

DID YOU HEAR
ABOUT THE
DEVASTATING
TORNADO?

I UNDERSTAND
THAT A.B.S.
HAS DENIED
EVERYTHING!

The Inestimable Blurb



Morgan Owners Group

85 - 2
JULY, 1985



Snobmog Press Photo

CELEBRATED SNOBMOG ATTACKED BY TOTTENHAM TORNADO! SPECIAL REPORT



PREZ' PIECE

The club had a very dissappointing turnout for the two first meets of 85 with 12 at the Smith Winter Bash and 9 at the Pub Lunch, I realise there was a delay in the Blurb getting out so how about marking your calenders for the summer dates with the phone numbers for more details if needed, the calender of events is posted on the back page of the Blurb and our Editor does warn you that it is a sporadic publication.

Looks like we will have a good turn-out this year for the trip down to DC for MOG 14 if there are any others interested in going for July 4th give me a call for more details.

Those who missed THE 75TH ANNIVERSARY in England last year can now mark their calenders for 1986 for the 50TH ANNIVERSARY MEET OF THE 4 WHEELERS to be held in Malvern from July 11-13 at the Three Counties Show Ground, though this time I do not think there will be such a well organised programme extension for the overseas visitors or special room bookings etc at least no word has been said of anyone offering to take on the project and accept all the work that Roger Moran did for us at the 75th, no more details are available as yet but keep in touch with me if you wish to get them as they come out.

NIAGARA; Final plans should be near completion now and we have hopes of overseas visitors joining us including "THE" Polish Morgan Club; Kathi Hoffman, and we are still hoping that Roger Moran and Klaus Spangenberg can make it too but still awaiting confirmation from them, those who have attended the 75th and DC Meets will need no introduction to these great Morgan people/

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ANNUAL
PIPERS' HILL PIG-OUT!

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NORTH OF HWY 9

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ANTHONY JENKINS

NIAGARA 85

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.

EDITORIAL STAFF RESIGNS EN MASSE

*Complaining of overwork and
burnout; departure of BLURB
editorial staff stuns Fourth
Estate!*

With the July issue of the BLURB preparation by this regime ceases.

I would like to thank all those who have helped over the years. The names are too numerous to mention but I can't omit a special thanks to John Collins whose lively wit leavened both the BLURB and my task.



HIS LAST ISSUE?
BEST POSSIBLE
TASTE!



Dear Morgan Owners Group of Canada,

The Morgan Motor Car Club of Texas celebrating its tenth anniversary would like to extend an invitation to your club members in the hopes of getting national participation in this important event.

The details at this time are:

EVENT	TEXMOG 5
DATE	October 11-13, 1985
PLACE	Rusk, Texas. Small east Texas town with historical markers in the city, Texas State Historical Railroad, restored hotel which will accommodate the Morgan entourage, and more.
ACTIVITIES	Social banter. Eating. Driving tour of the east Texas scenery. Ride on the railroad. Morgan trivia contest. People's choice awards. Factory slide show with new +4 slides. Tech session. Long distance award.
HOTEL	Thomas J. Rusk Hotel 105 East Sixth Street PO Box 319 Rusk, Texas 75785 (214) 683-2556 Call and reserve now, as the hotel is small and we need to let the management get an idea of the numbers involved.
PRICE	Available at a later date. Stay posted.
CONTACT	Ted Glover 3800 Solarium Place Plano, Texas 75075 (214) 867-1122

MORGAN • OWNERS

PRESENT

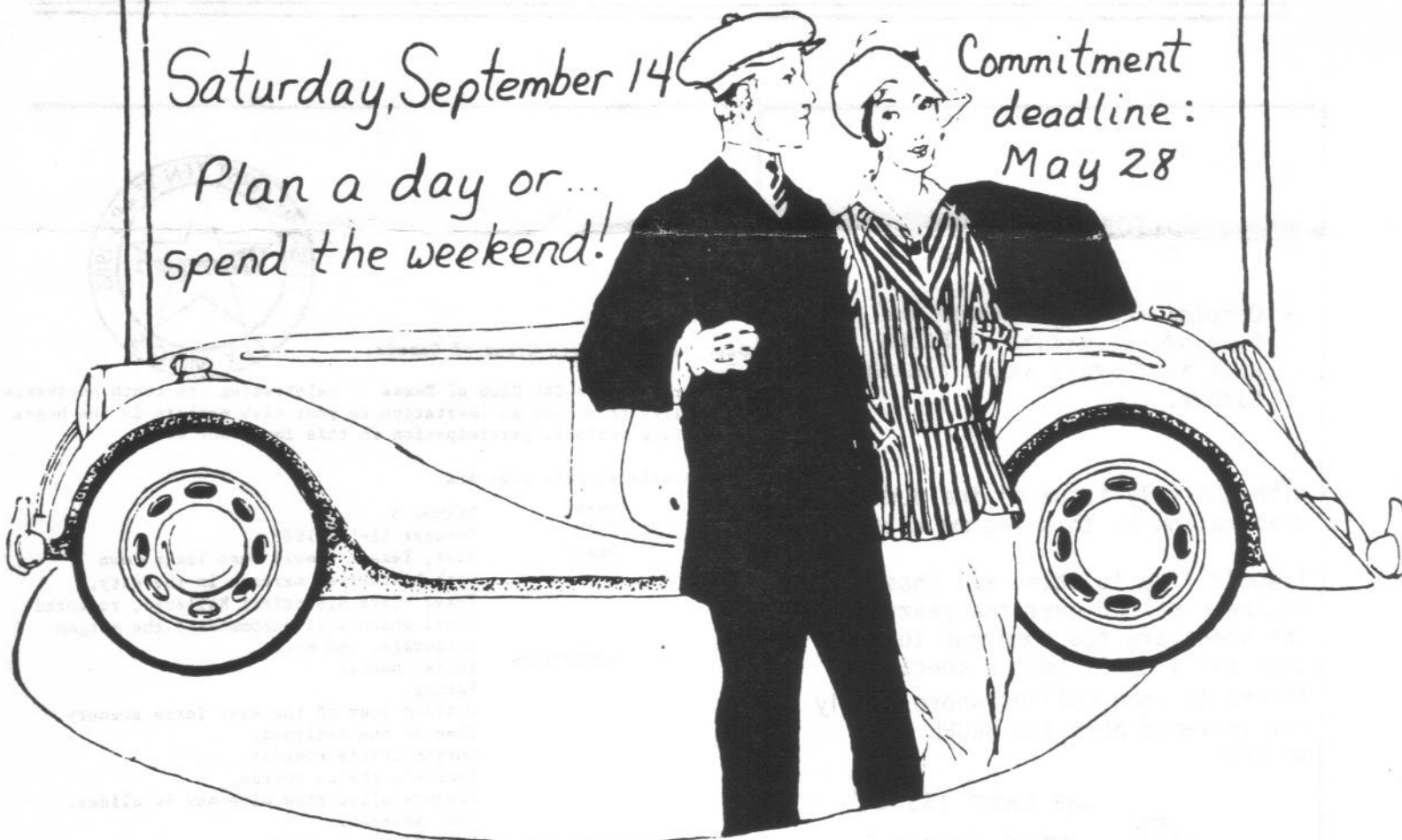
THE GOVERNMENT INSPECTOR
by Nikolai Gogol

at
Stratford Festival - Stratford, Ontario

Saturday, September 14

Commitment
deadline:
May 28

Plan a day or...
spend the weekend!

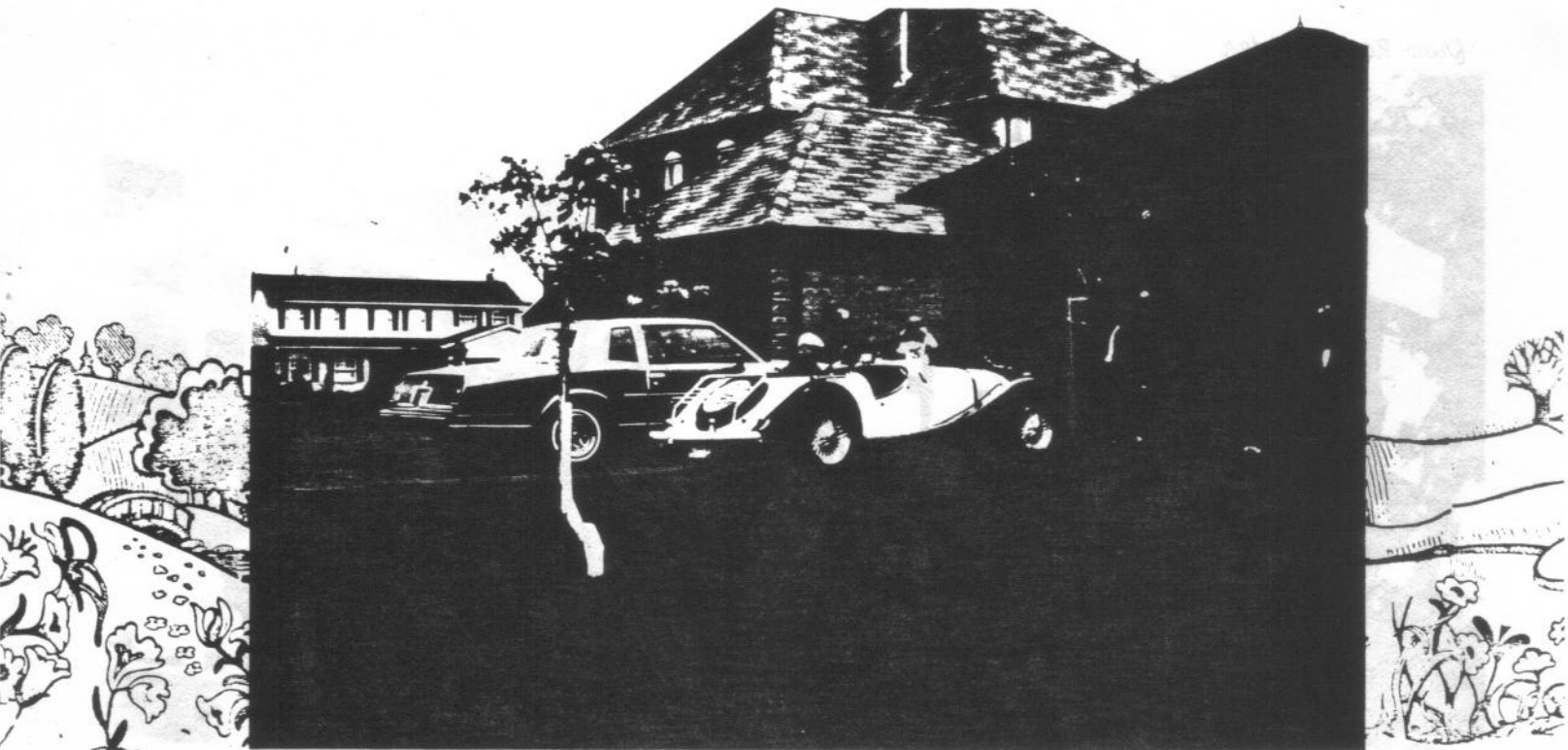


Tentative Itinerary

8 a.m. - leave Detroit 11:30 a.m. - arrive Stratford
Picnic on Avon River or lunch on own and discover Stratford.
2-4:30 p.m. - PLAY

At this point some will be heading home at their leisure while those opting to stay overnight will drive south to the Briarwood Inn in London (approx. 40 minutes).

PLEASE RSVP FOR TICKETS BY MAY 28 TO: MARGOT LaGUIRE 676-4184 or
SUE RAY 647-8450



Sgt Major (Ancaster Auxiliaries, Ret'd) Geo Lafford with his Morgan at his estate, Magna Minor Manor, near Nether Ancaster. Collins Photo.

SHIERS DISGUSTED AT HOGMOG SPRING RUN!

The Latitude and longitude of Lafford Lodge in Aulde Ancaster was the destination programmed into the guidance systems of the crusing HogMog Morgans on Sunday, May 12th and while George & Marylou's did not look quite as though a bomb had hit when we left, the empties were stacked a little less neatly than the full ones had been behind the brick protective screen in George's workshop bar.

Notable by their absence were the Beer boys, Steve and Martin. Despite the uncontested certainty that Rolls Royce mechanical components never fail, a temporary "falling out of adjustment" in Reg's Rolls' transmission was demanding their attention. No-one is suggesting that they were up at Piper's Hill "relieving" one of Alan's Bentleys of unnecessary ballast viz an automatic gearbox, but Reg did seem awfully nervous at Alan's attempt to leave early.

Pausing only for an hour or two while George solicited Peter Phals' professional opinion on the standard of workmanship in the wainscotting and everywhere else, we lined up and left behind the Laffords, who led us through the labarynth of Hamilton and environs, eventually arriving at

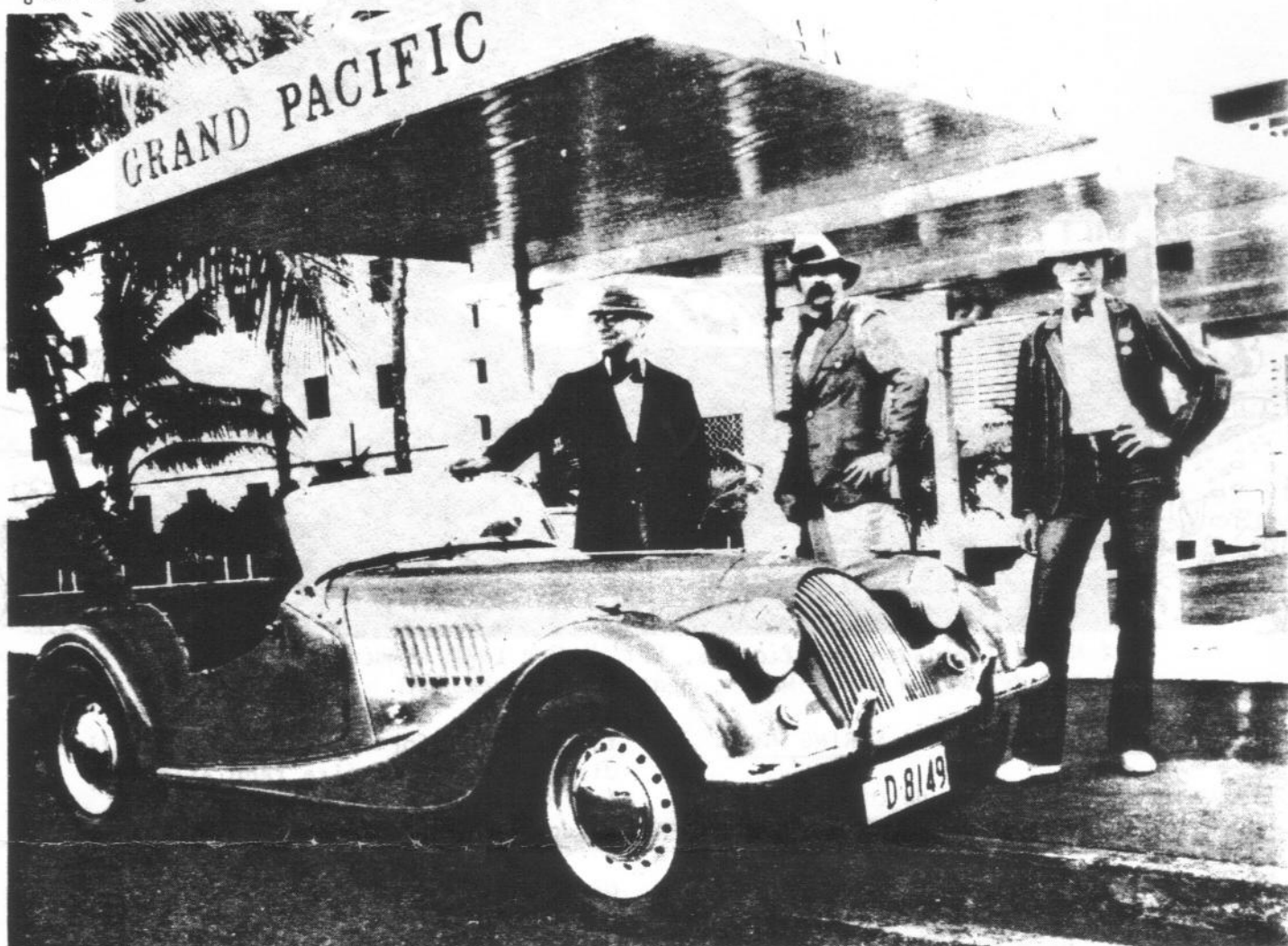
the Old Mill for brunch. With cavalier disregard for the fire regulations (safe in the knowledge that Steve Bridges could save us) we parked in the fire route forecourt, to the delight of many of the public present, who posed for photos "with the Morgans".

Some people do things right, and some don't. Ray and Mary Shier fall into the former category, and had made reservations for brunch, but were somehow lost in the shuffle, and wound up waiting for a table while others, who were less reserved, went on ahead. Of such stuff are Letters to the Editor made - the pen is indeed mightier than the sword.

I don't know whether Old Mill management really did phone the Hamilton Spectator in a last ditch attempt to get HogMog to leave, but we were informed that a photographer had arrived, and wanted a shot of cars plus owners. It certainly did the trick, and, after posing, the group broke up, some going home, and others returning to mop-up any stray booze remaining at George & Marylou's. HogMog can, perhaps be criticised for many things, but lack of thoughtfulness is definitely not one of them!

John Collins

from Rough Rider



Nero, Kyle, Searell FIJI MORGAN CLUB

Letters to the EDITOR:

of FORMAT, Southern California

Dear Format Editor:

I want to compliment you on the fine new format of the Format. It is now unquestionably the best Morgan newsletter in North America, certainly head and shoulders above the ragged palp that passes for a club organ in this area. You Californians are certainly lucky, but the unfortunate and perverted stress upon "Snobmog" will destroy your club, too, if you are not more careful!

Your obedient servant

Clevis W. Pinn, DD
Toronto

Editor's Reply:

You are obviously a very perceptive and thoughtful Morgan Enthusiast - for a Canadian.

Dear Editor:

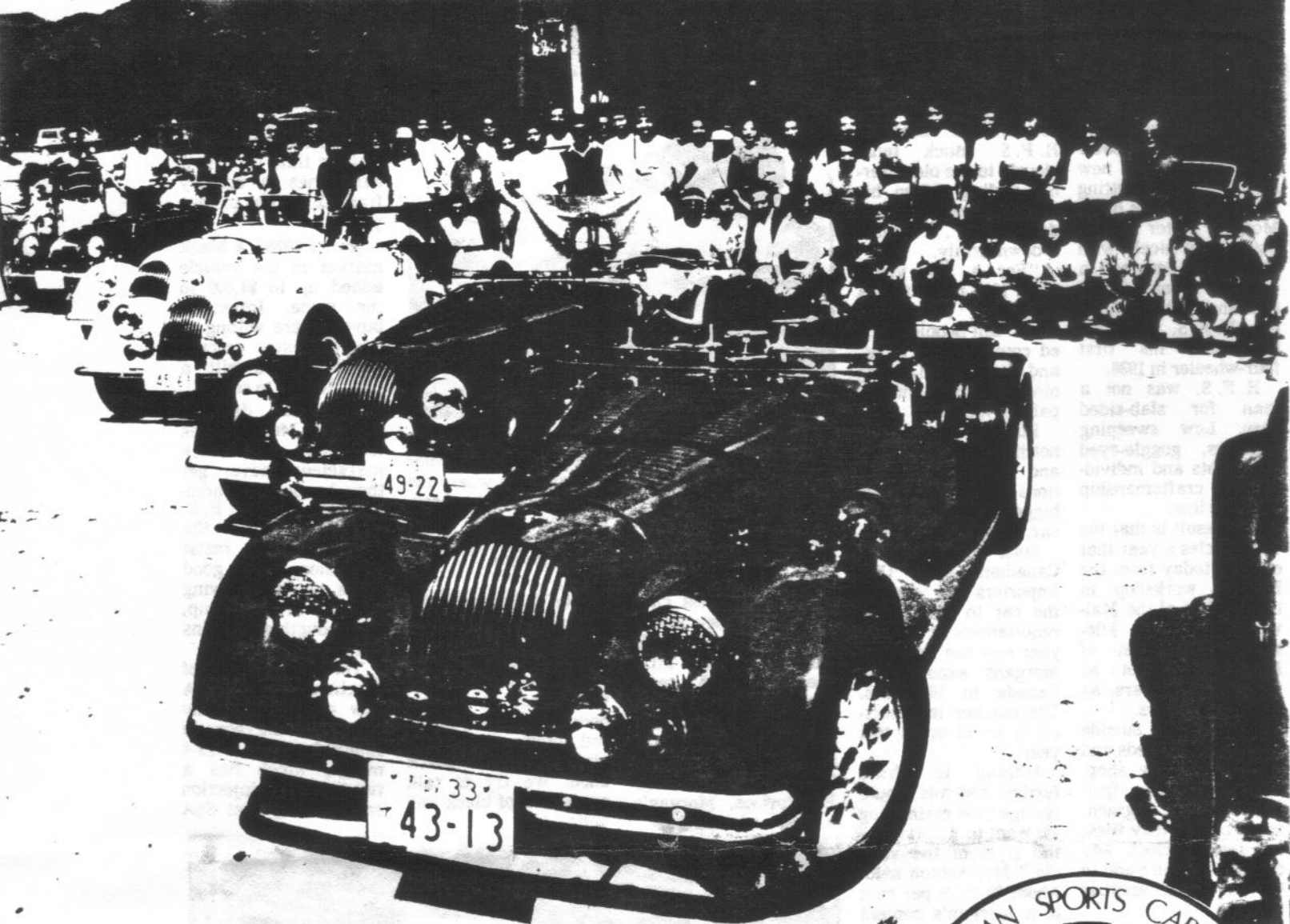
I have been reading Mick O'Hattem's "View From The Gavel" for the last few months with both amusement and amazement. I am amused at how little is said. I am amazed at how poorly it is said. For the sake of respectability, for the club, the marque, and the esteemed office of the President, someone should check his grammar and spelling.

Sincerely,

R.W. Whitworth
Los Angeles

Editor's Reply:

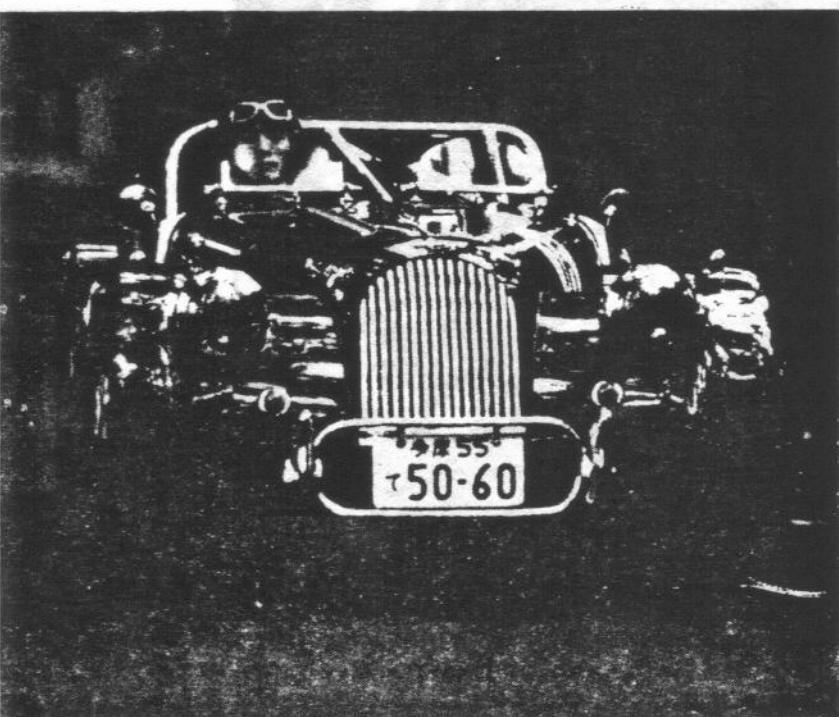
However to the mark, R.W. Whitworth's comments have had a wrenching effect upon the President. He has requested the Board approve allocation of Club surplus funds so that he may enroll in English 1A and Creative Writing at the University of Hawaii.



MORGANS of the FAR PACIFIC

FUJIMOG

Photos from Rough Rider



NERF BARS
ON A
MORGAN
?



WORST
POSSIBLE
TASTE!!

Wood mallets fashion classic

8

By LESLIE PLOMMER

MALVERN, England

While mass producers scramble for new styling and cost-cutting robotic assembly lines, Morgan Motor Co. is doing very nicely with wooden mallets and a design remarkably unchanged since founder H. F. S. Morgan introduced his first four-wheeler in 1936.

H. F. S. was not a man for slab-sided cars. Low sweeping contours, goggle-eyed headlights and individual craftsmanship were his line.

The result is that the 400 vehicles a year that emerge today from the Morgan workshop in the shadow of the Malvern Hills 150 kilometres northwest of London are not so much sports cars, as classic roadsters.

In the yard outside the red brick sheds and in the finishing shop, cars gleam like fruit jellies, red, green, royal blue. Dusty files, an ancient clock and old oak furniture add to the sense of another era.

In these surroundings Mark Ashton, the 27-year-old works manager, comes as a slight shock. "I'm a newcomer in Morgan terms, eight years here," he said. One employee has worked for Morgan for 64 years and several have worked there for 45 years.

The founder's son, Peter, is currently company president. His son Charles will probably succeed him.

Bureaucracy is minimal. Of the 118 employees, 103 work on the shop floor.

But Morgan has not had a smooth road. For about 45 years after the founder started making cars — beginning with his three-wheeled "sports runabout" in 1910 — the good times lasted. Then, in the late 1950s, the company ran into modern U.S. car design.

Although the years 1936-55 had seen nu-

merous internal changes in the Morgan, H. F. S. stuck tenaciously to the old external styling. When his son produced a new design, H. F. S. turned it down firmly.

"For a few years after 1958 there was a bad patch," Mr. Ashton said. "But people started coming back to us, and since then being obviously different has paid dividends."

But Morgan is still not in the clear. Safety and emissions regulations abroad are "the biggest threat to the car," Mr. Ashton said.

Such controls force Canadian and U.S. importers to modify the car to meet local requirements. Last year saw the first new Morgans exported to Canada in 10 years. The number is expected to be 10 or 12 this year.

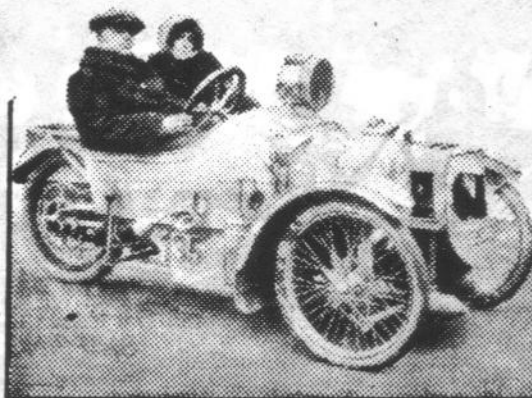
Morgan is afraid further controls would change "the main thing we want to maintain — the style of the vehicle," Mr. Ashton said. About 60 to 70 per cent of a Morgan's content is made at the Malvern factory.

The instruments, lights and brakes come from outside suppliers. The spoked wheels come from India.

In the workshops, a handmade upper frame of ashwood is fitted to the low chassis, which sits just above ankle height off the ground.

Wood is a rarity these days, even in sports cars. But it makes sense, Mr. Ashton said. "It's light, flexible, cheap and easy to replace. Steel would be heavier and aluminum much more expensive."

Because each wooden frame is slightly different, so is each car. In the body metal shop, where gas flares illuminate the walls; mallets coax the metal into shape. The muted percussion of hammering and tapping are in contrast to the crash of modern assembly lines.



Morgan once feared that these skills were disappearing, but it has succeeded in training workers directly from school in such "dying arts."

In the finishing shop, sewing machines clatter away on new upholstery, while Morgan's winged symbol is attached to each car's rounded nose.

Standing in a kaleidoscope of car hues — including a pearly grey four-seater for CMC Enterprises, Morgan's Kitchener-based Ontar-

io distributor — Mr. Ashton said color schemes are where the Morgan buyer's eccentricities most often surface (along with husband-wife conflicts).

"We'll do any color, including pink, and there are 20,000 possible color combinations. I remember one car which had a yellow body, silver fenders, red interior with blue piping and a black hood. We try to talk people out of black and yellow."

At eight cars a week, Morgan has a quota for each distributor. The waiting time for a new car varies by country from 12 months to four years.

In the 1970s, a black market in the vehicle added up to \$4,000 to the price. Impatient buyers were willing to pay the extra amount to speculators with a new Morgan to sell.

That has declined today as Morgan tries to ensure that black marketers never get their hands on a factory-fresh car. H. F. S. Morgan believed the factory should resist expansion in good times to avoid having to cut back in a slump, so production remains limited.

Yet the lineups of purchasers persist. A new one has already formed for the recently reintroduced Plus-4 model, which has a two-litre fuel injection engine from Fiat SpA



At left is 1913 Morgan sports runabout. Above, finishing touches are put to a current model at the Malvern shop.



Steve Beer and Craig Davis preparing "Old e 3" (or is it "Old Ea"?)
Collins Photo

The HogMog '85 competitive season got off to an auspicious start on Saturday May 4, as Steve Beer trailered his Maroon Super Sports to Mosport for a weekend of Vintage racing. He and Craig Davis met up with John Collins punctually at 6:45 a.m. and this crack, highly trained, well-oiled trio of experts were unloading the Super Sports just behind the pits a scant two hours later. Job #1 was to modify the number on the car so that it read 93 not P3 - it had been rather late the night before when Steve had applied the tape!

Undaunted by this minor annoyance, we decided to pitch the tent that was to be our home for the weekend, brought along by John Collins, experienced veteran of the heroic camping expedition at Pipers Hill in 84. Things were proceeding impeccably until it came time to put up the poles - a minor oversight, that a 140 mile (225 kilometers for any non-traditionalists who have lasted this far) round trip was soon able to correct. It had to be downhill from here, right? Wrong!

Steve got out on the track, and the car seemed to be performing quite well up against a TR4, a couple of Loti, a Datsun, a Healey, a Porsche and a few others. There were also some Go-Karts - don't laugh, they had a motorcycle not lawnmower engines hooked up to six-speed gear-boxes, and turned in very respectable times; race prepared Honda Civics; Formula V race cars and even a racing Lola. The weather, however, was less than perfectly co-operative.

Fortunately, we'd had the foresight to gather some firewood earlier in the day, and the campfire was a source of comfort as a steady drizzle set in. Many of the other contestants, wimps every one, had gone home for the night, and thus it was that the heroes decided to turn in at about 9 p.m. The storm flap on the front of the tent was lowered, but after consultation with seasoned camper Collins, it was deemed unnecessary to tie it down.

con't

BARC/OC WEEK END con't

The cold of dawn revealed the storm flap blown up onto the roof, and a moderate amount of "dampness" on all our feet as the rain, against all probability, had indeed come in during the night. Fortunately we'd had the further foresight to put some firewood in a sheltered spot, and were able to get the campfire going again, and thaw out a little. There was some racing, but, after careful deliberation, Steve decided that he would not enjoy dicing with death under such conditions, and we loaded #93 onto the trailer. The rain grew heavier, and we had to rotate in front of the fire to dry out our jeans below raincoat level, to the accompaniment of vast clouds of steam.

It was about this time that Bill Ellman put in an appearance in his 280 ZX, having had a decent night's sleep. I had expected that, since he is featured in each Blurb under the title "Circulation", he would have brought some Brandy a la St. Bernard to help restore our circulation to normal, but, sadly, that was not so. Instead, we had to resort to physical labour, as the weather cleared, and Steve decided to race after all, necessitating the unloading and subsequent reloading of #93. Steve did move up the field a few places, and finished fifth, being quite pleased with the times he achieved.

The journey home was quite uneventful, and we met up later that evening for a game of raquetball, and, more importantly, a sauna and a whirlpool afterwards, which restored our body temperatures somewhere close to normal. I understand Steve may be looking for a crew for 1986 - applications should be forwarded directly to Bolton, together with a medical certificate attesting to your superb physical condition and ability to endure prolonged exposure to cold and rain. Ownership of an insulated tent would ensure the inside track!

John Collins

TO THE EDITOR: (FORMAT)

Dear Editor:

Rev. Pinn's letter in the last issue of the Format certainly underlined the sad plight of True Morgan Enthusiasts in this country! For my own part, I see no hope of rescuing what remains of our Club and would emigrate were it not for the danger to my wife and children. Keep up the good work and hold up the true traditions!

Editor's Reply:

I wouldn't know; I never go to meetings.

I READ IN THE ROUGHRIDER A STORY OF THE STRUGGLES TO FORM A MORGAN CLUB IN NEW ZEALAND. ONE MEMBER TO BE DEFINED A CLUB AS: "A BLUNT, TOP-HEAVY WEAPON, WIELDED BY A MORON WITH A ONE-TRACK MIND, BENT ON IMPOSING HIS WILL ON ANYONE WITHIN REACH.

SOUNDS LIKE SOME OF OUR BOARD MEETINGS.

(Anonymous)
Los Angeles



"All I was was 'It's about time we had the Moggy steam-cleaned...'"
("Moggy" is British for both cat and Morgan)

Chris Charles

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MOTHER GOOSE & GRIMM By Mike Peters



FARTHER UP FRONT



This month's Tech Article comes to us from Greg Solo, the able proprietor of the ENGINE ROOM, in Santa Cruz.

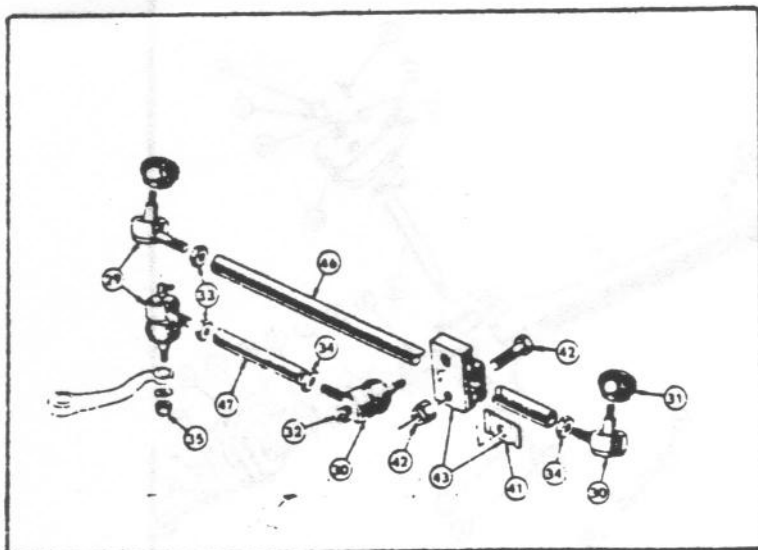
These steering adjustments are settings that, once made properly, do not change very much. They are easy to check/make, so if you have done any suspension work or if you do not know who checked it last, it would be wise to check them now.

Should you wish to check toe-in also, that procedure was described in the September 1984 issue of the FORMAT.

TIE ROD ENDS

Jack up and securely support the front of the car. The area of the steering box, its mounts, and the tie rod ends, drag link, king pins and springs should be clean and properly lubricated with chassis grease (lithium base #2 consistency works best). The king pins and bushings should have no more than 1/8" play, and the spindles should be perfectly free to turn on the king pins.

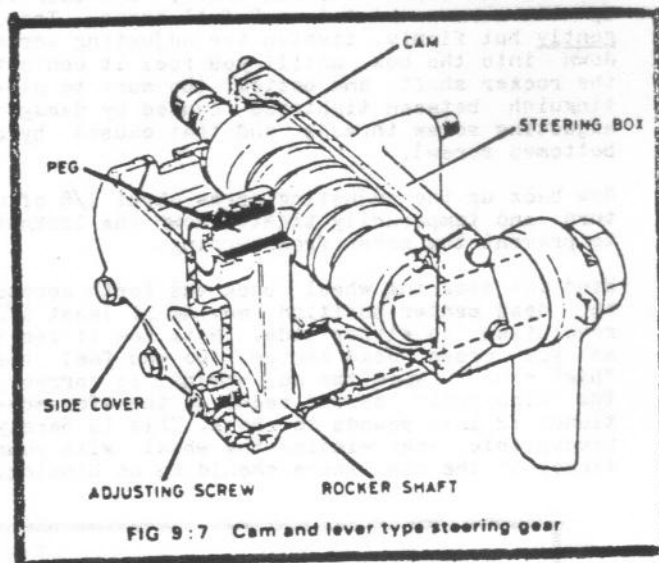
Check the tie rod and drag link ends using a large pair of channellock pliers, and squeezing the pin into its socket. There will be no appreciable movement in a good end. Approximately 1/16" movement is the maximum acceptable.



CHECK CENTERING

Check the centering of the steering box in relation to the position of the road wheels by winding the steering wheel from full right to full left lock. Count the turns of the wheel. It should go 2 and 2/3 revolutions. Now, count back 1 1/3 turns from either full lock position. This should put you in the center position of the steering worm, with the road wheels pointing straight ahead and the steering wheel spokes positioned where they are most comfortable for you in straight line driving.

If the road wheels are not pointing straight ahead, the drag link clamp needs adjustment. This adjustment procedure assumes that the pitman arm (drop arm), #24 in the steering box drawing, is in its proper position on the rocker arm shaft (#15).



THE PITMAN ARM

There is usually an alignment mark stamped into the end of the rocker arm shaft and into the pitman arm during manufacture. These must be in alignment. Don't try to pull the pitman arm off of the rocker shaft without a very strong puller made especially for the purpose. It is on a tapered spline and is a very tight fit. It is very easy to damage the steering box trying to remove the pitman arm with a "pickle fork." Seek experienced help the first time that you attempt this.

THE DRAG LINK

To adjust the drag link clamp position, loosen the pinch bolt that tightens the aluminum clamp around the tie rod (track rod). Clean any rust or paint off of the tie rod for about six inches on either side of the clamp, and make sure that the clamp will slide freely on the tie rod.

THE PROCEDURE

The steering box must be centered on its worm, and at the same time, the road wheels positioned so that they are straight ahead, and the clamp tightened in this position. The best way to do this is to center the steering box and adjust its play with the drag link loose, then position the road wheels and tighten everything down.

ADJUSTING THE WORM

Center the steering worm by winding the wheel from lock to lock as described above. At the center position of the worm there should be about 1/2 inch of free play at the rim of the

ADJUSTING THE WORM (CONTINUED)

steering wheel, which will become greater toward either lock. There is a "high spot" manufactured in the center of the worm, which is felt as a slight stiffness for about 1 and 1/2 to 2 and 1/2" of travel as you wind through the center position of the steering box. In a good, unworn box, it should take about 12 inch pounds to move the steering through this "high spot."

To adjust the box itself, make sure that the end and top cover bolts are tight, loosen the locknut on top of the box (#20), and back it up the screw about 1 or 2 full turns. Then, gently but firmly, tighten the adjusting screw down into the box until you feel it contact the rocker shaft and bottom (Be sure to distinguish between tightness caused by damaged adjusting screw threads and that caused by a bottomed screw).

Now back up the adjusting screw about 1/8 of a turn and temporarily tighten down the locknut to prevent the screw from turning.

Wind the steering wheel back and forth across the dead center position moving at least 1/2 revolution to either side. Note how it feels as you cross dead center. Do you feel the "high spot?" When the adjustment is correct, the "high spot" should require the aforementioned 12 inch pounds to cross. This is barely perceptible when winding the wheel with your finger at the rim. There should be no binding.

It may take 2 or 3 tries before you get the adjustment correct. A very small movement of the adjusting screw has a substantial effect. Try moving the screw about its slot width at a time. Re-lock the nut after each adjustment, or the movement of the rocker arm inside the box may alter the position of the adjusting screw.

Any roughness felt at the steering wheel while making this adjustment would indicate damage to the steering worm and may necessitate its replacement.

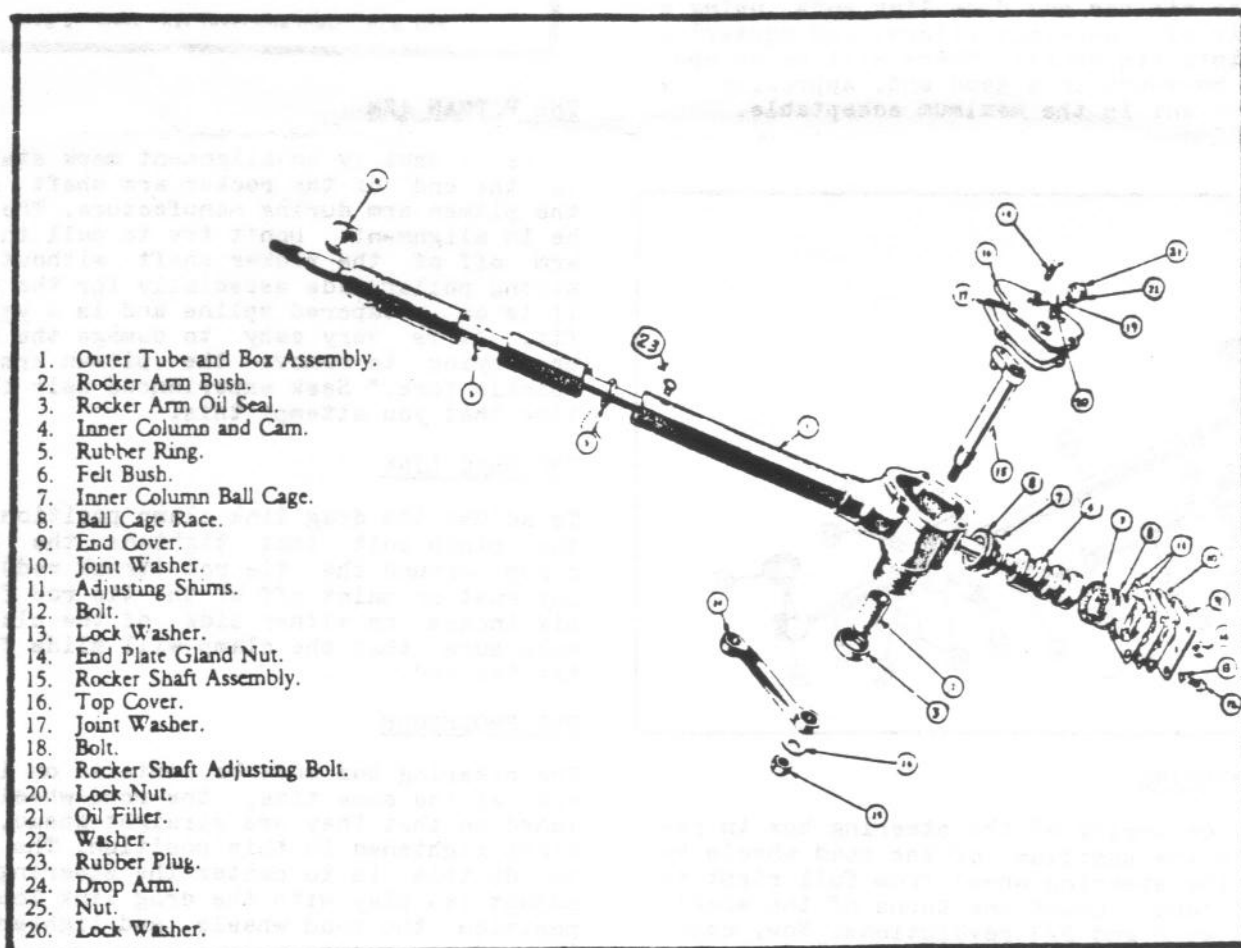
When the box is adjusted to your satisfaction, permanently tighten down the locknut and make a final adjustment check, as it may be changed by the upward pulling action of the tightened locknut.

DRAG LINK ADJUSTMENT

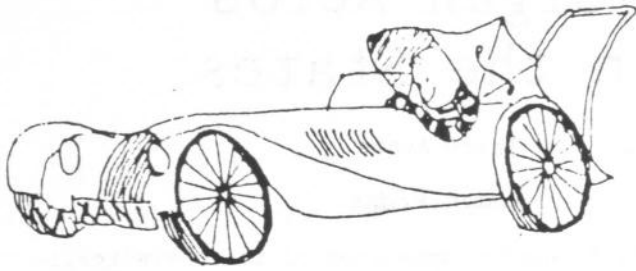
Center the road wheels either by sighting across the side walls of the front tires to a reference point on the rear tire or fender, or by rolling the car along a straight line.

When the wheels are centered, re-center the steering box and tighten the drag link clamp pinch bolt where it positions itself along the tie rod.

NOTE: The pinch bolt should only be tight enough to securely lock the clamp onto the tie rod. Over-tightening can break the aluminum clamp. Should this occur, you will lose control of the steering.



REPRINTED FROM FORMAT, THE MAGAZINE OF THE PLUS FOUR CLUB



Xan Edward Charles Morgan
was born to Charles + Vivien
at 2.30 pm 8th Jan 1985

Travels with ~~father~~ grandfather

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 in-

correct 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). The MOT inspector made the comment that the handbrake was a great deal more efficient than those on current Minis.

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 pan-technicons on the straight, treelined 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. Somehow, none of the pressures of modern driving seemed to be present, yet we sang along at a steady 50 MPH.

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 com-

fortable (no heavy wind buffeting; we weren't going fast enough), and we had plenty of room in the back-seat 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 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 girl friends 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.



Morgan Aeros in the States

Larry Ayers

Rough Rider

A previous article on the Morgan Aero trike, which touched upon some of the characteristics and history of that model, has now led to the survivors of that model which exist to this day in the States.

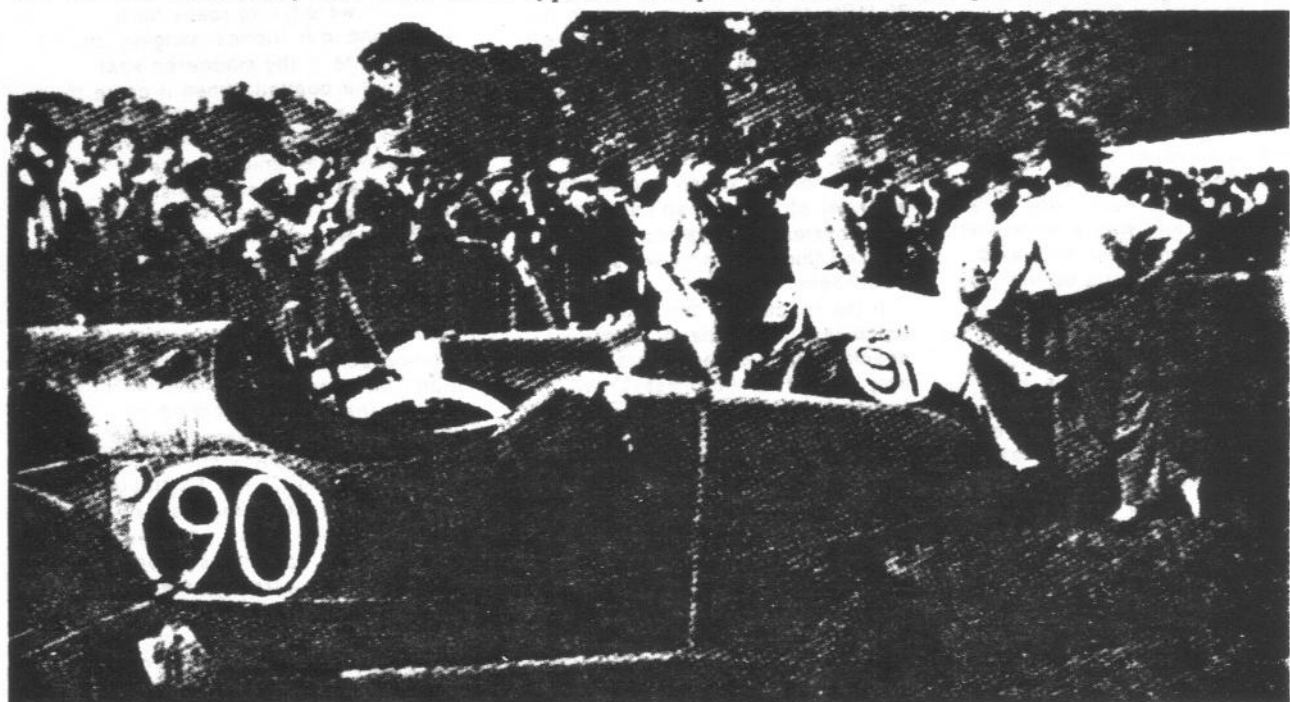
We're still talking about the Aero and Super Sports Aero for the years from 1919 through 1932. No attempt is being made to list a roster of the survivors, but instead, to single out certain models and years with which this author is familiar. I'm sure that other owner/enthusiasts may know of others, and a list, or better yet, an article, and some history, about what they own or know about, would be most welcome.

The earliest year Aero I can trace is a 1923 model, seen at Vic Hyde's garage in 1975 perched on an upper ledge. It had a high tail, sv J.A.P. motor, and was begging for restoration. This machine passed into the hands of Vic's son several years back, and I have no bearing on its present fate. Originally, I believe Vic procured it from the collection of a motorcycle enthusiast. Another interesting 1923 Aero is that belonging to Robin King, who has restored it and has been showing it at Morgan events for several years. The last I heard it was being advertised for sale.

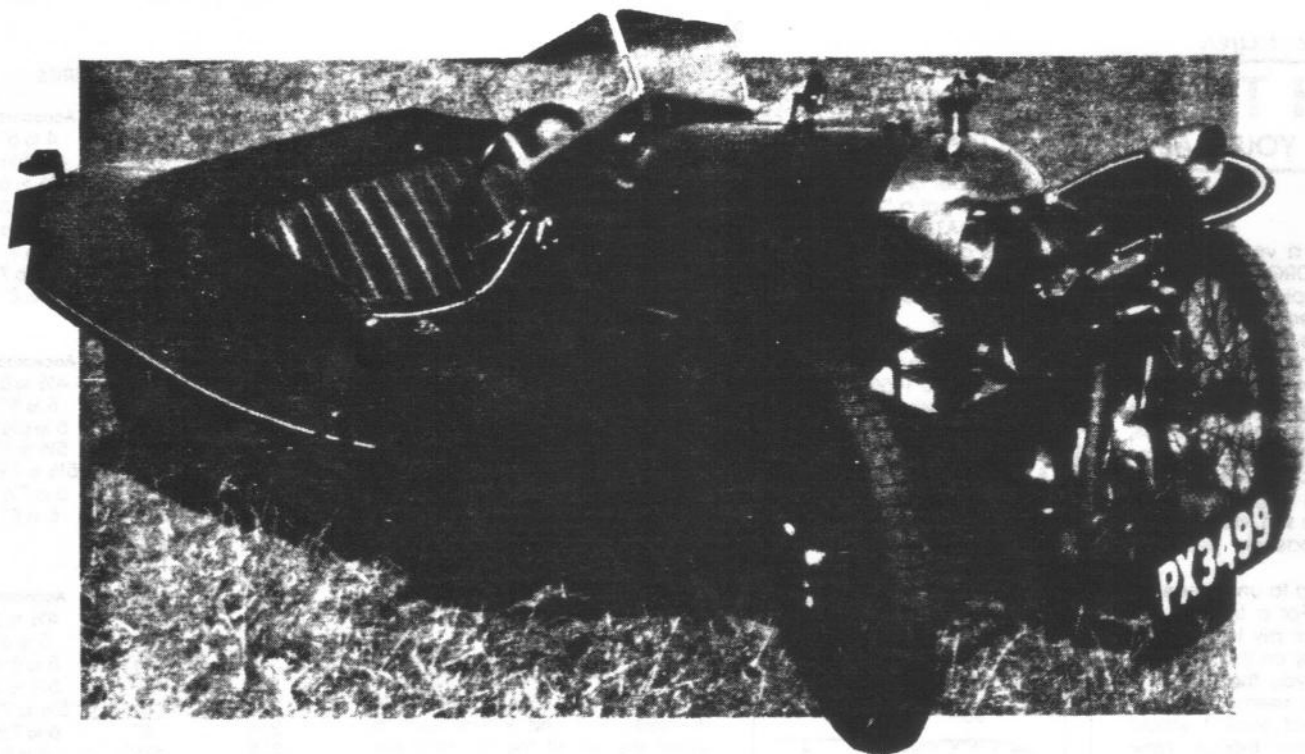
Ten or twelve years ago, I ran across a photo of perhaps an even earlier model, yet could not confirm it, as I couldn't trace the current owner. I was able to obtain a side view of this machine from the New Jersey lumber yard owner who had sold it ten years previously, and wished he could find it again himself. This trike had the ship's ventilators on the cowl, was a high tail model, and had either an Anzani or M.A.G. engine, not being able to confirm one or the other from the photo. It had an outside dog clutch shift lever and brake lever, and no front wheel brakes. Perhaps it is now resting in pieces somewhere in the rafters, and someone will one day rescue it for restoration? Any clues as to where it is?

Another good looking Aero was the 1928 Anzani model of Jan Barton which was very nice looking until a Datsun pickup smacked it last May at Laguna Seca causing extensive damage to the frame and body. It is currently awaiting restoration in San Francisco, having changed hands.

Again, on the West coast, a 1930 LTOW Aero owned previously by Howard Frazee of Los Altos for seventeen years, presented itself for sale a year ago, and has since been restored by myself, and ready for its Concours debut in 1985! Every so often one of these desirable machines comes out of the woodwork, and this is a typical example if one has the patience and perseverance.



Donington Paddock, Hooper in '90, Laird in '91.
from MORGAN Sweeps the Board



A more famous Super Sports Aero, is the 1930 model once owned and raced by Henry Laird at Donington Park and at Brooklands. It has many records and quite a history, and was revived for vintage racing last year at Laguna Seca, but messed up the No. 2 cam in its engine, so is now awaiting repairs and parts. Perhaps it will race again.

One other Aero model which comes to mind is that pictured in an old photo which came from a Harley-Davidson dealer in the Los Angeles area several years ago. This shot was being shown around by John Leavens at the time, and I wonder if any leads have ever turned up as to its fate?

Perhaps some of the U.S. Morgan enthusiasts would like to add to the list of Aeros, or have uncovered some interesting examples? If so, I for one, would enjoy hearing and knowing about them, and seeing some photos of their finds. Both the Aero and the Super Sports Aero had a beautiful body style, certainly my favorites, and I'm sure that you'll fall in love with them also, given the chance, if you haven't already. You're welcome to stop by my garages and view some examples, and by all means, the offer stands to give your bevel boxes a free fill up with grease, so don't wait too long. Keep your sprockets and chains lubed meanwhile, and enjoy your Morganing.

An absolutely fascinating machine is the 1932 Aero owned by Gus Spahr. This was mentioned in the January 1, 1932 issue of "The Light Car and Cyclecar" magazine as having been sold to Mr. Paul du Pont, manufacturer of the du Pont cars, and president of the Indian Motor Cycle firm. The car is especially interesting in that it has the straight cross tubed chassis, but a gearbox (probably an 'R'), and with a high tailed body rear section, but with a cowl front as on the Super Sports Aeros sporting a single D-shaped cutout. You usually see this front cowl mated with the beetle back and skirt of the SS Aero line. Let's call it a transitional model. The motor is interesting also, as it looks more like a sv J.A.P. DTZ model than anything else. This engine was not fitted to Morgans coming out of the factory, and perhaps Gus can shed more light on this machine and its history?

There are several other examples of later Aeros of the body style of Mr. Spahr's, one being in the hands of a bloke in Sacramento, but with a 60-degree LTOWZ J.A.P. motor, and having the beautiful tail of the Aero body chopped off flat at the apex of the curve. This one has cycle type mudguards with no center rib, whereas Spahr's machine has the center ribbed wings.

A true 1931 Super Sports Aero was the one belonging to Jim Thompson back in the New York area in 1967, who later sold it to Jim Hartman, who kept it for nine years, before letting it go unrestored. This machine has the lowered chassis, an LTOW J.A.P. and all the other characteristics of the SS Aero body style. It has been restored with new frame tubes, wooden body frame, and engine, and awaits completion on the West coast.

In the specials category, a 1931 Aero, once owned by John Dykstra, had the late transitional body the same as Spahr's, but with a widened front track, and special close ratio gearbox, and a 60-deg. J.A.P. engine. It has since passed through two more garages in pieces, and now sets in a third awaiting restoration.

TECH TIPS

SHOES FOR YOUR BABY

by Jerry Willburn
TIRES (TYRES?)

Your tires are a very important part of your MORGAN. They are also a very complex subject, and there is much personal prejudice, even among the "experts." Some general comments do apply, however, for high speed motoring.

The loading per wheel on a MORGAN is only about 500 lbs, close to the minimum value for consistent performance for all speeds and slip angles. This dictates the use of a soft, deep, tread pattern and moderate pressures (25 to 35 PSI).

MORGANs tend to understeer at slower speeds. For a time (in the 60s) I used radial ply tires on the front and bias ply on the rear. Tire makers will tell you that this is a real no-no, but it seemed to work for me. I do not think I would recommend it now though. Now radials all around seem to be the thing.

The racers like as much rubber on the road as possible. The widest I have seen are 195/60s on Greg Solo's Plus 4 at Laguna Seca last year. Greg had to use spacers to keep the tires off of the suspension. I wonder what the additional offset did to the steering? Since very few of us race our MORGANs, I would not advise that extreme for the road.

I would recommend using radial ply tires. They give longer life, ride softer, and generally perform better. I would also recommend converting older MORGANs to 15" wheels if you drive them (and what else are they for?). You will have all of the advantages of modern radial ply tires at half the cost (more than that if you consider tire life) of 16 inch bias ply tires currently available. Save your old wheels for concours.

For normal touring, pretty much any modern tire (radial) will do. As the man said about wine - "What ever you like best, is best."

ROAD & TRACK did a very thorough comparison of tire brands in October 1977. Their conclusion was that it is hard to beat Michelin for an all around tire.

Uniroyal lasted the longest at 118 mph (who drives their MORGAN that fast for long distances?). CEAT gave the best ride quality, while Michelin was best on the skid pad. We have Kleber on the SNOBMOG (because we got a "deal").

TECHNICAL DATA

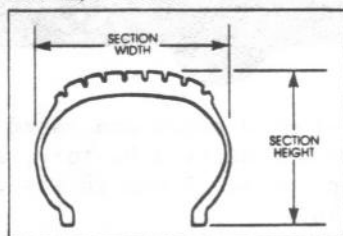
For those of you who would like to experiment the following technical data is included.

MORGAN SPECS

4/4 Series I (Climax) 5.00 X 16
4/4 Series I (Standard 10) 4.50 X 17
Plus 4 (Flat Rad to 1959) 5.25 X 16
Plus 4 (Later Cowled) 5.60 X 15
Plus 4 (Radial) 165 X 15
Plus 8 (Early) 185 X 15
Plus 8 (Later) Anything Goes

ASPECT RATIO

Aspect ratio is defined as the ratio of the section height of the tires to the section width, i.e. a tire with the same section height as width would have a 100% aspect ratio. 1/2 as high as wide would be 50% aspect ratio.



The aspect ratio is very useful for one who wants to increase the section width of his tires without changing the overall diameter of the tire and thus the gearing and ride height of his MORGAN.

The aspect ratio of a modern radial tire is usually marked by the manufacturer on the tire if it is anything other than standard. It is often marked on standard tires.

EQUIVALENT DIAMETERS (FROM MISCELLANY)

The following chart shows equivalent diameter tires for varying section widths and aspect ratios, for tires produced to modern European standards.

	STANDARD	82%	70%	60%
		155	175	205
		165	185	215
		175	195	225
		185	205	235
		195	215	245

NOTES

When changing tire size from that fitted as original equipment,

consideration must be given to the load carrying capacity of the tire to be fitted. As MORGANs are so light for the tire size fitted, this is normally not a problem. A weight is as follows:

1. The load carrying capacity increases with an increase in section width for a given rim diameter and aspect ratio.
2. The load carrying capacity increases with rim diameter for a given section width and aspect ratio.
3. When increasing width and dropping to a lower aspect ratio, as long as tire diameter is not reduced, the load carrying capacity should not change.

By a quick calculation of section height and rim diameter we find that the 5.25 (88%) X 16 and the 5.60 (95%) X 15 bias ply tires are all about the same (25.5") diameter, and may be used interchangeably.

It can also be seen from the above chart that we can replace a 165 X 15 tire with a 185/70 tire. However, first check that such a wider tire will fit the rim and the car.

RIM WIDTH

The following tables from MISCELLANY show the recommended rim width vs. section width and also the range of rim width that may be used. If possible a tire should always be fitted to the recommended rim width.

It should be pointed out however, that it may be possible to fit a tire to a non-acceptable width wheel, but it will not perform at its best and could be downright dangerous.

82% (STANDARD) SERIES

Section Width	Rim Width	Acceptable
155	4 1/2"	4 to 5"
165	4 1/2"	4 to 5 1/2"
175	5"	4 1/2 to 6"
185	5 1/2"	4 1/2 to 6"
195	5 1/2"	5 to 6 1/2"
205	6"	5 to 7"
215	6"	5 1/2 to 7"
225	6 1/2"	6 to 8"

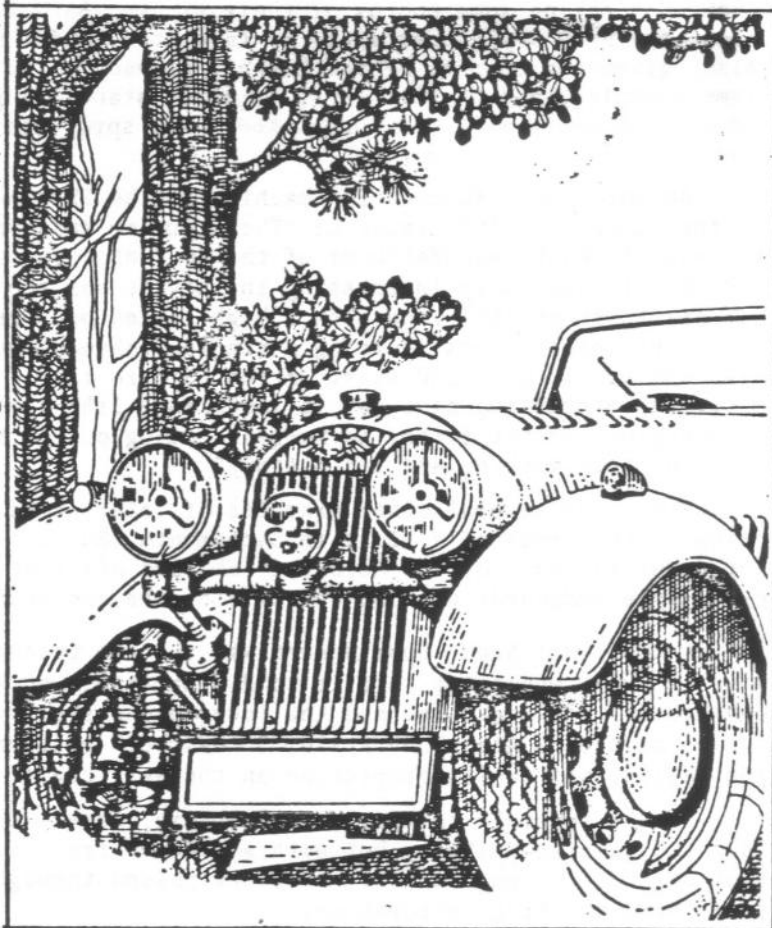
70% SERIES

Section Width	Rim Width	Acceptable
165	4 1/2"	4 1/2 to 6"
175	5"	5 to 6"
185	5 1/2"	5 to 6 1/2"
195	5 1/2"	5 to 7"
205	6"	5 1/2 to 7 1/2"
215	6"	6 to 7 1/2"
225	6 1/2"	6 to 8"

60% SERIES

Section Width	Rim Width	Acceptable
165	5"	4 1/2 to 6"
175	5 1/2"	5 to 6"
185	5 1/2"	5 to 6 1/2"
195	6"	5 1/2 to 7"
205	6"	5 1/2 to 7 1/2"
215	6"	6 to 7 1/2"
225	6 1/2"	6 to 8"

From the above it can be seen that both the standard 60 spoke (4 1/2") rim and the 72 spoke (5") rim will accommodate 175/70 or 185/70 radial tires. I would not advise 60 series tires for road use on a Plus 4, but they might be useful for slaloms, and as Greg points out, work quite well for racing. The 195/60s not only put more rubber on the road, but also (being smaller diameter) lower the gear ratio giving better acceleration.



TUESDAY, NOVEMBER 20, 1984

To See a Morgan Car on the Road Is To Experience a Feeling of Deja Vu

ROUGH RIDER

British-Made Roadsters Are Little Changed Since 1936; Kicking Dust at Firebirds

By L. ERIK CALONIUS

Staff Reporter of THE WALL STREET JOURNAL

MALVERN, England—Like its British siblings, the classic MG, Triumph and Jaguar, the Morgan sports car was born in the 1930s, a glorious age for two-seat roadsters.

Those were the days. Cars proved themselves racing to the tops of hills. Their muscle made them handsome: the doors cut low so that the driver could prop an elbow out the window, the long tapered hood strapped over a row of big pistons, a canvas top thrown back to the wind, and mud guards curving out over the front wheels like wings.

Today, MG and Triumph are reduced to making egg-shaped family cars as part of state-owned BL Ltd. Jaguar, once sporty, now is a bit fat and plush. Other makers—Jowett, Kieft, HRG, Riley, Singer, Swallow, Turner, Lister, Fairthorpe, Elva, Buckler—are long gone. But Morgan keeps making the Morgan roadster, essentially as it has done since 1936, from a squat brick factory in the hills three hours north of London.

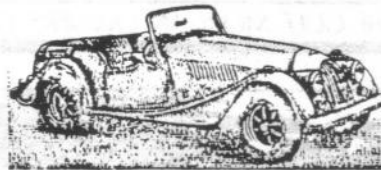
Morgan admits it is stuck in a bit of a time warp. Imagine if RCA were still making mahogany desk radios or if Douglas had never outgrown its line of DC-3 aircraft with square, curtained windows.

But at Morgan, change for its own sake is considered wrong, especially when it comes to the look of the car. Peter Morgan, the president of Morgan Motor Co., defers to the wisdom of his father, H.F.S. Morgan, who designed the Morgan and ran the company until his death in 1959. "Dad said he didn't like slab-sided cars, as simple as that," says Mr. Morgan, who will probably be succeeded in turn by his son, Charles. "My father was quite an artist. And he loved the appearance of a sweeping line."

'Honestly Beautiful'

His sentiments are heartily supported by Morgan owners throughout the world. "It's an honestly beautiful automobile," says William H. Boyles, a member of the Morgan car club in Dallas (one of 12 clubs in the U.S.). "It's got exactly what is needed—and nothing extra," he adds.

In the U.S., there are still 4,000 pre-1968 Morgans on the road. Later models ran afoul of new U.S. safety and emission-control regulations so they couldn't be imported. But Isis Imports of San Francisco purchases about 24 of the 500 Morgans produced each year and adapts them to the



Morgan 4/4 1600

U.S. requirements. The average used Morgan sells for about \$9,000 and the new ones for about \$24,000 each.

What enhances the legend of the Morgan is that it is still a very fast car. It may seem as dated as a DC-3, but it performs more like an F-16: Under the hood of about a third of its cars, Morgan installs a big eight-cylinder engine (the rest get tamer four-cylinder motors). Although the driver is still riding on a front suspension patented in 1911 (and a rear suspension that is essentially cart springs), this Morgan motorcar really goes.

In a race, Morgans can leave Camaros, Firebirds and turbo-charged Datsun 280-Zs in the dust. They have beaten souped-up Porsches off the starting line. A Lotus Esprit might take an early lead, but the Morgan will pull ahead by accelerating from 30 miles per hour to 50 mph in a spine-snapping 4.1 seconds.

"There's a bit of a rebel in the Morgan," says Mr. Morgan enthusiastically. "If you see a Morgan on a race track and it is pulling ahead of a Porsche, the public absolutely loves it."

Ups and Downs

The public's love affair with Morgan cars has had its ups and downs since the company started up in 1912. The company's first product was a three-wheeled automobile called the Morgan Sports Runabout. The little car featured two wheels up front, a single wheel in the rear and a body that had the rounded head and tapered tail of a tadpole. The eight-horsepower Morgan was eminently capable of leaping across streams and wiggling through mud to the tops of hills, which was the true test of sports cars at the time. By the 1920s, when the little roadster was also breaking speed records, the factory was producing about 50 a week.

In 1936, the four-wheeled car was born. Almost indistinguishable from the Morgan today, it could climb a hill as well as any Morgan polywog and looked much better. The car sold well, and no one could have anticipated that within a few years it would look as old-fashioned as a bowler hat.

But at the end of the 1930s, automobile design was on the verge of revolutionary changes. One of the young Turks in the field was a young New York industrial designer named Raymond Loewy, who reveled in

making things streamlined. In 1939, Mr. Loewy became the top designer at Studebaker Corp. After the war he tossed out all the cliches of automobile design: running boards, mudguards, bug-eyed headlights, hinged doors—the works.

Instead, he set the headlights into the body. He brought the wings in, too. He gave his new car—the 1947 Studebaker—the streamlined nose of a locomotive and the husky rounded shoulders of a Sears Coldspot refrigerator. He gave it a big grin of chrome, a Flash Gordon hood ornament, and wraparound glass. Mr. Loewy had invented the modern car.

European designers were well along with similar designs; and by the 1950s, all car makers were scrambling to update their cars. In Britain, Triumph, Jaguar, MG and others all came out with new body styles. Morgan, except for a minor alteration of its front grill, was alone in being unchanged.

In the late 1950s, "The interest in Morgan as it was styled was virtually dead," recalls Peter Morgan, who quietly began to work up a new design. He presented it to his father. He was gently turned down. "It completely slayed me, but I went along with him," Mr. Morgan says.

In the early 1960s, the recession in the aircraft industry in California shook the West Coast economy and shut down Morgan's biggest remaining market. Morgan dealers in the U.S. nearly had to auction off remaining cars, and the company came close to folding. In 1963, after the death of H.F.S. Morgan, there was more grim news. The company finally did launch a newly designed Morgan, which met a hostile reception.

The glass-fiber car was a disaster—one critic described it as a beached minisubmarine. Only 26 were made. Peter Morgan, having become president after his father's death in 1959, decided there was nothing to do but tough it out with the original Morgan.

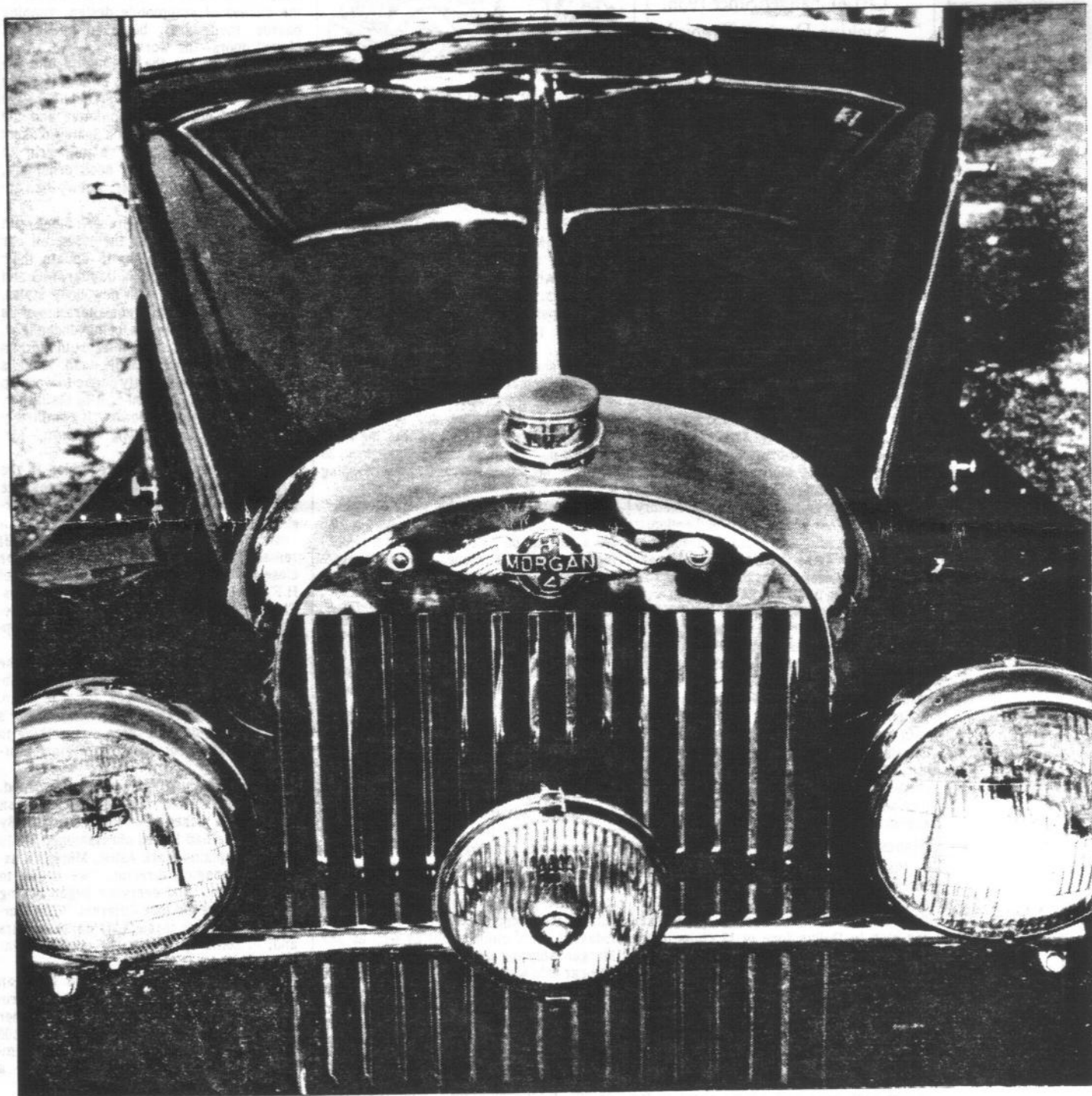
Then something miraculous happened. Europeans started buying the Morgan again. Sales picked up in the U.S., too. "By the time we had looked old-fashioned for 10 years," explains Mark Aston, Morgan's assistant managing director, "we began to look different. And everyone began buying us because we did look different." The Morgan had made it through its darkest hours and, in some eyes, was the only true car left.

One reason Morgan survived the lean years is that it has always limited its production to about 500 cars a year, the number that it turns out today. Its staff of about 100 workmen includes many longtime employees, and there has never been a strike.



Mogazine.

The Newsletter of MORGANS ON THE GULF MORGAN OWNERS GROUP



March-April 1985/Inaugural Issue

MORGANALITIES



THE QUEEN MOTHER

by Merry Fletcher, with a tune-up by V. Casey

December 27, 1947, was an extraordinary day for Ruth and Ralph Jorgensen of North Vancouver, British Columbia. Their twins, Ann and Roy, were born. First-born "Annie" was clearly destined a leader, but her parents watched with some concern when, at four, she skillfully appropriated certain of sibling Roy's Christmas gifts--all toy sports cars!

Childhood progressed normally, it seemed, until a day in 1957. Vivacious Annie was ten and apparently blessed with intelligence and good health. Her father still remembers the drive in downtown Victoria when IT happened. Annie sighted a Morgan! With wild exuberance, she proclaimed "That's the kind of car I'M going to have!" The frightening intensity of the child stunned Ralph. He struggled to maintain his composure and control of the car. How was he to face Ruth with the sad news that their beloved Annie was a victim of M.M.S. (Morgan Mania Syndrome).

Annie's condition worsened over the next six years. Victoria was home to one of Canada's major Morgan dealers, Reg Sterne, and her frequent Morgan sightings fueled her fever. Now sixteen, Ann (no longer "Annie") paid \$50.00 for a 1947 Triumph Standard Tourer and entered a regressive stage of M.M.S.

Ann and the Triumph attended Oak Bay High School, but frustration aggravated her disease. Physical therapy was indicated, and Ann dived (literally) into endurance swimming. She successfully participated in ocean events, winning the Mary Todd Island Swim. This 1.5 mile flipper-freezing crawl allayed some minor symptoms, thus demonstrating the value of shock treatment for M.M.S.

1965 found Ann heroically coping with all levels of her condition. She moved on to the University of Alberta at Edmonton, studying hard, but visions of Morgans continued to roll through her dreams. Sleep brought little respite. In '69 she graduated with honors and a Bachelor's Degree In Physical Education. Then it was on to Marshall, Minnesota

Photo: The Queen Mother (Ann) and Harry Walters arriving at an event.

to teach at Southwest Minnesota State College for two years. From there, she dashed to Cal State in Hayward, California, and in '72 received a Master of Science Degree (Phys. Ed.). With this in hand, she returned to Canada and landed a teaching position at McMaster University in Hamilton, Ontario.

One memorable day in '74, Ann bumped into one of her students, Wendy Walters. With Wendy was her father, Harry. Naturally, the "Professor" was introduced to the "Father" and each was instantly smitten with the other. Ann was even more smitten when she saw Harry drive off in a Mercedes 450 SL...not by any means a Morgan, but a sports car nevertheless. So began the romance.

During the courtship, Harry soon discovered Ann's affliction, but unaware of its severity, treated the matter lightly. He popped the big question several times with negative results. Then, in the Fall of '76, a much wiser Harry included in the deal--you guessed it--a Morgan. Ann said "Yes," and it was off to Toronto to live and seek a Moggie.

In Toronto, A Dr. Brown had a black '58 Plus Four, #4050 for sale. In the passenger's seat, with Dr. Brown pushing the Morgan to 100 M.P.H., Ann said "That's fast enough for me, I'll take it!" Little Annie finally had her Morgan.

Ann knew her Morgan was mechanically sound. She drove its spokes off! But its coachwork needed help. That winter of '76 witnessed a restoration and the roadster turned from faded black to corvette yellow.

Ann and Harry became enthusiastic members of Toronto's Morgan Owners Group and their yellow Moggie sported the name "HOG MOG" on its tags.

In 1980, Ann and Harry decided that HOG MOG deserved a "ground up" restoration with Reg Beer of Toronto. They also decided to move to Houston, Texas. Leaving Reg to his magic, and with the address of the Morgan Motor Car Club of Texas in hand, Ann and Harry headed south.

Continued on page 8.



Photo: Ann and Harry Walters' HOG MOG.

The Queen Mother, cont'd.

Ann made contact with the Texas group and she and Harry became the Houston Centre of MMCC/Texas. In short order, Harry and Bettye Corn and Barry Chandler were recruited. Then, John and Beverly Pitera and Ed Temple entered the fold. With Ann at the Brooklands, the Houston Centre developed.

Back in Toronto, Reg Beer was transforming HOG MOG. Under his Michelangelo-like hands, a burgundy and khaki Morgan Princess emerged. On July 1, 1981, Ann flew to Toronto to collect HOG MOG, and immediately departed for Luray, Virginia and MOG 11. Harry and Barry Chandler drove to Luray from Houston to meet Ann, and to thrill at HOG MOG's winning the People's Choice Award and Judges Special Award For Best In The Early +4 Class.

Then began the growing time--Ann's natural ability for leadership and organization took roots and flourished. That weekend following Luray, at a Jag Concours, three more members surfaced--Angel Ward, Nick Nichols, and Jeff Jamail. Ann started the monthly Noggins. The fall of '81 saw more Moggies coming out of the woodwork. Wallace Hooker and Honey Harrison, Dick Haken, Ron and Suzy Gillet, and Bill and Mary Lawrence all joined. Ann's enthusiasm and energy were contagious.

At this time, most of the Houston Centre's cars were, or were becoming, restoration projects. Ann's HOG MOG served as a goal model, and Ann and Harry were always there to offer advice, concern, and encouragement. In '82, V. Casey joined and yours truly found the group via a bumper sticker on Angel Ward's Honda. Along came Tony and Patty Frederick and Wendy Frahm--and they didn't even own Morgans yet.

The "beat goes on." While the Houston Centre grew, Ann persevered with the Dallas group for an annual state meet and TEX MOG was created. Her HOG MOG was the only Houston Centre Morgan at TEX MOG I in '81. At TEX MOG IV last year, Houston touted seven Morgans.

In January, 1985, MOG MOG was born. It was a happy event indeed, marred only by the announcement of Ann and Harry and HOG MOG's move to San Antonio. Ann relinquished her formal leadership of the group, but that's all she gave up. Ann Walters conceived MOG MOG. She calls the group "a melting pot of great, fun people." She carried us for four years, and no job was too small or too big for Ann. She was MOG MOG's first real President, but we never called her that--to us she always has been, and will always be--The Queen Mother.



BEERS' BOLTON BARBECUE 85

Just to keep HogMoggers on their toes, the traditional August event at the Beers' was, for 1985, brought forward to June 15th. About eight of the hard core HogMogs remained unshaken by this diversionary move, and turned up to take over the turf just inside the trademen's entrance, hard by the duckpond. Several other HogMoggers arrived sans Mogs, and positioned themselves in the same strategic spot.

From here, forays were mounted either (a) into Reg's workshop, where a couple of Chris Charles's 85 models were being modified up (or is it down?) to Transport Canada specifications, or (b) towards the house, outside which were comfortable seats and refreshments. Frequent journeys between (a) and (b) allowed inspection of the cars: trikes, fourseaters, dropheads and roadsters all being represented.

A strong appearance was made by the Adjala contingent (did they all arrive first at Piper's Hill by mistake?) consisting of the Sands's, the Sykes's and "Hacky", Heather and Henry, who was at a bit of a loose end with Prussian marching banned. The barbecue, however, was soon struck up, and sausages of various varieties served by Reginald "Terror of the Tongs" Beer.

After the smoke had cleared, the discriminating few retired inside for a slide session, and moderate further fortification for the journey home. The last to leave found it was raining, and were grateful for the waterproofing thus acquired. The elements, it seems, were not on their toes - after all, this was no Piper's Hill picnic!

John Collins

Sat. July 27; Pipers Hill.

Al/Marlese Sands
936-4341

Fri. Sept 6-8 Niagara.

John/Sharon Roden
682-1125

Oct. Octoberfest to be
arranged.

Sat. Dec. 14; Christmas Bash in Soho

Brian/Linda Rumohr
593-6687

Sat Sept 14 Stratford Festival see page 4
Sept 20 - 22 AUTUMN MOG VII, Connecticut

Oct 11 - 14 TEXMOG V, Texas Ted Glover
214 867 1122

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