L x 1.07 mm 1588 cc	1958/62	930	3050	2275
MG 1800				
4 cyl 1.8L x 1.07 mm 1588 cc	1958/62	1195	2900	2125
MERCEDES-BENZ				
190 SL 4 cyl 2.5L x 1.07 mm 1997 cc	1956/63	2457	5000	3700
230 SL 4 cyl 3.0L x 1.07 mm 2306 cc	1963/67	2462	5300	3825
MORGAN — Plus Eight				
4 cyl 1.8L x 1.07 mm 1997 cc	1950/58	892	4300	3200
4 cyl 1.8L x 1.07 mm 1997 cc	1959/68	816	4500	3350
TR 2TR 3TR 3A				
4 cyl 1.8L x 1.07 mm 1997 cc	1953/56	936	2600	1900
4 cyl 1.8L x 1.07 mm 1997 cc	1955/61	1037	2400	1750
4 cyl 1.8L x 1.07 mm 1997 cc	1961/67	1057	2300	1675

Expert tips  
on buying

APRIL 1984

The most reliable  
and up-to-date  
Trade and Retail  
Values available

Model	cc	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2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see page 15

### Some Thoughts on the Comparison

Allan's definitions are useful, and his "deducts & adds" quite interesting although I was a bit crushed at the penalty for RHD (where the hell do they think the cars were made!!!!????)

Both are in agreement as to basket cases and quite similar in their appraisals of Flat Rads, with the East slightly lower. As to Early 4/4, they are in exact agreement on two, the East slightly lower on two other. And +4's continue the pattern, with the East again a bit lower on Runners and Goods, dramatically lower on the Excellents and Fully Restoreds. (Does this suggest that a first-rate car is at a premium more in the West????)

Certainly Dropheads are dramatically more valuable in the West (Allan's figures derive from his rule of thumb that, as with a 4-place, one adds \$500 to \$1,000 to the base value for a DHC.) So perhaps once again we see the "premium rule" at work.

Most interesting of all are the huge differences between West and East on the post-'68 4/4's and the +8's. Indeed, the differences range from \$5,000 and \$5,500 for the 4/4's to \$8,000 and even \$9,000 for the +8's. But here something more than the "Premium rule" is at work, and I think it bears very much on what we have been discussing in the last issues. What this huge difference represents is the West Coast's dealing in Isis-distributed cars, very few of which are in the East. East Coast

prices here, then, reflect those few cars which have managed to slip in, one way or another. The gap seems clearly to demonstrate just how far prices have been driven up by these propane Mogs over the last years.

By the way, note that we have not termed these figures "Morgan Values," but rather, "Morgan Selling Prices." It is for the reader to decide if a car is really worth it at these costs and considering the cost then of restoring the car obtained. Well, it really does help, does it not, to de-mystify the business of buying Morgans????! Thank you, gentlemen, for your great help in sharing with us all your expertise; we do appreciate it. (And as for the rest of us, caveat emptor!)

WSS

sent in by Audrey Beer, provenance unknown...

## RULES OF HOW TO WAVE AT THE RIGHT CAR AND BE HAPPY

IT'S ON ITS WAY BACK. SO ARE THE (OOPS!) BLOOPERS. EVEN IF YOU DON'T KNOW THE OWNER, WAVING IS FUN.

Waving between sports car buffs has fallen into disrepute over the years. In fact to a large extent nowadays, it is practically unknown.

Yet waving was a great pastime and showed a spirit of camaraderie that filled both the waver and wavee with a sense of great satisfaction, provided it was done right.

The early proponents of this five finger exercise probably never realized the strict formalization and one-upmanship that was to happen.

Some of the newer owners, drivers and riders in British Leyland sports cars are no doubt still wondering why they occasionally get waved at by perfect strangers.

Here then, as clearly as it can be told, is a general guide on waving. When to do it and when not to.

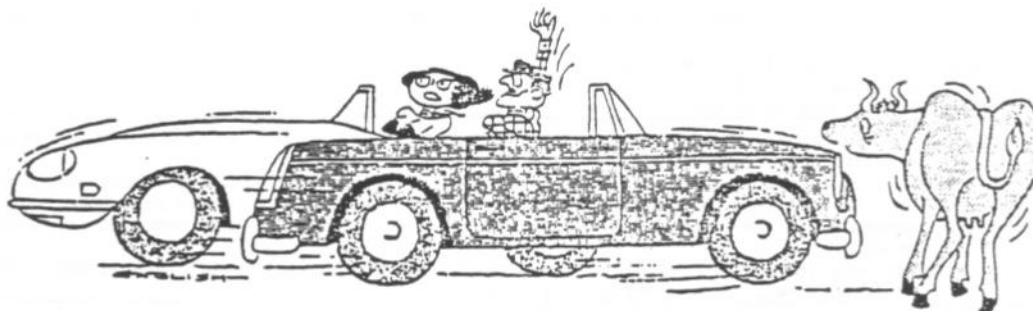
For serious students, remember this is just a guide, nothing is ever black and white. If you don't wish to end up with egg on your face, learn to assess the situation quickly and improvise if necessary.

First, waving at night is useless. For one thing no one can

see your hand, except on well lighted streets. Another thing is that you probably couldn't recognize a sports car as such until it was long gone.

Generally, cars may be loosely grouped as to the behaviour patterns of their drivers. These patterns are instilled in them by their cars, and so we can get on to studying the cars.

Also very important is the status of the subject car in relation to its inness, affrontery, price, etc. For example, TC's and old Morgans don't wave first. If they have the top down and you don't, they don't wave at all. If it's raining and they have a passenger and the top is down and yours isn't, they are apt to point and giggle. The only salve for your feelings in the last instance is to remember that you are warm and dry, or failing that, run them off the road. This is at best a crude solu-



There is a warm feeling of satisfaction to waving that makes nearly everybody happy.

tion. Blowing them off at a stop light is a little better, but it still marks you as a barbarian. Besides, they are probably going the other way.

Sprites, TR's, Healeys and MGA's, must wave at anything and first. Amongst this group like Healey meeting TR, remember the 'top' rule. If yours is up and theirs is down, wave first, and vice versa. Unless one has a roll bar and that doesn't count unless it is candy striped.

If you are in this group, some of the grander cars won't wave at all, but this is to be expected and you mustn't feel too bad. After all you are the unwashed.

Corvettes hardly ever wave. One, they don't really believe in sports cars. Two, they may be too busy watching the gas gauge and the rear view mirror for cops. Alpines fall roughly into this category as far as the owner's belief that he is driving a sporty car rather than a sports car. They may or may not wave. In any case let them do it first.

Jaguars, 300SL's, Aston Martins, Ferraris and Masers don't wave much. Not that much research has been done on the latter. Occasionally you will get a lifted hand from a DB4. But why should they wave? Diamond rings are heavy. Wave at them, though. It takes their minds off the income tax people. In the case of last cars named, you may be too busy disentangling your jaw from the genuine imitation woodrim to wave anyway.

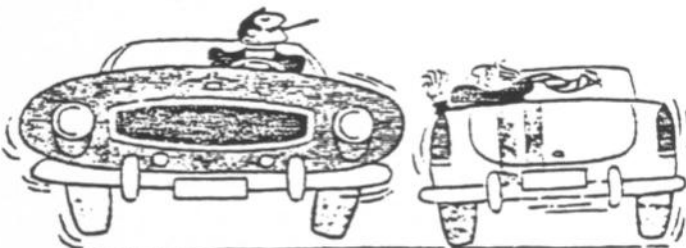
Unless you happen to know the owner, don't wave at sedans or coupes of any sort except Porsches. Specifically, such cars as the Volvo P1800 and the Alfa. The Alfa *might* just qualify for a wave but they never, ever wave back, so in order to retain as much dignity as possible, forget it. And now a couple of plays to get you properly started.

When approached by a car slightly lower than you on the social scale, and remember there aren't many, lift a hand in a gesture that might be ambiguous. When he waves, study him closely, as you would an insect. This actually is about as far as you could go outside of swerving violently in mock terror at his signal. A bit gauche perhaps, but it's a guarantee the other fellow will never lift his hand even to his nose again as long as he is behind the wheel of a car.

Always wave with the left hand, unless you have a TC. That way it isn't so likely to be seen by the other driver and you can curse him for a clot if he doesn't return the courtesy. This rule also has safety in mind. One fellow while driving a TC with a slightly jealous female passenger waved at a rather fetching young thing in an Alfa with his left hand. His companion promptly slammed the windshield on it.

So it is to be hoped this primer has given you some idea of the joy of hand waving and the spirit of fellowship it engenders.

And if you've learned anything try and sort this out. If a Jag lifts one finger, and a Bentley waves five, do you lift a thumb to a Cadillac?



There are ways to snub or be snubbed so make sure you know what you are up to all the time.

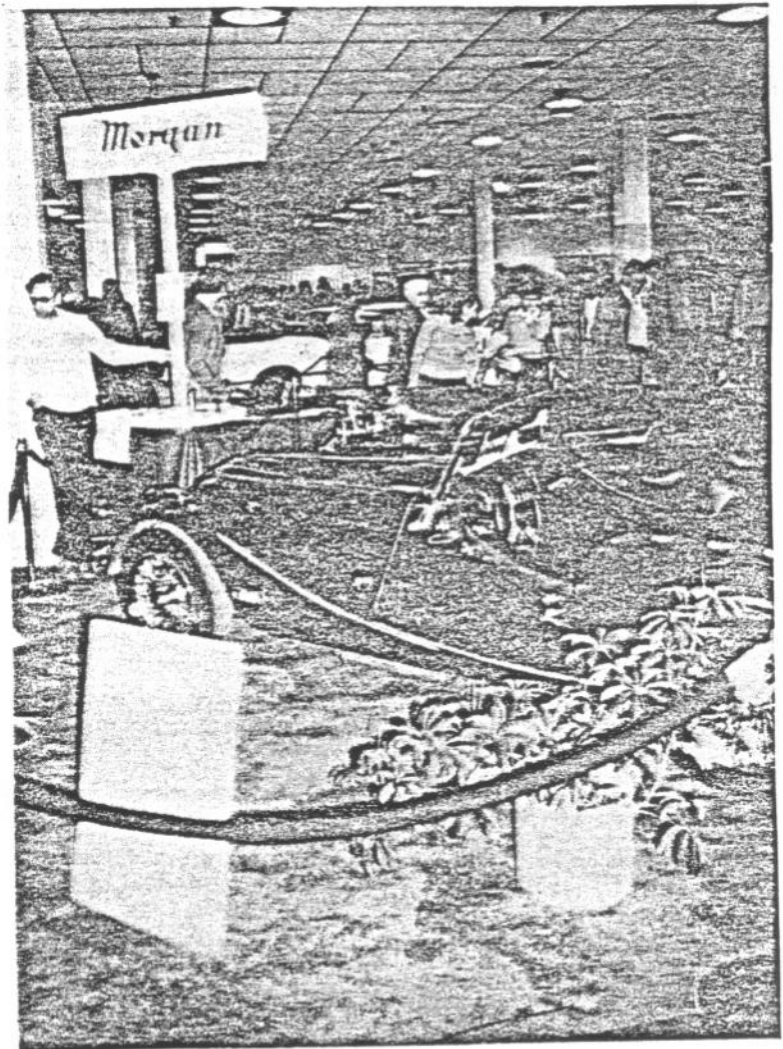
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Brian Rumohr on guard at the official Morgan stand of CMC Enterprises at the Toronto Motor Show 1984. We trust that the 1985 Show was as successful for Chris as that of 1984. S Beer photo

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