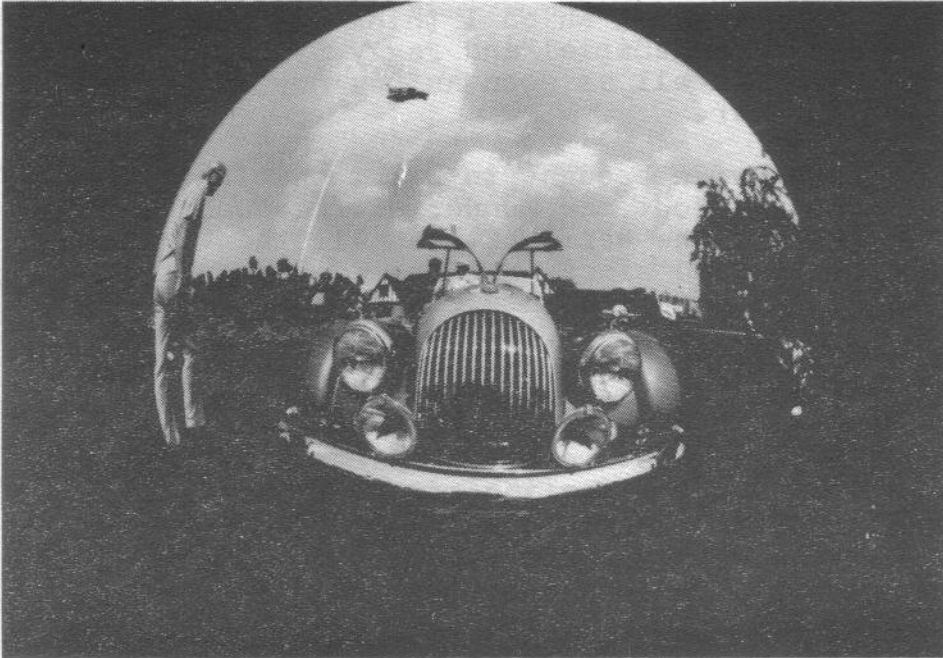




THE "PRICELESS" BLURB

FEBRUARY 1986



Photos by Pfahl

(Niagara '85)



PREZ'S PIECE

My thanks to the great response to my appeal for participation in the club, we now have two offers to put all the membership records onto computer file, first from Gary MacFarlane and then Don Banham, this was followed by an offer from Marlese Sands to take over the Niagara Registration along with her crew which I think has now spread to Joan McDonald, Heather Hackenspiel and Peggy Sykes, I will get all the info needed to you all as soon as pos now the chaos of the Holiday season is over.

A recent conversation with John Roden brought to light that both of us had contemplated mentioning about the wonderful friendships, people, and comradeship throughout the world between all the varied Morgan clubs, John has been astounded since becoming Editor by the many different newsletters he has received in exchange for the complimentary ones we send to other Editors, all with an un-written agreement to reprint, which goes with the exchange. My own life has been enriched by all the friendships made through the clubs and by meeting so many generous and downright nice people over the years I have been active in the club. The most wonderful part of attending the 75th Anniversary in Malvern was the feeling of arriving at the family re-union with the added joy of meeting so many friends face to face which had been names on letters for so long.

It is really amazing how while the Politicians brag of easing of relationships between countries over one silly meeting, Morganeers have been opening their homes and hospitality to each other without a second thought proving its really a people club who just happen to drive the same cars which brings them together in mutual trust and enjoyment.

Must be the Christmas season which has got me started but what the heck its time we made a point we are not just a local club but part of a huge loose relationship of many independent clubs, which require so little to put into it with fantastic benefits of all the friendships.

I have to admit I have been very lax and right now have no calender of events set for the start of the year, my apologies and I shall get to work immediatly. Last thing I wish to mention is for reasons of their own Canada Post recently gave one of their employees the job of cancelling our one single postal code for approx 4-6000 people living in our rural community and replacing it with dozens, so R.R.3. is now changed to L7E 5R9 as of this month, we must still use the RR3 designation just to save them further confusion. so from now on its A. Beer R.R.3. Bolton Ont. L7E 5R9 Here's to a great "organeering '86.

Audrey Beer.

Letters to the Editor

If I may be permitted a few moments of seriousness, I would like to record my appreciation of Doug Price's contributions to the world of Morgans.

I first became associated with the Morgan Owners Group in August of 1977, at which time Doug was President of the club and Editor of a one or two page broadsheet known as the Blurb, which did not extend itself to photographs, but which did contain Doug Price line drawings to illustrate Doug Price reports on club events. I still own some of these early Blurbs. I still re-read and re-enjoy them. From time to time, I will continue to do so.

It was Doug who, among other things, suggested we become HogMoggers; gave the world the Snobmog; concocted the Definitive History of the Morgan Marque; and insisted the Blurb become "Inestimable". It was he who set the style for the magazine, which remains a testament to his talent and long hours of labour.

Morgan enthusiasts tend to "specialize" in various areas: the performance of their cars; the appearance of their cars; social aspects of meeting other owners; and collecting memorabilia, to name but a few. It seems to me that Doug's enthusiasm is for Morgans, pure and simple, equally encompassing most of the aspects. He is, in essence, the true Renaissance Morganiste.

His touch will be sorely missed, and I sincerely hope he will continue, as time allows, to make further contributions. Meanwhile, I respectfully suggest that, in tribute to his past work, the Blurb cease to be "Inestimable", and become "Priceless".

John Collins

CHRISTMAS IN SOHO

Saturday, December 14, 1985 was the HOGMOG annual Christmas party, held in style at the Rumohr residence. Old friends joined with new members in toasting our favourite automobile, and an expansive pot-luck feast rounded out the evening. During the evening, some observations were made. Peter Pfahl (of Pfahl's Photos) wore what should become a Morgan legend, perhaps even the Morgan uniform. If you weren't there, I can't describe his jacket-- suffice to say Bravo!, Peter. Pauline Smith was there--at least some of her was, the rest of Pauline has been lost to a diet. Bravo!, Pauline. And Martin Beer was there--about anglers--the guy gets engaged (to a nurse), tries to electrocute himself, falls off a ladder, and injures both arms, and then stays home, to be cared for by his own personal nurse. I wished him a speedy recovery, to which he replied, "Don't say that!".

One prospective new Morgan owner (anyone care to sell a runner cheap?) came to the party to check out the HOGMOG crowd. Everyone test-drives a car before purchasing--this guy test-drives the owners.

We missed a lot of you--so a belated Merry Christmas, and a joyful New Year to Sands, Sykes, Laffords, Joyce and Geordie, Bill, John and Doug, and all you others who make the club so interesting.

MORGAN SPORTS CAR CLUB HOLLAND

In May, 1987, the Dutch Morgan Club will be celebrating their 15th birthday, and among other things, have secured a race at Zandvoort in conjunction with the HARC (Historic Automobile Racing Club).

The Dutch Morgan Club are drumming up participants from all over, and are interested in the potential interest from U.S. and Canadian cars.

Participants must comply with FISA regulations, especially the maximum exhaust noise is 100 dba measured 7m (22 ft) from the centre of the road at full power.

The Club programme is as follows:

Thursday, May 28, 1987	Reception
Friday, May 29	Tour, under police escort through North Holland: Zuyderzee towns, the polders and windmills.
Saturday, May 30	Racing, the first day of HARC races at Zandvoort with Morgans of all types.
Sunday, May 31	End of organized Morgan meeting. Second day of HARC races.

Now, an airline is willing to carry a certain number of Morgans free of charge from the U.S. and back. Therefore, I am canvassing everybody I can to see what response there will be from North America. Please let me know, even tentatively, as soon as you can so that they can firm up their deal with this airline.

Again, the Meet is open to all Morgans with 3 or 4 wheels, 20 years or older, and for a special race, less than 20 years old. The racing will be held under FISA regulations and all drivers will need an international racing license. We can assist with licenses if you do not have one.

It is likely that there will be one plane from the West Coast to Amsterdam and one from the East Coast. Due to the magnitude of this endeavour, one will doubtless want to make more than a weekend of it (!) and the return is planned for one month later from Amsterdam. It is not necessary for one to be there at shipping time.

There is considerable interest from the English Three and Four Wheeler people (who only have to take a ferry across the Channel) but it would be a rare sporting opportunity for us in North America to say nothing of the vacation potential.

Please let me know what you think very soon: a postcard will do fine.

Yours sincerely, Alec Knight
P.O. Box 99
Ringoos, NJ 08551
201-782-7053
October 1985



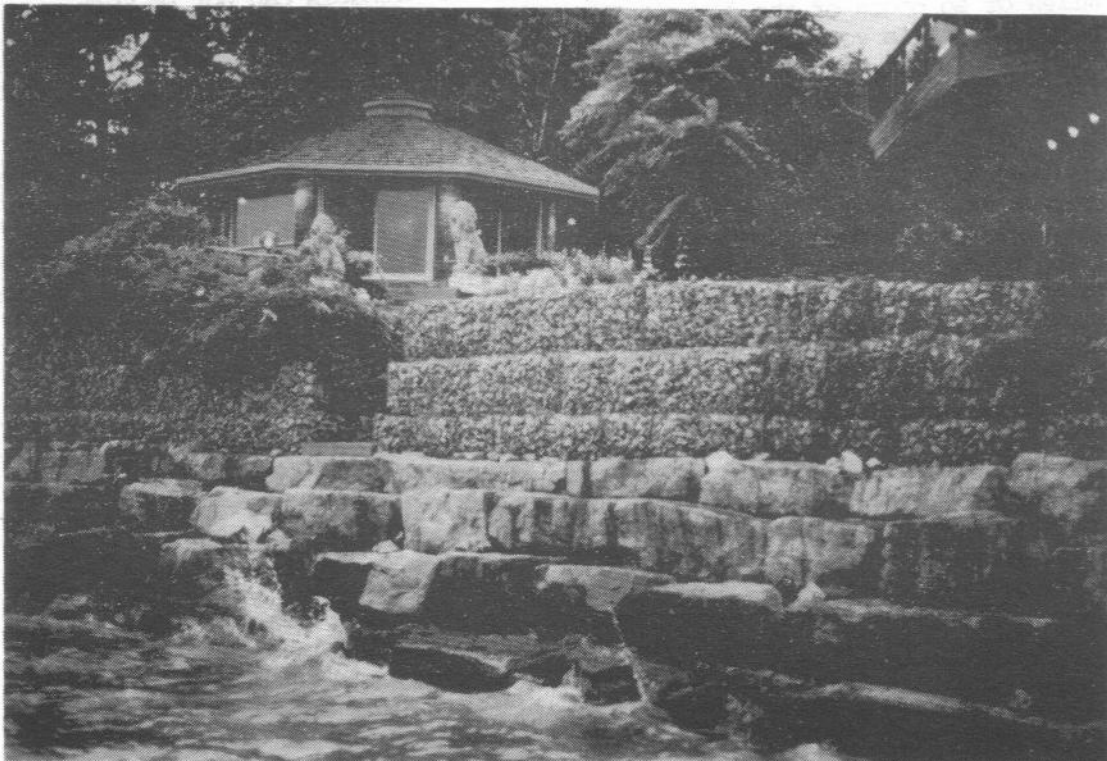
PFAHL'S FALL FESTIVITIES

In an innovative move designed to increase security in these days of escalating world unrest, the HogMog Oktoberfest was switched from the White House (in Etobicoke, of course, not Washington) to the Phal's fastness on Lakeshore Blvd. in Oakville. The approach from the lake was guarded by two stone lions atop an imposing "seawall", leaving only the single gateway from the road to be protected. Sgnt. Mjr. George Lafford (security and sing-songs a specialty) was reported to be "quietly confident" about the arrangement, and events proved him to be quite correct.

Despite these measures, we could not keep away the rain, which resulted in only four Morgans being brought along. Steve and Martin Beer we would expect, but I suspect that George Lafford and Brian Rumohr had set out before the rain set in! Consequently, the glazed gazebo with fireplace was an ideal venue, and there was sufficient shelter for sausages to be barbecued in the lee of the main house, just a few paces around the pool. The "pot-luck" selection plus Dorothy's provisions once again proved to be more than equal to the corporate HogMog appetite, which was no mean achievement.

After dessert, Audrey took advantage of a rare appearance by our ex-editor, Doug Price, to present him with an engraved pewter tankard in recognition of his long and yeoman service to the world of Morgans via the Blurb. The tankard had been available at Niagara, but Doug was preoccupied with the construction of a garage/workshop at his new abode, and had not been there to receive it. We wish him many hours of happy use of both new acquisitions.

John Collins



MOG XVI / THE SITE

St Michaels is a small town situated on an island upon the Eastern Shore, jutting out into the Chesapeake Bay, along the Atlantic Flyway, the favored route of millions of migratory birds. It is along the way to Tilghman Island, home of the Skipjacks, the last sailpowered fishing fleet in America, and one of the great sports fishing centers of the U.S. St Michaels itself has a lovely harbour known to sailors throughout the east and a Maritime Museum that is its pride and joy.

Time seems to have passed it by. Along its tree-shrouded streets are beautiful private homes where pets and children wander at ease throughout the day. Its main street features hardware stores devoted to the sea, shops for baskets and pottery, sweaters and paintings, carved wood decoys and the joyful banners that proclaim St Michaels proud heritage. Inevitably, seafood restaurants abound, and any number of delightful bed and breakfast inns dot the streets. It is a town for bikes and for walking, ambling along at one's own pace. And, it is a town which should go absolutely mad for Morgans!

Down the road a bit is the ferry boat to Oxford, a charming, chugging nine-car ship which plies its way across the channel which separates St Michaels from the peninsula, every day of the year except Christmas and during hurricanes, or so they told us. Oxford is another delightful town with its own inns and shops, and then, not far away, the comparative metropolis of Cambridge, with its own tree-lined street, beautiful marina and gracious park. (Yes, indeed, we plan an Oxford-Cambridge rally; do you think we'd pass up an chance like that!!!) The ferry's river is the Avon, by the way!

Ray and Bonnie Stevens have graciously invited us all to their beautiful home along the shore (a former hunting lodge of a DuPont, I am told) for a glorious seafood feast, and Ray is working with the town fathers to plan a parade and fireworks display to feature our Morgans. What a day that shall be, with rally, parade, feast and fireworks. Who knows, we might just get the first MOG rally with 100% participation!!!! (Yes, fiendish devils that we are, we shall give out the free tickets to the feast at rally checkpoints. Them that goes, gets, so get off your duffs and get that Mog running for the great Oxford-Cambridge Rally of Eighty-Six!!!!!!)

Since this is a pioneering year with this new site, access will be an important consideration. You might well want to get out your trusty road map to share in the excitement of planning for next summer's fun! A quick look will tell you that St Michaels can not be much more than twenty miles or so south of the degree of longitude on which Dulles falls. It also suggests that you can begin your trip on the same interstates you've used before--but that you may well want to divert to the interesting roads of the Delmarva Peninsula, good roads for Morganeering, to complete the trip.

Visitors from the Northeast might well wish to divert at the Delaware Memorial Bridge, while those from the South might wish to swing across to the Chesapeake Bay Bridge and Tunnel and then up through the peninsula. We shall run both routes prior to the meet and will supply you with detailed information as to how to get to St Michaels. Meanwhile, we'd be very much interested in hearing from any who have made the run and can advise us as to the best and quickest route. Certainly, you will want to plan your trip to avoid crossing any of the bridges, Delaware Memorial, Chesapeake Bay and Annapolis, at peak traffic hours, information we'll supply you in some detail well prior to the meet.

For the meet headquarters we have selected the Harbourtown Inn of St Michaels, a recently built, efficiently staffed inn of great charm, situated on a neck of land outside the town. It has the same number of rooms as the Mymlyn, so we shall be assured of being the only game in town. The owners are devoted car enthusiasts and are most delighted to have us coming. I know they shall become our friends as well as our hosts before this meet is over. It would be hard to find nicer hosts than Hugh and Marcia Stock.

We are presently compiling a list of alternate inns, hotels and motels, of which there is an abundance in the area. For those who want to pick their own spot, we offer a wide range in style and price. There are some fabulous places, charming, gracious inns with a half a dozen rooms a great warmth. But we think all who miss out on the Harbourtowne will really be missing something!

MOG XVI SCHEDULE/ROOM RATES

The number of rooms at the Harbortowne is limited, and it's strictly first-come-first-served for this exciting new site!

Our advice is to call immediately and reserve your room for MOG XVI.

The meet dates are July 3 through 6, Thursday through Sunday, and this is the schedule:

Thursday, 3 July	Travel and Arrival Day Registration and Welcoming Barbecue; Keg Party Relax and see the town—and meet old friends
Friday, 4 July	The Oxford-Cambridge Rally Seafood Feast at the Stevens Parade and Fireworks in Cambridge
Saturday, 5 July	Concours d'Elegance, Concours d'Etat at the Harbortowne Concours d'Etat Parade through St Michaels Cocktail Party Awards Banquet
Sunday, 6 July	Autocross Gymkhana (Early heats for those who plan to travel; for diehards, plan to spend the day and stay the night) Farewell Keg Party and Autocross/Gymkhana Awards

The meet room rates are available from Sunday, June 29, through Thursday, July 10th.

There is lots to do on the Eastern Shore, and better still, it is the perfect place to do nothing! Why not plan to come a day or so early, get into your old clothes, borrow an inn bicycle and tour the country roads. Or take the Mog for a spin to Tilghman Island to see the skipjacks and eat a seafood feast right off of the boat. Make this a real Eastern Shore vacation, with the meet as the joyful center.

We can assure you that there are loads of charming sites available in the area, but IF YOU WANT TO BE AT THE HEART OF THINGS, you will want to be at the Harbortowne.

One night's rate reserves your room; American Express, Visa and Mastercard of course. Reservations here and at most area inns are cancellable without penalty up to a short time before the meet. Check with each to be sure, but act now to avoid disappointment. The Harbortowne number is (301) 745-9066, and the address, PO Box 670, St Michaels, MD 21663.

MOG XVI
HARBORTOWNE INN, PO Box 670, St Michaels, MD 21663 (301) 745-9066
July 3 through 6, 1986

ARRIVAL DATE _____ DEPARTURE DATE _____

PLEASE RESERVE: _____ Singles @ \$55 + 5% tax per night

_____ Doubles @ \$65 + 5% tax per night

I WILL BE SHARING THE ROOM WITH: _____

[Note: There will be an additional charge of \$10 per night for cots set up in a room]

A full advance deposit for the first night's stay is required; it must be paid with a credit card (Mastercard, Visa, American Express, Choice) or personal check.

CREDIT CARD # _____ EXPIRATION DATE _____

SIGNATURE _____

NAME _____ ADDRESS _____

CITY _____ STATE _____

ZIP _____ PHONE _____

Car owners are a reflection of their automobiles. If this be true, then Morgan owners are sporty, individualistic, unchanging. Rolls Royce owners are refined, conservative and elitist. Therefore, it was with some trepidation that I attended the RROC National Meet in Toronto last August.

After two days at this event, I came away chuckling, convinced that Morgans are my kind of car, certain that Morgan owners have more fun. Consider this: the RROC had a hospitality desk for its members--to explain the meet, to direct them around Toronto, to do whatever was necessary to help the bewildered owners. One owner phoned the hospitality desk to complain--there was no toilet paper in his hotel room. (Never heard of housekeeping). Another "gentleman owner" presented himself at the hospitality desk and asked for his harbour tour and lunch ticket, a ticket left for him by his friend. The hospitality desk people (club members also) could not find the ticket, which vexed the "gentleman". The hospitality desk people brought him along to registration, where he was given a ticket for the tour and lunch. This was not satisfactory. He wanted "his" ticket--the one his friend had left for him. Eventually, he was persuaded to take the spare ticket and go--or else he would be late for the tour and miss lunch. A ticket's a ticket, but not to that owner.

Rolls are expensive, and when there are 300-400 of them concentrated in one parking lot, they deserve to be protected. RROC had arranged for fencing, security guards, and guard dogs to protect the cars. Badges were assigned to each registered attendee, and had to be worn for entry to the car park. (How about at our next Niagara...) It was surprising how many of these badges were "lost", and how many of the owners came to registration to report their loss. Needless to say, the badges could not be replaced--new ones could be issued for \$15/day and the owners could not get into the car park without their badges. The Dobermans were effective--just ask Chris Charles.

The other "loss" item was the banquet ticket. At \$45/plate, one would have thought that one would protect those tickets with one's life. Alas, this was not the case. Banquet tickets were "lost" with some regularity, and could not be found. Imagine the owners consternation when they were told that replacing lost tickets would cost another \$45 per ticket. Imagine my consternation when told the price in the first place.

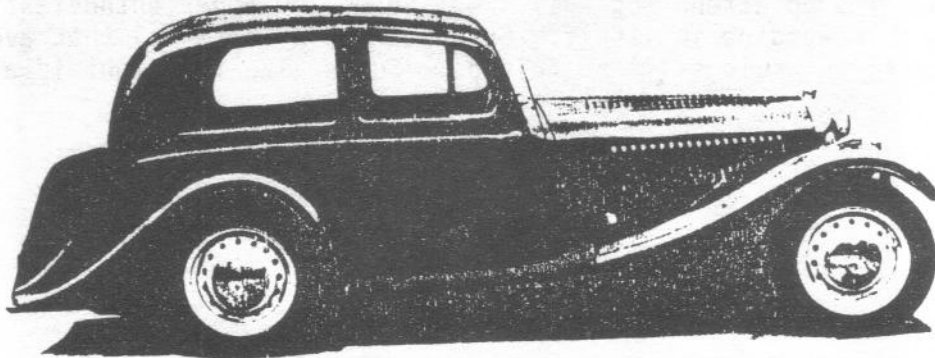
Most of the fuss this created ("fuss" wins Understatement-of-the-year Award) could have been avoided by a simple remedy--number the passes, number the banquet tickets, assign the numbers to the registrants, and check them (the club has and uses a computer). Audrey and Reg Beer assure me that I saw only a few of the club members, and that most were normal, cheerful, reasonable people, just like us. I'll take their word for it.

One of the events organized for the 75th Anniversary of the Morgan Motor Car Co. in July 1984 was a tour of the Light Cycle Car and Restoration Company (LCC & RC). Sharon and I were fortunate to be offered a ride in a Netherland Morgan Owners Club members 4 seater, which we accepted. Top down on a sunny, warm July afternoon in England--in a Morgan. Marvelous. At the LCC & RC (Reg Beer in a phone booth) we were fascinated by the projects underway--3 wheelers, 4 wheelers, all sorts of restoration projects, hub to hub. Interesting as this was, we were told that more history was just outside. So it was. Stored in a trailer (thrown in is also an accurate description), behind a jumble of priceless (?) bicycle frames was the remains of the only Morgan sedan.

LCC & RC had just finished restoring a flat rad for Roger Moran, who was so instrumental in the 75th Anniversary celebration. For whatever reason, Roger bought the remains of the sedan (saloon), intending to have it restored. We heard later that it was to be shipped to the Beers. Then--silence.

In December/85 we received a Christmas card from the Willburns of California. In the envelope was the picture, and a note explaining that Gerry Willburn was the new and proud owner of this unique automobile or parts thereof. To the best of our knowledge, it is still a basket case. Knowing Gerry, I am sure that restoration can't be far off.

Maintain your subscription to the "Priceless Blurb". This tale is sure to have a conclusion. It needs one--it has no beginning.



For Sale

1964 Morgan Plus 4 Plus. Total restoration. All work documented with photos and receipts. Engine rebuilt with new cam. Gearbox rebuilt. New glass. Complete new front suspension and cross frame. All new brake parts. Everything on car is either new or rebuilt to better than factory specs. \$20,000. Ted Glover (214)867-1122 after 6:00PM. Might trade for 1959 Austin-Healey 100-6 BN4, plus cash.

Editor's Ramblings.....

....or a view from the right side of the road!

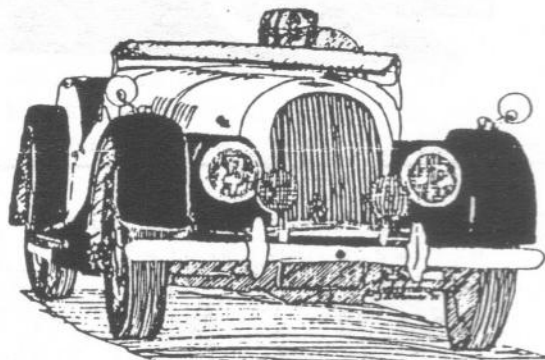
This is a busy issue. Details for Mog XVI are printed elsewhere, for those who are not planning to go to England--or for those of you fortunate enough to have time and money to "do" both. Mog XVI plans look good, but I suspect hotel space will be limited. It will cost more--about twice as much for rooms. The format appears to be a return to Luray days. Morgans will take over the community for the weekend.

John Collins (bless 'im) reports on Oktoberfest (Phal's fall?), and eloquently describes our previous editor. Check the masthead--we have changed. Our mascots are back, we missed them. Last issue's cover featured the mystery flasher. Any guesses as to who we think he resembles? One clue is offered--the street in the photo resembles Highway # 2, just west of Hamilton. Comments from our readers may be published.

Enthusiasm is infectious. One catches it from others. This philosophical truth came to me (the other day) while I was reading some of my mail. I receive so many club newsletters from Morgan clubs that even with my Morgan in pieces (and likely to stay that way for another year), even with snow on the ground, our other sports cars stored away, my enthusiasm is rekindled by the news of other clubs activities, by the exploits of now familiar faces, by their enthusiasm for Morgans. If you need a mid-winter boost, if you despair of getting your Morgan back on the road--join some of the other Morgan clubs. Their newsletters will add to your enjoyment, will fuel your enthusiasm--in short, winter will be shortened. Try it, you'll like it.

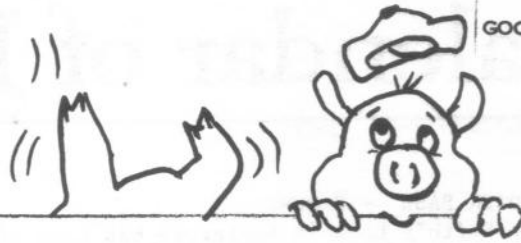
One last item. Try to attend Mog XVI. Meeting 90-100 other enthusiastic Morgan owners is rewarding in itself. Gus Spahr said (of MOPs) that even without the cars, we would still be friends. Seems like the right idea!

John



AUTHOR!!! AUTHOR!!!

(You're thor? I'm tho thor I can ha. dly Pith!!!!!!!)



GOOD THING HE WORE HIS HELMET

--- OR WE'D KNOW IT'S

J.H.S. III



Calendar of Events

- Feb. 22 WINTER BASH - 8 P.M.
The Smith's home in Snelgrove has been offered again for our annual Winter Bash. As with all our meets it's potluck, BYOB and mix.
Special added attraction - Videotape - "History of Motorsport" from the Heroic Days (1902-1914) to 1951
R.S.V.P. to Pauline or Dave 416-846-1521
- April 13 PUB LUNCH Duke of Marlborough, Mississauga
680 Silver Blvd. just off Cawthra north of #5 (Dundas)
Look for Cherry Hill Restaurant and the Duke is downstairs.
Anyone lost the phone # 275-9301 ask for Cammile.
- May 24 SPRING RUN - Toronto to Sutton Park Inn, Kincardine, Ont.
on the shores of Lake Huron - Prime Rib Dinner - Sunday Brunch
Overnight accomodation TOTAL \$84 per couple (\$63.00 single)
call (519) 396-3444 (Mention Morgan) or write Sutton Park Inn,
P.O. Box 209, Kincardine, Ontario
Please book 3 weeks in advance. Deposit or Credit Card required.
M.B. says: Week-end of wild sex. Don't miss this one. Leave the kids at home-at least those under 16. Convoy form-up point will follow.
- July 3-6 MOG XVI
- July 11-15 GOLDEN JUBILEE OF THE MORGAN FOUR WHEELER, Malvern, England
- Sept. 5-7 NIAGARA 86

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TO: _____

