



THE BLURB

AUGUST 87

77 Years of Tradition and Experience

Last of the Real Sports Cars

First of the Real Sports Cars

Morgan Motor Co. Ltd. Malvern, Worcs. WR142LL (06845 3104/5)

The high standards of the World's oldest privately owned motor manufacturer mean your car will retain its high value longer.

Calendar of Events

1987

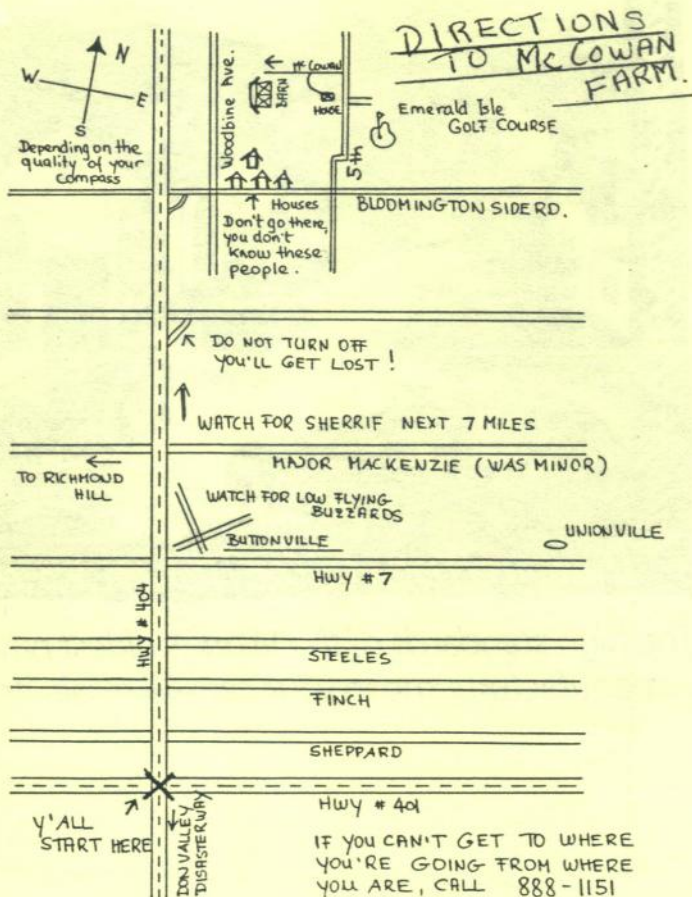
- August 15; Mog Round-up; Stouffville, Hosts Heather & Peter McCowan. see info sheet inside.
- Sept. 11-13 Niagara 87; See info & Registration pages inside.
- Oct 18; Octoberfest, Cambridge, Host Chris Charles.

club exec.

General Factotum;
Audrey Beer
R.R.3.
Bolton Ont.
L7E 5R9
416-857-3210

Regalia, Treasurer;
Marlies Sands
Pipers Hill Farm
R.R.1.
Colgan Ont.
LOG 1G0
416-936-4341

Niagara;
Marlies Sands
Audrey Beer.



Morgan Round-up.

MC COWAN FARM

POT LUCK - B.Y.O.B.

PETER AND HEATHER WOULD LIKE EVERYONE TO GET INTO THE SPIRIT
AND WEAR THEIR WESTERN SHIRT AND COWBOY HAT !!!

SATURDAY -- AUGUST 15 TH

Starting at 2:00 PM

You can enjoy a game of tennis -
volleyball - shuffleboard -
or have a swim in the indoor pool !

4:30 to 6:00 PM

Peter will be tending the BBQ,
have your Pot Luck Contribution ready,
Meat supplied by your Host.

about 8:00 PM

We will assemble around the campfire.
DO TRY AND BRING A MUSIC MAKER !
CORNROAST and SING - SONG !

Again, overnight camping facilities are available,
those less hardy may spread their sleeping bag inside the
barn or farm house.

SUNDAY

11:00 AM

BRUNCH SUPPLIED BY THE HOST !
(Those who do not sleep over are welcome
back.)

R.S.V.P. A few days in advance would be very much appreciated
so that Peter will know how big a Spit to put on and
how much corn to pick !!!

PLEASE
RRSP

416 888 1151

Overijse, June 24th 1987

A. Beer
 R.R.3
 Bolton
 ONTARIO L7E 5R9
 Canada

Dear Audrey & family.

1990 : MORGANS ACROSS AMERICA

Last year, at the International Dinner of the Four Wheeler 50th Anniversary in Malvern I proposed the idea of Morgan enthusiasts from Europe bringing their cars to the U.S.A. for a coast to coast rally with U.S. and Canadian members.

Having attended several Morgan Meets on both sides of the U.S.A. since the 1970's and being fortunate enough to have established many friendships at those meetings, it has always been a wish of Helle and I to attend those meetings in our own Morgan.

The International spirit born and christened (in more ways than one!) at the Master Builders House Hotel in 1980 followed by the 75th Anniversary in 1984 and the Four Wheeler 50th Birthday celebrations last year have led me to believe that it is now perhaps the turn of enthusiasts in Europe to bring their cars over to the U.S.A. and hopefully participate at the main East and West Coast Meets.

It is now planned that the 'event' will take place in 1990 and that the number of cars sent over from Europe will be strictly limited. (1990 being the 80th Anniversary of the Factory, 40th Anniversary of the Morgan Sports Car Club and the 35th Anniversary of the Morgan Plus 4 Club).

Ideally the same number of U.S. and Canadian members would join us for the trip. The basic idea is to first attend 'MOG 20' (a celebration in itself) at Harrisburg (?) and then drive across to attend the Plus 4 Club event and perhaps even return back across for a meeting in Canada (?).

Some sponsorship has already been promised but such an event would undoubtedly also attract extensive media coverage if the appropriate contacts were made. Preliminary planning has already started on this side of the pond - may I ask you to liaise and enquire with others in your club to see who is seriously interested in joining us? Assistance and suggestions as to route planning and accomodation would be most welcome from those who would like to participate from the U.S. side.

I hope you enjoy your big meet this year, and by the way, please excuse me that this is not a personal letter but the same text is being sent to others in the U.S.A. and Canada. (see below)

Best wishes.

Roger

P.S. Hope that you are all o.k. over there - sorry I shall miss Harrisburg!

c.c. A.Beer, W. Boyles, R. Burrows, C.Charles, R. Couch, W. Fink, A. Isselhard, R. Lehr, A. Marsh, W. Sharples, J. Sheally, G. Willburn, G. Willburn, B. Willoughby, E. ZELINSKI

4

Audrey Beer,
R. R. # 3,
Bolton, Ontario
L7E 5R9

Dear Audrey:

It was a delight to hear from you and many thanks for the information on the Morgan literature. We are finding our new Morgan a real hoot and look forward to meeting many of you in September at the Niagara Falls get-together. Enclosed is a cheque in that regard.

I would also like to thank you for putting my name on your mailing list with regards to the Blurb.

It sounds as if this little car is responsible for a very interesting group of people to get together on various occasions. Who knows, perhaps sometime in the not to distant future, one might consider a Northern run for the Morgans.

Kindest regards.

Sincerely,



Robert C. Moffat, M.D.

RCM:k
encl:

MORE ABOUT WHY MORGAN FRONT ENDS SHAKE

There have been many articles written concerning wheel shimmy and vibration from the front end of the Morgan. Causes range from engineering geometry to worn/broken parts. One part which I don't believe has ever been mentioned is the upper shock mount. This piece broke on my 1968 4/4 and caused tremendous vibration and shimmy at varying speeds. The upper shock mount sits on top of the front cross frame, and has three holes in it. The most forward hole is where the upper part of the shock mounts, the center hole is for the bolt which passes through the front wing support bracket and also through the top of the front cross frame, and the most rearward hole is for the king pin bolt. Many people have wondered about the need of shock absorbers on a Morgan, but after the mounting bracket on the car broke, I see the necessity. By design the piece appears to be stressed beyond its capabilities, so it is amazing that not more people have had them break. Due to constant application of varying forces on the front end of this bracket, it develops an upward bend. If a crack develops across the middle bolt hole, as on my car, the bracket will break and allow the shock to be attached to only the stub axle. The cause of the crack appears to be due to improper mounting of the wing support bracket to the upper shock mount. The wing bracket was not mated to the shock mount flat to flat, but was slightly inclined. This enabled the edge of the bracket to dig into the mount and start a crack. To prevent this, be sure the two brackets are mounted flat to flat. Also, the best prevention is to strengthen the bracket by welding a piece of strap iron along the outside edge.

Teel

THE FREEZE YER BUNS RUN.

It was listed as the Spring Run; well we all know what a Canadian spring can be, one either basks in the first hot weather of the year or can freeze, WE FROZE. but with all good (read crazy) Morganeers the tops stayed down.

Having assembled the family for the drive over to Guelph & the Cactus Jacks lunch, we made our first stop on the 401 after watching my hubcap take off in its own direction, Martin & Donna did a long search to no avail so it was concluded it had decided to sink itself in the swamp among all the cattails and there it still sits. As the search was progressing the Rumohr's DHC made a fast pull-over to assist, as time was getting short and we were late we abandoned it and continued on.

Upon arrival at Cactus Jacks we joined a lovely selection of different models of Morgans from Luch & Lilliana's Flat Rad 4 Pl. a couple of +4's, 4/4's & up to the latest '87 driven by Chris. inside the restaurant we were greeted by the gang plus 2 new members to the club, Don & Maire Lawson who were joining us for the weekend. & Ron & Sue Lohr who couldnt do the run but came to meet us in their home town.

After lunch Chris took the leading position to guide us all through the back roads and hamlets towards Kincardine, it was sunny but cool, a nice start for the weekend, as we drove a very chill wind came along, which got chillier & chillier so the pace was increased as several Spouse (Spouces? Spousi?) were seen crouching low with rather grim looks on their faces as the owners pretended all was just great & really its not that much further to go;;;

Upon arrival 16 very chilly mortals booked in (Luch & Lilli were exempt as they had the top up and Melissa in the back) as room keys were handed out the rush was on to get the heating on in the rooms,

Both Reg Beer & Linda Rumohr raced to thaw themselves out by sitting over the air vents in their rooms as the cars were unpacked. As the social part of the evening started relationships improved, many were content to wander from room to room, others (really hardy types) went for a swim in the inside pool. At this time we were joined by Dick & Marg who had made the bookings for us plus very surprised at the entrance of George & Marylou in their Detroit iron (another lost soul returned to the fold).

The festivities did not go on for all hours as is usual with our gang as Al Sands, Reg Beer, Dave MacDonald had all booked ahead for deep water fishing the next dawn, joined by Dick the last evening. Just before 6am wake up calls were followed by the sound of Morgans leaving to take the fishermen down to the dock, the rest of us turned over & relaxed.

It had been arranged that all would meet at the Erie Bell for their famous Fish-N-Chips lunch & head out for home from there, so during the morning Morganeers were seen exchanging stories in the car park, driving around town, in the pool, even seen washing their cars or attempting to get a certain car out of reverse gear after it was stuck.

The frozen fishermen returned just in time to join those at lunch & by the time we were ready to head homewards Al's salmon had increased in size from 12 lb to at least 15, while Dave & Reg hid their catch in the back of the cars to avoid discussions as to size, this being at Joans protests over smelly fish in her luggage trunk attached to the rack.

Enroute home the warmish midday heat vanished and the cold returned, ski jackets/parka's/hats/gloves were brought forth plus blankets, at a stop for gas my loving Son walked over, took one look at his Mother in jacket/flying helmet, and gloves, his Father sitting in the driving seat with blanket over his knees and stated "Boy Mother you look a really weird old Biddie" "Yes Martin but a warm one".

A-MOGGINING WE'LL ALWAYS GO

by Peter George

It is purported that the British drink warm beer because Lucas, the Knight of Endless Darkness, builds their refrigerators. Now, I really can't attest to the veracity of that statement. However, I do believe that Lucas assisted in the development of the Lada. Categorically, I can say I have yet to see a Lada lately with both tail lights working.

My first encounter with a Morgan I've related as "the grand Grand Avenue retreat". My second encounter innocently began as a seek and purchase venture. The car was listed for sale in the Toronto Star and was advertised as a 1964 Plus 4, 4 seater, in immaculate condition. I promptly set up an appointment to buy it. In those days, I had resolution, money, and no wife.

The next afternoon, (Saturday), found me on a short side street off Avenue Road, just north of Bloor, listening to a rather nervous individual extolling the virtues of his car. A look under the hood, or rather, "bonnet", and under the dash, disclosed the reason for the owner's agitation. The car was a mess of loose wires. I asked the gentleman if the name of his mechanic was "Joseph E." I could see Joe's unmistakable hand everywhere. (I once had an electrical professor who believed that anyone who twisted wires indiscriminately, was sexually depraved). This owner was frustrated. He had started out to correct possibly some small perceived or imaginary problem, and due to his efforts, the car was now totally-completely-electrically dead.

One should not aimlessly meander through

automotive electrics without, firstly an appropriate wiring diagram, secondly an electrical circuit tester, and thirdly some basic fundamental electrical knowledge. At this point, let me provide some fundamentals. The most important electrical safety device in a car is the fuse. And the most common cause of electrical problems is corrosion.

Fuses, in a car, have the same function as fuses in an electrical panel in a house. That is, the fuses protect electrical circuitry against overload and possible fire or appliance failure. Appliance or equipment/ component failure can be critical but an electrical fire is final. I've experienced both, and both could have been avoided. Unfortunately, then I did not fully respect the role or function of fuses. Even years later on first getting into the Healy, you could still smell burnt fabric and overheated electrical wire insulation.

Electrical failures can be attributed to many different factors; for example, poor electrical design, excessive vehicle vibration, old age, owner "over-zealousness" (sounds better than "stupidity"). I have no intention to conduct a discourse on failures, but rather offer a few suggestions to ensure continuing good health of the electrical system.

These simple guidelines are basic truisms. All of them make sense. Let's look at the suggestions and their impact.

- 1. Ensure all electrical connections are clean and corrosion-free. Most important are the battery terminals and grounding connections.**

The car won't start because the battery appears to be weak. Or the headlights are dim because the generator is not functioning properly. It is possible that, in fact, these two assumptions are correct. It is also possible that somewhere there are dirty, corroded connections causing power loss.

2. Ensure all individual grounding connections are corrosion-free.

The battery is new and the terminals are tight and clean, but the battery seems tired. The starter no longer has the old "drive". Is it time to replace the driver? Maybe "yes" or maybe "no". Before replacing the starter, it should be confirmed that the actual, physical joint between the starter and bell housing is clean and rust and oil free. This joint is the ground connection.

3. Proper sized, (not physically, but rather current rating), replacement fuses must always be used.

Everyone understands the need to properly size fuses. I hope.

4. In-line fuses must always be used to protect the electrical circuitry and the newly installed electrical device.

In-line fuses will protect the newly installed electrical device, but the electrical connection supply point must be carefully chosen also. Personally, I always connect to the power side of the starter solenoid if a fused gang block connection is not available. I do not recommend connecting into existing circuits or switches. This practice could cause circuit failure or worse: fire!

I have always found it challenging to enhance or modify a vehicle's electrical system. Not so long ago, a passing FWD tank truck brought back memories of many hours spent pleasantly designing that vehicle's air and electrical systems.

In my next article, I will ramble on about Nat's modifications and the protection, (real and imaginary), that they provide.

I have often wondered why British hoods are called bonnets. Must ask Chris the next time I see him.

FILM RENTAL:

Our club owns a 180 minute film called "MOTOR SPORTS" in Beta cassette, part of which was shown at the "Smith's" last bash in Snelgrove. The video shows motor racing from approx 1908 to post W.W.11.

The video is available for rent at \$5. to our members and is available from Audrey Beer 857-3210. My apologies for not printing this notice before now, (I forgot)

Late Night Thoughts;

When you have a problem do something about it; RIGHT: SO WHATS THE PROBLEM: simple, apathy in the Toronto Morgan Owners Group, no-one gives a tinkers cuss anymore about the club. Remedy ?; First try better communication which has laxed recently, hustle yer buns and get something/anything out.

Attendance at meets very low, its time for a complete new Exec to bring in new life and enthusiasm, not enough members at the same place to even provide a quorum, so, print it up and send it out; result Ziltch;

Maybe a whole new format for meets, new locations, new faces maybe; that would involve getting right away from members hosting events & making bookings, putting up deposits that could be forfeited, who is kidding whom.

Why dont you face things straight, accept the truth and let it go your wasting your time and you know it. its over, call it a day; so go enjoy yourself at MOG 17 in Harrisonburg, meet all your old friends and then forget it. Resign when you return they have had more than enough of you and the club.

Harrisonburg; "No honest the Canadian club isnt really a one person club despite what you have heard" "Well we have the whole Beer family & there are 7 Morgans there" "Will you please give me your secret on how you get so many members involved" "There are over 70 in the club but we just dont get to meet them" .

OK now you'r home again what are you gonna do about it. Pipers Hill, talk to em. disaster, all that meat cooking and if the ones who came didnt bring friends it would be a family affair, talk to whom?. Face it, its over.

Mail arrives, lovely thank you note from Mark Read at the Factory to the Canadians in Harrisonburg. letter from Satoru Araki in Japan, please will I write a letter for print on their club's 15th Anniversary, letter from Roger Moran, Belgium, they are planning a convoy trip to the US and maybe Canada in 1990 for a select few Morganeers and their cars, Newsletter from Plus 4 Ca. club, great reading, Gerry's Birthday party certainly was something different, another letter from Dick De Bruyn Holland, Zandvoordt celebration was fantastic, Peter Morgan & Heather drove from England in a Three Wheeler for their 15th celebration. another from Klaus West Germany which mentions a little friction between the Regions of thier club. Finally a large black envelope arrives which is addressed to Audrey Beer, Industrial Strength Morgan Person; from good friend Spider in N.Y. in which he sends me a brochure of short stories collected from The Morganeer for which the "Pen is Mightier than the Wrench" Award was presented.

Dang Blast you Spider you did it agin, timed it just right to arrive after those other letters just to cap it off. OK so I aint a quitter, yes it is worth a fight to keep the club going, the Spirit of Morganeering may be a little low here but its still alive out there. SO LETS HAVE IT, WHO IS WILLING TO TAKE OVER AND REJUVENATE THIS CLUB, GET OFF YER DUPPS AND MAKE YOURSELF HEARD, WHAT THE HELL DO YOU WANT FROM YOUR CLUB?? DONT JUST SIT THERE LIKE A BUMP ON A LOG, SPEAK DAMMIT.

APB.



MOGFEST 87.
SUNDAY OCT. 18 1987

OKTOBERFEST

Oktoberfest at Chris Charles residence- early afternoon

B.Y.O.B. and Potluck Dish

The Charles Residence features an Indoor Pool

Directions:

Take Hwy 401 west from Toronto to Hwy 24 South (Cambridge)
South on 24 to Galt down to Hwy 8.

Left on Hwy 8 (Coronation Blvd, becomes Dundas St.)

Count 3 lights, look for Chrysler Dealership on Corner.

Turn Right onto Main.

Count 2 lights after which Main splits to right Concession
to left.

Charles residence is on the corner of Concession & Peck.

(White House) Look for Moggies unless your first there, then
look for the club banner.



For the road: When David Cronenberg, director of some of the most flesh-creeping movies, isn't racing he drives a Morgan Plus-8 (above) and a 16-valve Mercedes 190. "I was lucky with (buying) the Morgan. . . . I didn't have to go on any long waiting lists."

David Cronenberg gets his chills on the track

His formula for personal weekend thrills is '62 Junior Cooper

By Bill Taylor Toronto Star

David Cronenberg, Toronto's own master of the horror film, is second-to-none when it comes to making a movie buff's flesh creep. And when he's not directing such box-office smashes as *The Fly*, *Videodrome*, *The Dead Zone* and *Scanners* — noted for its exploding heads — he also knows just what it takes to send a tingle up his own spine — he takes to the track in a vintage single-seat racing car.

Cronenberg plans to be at Shannonville Motorsport Park today and tomorrow, competing at the ninth annual Vintage Racing Festival in his 1962 Formula Junior Cooper.

He owns two Formula One Coopers — a 1959 version and the 1957 car that was Innes Ireland's first single-seater — which won't be race-ready for the weekend.

Formula One car

"The Cooper is probably the cheapest, most reliable Formula One car you can buy," Cronenberg says. "Compared, say, to a Lotus, it's very solid and reliable. Less likely to drop a wheel or break the frame."

"I like it too because this was the time when the rear-engine, or rather mid-engine, revolution was getting underway. The Cooper was pretty much a backyard special that somehow won the '59-'60 world championships.

"Prices generally have gone sky-high. I've seen a Formula One Cooper, supposedly immaculate and with an interesting history, advertised for \$130,000 U.S. You'd never get away with paying less than \$50,000 Canadian, and those days are going fast."

His two Formula One cars use twin-cam Coventry Climax engines, one 2 litres, the other 2.2 litres. The motors are switched between cars. The Formula Junior has an 1,100 cc BMC engine.

Cronenberg has a long racing history. His first "proper" racing car — in the days when it was anything but a vintage machine — was also a Cooper, a Formula Junior, in 1963, which had originally been a Formula Three car. They had motorcycle engines. Formula Three is where a lot of



drivers, people like Stirling Moss, got their start. This one had been widened and modified to take a (German) DKW car motor.

"There was a long period when I went in for bike racing because it was cheaper. I even raced karts for a while. Then, when the vintage scene started I was immediately interested. It was wonderful to rediscover the cars of my youth.

"And I found there were the same people racing, except they were older and more mature. We tend not to knock each other off the track! Don't get me wrong, it's real racing, the people at the front are going as fast they can. But if you don't feel particularly competitive, if you just want to tour round, that's fine too."

There's an emphasis on safety in Canadian vintage racing that isn't always found elsewhere.

"In England and a lot of the American states you can run the car just as it was originally," Cronenberg says. "But I wouldn't compete in a car that didn't have a rollbar and safety harness. I love to race but not enough to get hurt."

"In England especially they're pretty fanatical. I think we'd be met with disdain if we showed up in our cars with rollbars. It's an amazing scene over there. I've seen, at Silverstone, an exact reproduction of a mid-'50s Formula One grid, with two Lotus 16s, two BRMs — which are incredibly rare — and all the rest."

"They also have a lot of pre-war racers. And if you have a pre-war Bugatti or Maserati, it's hard to put in a rollbar because there's no frame. It's also very hard to tell someone whose car is worth half a million dollars that he has to weld things onto it or he can't race."

This weekend's program at Shannonville will have a big enough entry to allow separate races for different classes of car. At a regular club event, the various classes race together, "which can be pretty interesting — big

XKEs on the track with little Formula Juniors."

Cronenberg has raced at circuits all over the northern United States, from Lime Rock, Conn., and Watkins Glen, N.Y., to Mid-Ohio. But his favorite track is Mosport Park.

"It's dangerous. It was designed at a time when there wasn't a lot of runoff space provided. And it's a real road course, it goes up and down. A lot of the circuits today are flat because the drivers are afraid their cars, with all the aerodynamics, will get airborne."

"Mosport is a brilliant track. It's very difficult. It was always reckoned to be one of the best circuits in the world. I love racing there."

When he isn't racing, Cronenberg has two road cars at his disposal, both with a competition flavor — a Morgan Plus-8 and a 16-valve Mercedes 190.

"My first car was a 1953 MG-TD, it was pretty old when I got it. Then I went through a heavy Italian period. I had a 1962 short-wheelbase V-12 Ferrari that I raced for eight years. It was in gorgeous shape."

Rover engine

"I've completed the circle now back to British cars. I was lucky with the Morgan, someone tipped me off that it was available so I didn't have to go on any long waiting lists.

"It's the sort of open car no one else makes these days. I can sit in it and touch the ground with my hand. And it really does have a vintage feel. It has the Rover 3½-litre aluminum V-8, the one they developed from the old Buick engine, and a Rover five-speed gearbox."

"The frame flexes all over the place. On a smooth road it's phenomenal the way it handles. On a bumpy surface, with all that power, it goes everywhere but straight — a real handful. But, boy, you can have fun with it."

"I think every car I've owned has had something special about it, something I really liked, so it's hard to play favorites. But racing a Formula One car, an open-wheeled single-seater, I'd have to say that's kind of hard to beat."



AUTUMN MOG IX

September 18-20, 1987.

PROGRAMME

- Friday 9-18: 5 PM - ? Registration and party at Mountain View Inn -
Name tags will be required as last year.
Beer, wine and cheese on the Club.
Regalia sales by Dave Bondon.
- Saturday 9-19: 8 AM-Noon Registration at Mountain View Inn.
Regalia sales.
- 10 AM-5 PM Lime Rock Track. Park on hill over the Esses.
- 1 PM-3 PM Concours d'Elegance at the track.
- 6:30 PM-7:45 PM Party at the Mountain View Inn.
Name tags will be required as last year.
Non-registered guests will be charged
\$10.00 per head.
Beer, wine, cheese and hors d'oeuvres on
the Club.
- 8 PM - ? Banquet, Awards and President's Auction
at the Coon Club (2 Miles from Mountain View)
Banquet tickets must be surrendered to waitress.
Cash Bar.
- Sunday 9-20: 9 AM- 11 AM Morgan Procession (Starts from Mountain View
Inn)
- 11 AM - ? Brunch at Mountain View Inn
(\$5.95 for Autumn Moggers)

FOR HOTEL RESERVATIONS, CONTACT:

ALAN & MICHELE SLOANE

203-542-5595 - SOON!

ADDITIONAL INFORMATION? ASK TONY NEWTON
OR
AUC KNIGHT



REGISTRATION

AUTUMN MOG IX

18-20 September 1987

NAME: _____

ADDRESS: _____

_____ ZIP: _____

PHONE: _____

HOTEL BOOKED: _____

NUMBER IN PARTY: _____ ADULTS: _____ CHILDREN: _____

REGISTRATION @ \$25.00/CAR QUANTITY _____ \$ _____

BANQUET @ \$15.00/ADULT QUANTITY _____ \$ _____

CHILDS BANQUET
(UNDER 12) @ \$7.50/CHILD QUANTITY _____ \$ _____

ONE DAY TRACK TICKETS
@ \$10.00 QUANTITY _____ \$ _____

(NONE INCLUDED WITH REGISTRATION)

LATE CHARGE FOR REGISTRATIONS \$ _____
POSTMARKED 9-1 OR LATER
(\$5.00 PER REGISTRATION AND PER
BANQUET TICKET)

\$2.50 PER TRACK TICKET

TOTAL \$ _____

MAKE CHECK PAYABLE TO "MORGAN 3/4 GROUP LTD."

MAIL TO: TONY NEWTON, HILLTOP RD. RD2 MENDHAM, NJ 07945

What NOT to Name Your Morgan

by I.M. Pist

Some Morgan owners name their cars to show their affection for their pride and joy. Some like "macho" names like "the BEAST" or names like "Ol Blue" while others prefer the feminine gender with names like "Morgana" or others. Well, I named mine "Sex".

Now there have been times when Sex has been a bit of an embarrassment and other times when it has been even worse. I went down to City Hall to get my license plates. I told the clerk I would like to have a license for Sex. She said, "So would I!" Having had Sex off the road for several years undergoing restoration, I added, "You don't understand, it's been such a long tome since I've been able to enjoy Sex, all I need now is a license." She said, "Look buster, maybe they can help you out down the hall at the Mental Health Dept. or the VD Clinic - now get out of here before I call a cop!"


When I got married and went on my honeymoon, I took Sex with me. I told the motel clerk that I wanted a room for me and my wife, but that I needed a special place for Sex. The clerk looked at me knowingly and said, "We understand the needs of newlyweds here at the NOTELL MOTEL so feel free to use any place in the complex for sex." I said, "No, No, you don't understand, I worry about Sex a lot and it might keep me up at night worrying about it." "Me too." said the clerk.

Once I even tried to enter Sex in a car show, but I didn't know much about those sort of events. While wandering around on the concours field looking for a person in charge, one of the entrants asked why I looked so bewildered. I told them I would like to have Sex on the concours field. He said, "Gee, you should have sold tickets." I replied (thinking of that famous Mogger, JHS,II) "You don't understand, I had hoped to have Sex on the field so maybe someone could get a nice picture and maybe even put it in a magazine or something." But he just called me a show-off.

When my wife and I separated, Sex, of course, was one of the big problems. We wound up in court trying to settle what to do about Sex. "Your Honor", I told the Judge, "I had Sex before we got married". "Me too", he said. "But, somehow, after we got married I just couldn't enjoy Sex like I had before." "Me too." he said. "And, you know, it seems like I may just have to give up Sex all together if I am ever going to get back together with my wife." At that point, the Judge said something about a psychiatric evaluation and continued our case.

Well, from there things really got bad. As a diversion to the anguish of pending divorce, I went out to work on Sex late one evening and DAMN if somebody hadn't stolen my Sex!!! Well, I was really ticked off!! I jumped in my other car and tore out of the driveway desperately looking for my pride and joy. After hours of driving about in a daze, I was slowly creeping through down-town alleys peering into garages and parking areas when a police cruiser stopped me. With his flashing lights still cutting through the darkness, he strode back to my car and demanded, "And just what exactly are you doing in this alley at this hour of night?!" He demanded. "Well officer," I began slowly, but, at last, lost my composure, "I'm really desparate. My wife and I separated months and ago and, well, I've just got to find Sex!!!" My court date is scheduled for two weeks from Thursday.

So, if you really care for your Morgan and want to show it, FORGET SEX!!!!!!



NIAGARA
87

SEPTEMBER 11-13

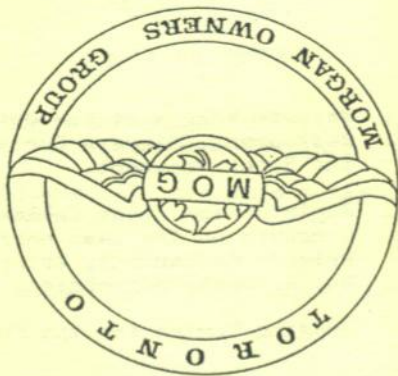
- Friday Sept 11. Welcome Noggin at The Queenston Heights Restaurant, Niagara Parkway located at the Brock Monument.
8.00-11.30p.m.
- Saturday Sept 12. Registration opens followed by our Fun Concours on the lawn near The Queenston Heights Restaurant, bring a Picnic or buy a lunch, your choice.
11.00 a.m. Judging begins for the Fun Concours
3.45 p.m. Convoy departure from Concours Field to arrive at The Chateau des Charmes Winery, Tour to start at 4.15.
7.00 p.m. Cocktail Hour in the Queenston Room of The Queenston Heights Restaurant
8.00 p.m. Buffet Dinner followed by Awards presentation and Noggin & Natter.
- Sunday Sept 12. To be announced

ACCOMODATIONS

Group bookings have been arranged for The Morgan Club Members at reduced rates for the "all new" Travelodge Inn on River Rd. Cost \$40.00 per night per room for 2 nights. all rooms have 2 double beds & fridge. The Travelodge has a heated Pool, Whirlpool, Sauna, plus Restaurant where members have been offered a full breakfast for 2 mornings at \$3.99 per person. This new Motel is just about to be finished being built on the site of the previous Shady Rest Motel used in the past. To book call Marg or Frank at ~~416-354-5959~~ untill the middle of June when the new phone lines should be connected, after that time the number will be 416-356-0131; (make sure you get Marg or Frank)

Registration form for the Niagara Weekend is on the inside of the back page this issue;





MRS. AUDREY BEER
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