



# The "Priceless" Blurb

August 1986





## PREZ'S PIECE

A big THANK YOU to Richard and Margeret who set up the lodgings and food for the members at Kincardine for the Spring Run, all comments have been of a thoroughly enjoyable weekend, other than the chilly run through the fog around the Bay until the sun came out. Personally I couldnt understand what all the shiverring was about at the lunch stop for I felt very cosy and warm having been a passenger in my Husbands "Flat Rad";;; Yes Richard you were absolutly correct, those Fish & Chips ARE the best anyone can get ANYWHERE, all in all a very enjoyable weekend.

Renewal time is aproaching with our change of year end now being end of August, so your notices are in this issue, those who have already paid in advance without waiting for a notice, plus our new members who recently joined will see their notices marked PAID; but please send the forms back so we may check that all info is current and correct. Our Computer Whizzes Donna and Don Banham have done a great job with the mailing sheets and membership lists so if you want to be in on the next one get those membership forms back to us.

A very recent plea for help from a Morgan owner brought back memory of this same previous problem for some owners, so I think its time again to ask you all an important question, DO YOU HAVE ADEQUATE STATED VALUE OF YOUR CAR ON YOUR INSURANCE COVERAGE???? Have you kept your Morgan in excelent to good condition? What would it cost you to replace your Morgan if another driver totalled it? Have you renewed every single year without a thought to present day costs? Would you also be stuck with a third party Adjuster telling you that you yourself only valued your car for said offered sum? check it out; and IF you must try and save on your premium consider doing it with a large deductible, not replacement cost, for records show the average Morgan driver IS a safe driver, (they value the car too much) its the third party claims that cause the problems for the majority of collisions involving Morgans. Give your Agent a call and check out your stated value it could save you a big problem.

Our Treasurer has recently decided after long consultation with her Spouse to roll up the carpet and re-locate their home base, so the address in Snelgrove will no longer be applicabe come August, in the meantime we would appreciate if all mail and dues be sent to the Prez's address untill their re-location is completed and she can resume club work again. Memo to John Roden; "Strange I distinctly remember your statement as Toronto being the true hub of our club, and that St Catharines area too far away," better prepare to welcome another member of the Exec to your neck of the woods.

Dont forget your one-shot;

Audrey Beer.

## PIPER'S HILL PIG-OUT

What a difference a week makes. On Saturday July 12, sweaters were the order of the day as MogHoggers forced slices of Alan's barbecued pork between their teeth to muffle the chattering and protect the enamel. Some almost prayed that the "regular as clockwork" rainstorm would provide the honourable excuse for an early retreat to the warmth of Hog Hall, but the fates decreed otherwise. Let it be recorded for posterity that there was positively no rain at Piper's Hill '86. It may also be mentioned in passing that the previous weekend had been so hot that the effort of preparing the chariot for the Pig-Out had been almost too much.

This combination of early heat and current cold caused the turnout to be somewhat smaller than we have come to expect, with only about eight Morgans in attendance. Audrey's Plus Four was the feature attraction, resplendent in new lacquer of a rich brown variety. (Rumour has it that after practising on his wife's car, Reg may try and develop his auto-painting hobby into a semi-professional sideline, phasing out his main interests as raquetball pro and raconteur).

The windscreen of Don Banham's Plus Eight was decorated with a "For Sale" sign, but the vehicle offered was his 1958 Plus Four Four Seater, which I understand, was sold the very next day. Peter McCowan's Mog was resting in the woodshed, having demonstrated excellent reliability on only its second run in years (the first having been in Niagara '85).

The piece de resistance, however, was Alan's new playpen, which contained a brace of Mercedes 190's, a Triumph Roadster, the infamous Allard J2X, an MG TF and a 1929 Morris 8, as well as a Bentley that attracted the attention of Kincardine couple Dick and Marg Edmiston (still driving the Morgan they acquired new while living in Germany). There were also two-wheeled toys: one from the land of the cuckoo clock; one from the land of the rising sun; and one from the land of the beaming sun (a fine 1953 Sunbeam). The only difference between men and boys, some say, is the price of their toys. No wonder Alan always seems so happy.

John Collins

---

BOOK NOW FOR NIAGARA '86  
SEPT. 5-6-7

## SPRINGRUN TO KINCARDINE

Saturday dawned bright, sunny and cool with the potential for a good first official run of the season.

Our first meeting place was Bolton; the donut shop, hwy. 50.

Here we met new member Chris Murray and his 4/4 4 seater.

Continued north on 50 to the 2nd meeting place, Pipers Hill, where we were joined by the Sands' and the McDonald's.

Further north to Hockley Valley Road, then west to Airport Road. North again into a bank of fog. Cold damp fog. This we were stuck

in from Stayner to Collingwood, and our lunch at Pepi's. When we

resumed our drive, it was a bit warmer and quite a bit clearer.

Now for the fun. In search of... refreshment! A Liquor Store for

us, and gas for our Moggies. The quest for the ever elusive Sunoco

station started in Thornbury, (here we met up with the army, in of

all pleasant areas, the liquor store) and continued through Meaford

(here we found one, and it was, yes you guessed it, closed, on a

Saturday midway through the afternoon!) Onwards to Owen Sound. Here

we were in luck - some I'm sure running in on fumes and/or reputation only.

Started south on hwy. 21 leaving the fog and lake behind. Arrived

in Kincardine, checked in at the Sutton Park Inn, and relaxed. To

some this meant having a drink and chatting, swimming or checking

out the sights in downtown Kincardine on this wild Saturday.

Dinner time arrived and everyone hungrily dug in to Roast Beef and

Yorkshire Pud. Partying in various forms, I am told carried on

well after the witching hour.

A sunny and warm Sunday greeted us with the smell of pancakes, bacon

and eggs. Brunch Time! We all arrived and after several different

sets of instructions and directions, we found ourselves at the brunch

tables. The theme of the brunch bunch this a.m. was - What no more eggs!

(Soon to be remedied - fresh eggs being brought to our tables.)

We checked out, and were led on a leisurely drive along the lake,

back inland to the Pine River Cheese Factory, then on to an old

English pub for some real ale and a bit of substance. Here we said

our goodbyes and all but a few started on our ways home. Antiquing

and sightseeing most of the way.

Many thanks to Dick Edmonstun and Margaret Riggin for doing the

leg work for this lovely weekend.

Also to Dick and Margaret, a special thank you from Steve and I, as

Steve's car was "in communicado" they allowed us the use of their

yellow 4/4 4 seater for Sunday's tour.

P.S. I liked it so much, I went out and bought one!

*Jenny Stubb*

---

Reserve Now For SAT.'s BANQUET  
NIAGARA 86  
SEPT. 5-6-7

EDITOR'S RAMBLINGS - OR A VIEW FROM THE RIGHT SIDE OF THE ROAD...

Did you read the April Blurb? Did you notice that there was no editorial? Did you care? And the same to you, friend.

In retribution, there is a lot to be said for this issue, some of which, it is readily admitted, comes from rough notes for the April issue. First, the 1986 summer is shaping up as a good, but not great season. Consider that we have no news of private flights across the Atlantic (or any other body of water, for that matter). No charter to England for the 50th of the 4-Wheeler, (very disappointing). No white-water rafting, and no great plans for attendance at Mog XVI. (More on this later). We should be concerned. Have we lost our spirit, our enthusiasm, our courage? Have we at last become wimps? Who is organizing the convoy to Mog XVI? How about a convoy to Expo '86 (Morgans only, please). How about a rally to the Yukon in 1987? As an alternative, let's attend Morro Bay - or revive Beetmog or something.

Concours d'elegance are not new. In the twenties and thirties, proud owners of new, coachbuuilt automobiles entered them in concours competitions. This practice continued into the early fifties, although fewer entries would have been available. According to Phil Hill, he and his brother restored an aunt's Pierce-Arrow, mostly for laughs, and then entered it in a Pebble Beach concours. Since it was a restoration, they did not expect to win. To their surprise, they did, and started the now current style of concours d'elegance - if you believe Phil Hill. At any rate, we have seen an increasing number of beautifully restored cars (not just Morgans) entered in concours competition. These cars are, in many cases, over restored, and are of such high quality that they are not driven. This has led to controversy. Should a concours prize go to a car (and owner) which has been trailered to the meet? How about the owner driven concours entry which cannot really come up to the level of the trailered entry? How does that owner compete? Morgan owners have debated the issue for years.

Gus Spahr of the Saudi Arabian Morgan Owners Club - the only Morgan Club with absolutely no regalia - has proposed a reasonable solution. In fact, I liked it so much that we will print it next issue, without any urging from Gus. MCCDC and Mog XVI will try it for the 1986 concours - not because they want to, but because they put Gus in charge.

Chris Charles called a while back to remind me that one of our reprint articles made it appear that the only North American Morgan dealer was located in the western U.S.A. Not so - Chris is the one and only, true blue, stiff upper lip Canadian Morgan dealer, a staunch supporter of Hogmog. Incidentally, Chris is in new quarters, and can be reached at CMC Enterprises, 41 River Rd. E., Unit 9, Kitchener, Ontario N2B 2G3.

At the time of our conversation, (late April) Chris had 11 Morgans in his shop, with another being worked on in a shop down the street. Twelve Morgans in one garage in Canada? I've been a sports car buff since the early fifties (thanks in part to Road & Track) and I have never seen that many Morgans in one dealership. Morgans are alive and well in Canada.

Chris also told me that an ad in the Globe produced a dozen inquiries about the car - requests ranging from Newfoundland to Calgary. Pirce for new +8 is \$50,000 Canadian. Will that be cash...or Chargex?

Remember when a MGA cost \$2,850 (I paid that for a new MGA 1600 MKII coupe in 1962). TR3's cost the same, and Morgans cost \$200 less?

John Roden



## PIPER'S HILL '86

Allan Sands has lost his touch. The Piper's Hill July 12 Annual Pig Out was held on schedule this year. In fact, ample notice was given. Morgan enthusiasts didn't exactly abound, but the faithful attended. Morgans were also present, some with the top down! The pig was roasting, the pool was open, dinner was al fresco. The stage was set - and Al blew it. It didn't rain! Not one drop. As a result, next year's pig out will be held in the Burma teak forest in the monsoon season.

Oddly, on the way to Palgrave, we ran through a few drops of rain near Bolton. Sharon and I smiled at each other and said "Yep, it's the Pig-Out". Imagine no rain for the Pig-Out. Peter Pfahl was so excited, he almost lost his teeth. I promised not to reveal this story, so you will have to ask him yourself. George Lafford was so certain of rain, he left his Morgan at home. Reg Beer was so sure of rain he left his charabanc in the garage and forced Audrey to ride in her newly painted Morgan. Still, no rain. Chris Charles didn't show - can't blame him, he got drowned two years running on the way home. Nobody camped overnight - it was too dry. Oddly, no one swam in the pool - it was too cool.

Weather aside, the 1986 Pig Out was another in a string of successful Palgrave promotions. The only attendee who didn't appear to enjoy the proceedings was the pig, and that's understandable.

In keeping with this most unusual summer, we will also provide a report on the Bolton Bash - this year known as the Aurora Round-Up largely because that's where it took place.

### R E M I N D E R

NIAGARA '86 is damn near here - reserve now, pre-register.

Don't be disappointed. We need to know one week in advance (by August 29th) the total number of guests for dinner Saturday night. The restaurant will not be able to accommodate late arrivals. Send your money, cheque, postal order or wampum to Audrey Beer now!

See you Friday night, September 5th at the Whirlpool Golf Club Clubhouse. Check your April issue for the schedule of events - or see the reprint - this issue with the map.

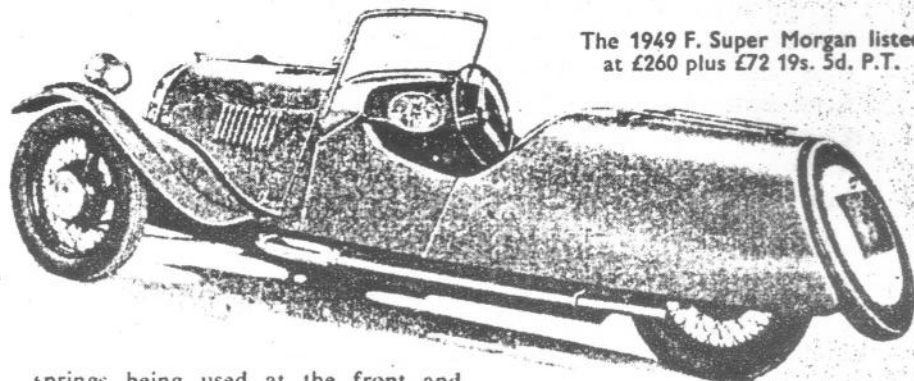
# 1949 MORGAN THREE-WHEELERS

Two-model Four-cylinder Range Unaltered

THE sole manufacturers of passenger three-wheelers now in production in this country, the Morgan Motor Co., Ltd., of Malvern Link, Worcs., are continuing unaltered their programme of four-cylinder water-cooled models. There are two types, the Model F-4, occasional four-seater, and the Model F-Super, a plus-70 m.p.h. two-seater.

Morgan "four" details are almost too well known to necessitate reiteration, but for the benefit of those who may not be familiar with the construction of these two machines it may be briefly stated that both are generally similar, with "Z" section steel chassis incorporating a central tube between engine and gearbox and a side-valve engine of 1,172 c.c. The latter incorporates thermo-siphon cooling, dynamically balanced crankshaft, automatic control to the coil ignition system, turbulent cylinder head, and down-draught carburetter. The compression ratio is 6.2 to 1. Transmission is from a single dry-plate clutch with a flexible centre, by shaft to the three-speed-and-reverse gearbox, the ratios being 4.58, 7.5 and 12.4 to 1; reverse is 16.5 to 1. Final drive is by worm and wheel built into the rear of the gearbox and thence by a 3/4-in.-pitch, slow-speed chain to the single rear wheel.

Independent wheel suspension is on the well-known Morgan system, coil



The 1949 F. Super Morgan listed at £260 plus £72 19s. 5d. P.T.

springs being used at the front and long, leaf springs at the rear. Wheels are of Dunlop Magna type, detachable and interchangeable with a spare carried at the rear of the body. Tyres are 18-in. by 4-in. Dunlops. Girling brakes are fitted on all wheels. Lucas 6v. electrical equipment, including starter and horn, is employed and car-type steering, very light in operation, is featured. The fuel tank holds four gallons and the oil capacity of the sump is one gallon. A pneumatic windscreen wiper is fitted.

The single-door body of the four-seater is fitted with all-weather equipment and adjustable front seats. Lamps, radiator shell and fittings

are chromium plated, and the standard colour is Saxe blue with black wings and wheels. The short-wheelbase sports model has two doors, folding windscreen, and hood, while finish is red, black or British Racing Green.

Both touring and sports models are equipped with Moseley Float-on-Air cushions.

Morgan prices for 1949 remain at £246 15s. (plus £69 5s. 10d. purchase tax) for the Model F-4, and £260 (plus £72 19s. 5d. P.T.) for the Model F-Super. Deviation from standard finish costs an additional £3 10s. in each case. Tax is £5 per annum.

PRESIDENT  
Audrey Beer  
RR 3,  
Bolton, Ont.  
L7E 5R9  
416-857-3210

TREASURER  
Pauline Smith

REGALIA  
M. Sands  
RR 1,  
Colgan, Ont.  
416-936-4341

EDITOR  
John Roden,  
63 Dunvegan Road,  
St. Catharines, Ont.  
L2P 1H9  
416-682-1125



## Morgan Owners Group

M.O.G. Editor, John Roden  
63 Dunvegan Road  
St. Catharines, Ont.  
Canada L2P 1H9

TO:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





# Niagara '86

Sept. 5-6-7

## REGISTRATION FOR NIAGARA '86

NAME \_\_\_\_\_ SPOUSE/FRIEND \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ PROV. \_\_\_\_\_

PHONE \_\_\_\_\_ HOME \_\_\_\_\_ WORK \_\_\_\_\_

OTHERS IN PARTY \_\_\_\_\_

### MORGAN INFORMATION

YEAR \_\_\_\_\_ MODEL: PLUS 4 \_\_\_\_\_ 4/4 \_\_\_\_\_ PLUS 8 \_\_\_\_\_ TRIKE \_\_\_\_\_ OTHER \_\_\_\_\_

BODY STYLE \_\_\_\_\_ COLOUR \_\_\_\_\_ SERIAL # \_\_\_\_\_ INTERIOR COLOUR \_\_\_\_\_

ADDITIONAL INFORMATION \_\_\_\_\_

REGISTRATION FEE \$12.00

LATE REGISTRATION FEE AFTER AUGUST 15/86 \$15.00 \_\_\_\_\_

DINNER @ \$20.00 PER PERSON (BEEF WELLINGTON DINNER & WINE)  
PRICE INCLUDES SALES TAX AND GRATUITY \_\_\_\_\_

TOTAL \_\_\_\_\_

MAKE YOUR CHEQUE PAYABLE TO THE TORONTO MORGAN OWNERS GROUP  
MAIL TO MRS. AUDREY BEER,  
R.R. 3, BOLTON, ONTARIO L7E 5R9

NOTE U.S. CASH - DISCOUNT  
U.S. CHEQUES AT PAR. OWING TO US BANK CLEARING FEE

**NOTE:**  
**BY We MUST Know**  
**You PLAN TO ATTEND SAT.'S DINNER**  
**PLEASE CALL!**

## APPLICATION FOR MEMBERSHIP

NEW MEMBER       RENEWAL



NAME IN FULL \_\_\_\_\_ (LAST) \_\_\_\_\_ (FIRST) \_\_\_\_\_ (SPOUSE)

ADDRESS \_\_\_\_\_ (STREET)

TELEPHONE - HOME: \_\_\_\_\_ (CITY) \_\_\_\_\_ (STATE OR PROVINCE) \_\_\_\_\_ (ZIP CODE)

TELEPHONE - BUSINESS \_\_\_\_\_

YOU NEED NOT OWN A MORGAN TO JOIN  
DETAILS OF MORGAN(S) OWNED

	MORG 1	MORG 2
Year	_____	_____
Model	_____	_____
Body Style	_____	_____
Chassis No.	_____	_____
Colors	_____	_____

SEND WITH \$15.00 CHEQUE, PAYABLE TO  
THE TORONTO MORGAN OWNERS GROUP  
MAIL TO MRS. AUDREY BEER  
R.R. 3, BOLTON, ONT.  
L7E 5R9