



THE BLURB

NOVEMBER 1987



Seasons Greetings



Regalia
Sales
page 7.

Prez: Audrey Beer
R.R.3.
Bolton Ont. L7E 5R9
416-857-3210

Treasurer:
Marlies Sands
Pipers Hill Farm
R.R.1. Colgan Ont.
LOG 1G0
416-936-4341 669-6419

Editor: John Collins
7550 Langworthy Road
Mississauga Ont. L4T 2R9
416-677-7417

Regalia:
Marlies Sands
as above.

Events: Gary MacFarlane
343 Smith Avenue
Burlington Ont. L7R 2T9
416-681-0081 443-5106

Membership Roster:
Ron Lohr
62 Talbot St.
Guelph Ont. N1G 2E9
519-824-9230

BLURB BLATHERINGS

OK folks this is the last edition you will have to suffer through with lousy spelling, disgusting paraphrasing, in general poor English, just take note of your club Exec list, its great:::;

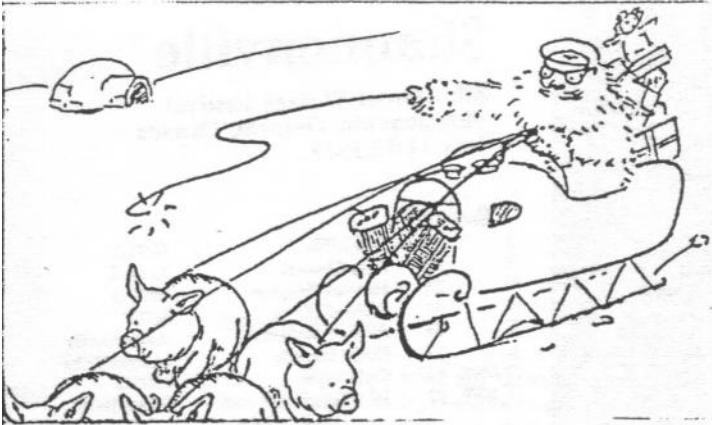
Have to say I have enjoyed putting the Blurb together, its taken me ages to get the hang of how to do it, the frustrating parts were; 1: finally discovering only this week how to get good reproduction of photo' and having the means right here in Bolton all this time while not knowing it; & 2; attempting to get imput, letters, from members.

So lets start off with a huge imput of your photo's with name on the back to assist John in his new endeavor, otherwise we will just have to get him to dig out that huge collection of his own slides. Lets flood him with letters to the Editor even if they are all sighs of relief for getting my replacement. For now you all know what you have to put up with if John gives it up, its back to me again; & I just cancelled my industrial size white-out order; Please keep him happy.

As usual the Octoberfest Meet turned out to be very well attended. yes Chris you do have the right hospitality and location, we were really pleased to see Charlie & Caroline King arrive as well as Orrin Geeting and friend all willing to drive over from Detroit for the day to be with us, now thats enthusiasm for you.

As of this date we have just the one Meet booked & thats the Christmas Bash in Soho, after which I hope to have a talk with our new Events Chairman Gary MacFarlane as to the coming year calender. So lets look forward to a good Morganeering year ahead for both you our members and the Club in general.

Audrey Beer

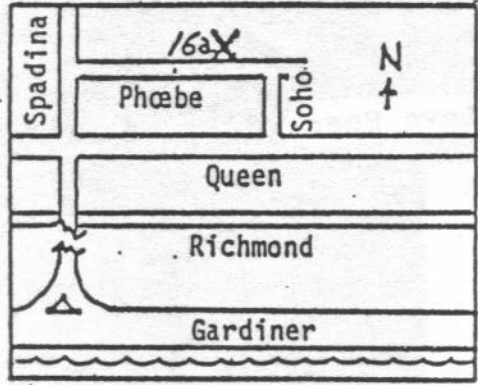


CHRISTMAS IN SOHO, at 8 p.m. The Rumohr's home has been offered again at 16A Phoebe Street, Toronto just off Spadina & Queen St. W. As with all our meets it's potluck BYOB & mix. Best parking is the commercial lot at the corner of Queen & Soho Street, then a short walk north to Phoebe Street.

Get off the Gardiner Expressway at Spadina and park at the commercial lot at Queen & Soho (avoid the maze of one-ways)



R.P.V.P.
would be nice
416-593-6687



Roster Brings Reunion.

In the very nice news Dept, Don Lawson writes to tell me that while browsing through our member roster he came across Greg Kaufman's name and on the off chance that it just might be the same person he went to School with way back when, (no Don I wont give the date) he dropped him a note, yes it was the same person and they recently had their reunion when Don drove up to Ottawa from Ridgetown, Congratulations to both of you and may you continue to enjoy your friendship which now includes the same Morganeering hobby.

tega
ND CLEANSER

CHAMPION



Steve Beer.

Shannonville

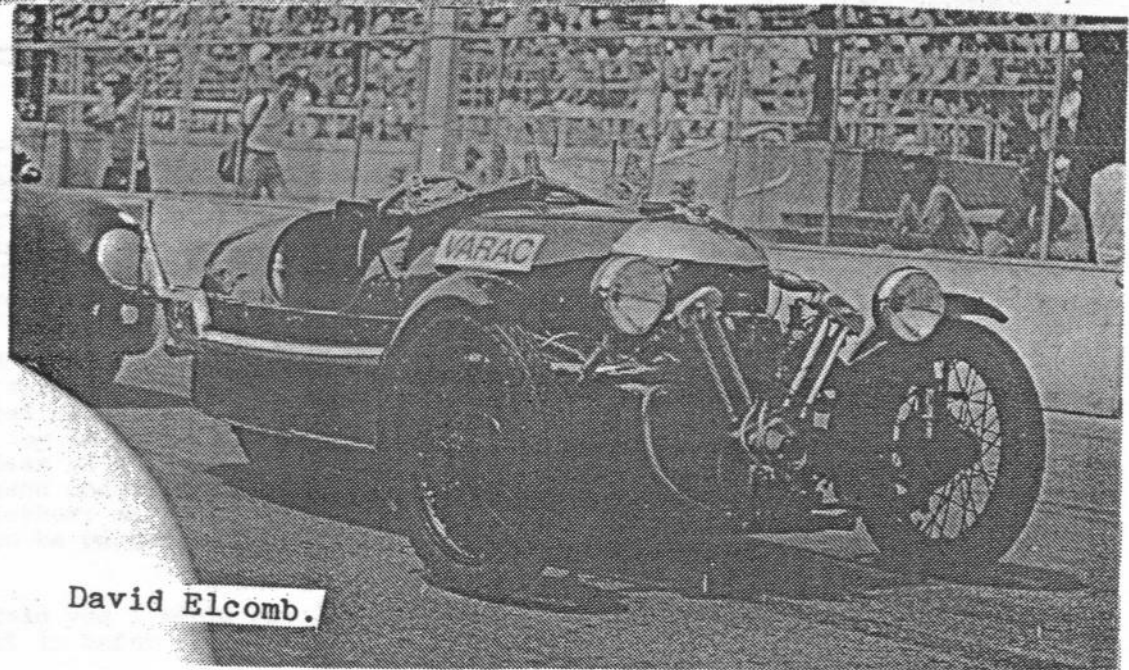
3th Annual Vintage Festival
Shannonville, Ontario, Canada
July 11-12, 1987

Race 21

1	13	Bob Mills	MGTD
2	118	Jerry Greaves	Lotus 6
3	26	Howard Froeman	MGTD
4	61	Richard Miller	MGJ2
5	84	Richard Stafferton	Aston Martin
6	32	David Elcomb	Morgan Trike
7	DNF 420	Carl Meyer	MGTD
8	DNF 91	John Sebert	Frazer Nash

Race 24

1	60	Andrew Moore	Jaguar XKE
2	722	Joe Tomkins	Mercedes 300SL
3	38	Tony Simms	MGA Twin Cam
4	150	Van Worsdale	A-H 3000
5	71	Walt McKay	Porsche 356A
6	93	Steve Boer	Morgan +4
7	180	John Morley	Volvo P1800
8	68	Bert Fortner	Volvo P1800
9	7	Lynn Ball	Corvette
10	77	Art Casselman	Triumph TR4
11	61	Ken Martin	Lotus 6
12	4	Peter Golbock	Sunbeam Alpine
13	2	Richard Hrga	Jaguar E Type
14	171	Trever topley	Daimler SP250
DNF	78	Tom Hamilton	MG Twin Cam
DNF	139	Bob Duell	Aston Martin DB2



David Elcomb.

MOGGING - PLEUVANT

by Peter George



The year I met the Tough and the Timid, summer visited during the afternoon I was working the back-shift in "The Doctor", and consequently, I missed it. As a point of interest, my uncle had worked "The Doctor", the village coal mine, all his life, and even he didn't know the origins of that name.

Spring had been exceptionally foul that year. Each day started with fog and ended with fog and rain. And when summer did come, it came for only one afternoon.

By custom, we crusaders, the local group of bikers, always spent our holidays on the Isle of Man during the week of the Tourist Trophy motorcycle races. The I of M is famous for its shrines to witchcraft, Laxey Wheel, Victorian-era railroad, T-T races, and the Open Invitational Stock Car Racing.

It was the weather that made me break with this tradition. We were having crud at home and the Manx were experiencing worse.

Cruddy weather, known as crud, is terrible; I craved sunshine, and as a result I cancelled my reservations in Douglas and made plans to tour through the south of France. This was not a decision lightly made, for in those days the I of M was known as "The Sin Capital of the Isles". Wasaga Beach and the Isle of Man are similar in many ways. For those of you who have not taken the time for self-indulgence at Wasaga Beach, I will, in a future article, attest to this area's virtue by recounting the episode of "The Promising Pick-Ups".

But, back to foul nasty weather.

I poured over maps, consulted ferry sailing schedules at great length, and compiled a list of all the bits and bobs needed to take a fortnight bike tour. My last shift ended on a Friday at three, and by midnight I was on my way to Marseilles. Little did I know that I would be meeting The Tough and The Timid at the Harwich Ferry.

There is one common denominator between my wife and I celebrating the arrival of Spring and The Tough and The Timid. This shared experience is' a downpour in an open car. Naturally the car is a Morgan, and the downpour is a real bucket-basher. We sustain each other through at least one torrential downpour each Spring. Who of us takes along the top on a fine Spring day, I ask; especially considering the space limitations in a plus four.

The ferry dock at Harwich is unique. It is nothing more than a stone pier with bollards and the Channel at one end, and the main road, ticket wicket, and customs sheds at the other. Saturday morning, bright and early, I was in the line waiting for the channel ferry. (When I say "bright", it was anything but). The rain from home had followed me south. The sky was dark, the wind gusting, and the rain sloshing down. I pulled the collar strap of my jacket tighter around my neck, made sure my pant cuffs were outside my boots, and slowly settled into a state of semi-awareness. Ahead of me was a long line of cars and a long wait in the rain.

Then I saw him. He was a big man, tall and broad, and I imagined he might have been ex-R.-N. from the way he strutted. He was wearing corduroy trousers and a tweed jacket, complete with a white scarf and a peaked hat. This man's grandfather must surely have been a "Drake". He stomped up and down the lines of waiting cars talking to anyone and everyone who had time or would open a car window for him. He said to me that this little shower we were experiencing was nothing to the storms he had seen during the winter Murmansk runs while serving on the Rodney. And on he rambled, He had seen this, he had done that, and most of all, he knew that the fury of storms was just a state of an individual's mind.

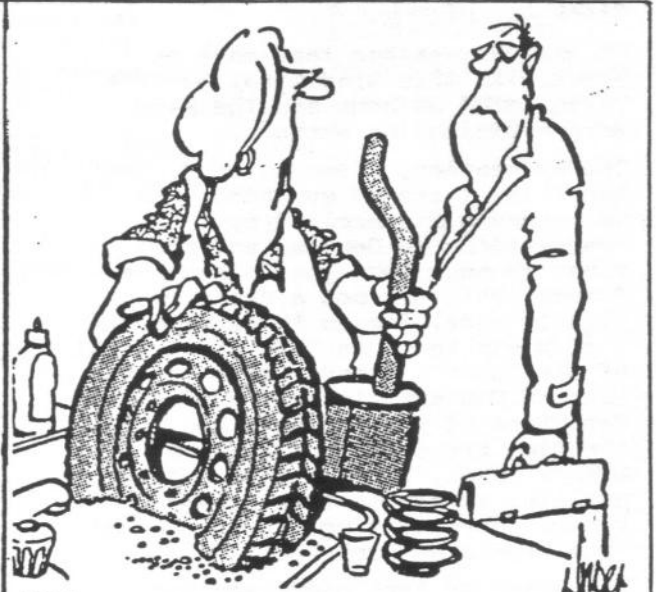
In order to end this conversation of mind over weather, or rather: "I've brewed bigger blows in a teapot", I headed off in the direction he had come from. Up at the head of the queue I found "The Timid". Was it love or was it something else sustaining that poor woman? She tilted the umbrella to one side as she replied to my question. Thanks all the same, but he ordered it from Malvern without a top."

The memory of the rest of the day's wait is lost in a soggy haze. However, I do remember that the night's crossing was uneventful. The storm had let-up and the dawn came bright and clear. I saw the two of them again, leaving the dock area. She was driving. He was hanging over the side. And the car, it had a yellowish greenish single side stripe.

Peter George



"Two of these just fell out of the car."



"The car wash never gets it clean."

Sibling rivalry is alive and well, and living in Hog Mog, as was demonstrated at the Oktoberfest slalom in Kitchener on Sunday, October 18. Fortunately, for those in training for the Diplomatic Corps, both Steve and Martin can be regarded as "winners", Martin having the faster average of his best three times (which won him a driving lamp donated by CMC Enterprises Ltd.) whilst Steve had the best individual run. Both were driving Martin's 4/4, trying out the brand new Yokohama tires, which I personally consider to be somewhat inferior to the 15 year old Goodyear G800's on my 4/4 - at least I did until I examined the times a little more closely. Must be the extra carbs!

The competitive component completed, a convoy set off for the Charles residence and en suite swimming pool, which proved popular with the younger Hog Mog associates, while the more mature, in years, if nothing else, focussed on the refreshment end of things. The pot luck contributions plus Chris and Joe's Oktoberfest sausages once more proved more than adequate to the task, and no-one fainted from hunger all afternoon.

In many ways, it was fortunate that this was the final meet of the season, as some of the cars seemed to be in need of a little R & R over the winter. Norm Wright's chariot needed, or at least had a few yards of strong sisal rope, substituting as a bonnet strap. Martin decided to leave his 4/4 behind, having tentatively diagnosed a duff differential after the final do-or-die battle of the brothers. Jenny Stubbs's four seater, which had been leaking a little coolant anyway, developed some electrical fault. The jury rig adopted by the dozens of certified experts who seemed to be working on it was a couple of bare wires, to be connected on command by the passenger to activate a brake light.

The glove serving as a gas cap in the Clarke's "Buttercup" 4/4 seemed almost pedestrian against such a backdrop, though it did evoke fond memories of the Pock Marked Yellow's journey to Mog 9 in Luray in 1979 with an "oily rag" instead of a glove keeping the gas in place. We've come a long way since those days, haven't we?

John Collins

	<u>RUN 1</u>	<u>RUN 2</u>	<u>RUN 3</u>	<u>RUN 4</u>	<u>BEST 3</u>
MARTIN BEER	43.752	42.559	41.815	41.509	125.883
STEVE BEER	43.616	42.176	43.029	41.443	126.648
JOHN COLLINS	53.893	48.854	47.742	46.974	143.570
CHRIS CHARLES	48.346	45.747*	45.534*	----	143.627
DAVE TURNBULL	54.064	49.248	48.372	48.077	145.697
KELLY STAPLETON	52.924	51.272	51.103	48.359	150.934
RAY SHIER	51.823	OFF COURSE	49.111	48.218***	153.159

* 2 SECOND PENALTY - PYLON



"Regalia"

FOR ALL OF YOU "MORGANEERS" WHO MAYBE MISSED NIAGARA 86
AND MIGHT BE LOOKING FOR JUST A LITTLE SOMETHING
TO FILL UP YOUR CHRISTMAS LIST, THE FOLLOWING ITEMS
ARE AVAILABLE FROM STOCK:

SWEATSHIRTS

\$ 15.00

GOLDENROD (Penmans) Large
and XL
WHITE (Penmans) Large
GREY (Mackle) Large
LIGHTBLUE (Mackle) Large

SWEATSHIRT (HOODED)

SWEATSHIRT (RUGBY)

\$ 18.00

GREY (Penmans) Large
GREY (Penmans) XL

NYLON JACKET

\$ 15.00

NAVY (K-Way Type) Large

POLOSHIRTS

\$ 15.00

KELLY GREEN (Penmans) Large
and .. XL
LIGHTBLUE (Penmans) XL
RED (Penmans) Large
WHITE (Penmans) Large

TRACKSUIT

\$ 35.00

LEASE NOTE: Sizes on above items vary, and the 'Mackle'
make fits one size smaller ie. Large is
equivilant to Medium in the Penman Make.

CAR BADGES

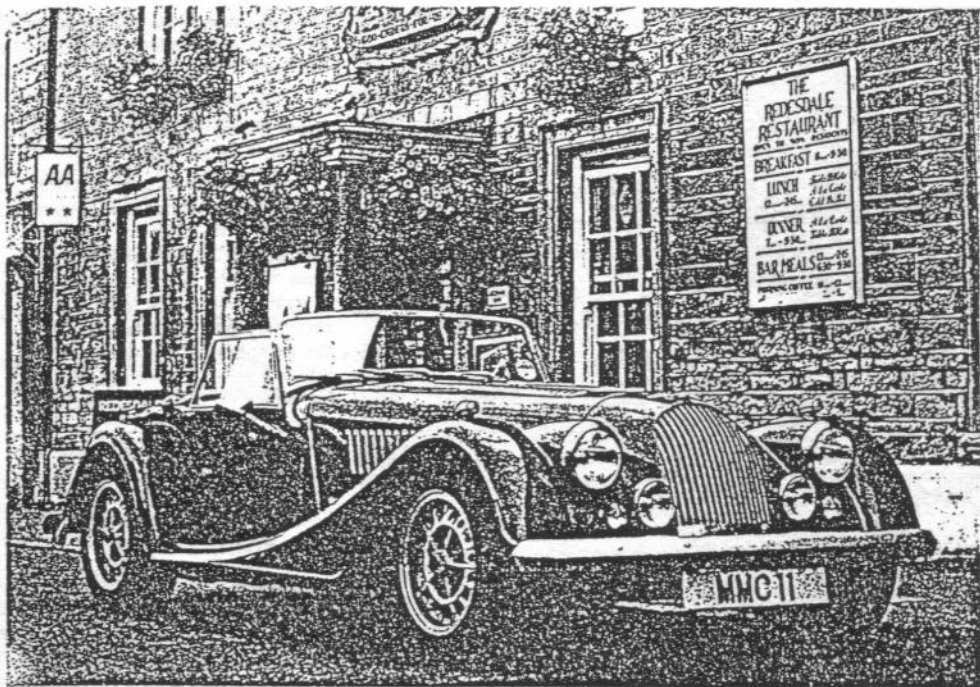
DON'T FORGET THE MAKE A PERFECT
STOCKINGSTUFFER \$ 15.00 ea.

If interested in any of the above, please call MARLIES

(416) 669-6419 (afternoons)

(416) 936-4341 (evenings before 10 PM)

Goods can be picked up at the Christmans Party or mailed out !



Peter Morgan's personal car is — what else? — a sleek new Morgan Plus 8.

THE MORGAN

By Bruce Porter

Photographs by John H. Sheally II

A sports car in a class by itself

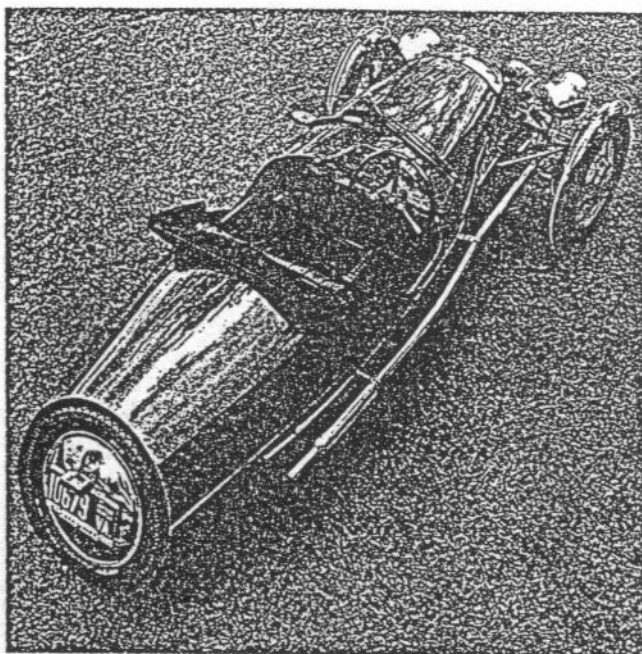
ITS MANUFACTURER, in Malvern, England, likes to call it "the last of the real sports cars" — and, if nothing else, the Morgan certainly rates being in a class by itself. When the top is up, getting oneself into the womblike cockpit requires a considerable amount of planning; and, once inside, trying to see the road through the narrow

windshield is akin to peering out the slit of a World War I vintage tank. Its steering is so stiff that, compared to the fingertip ease of driving most modern cars, wrenching the Morgan around corners seems a little like cranking up the floodgates of a dam. Down in the

footwells, there is no insulation in the fire wall, which means that heat from the engine compartment pours through in nearly visible waves — to the point where, in order to persuade his wife to come out driving with him, one Morgan owner in Westchester County had

to construct a periscope device out of cardboard tubing to blow fresh air onto the poor woman's feet.

Then there is the famous Morgan ride, about which the standard joke — that the car hits the first and the fourth bumps, hurtling over the middle two — is only mildly hyperbolic. The main culprit is its rear suspension system, which consists of a 100-pound Salisbury axle and a pair of leaf springs, about as sophisticated a setup as one would find on, say, a manure spreader. When the car hits a bump at a good clip, the rear end takes off into space, whereupon the driver's head



Three wheeled Morgans, like this 1935 MX-4, were built during the company's first 26 years, from 1909-1936.

strikes the crosspiece holding up the top, his kneecaps come crashing up into the undercarriage of the dashboard, and any passenger on board finds himself scrabbling desperately for the cross strap of his seatbelt, hoping against hope that somehow he won't be thrown right out of the car.

Considering all its negative features, even Peter Morgan himself, a white-haired and imperially slender gentleman, whose father founded the company in 1910, is more than dimly aware of the car's limited appeal. "When you're talking about a Morgan, you're talking about something that most people would consider an anathema — or even worse," he says. "Of course, I happen to think that most people are really quite stupid."

An overwhelming majority of Morgan owners, about 4,000 of whom live in the United States, would respond with a lusty "Hear, hear!" Whatever the car lacks in comfort it more than makes up for in the seductive beauty of its design and the primordial thrill it gives to anyone getting behind the wheel.

"It's the wind, the noise, the smells — in a Morgan you feel a part of everything," says J. P. Awalt, a sports-car zealot from Dallas, Texas, who bought a new Morgan after running through a barn full of other European sports cars. "When you go out in your Porsche, with the stereo, the climate control, the plush seats, you feel like you're driving around in your living room."

ACCELERATION THRILL

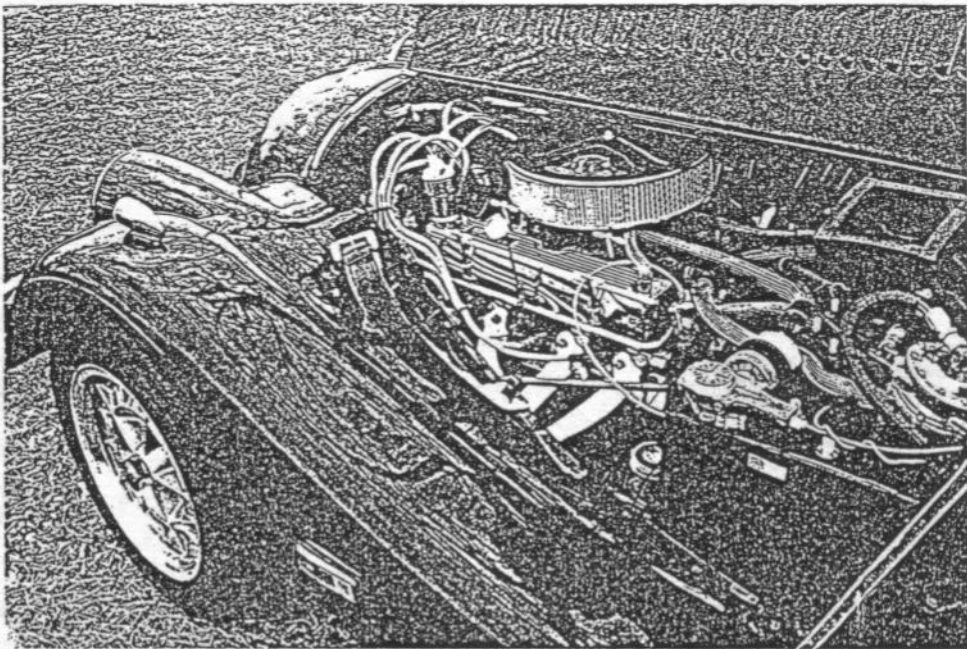
In the way it looks, the Morgan represents the classic-automobile period of the 1930s, when form was wedded strictly to function: the fore and aft sweep of the fenders; the gentle dip in the door panel, cut low for hanging an elbow out in the wind; the long, louvered hood thrust forward down the road like the prow of a ship. It's a look that causes certain people to feel something in their insides begin to melt. "The first time I saw a Morgan I knew I never wanted to be without one," says Michael O'Shea, founder of the Sports Training Institute, who some days flies his helicopter

from his office to his house on the Jersey shore; other days he drives his signal red Morgan.

But the Morgan is not just pretty; it also goes very, very fast. Powered until the late 1960s by one four-cylinder engine or another, bought from various manufacturers, the Morgan finished first in its class in every Le Mans race it entered, with the exception of the one in 1952, which it failed to finish at all, having blown up halfway through the course. Then, in 1968, Peter Morgan widened and lengthened the car by about three inches in each direction and stuffed under the hood a monster three-and-a-half litre, eight-cylinder engine from Rover, the same one Scotland Yard uses in its big chase cars. The new Morgan "Plus 8," as opposed to the old, four-cylinder "Plus 4," starts up with the noise of an earth tremor, and while other sports-car manufacturers quibble over whether their machines will go from 0 to 60 in 8.9 or 9.8 seconds, the Morgan has it done by the time the clock hits 5.3.

In the middle ranges, particularly, the Morgan acceleration is powerful enough to be disorienting, especially to an unsuspecting passenger with nothing to grab on to. The car will go from 30 mph to 50 in just 2.4 seconds; and by 70 mph it still hasn't used up what it's got of second gear. "When you do that for the first time," says the car writer Philip Young, who tested out a Plus 8 fuel-injected model for the British journal *Sporting Cars*, "you're saying to yourself, 'Bloody hell, there are still three gears to go.'"

Given North America's highway limits, of course, all such talk of travelling "at speed," as the race-car drivers put it, remains fairly academic. Most Morgan owners turn on the power only briefly, and then just to make a point. "What's comforting about it is knowing there's always a bit more to come," says Peter, who at age sixty-four



Stuffed under the Morgan's elegant hood is a powerful 8-cylinder engine which can go from 0-60 mph in just over five seconds.

splits his driving time between his Morgan and a sky blue four-seater Ferrari. "If you're trying to pass a chap and he does something funny, well, you just put your foot down and you're by him, aren't you — you blow him off the road. Of course, you'd never do it with the foot *all* the way down, surely not with the Plus 8. You've got to know what you've got under there — treat it with respect."

As with its emphasis on speed over comfort, the Morgan company, from the very start, was always somewhat out of step with the rest of the car world. Its founder, old H.F.S. Morgan — the initials stand for Henry Frederick Stanley — was a dour, painfully shy son of a vicar who refused to give public speeches and preferred walking around his factory only after the workers had gone home. "As an engineer," says Ken Hill, a British car historian and author of two books on the Morgan, "his genius lay in the ability to take complicated problems and find very simple solutions." In

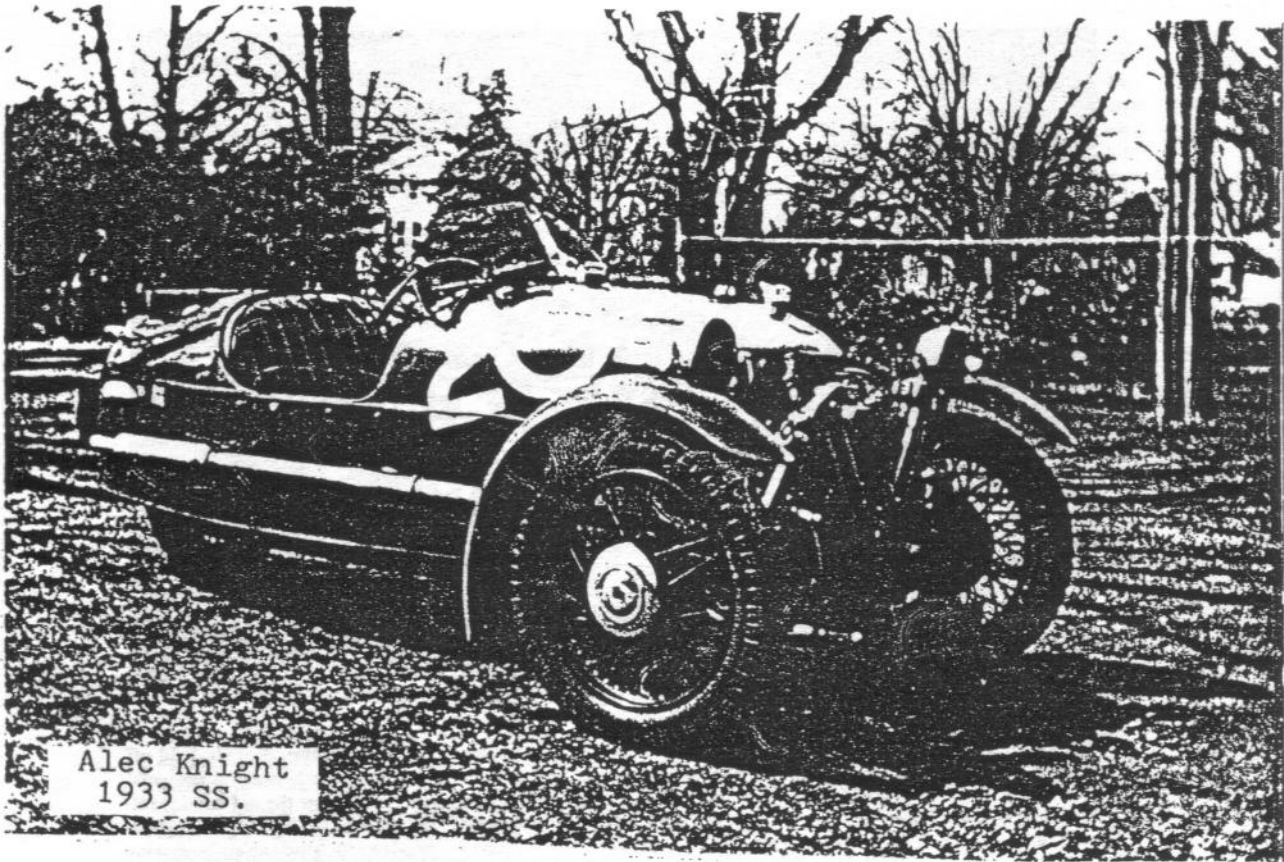
the early 1900s, when other automobile makers were fitting their cars out with bigger and bigger engines, HFS thought he could make his go just as fast by reducing its weight. Into the bargain, he would have a lighter machine that could corner faster, brake better, and take off quickly in the straight-aways. The first Morgan (in 1909) was, as it remained for the next twenty-six years, a three-wheeled "cycle car," with one wheel in back and two in front. It set a speed record in 1912 of just under sixty miles an hour. The next year it won the Paris Grand Prix.

SPARE THE AMENITIES

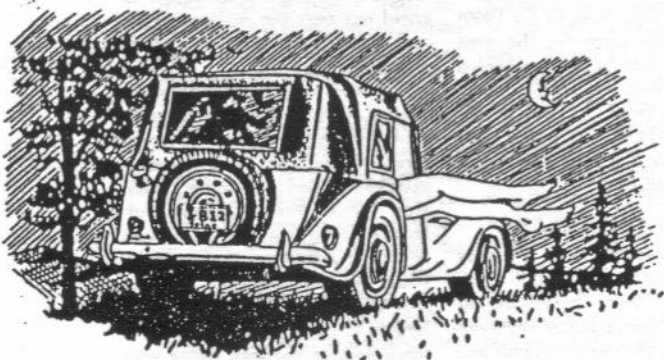
Early Morgans sold briskly because their makers kept them inexpensive, largely by leaving off things other manufacturers provided routinely, such as headlights and reverse gear — and also making do with simple mechanics. "HFS believed that if it worked and it was cheap, then don't change it," says Hill. "Especially if it was cheap."

On this premise, Morgan held off installing a foot-operated gas pedal only until after the old hand throttle, which HFS considered perfectly adequate, stuck an embarrassing number of times in the wide-open position, sending the car down the road at full bore, the only way of stopping it being for the driver to crawl out over the roaring engine and snip off the spark-plug leads with a pair of pliers.

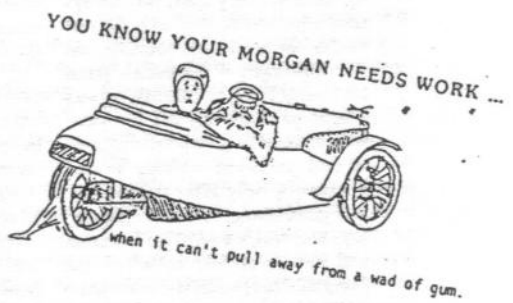
The company's reluctance to change almost ended it up in bankruptcy more than once. It kept its three-wheeler until 1936, long after sales had started to plummet. Then, after World War II, Morgan suffered a nearly fatal love affair with the huge American trade. Again, while Morgan kept its car more or less the same, its competition — largely MG and Triumph — went to town making changes. Along with having their fenders molded into the hoods, a design that presaged the seamless, egg shape of modern sports cars, they had convertible tops that actually kept out most of



Alec Knight
1933 SS.



"On second thought, Mike, let's splurge
on a motel . . ."





SHANNONVILLE 87;
 Ken Rigg "135"
 Steve Beer "93"



OK MORGAN OWNERS -
 LET'S SUCK IT UP AND START ANEW THIS SEASON
 - CHEER UP
 MMCC Lived then; Our club
 will now;

the rain, and added amenities like luggage compartments and comfortable bucket seats. The Morgan's seat at the time was a bladderlike cushion on a board that you had to blow up with your mouth.

At the start of the 1960s, the company woke up to discover that its American buyers had practically disappeared. "It was disastrous," recalls Derek Day, the company's sales director. "We had cars in the factory, cars on the water, and cars on the other side — and nobody wanted them." Luckily for Morgan, the pendulum swung back somewhat the other way in the mid-1960s. To a large enough segment of car buyers, the new designs of other sports cars had achieved a blandness that made each car indistinguishable from the next. Before long, the Morgan had also come out with its big Rover engine, which ran over the competition, to the extent that today the car has become such a hot item in the United Kingdom and on the continent that, with its paltry production of only 400 models a year, the company comes nowhere near meeting the demand. Buyers face a five- to six-year wait before delivery; if they want the car any sooner they have to pay black-market rates of more than 2,000 pounds over the retail price of about 14,000 pounds; and it is not uncommon to find that when a car is finally ready for delivery it has gone through several paper owners, each one having made a profit selling it to the next.

GRANDFATHERED MODELS

North Americans, ironically enough, have found that, now they want Morgans again, they can't get them, or at least not many of them. In 1968, in a culmination of the clean-air and safety movement, the U.S. government declared, in an announcement presented inside a large black border by *Car and Driver* magazine, that the Morgan was no longer welcome on American highways. Its engine did not burn fuel cleanly enough, and its safety features — the Morgan bumper was

never more than a decorative appurtenance — were considered much too flimsy. One Morgan maven, a San Franciscan named Bill Fink, was allowed to import and sell the car after making the necessary adjustments.

For the most part, however, the American trade is limited to twenty- and twenty-five-year-old machines grandfathered into the country before the cutoff date — and selling for prices higher than those charged in England for brand-new models.

ECCENTRIC ASSEMBLY

The Morgan works are located 125 miles northwest of London at the foot of the Malvern Hills. Consisting of six blackened-brick buildings constructed in 1919, the factory employs 126 people and is run as though it were a monument to the dawn of the industrial age. In the erecting shed, workers set out the ladderlike chassis, or undercarriages, on sawhorses and bolt on the engines, transmissions, and wheel assemblies with socket wrenches and spanners. The car's skeleton is then wheeled out the door by aged porters dressed in long grey coats and goes down to the wood shop. Here the frame of the car — its cockpit, wheel wells, and rear compartment, holding the gas tank — is glued and screwed together from imported Belgian ash, just as it was in the three-wheeler days. Strong and flexible, ash was traditionally used for making horse carriages; it appeals to Morgan because it costs less than aluminum and is lighter than steel.

Once the frame is bolted to the chassis, the car goes to the tin shop, where the characteristic Morgan shape is created out of strips of twenty-gauge sheet steel in a noisy spectacle of cutting, soldering, and banging that could be taken for the ode-to-industry scene in a comic opera. Except for a drill here and there and a spot welder, the only thing in the shop that runs on electricity is the lights. Everything else is operated by hand, from the

"swagging" machine, which is used to put a fortifying crimp in the sides of the gas tank and looks like the rollers on an old clothes washer, to the fly press, which punches out the seventy louvers in the hood and was purchased fifty years ago to replace one just like it that had worn out. Few measurements are taken with much precision; parts are fitted more or less by standing back to see whether they look right. Harold Portman, the sixty-five-year-old fender fitter, has an assistant hold a fender up to the body while he slices off a bit here and there with a pair of tin snips, draws back to have a look, snips off some more, looks again; then the two men screw the fender onto the car — each one cut and fit separately. "If I cut two exactly alike, then one of them wouldn't fit," he says.

ARCHAIC SKILLS

The nineteenth-century atmosphere on the shop floor carries over to the practices of management. When the sales director wants to look up records on Morgan buyers he has to haul out stacks of dusty ledgers tied together with baling twine. Orders from the parts department to the machine shop are written on bits of scrap paper that look as if they'd spent a year crumpled up in a schoolboy's pocket. Production gets held up for want of a wiper blade, a fuse box. Theoretically, the factory is geared to turn out nine cars a week; it rarely does, or at least not for long. One problem is that the skills involved in making the car are of such an archaic order that it is impossible quickly to replace men who get sick or retire. "You take a metalworker from another factory," says Day, "and you put him in here and tell him to make a door panel out of a flat piece of steel — why, he wouldn't have a clue." Another is that the unions, as well as the size of the premises, put strict limits on the ratio of trainees that can be hired proportionate to journeymen, in order to preserve the exclusive nature of their crafts.

For its part, the Morgan family has traditionally had a flinty attitude toward the work force. "When it comes to the workers, Father was of the cloth-hat and bicycle school," says Peter, who lives with his wife in a sixteenth-century farmhouse in western Herefordshire. "If he saw a man driving to work in a car he'd think he was paying him too much." In this regard, old HFS, who died in 1959, would have little cause to worry about his son. Average pay in the plant is about \$12,000 a year, and perquisites precious few. The last bonus anyone can remember was handed out in 1959 on the company's fiftieth anniversary.

DEVELOPMENT EFFORTS

Not surprisingly, the company's parsimony carries over into its limited efforts in the area of research and development. These take place inside a little green wooden shed in back of the plant that has a "Keep Out" sign on the door and is heated by a coal-burning stove sitting in the midst of piled-high car parts and general junk. This is where the chief engineer, Maurice Owens, did all the work to develop the original Plus 8 and also lays plans for future changes. Rotund and jovial — he owns a pub in nearby Upton-on-Severn whose provender he enjoys himself — Owens is a specialist in race-car development and is the only Morgan employee who has ever worked for other manufacturers. Among his projects are a turbo-charger, to give the fuel-injected engine even more of a boost, and a rubber-doughnut device to dampen the activity of the rear axle. "I want the car to start going over *all* the bumps," he says, "and do it gently."

FAMOUS FRONT SUSPENSION

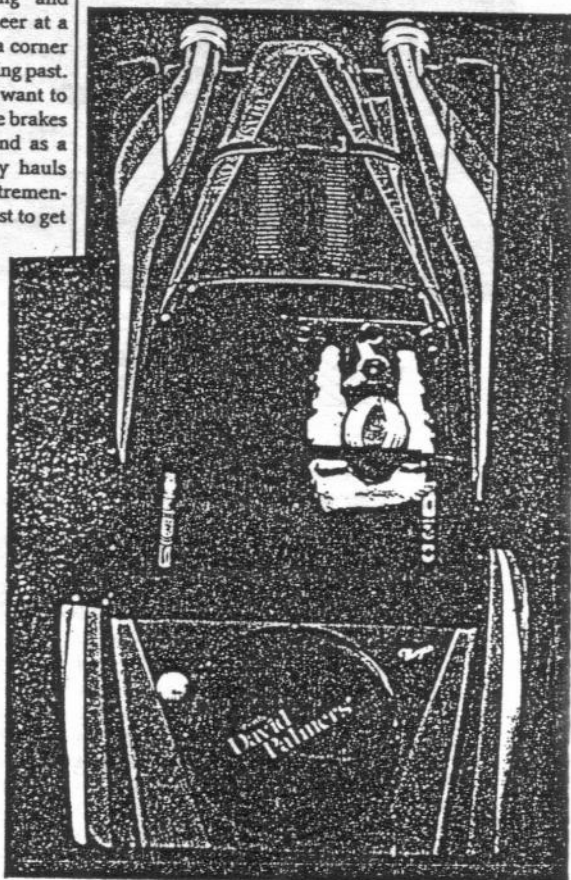
Some aspects of its engineering will almost certainly never change. One of these is its famous front-suspension system, which was designed by HFS for the original three-wheeler and has been altered very little ever since. It consists of a kingpin, or pillar, attached to each

wheel which slides up and down on coil springs, keeping the wheel perpendicular to the road, instead of being cambered in or out as it is on modern sports cars. The system's virtue is that it keeps the tire surface 100 percent in contact with the road surface, which increases the car's speed around a corner. Its disadvantage is that it provides a rocky ride.

Long inured to the mild abuse the system takes from car magazines, Peter's thirty-five-year-old son, Charles Morgan, a former TV documentary maker and race-car driver who joined the company last year to learn the ropes, likes to take visitors out for a spin around Malvern to show what it can do. Despite the narrow lanes and two-way traffic, he soon has the machine going over 100 miles an hour, all the while chatting about its steering and acceleration, pausing to sneer at a BMW that has to brake at a corner while the Morgan goes tearing past. "The one thing you do not want to do," he says, jamming on the brakes and shifting down to second as a blue farm tractor suddenly hauls into view, "is to lose this tremendous road-holding ability just to get a good ride."

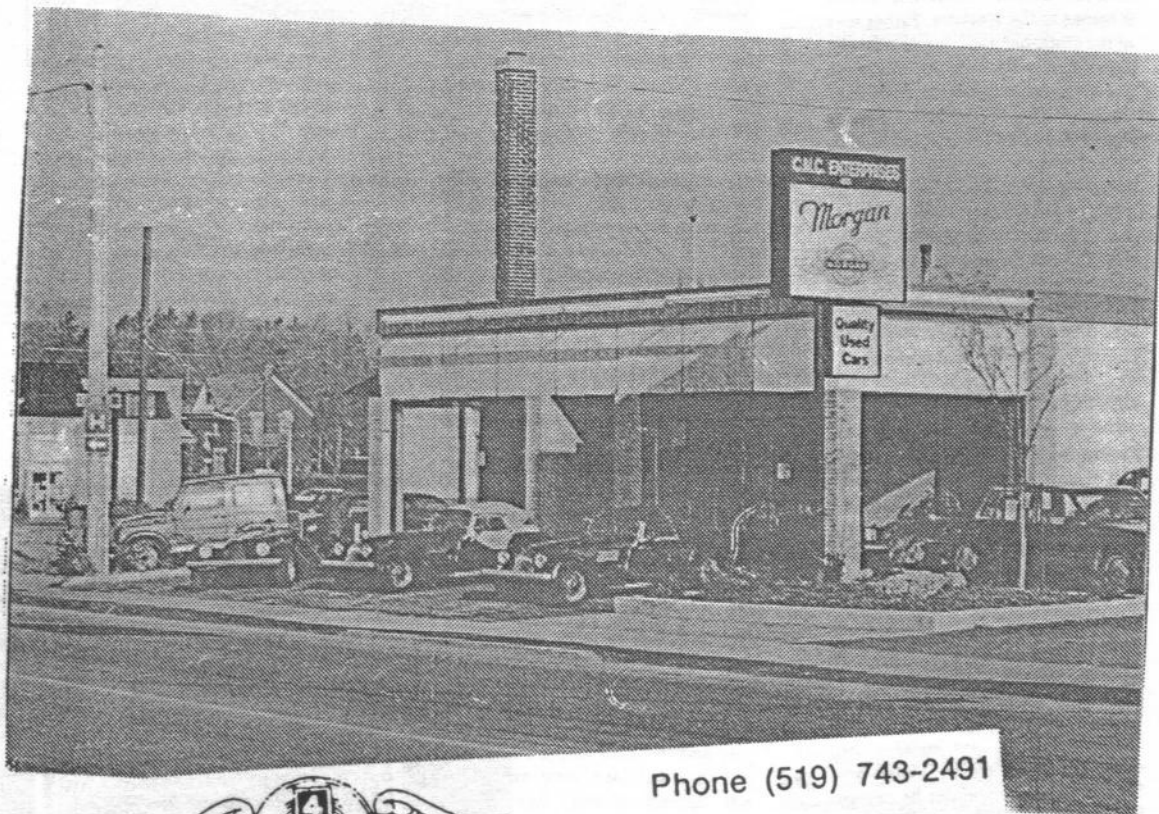
NO DRASTIC CHANGES

His father, however, more chastened by the painful experience of the early 1960s, is no longer sure that all questions involving style and comfort should remain forever beyond the pale. "People think we'll never change," he says, "But I say this, and I shall teach Charles the same way. If you cannot sell the car in its present form, then you must do something." Oh really? Something like providing decent headroom in the cockpit? Or a top that doesn't billow out so that water squirts in your ear every time you go over fifty miles an hour in the rain? Or less heat transference under the dash so that your feet aren't roasted like a pair of squab? Not immediately, he says. Morgan people can rest assured that nothing quite so drastic will happen anytime soon. R



This ultralight cosworth powered racer competes constantly and has never placed lower than second.

OUR ALL NEW CANADIAN MORGAN DEALER
LOCATION: CHRIS ALSO SELLS USED
CARS OTHER THAN MORGANS.



Phone (519) 743-2491



C.M.C. ENTERPRISES
Sales, Service & Parts

Chris Charles

1138 King Street E., Kitchener, Ontario N2G 2N4

BOOK REVIEW

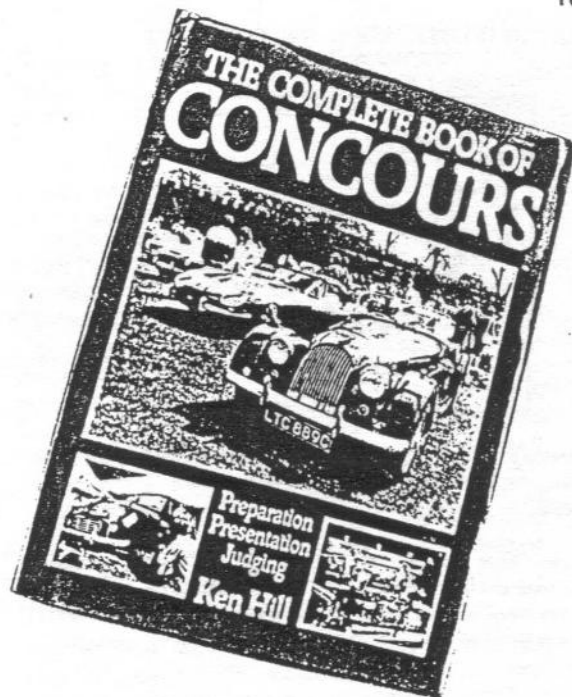
THE COMPLETE BOOK OF CONCOURS

BY KEN HILL:

Have you ever thought of restoring a car, taking it apart & doing it yourself or having a Professional Restorer do it for you, have you thought of having a car shown in Concours, have you thought your club should hold a Concours, or that you would like to be a Judge, are you a new member of the car hobby fraternity reading through the different magazines & working out as best you can the advertisements for Concours condition or 100 point cars for sale ? Then a new book recently released titled "THE COMPLETE BOOK OF CONCOURS" is a must on your reading list before you go any further.

Written by Ken Hill the Morgan Historian, Author, Concours Organiser, & Judging Seminar Organiser in England this book is the A-Z not only for the novice but the Club Exec to learn all about Concours & restoration of cars.

The sub-title of "Preparation, Presentation, Judging" give a very small synopsis for we also get a history of Concours, the different types of Concours and their meanings plus loads of insights into just what goes on at all stages of this hobby;



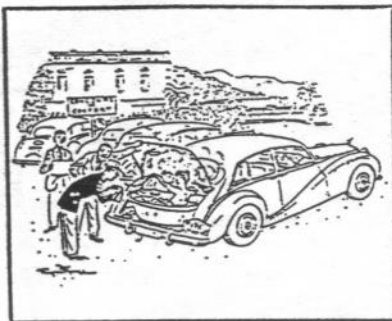
The Tech information is extensive along with loads of illustrations while the chapter on how to detail your car will be an eye opener to many owners along with the estimate of time involved for these jobs.

The content is not restricted to the British enthusiast or Morgan owners as his name may make some think, it covers the US Meets like Pebble Beach plus many other cars as shown such as a lovely Lagonda engine Jaguar & Mercedes.

My personal thoughts on reading the book is that its well past due & I highly recommend it to all who are contemplating any sort of restoration as well as to Club Executives who may be thinking about holding a Concours.

Audrey Beer.

I have been imformed upon asking that it will soon be available at DRB Bookshop.



'Concours' is a French word meaning competition, parade or show. Concours d'Elegance literally means a Parade of Beauty, or a competition of beauty as practiced currently.

This new book from Ken Hill is always a long anticipated pleasure and THE COMPLETE BOOK OF CONCOURS is no exception. It has been several years in the making and Ken's expertise as a historian shows in the thoroughness of his research.

HISTORY

The first chapter provides us with a detailed history of Concours from the first use of the word as applied to the automobile. This was by the French at the turn of the century, suggested by Baron Zuylen de Nyevelt. The first English motoring event was held at Tunbridge Wells in October 1895, but it was not 1910 that a Concours as we know it was organized by the Cycle Car Club. Among the winners of the 1913 event was J.S. Almond's MORGAN Runabout.

Interestingly, by 1928 there was already a controversy over the emphasis on cleanliness diverting from the original intent of the display of the most elegant custom coachwork. An article quoted from the LIGHT CAR AND CYCLECAR of the period even went so far as to say that a little mud was desired! During the post-war era it is the U.S.A in general, with Phil Hill and Pebble Beach in particular who are credited with bringing Concours up to the present standard of 'Over Restoration.'

PREPARATION

Fully fifty well illustrated pages are devoted to the subject of restoration and preparation with participation in Concours events in mind. This section includes enough tips (such as to start and warm up the engine about 15 minutes before judging starts so it will start without the choke and idle smoothly when it is judged) to provide nearly a years worth of Tech Articles. Another cute tip is: If the clock does not work, set it correctly about 5 minutes before you are judged. The judges will never know the difference.

ORGANIZATION & JUDGING

A lengthy section is devoted to organizing a concours. This should be required reading by anyone contemplating the organizing of a Concours. It will save a lot of headaches and frustration. The very detailed section on Judging and decorum are a help to any judge, from the most experienced to a first time novice.

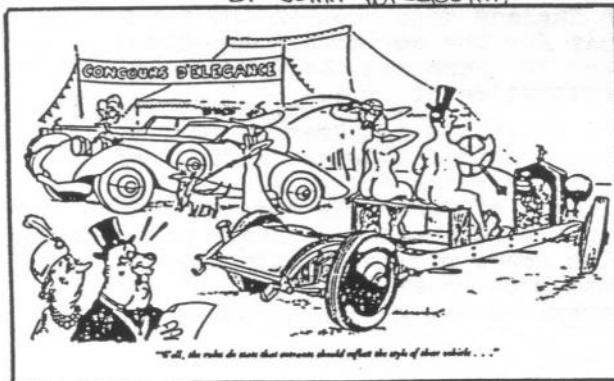
Several different organizers judging systems are compared in chart form and there are detailed descriptions of things that the judges should look for (and the competitor should prepare for) as well. The section on 'Fun Concours' gives the MORGAN PLUS 4 CLUB'S Backwards Concours form in complete detail.

GENERAL IMPRESSIONS

Though, as Ken is English, the book has a decidedly British flavor, the American Concours scene is covered in detail with a number of pictures of Pebble Beach and other U.S. events. Ken's MORGAN bias also shows through pleasantly in the selection of photographs used. About the only negative I can find (All reviewers must find at least one negative to show that they are 'objective.') is that the colour photos are a 'mat' finish instead of glossy. This is also very British. The old historic photos are a bit grainy as they had to be reproduced from old published photos and could not for obvious reasons be printed from the original negatives. This does not, however, detract from their historic significance, and they are all the more interesting because of their obscure origins.

In all, This delightful and informative book is for any person interested in Concours and is a MUST for anyone seriously competing in, organizing, or judging these events. Just the tips alone are worth more than the cost of having your car professionally detailed (The detailer should have a copy too!).

BY JERRY WILLBURN.



- (1) BANHAM Don & Donna
1289 Lang St.
Sarnia Ont. N7S 3L1
x
1970 +8 R7200
- (2) BATES Susan (Penny)
402 West Avenue
Jenkintown PA. 19046 USA
215-887-0583 215-441-4151
x
- (3) BEER Audrey & Reg
R.R.3.
Bolton Ont. L7E 5R9
416-857-3210
1956 +4 3386
- (4) BEER Martin & Donna
530 East Mall
Islington Ont. M9B 4A6
416-620-9743 416-857-3210
1963 4/4 B811 1957 4/4
- (5) BEER Steve & Jenny (Stubbs)
39 Guest St.
Brampton Ont. L6W 1T7
416-453-9304 416-857-3210
1967 +4SS 6427 1934 JAP-SS
1959 +4
- (6) BROWNING Mike & Barbara
Box 406
Station "J" Toronto Ont.
x M4J 4Y8
x
- (7) BUCK D.F. (Don) & Barbara
115 Pelham Rd.
Dewitt N.Y. 13214 USA
315-446-1008 315-446-1069
1961 +4 4754 4 Pl.
- (8) CHARLES Chris
1138 King St East
Kitchener Ont. N2G 2N4
519-743-2491 519-743-2690
x
- (9) CLARKE Carol & Tim
R.R.3. Lakeshore Rd.
Niagara-on-the-Lake Ont.
LOS 1J0
416-937-0966 416-685-4216
1968 4/4 6778
- (10) COLLINS John
7550 Langworthy Drive
Mississauga Ont. L4T 2R9
416-677-7417
1968 4/4
- (11) COMPASS Michael & Barbara
19 Conifer Drive
Etobicoke Ont. M9C 1X3
416-621-0744 416-828-2500
1960 +4 4107
- (12) DAVIS Craig & Tina
39 Deer Valley Drive
Bolton Ont. L7E 2E6
416-857-5542
x
- (13) FLAVELLE John
311 Supple St.
Pembroke Ont. K8A 3H3
x
1933 MX4 SS
- (14) FULLER Paul
16 Drayton Avenue
Toronto Ont. M4C 3L6
416-698-9602 416-694-3241
Ext 330
1958 4/4
- (15) GARDINER Ross
200 Forest St.
Chatham Ont. N7L 2A6
519-352-2430 519-352-1060
1937 4/4 342
- (16) GEISELMAN Chris & Greta
11309 Edgewater Drive
Cleveland OH. 44102 USA
216-651-7683 216-432-4240
1960 +4
- (17) GEETING Orrin
4 Holland Ct.
Saginaw MICH. 48601 USA
517-753-6866
1963 DHC 4326 1974 4/4 3426
1956 +4 4 PL.
- (18) GHISLANZONI Luch & Lilliana
64 Kingsway Cresc.
Toronto Ont. M8X 2R6
416-239-0506 416-239-4395
1952 +4 P2455 Flat Rad.
- (19) GEORGE Peter
Ontario.
x
1959 +4
- (20) HARVEY Stu & Ria
6 Highgate Road
Toronto Ont. M8X 2B2
416-231-8878 416-231-4111
1953 +4
- (21) KAUFMAN Mr G.P.
P.O. Box 385
Woodlawn Ont. A0A JMO
613-832-1032 613-990-8406
1959 +4 SJ6196
- (22) KING Charlie & Caroline
300 River Front Park
Apt. 13A Detroit Mich.
48226 USA
313-393-5305
x
- (23) KEERY Jack & Clair
7 Brittany Rd.
Baie D'Urfe, PQ. H9X 3G1
514-457-6784
x
- (24) LOCKWOOD Dr. F.C.
Imperial College
Dept. Mech. Eng.
London MW7 2AZ England.
x
1954 +4
- (25) LAWSON Donald & Maire
Box 996 17 Broadway St.
Ridgetown Ont. NOP 2C0
519-676-5485
1969 4/4 B1972 4 Pl.
- (26) LUMB Ken & Dale
56 Furguson Place
Brampton Ont.
L6Y 2S9
416-451-5993
x
- (27) LOHR Ron & Sue
62 Talbot St.
Guelph Ont. N1G 2E9
519-824-9230
1962 +4 4886
- (28) MacFARLANE Gary & Sherry
343 Smith Avenue
Burlington Ont. L7R 2T9
416-681-0081 416-941-6420
1961 +4 4955
- (29) MOFFATT Bob
390 1st Avenue East
North Bay Ont. P1B 1K1
474-2900
1987 4/4
- (30) MORGAN Brian & Brenda
Box 134
Jordan Stn. Ont.
416-562-7001 945-5493
x

OCT 27/87

- (31) MOSS Lawrence & Patricia
1002 Worthington,
Birmingham Mich. 48009 USA
313-646-8135 313-540-3733
1965 +4 6041 1970 +8 7250
- (32) MURPHY Nick & Linda
281 Victoria Avenue
Vineland Stn. Ont. LOR 2E0
416-562-5921 416-356-2241
1965 +4 6064
- (33) McDONALD Joan & Dave
R.R.4. Box 1078
Tottenham Ont. LOG 1W0
416-936-3292 416-936-2092
1967 +4 6636
- (34) McCOWAN Peter & Heather
R.R.4. Stouffville Ont.
L4A 7X5
416-888-1151
1958 +4 3392
- (35) PERRY Bob & Gail
132 Round Lake Road
Ridgefield CT. 06877 USA
203-438-1308 203-794-3240
1934 JAP SS D1032 1967 +4 6716
- (36) PFAHL Peter & Dorathy
76 MacPherson Avenue
Toronto Ont. M5R 1W8
416-922-0428
1962 +4 5309
- (37) RIGG Ken
5303 Second Avenue
Niagara Falls Ont. L2E 4K1
x
x
- (38) RODEN John & Sharon
3 Leslie Place
General Delivery Fonthill Ont.
LOS 1E0
416-892-6907 416-227-3751
x
- (39) RUMOHR Brian & Linda
16A Phoebe St.
Toronto Ont. M5P 1A7
416-593-6687
416-598-4333
1961 +4 DHC 4542
- (40) SANDS Al & Marlies
Pipers Hill Farm
R.R.1. Colgan Ont. LOG 1G0
416-936-4341 416-669-6419
1968 +4 4 Pl.
- (41) SHIER Ray & Mary
Limehouse Ont. LOP 1H0
416-877-1427
1966 4/4
- (42) SMITH Dave & Pauline
Box 104 R.R.1.
Beamsville Ont.
LOR 1B0
416-563-5998
1933 Trike SS 747
- (43) STAPLETON Dr. & Cheryl
3 Edgewood Cresc.
R.R.4. Cambridge Ont. N1R 5S5
519-622-1302 519-623-7200
1978 4/4 B4183
- (44) TURNBULL Dave & Nancy
Box 310
Barrie Ont. L4M 4T5
705-726-7411 416-661-3809
519-578-5794
1961 +4 4859
- (45) WATSON George
96 Naughton Drive
Richmond Hill Ont.
L4C 4M8
416-884-5577 416-669-6419
1960 +4 4381 4 Pl.
- (46) WHITWORTH Peter & Rose
R.R.3.
Manotick Ont. KOA 2N0
613-692-2270 613-990-8413
1931 Aero M512 1954 +4
1960 +4 1960 +4
- (47) WRIGHT A. Norman
102 Cheltenham Avenue
Toronto Ont. M4N 1P9
416-489-4445 416-941-6382
1958 +4 3951
- (48) Knight Alec & Iris
P.O. Box 99
Ringoos N.J. 08551
201-782-7053 201-782-8317
(recorder)
1933 S.S. D399
- (49) Rens Hendrik & Shelley
183 Allan St.
Oakville Ont. L6J 3N9
842-0694
1970 4/4 B2308
- (50) Fink George P. & Kathi
2608 W. 45th Street
Minneapolis Minn. 55410
USA
612-922-3366
1981 4/4 B4921 1964 ⁴ 3758
1962 +4SS 5199

Dear Gerry:
In answer to your request,
\$15. Cdn. gets your name
back in this spot.

6 Highgate Road
Toronto, Ont. M8X 2B2

Oct. 3, 1987

Dear Audrey:

Please put me down as another relatively silent but nevertheless appreciative member of the Toronto Morgan Owners Group and enroll me for another year.

I might mention for the benefit of those club members with long memories that the restoration of the famous "Pock-marked Yellow" is proceeding, although still rather sedately.

This summer has seen the mechanicals and the electricals more or less put back in order. However, the highlight of the summer, at least to me, was the first "around the block" test drive that took place a couple of weeks ago.

On the subject of Morgan electricals, I note that there have been several articles in the Blurb lately, including the novel and intriguing smoke theory. My own conclusion is that the electricals are steam powered and that the smoke is simply the necessary combustion of rubber insulation to raise the steam pressure, but this remains speculative at the moment. I really wanted to refer to the notes on fusing and so on.

Older Morgans such as mine have only two fuses. I never understood why this was so since the fuse box actually has space for four fuses. Anyway, the point of this is that if you can pick up an old box at a flea market, it is very simple to use the parts to add two more fuses in the Morgan fuse box. Obviously no holes have to be drilled in the car and the result still looks original. I have used one fuse for the horn, one for the headlights, one for the running lights, and one for the instruments, etc. Possibly some readers might have some thoughts on whether this is the best arrangement.

I hope to see you at Octoberfest.

With best wishes,

Alu Harvey.

Each month the MOGLOG gets published by our illustrious editor, a Mr. William (Bill to his friends) Boyles. Now Bill is known far and wide, even as far as Plano, for his efforts and has made many worldwide contacts through his hard work. But, has anybody every asked WHERE he gets all this good and interesting information? Most members probably just say, "Well, Bill is a lawyer, and lawyers are supposed to be pretty smart, so I guess he writes it himself. After all, lawyers are supposed to be good at bsing." But the truth is, he STEALS it!!!! Now, being an editor of a car club newsletter, he and all the other car club newsletter editors have a License to Steal. This is similar to James Bond, because some of the stuff they steal is pretty fatal to read. But, without this license, most newsletters would only be one page long describing the last event. Now all that was said to say this. Other newsletters frequently contain information that was published in the MOGLOG first. Bob Noguera and Ted Glover, well known Morganphiles in one of the better known Morgan groups in the world, often write articles for the MOGLOG. These in turn are "lifted" by other newsletter editors. Both of these authors feel proud when this happens, because it means somebody somewhere felt the article contained some useful information. Fred Sisson, of MOGSOUTH, felt that there was no newsletter that contained just tech articles. From this idea, MogTechTips was born. Only technical information relating to Morgans, and only original articles. To receive this publication, one must send Fred two articles and \$10.00. The money will cover the printing and postage. This has worked well for the past year and six MogTechTips. The members of this club who read the MOGLOG are actually receiving a small part of MogTechTips since Bob and Ted send their articles first to the MOGLOG, and then to Fred. Since most members did not know about MogTechTips, but have had some unique experiences with their Morgans, there are two places now to air these experiences. So, think for a minute and decide what has happened to you, write about it so it will benefit your friends and fellow Morgan owners, send the articles to Fred and in turn you will receive articles which will benefit you. What you read in the MogTechTips will only be printed there, and by "gentlemans agreement" cannot be pinched for any clubs newsletter. MOGLOG readers will get the benefit of articles by Bob and Ted, but will miss out on a wealth of Morgan information which may help them from reinventing the wheel.

For members who would like to take advantage of this, write:

Fred Sisson
5807 Western Hills Drive
Norcross, GA 30071



Nov 12/87

work over, everyone comes into the house to wash up, first grab Mum's nail as there are 2 Rough Riders & a Miscellany, comment from # 2 Son, "This piece written by Spider is very good"---"Yes I know thats why I printed it in last Blurb"-----"Oh well guess its time I went home to my Wife";; Open letter to #2 Son;

Dear Martin,

In response to your fantastic support while attempting to fulfill the post as Editor of the Blurb I wish you the following;--- May every dog in Islington prefer your Yoki's to the local Hydrant; may the fleas of a thousand Tomcats infest your floor mats; May a skunk be chased under your car; may your own cat use your racing helmet as a litterbox; may your Brother beat you at EVERY Autocross next year; may you be ragged unmercifully about this letter you rotten brat.

Love Mother.

PS: Told you I would get you for that didnt I, now lets see how long it is befor you find out.



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

11 November 87.

FINANCIAL STATEMENT
AS OF OCTOBER 31. 1987;

Bank balance as of September 31/86		3166.60
Bank balance for U.S. Funds account		582.36
Deposits to October 31/87		
Dues;	975.00	
Regalia sales;	1380.00	
Niagara Meet;	1312.50	
Interest earned;	<u>178.44</u>	
	3845.94	3845.94
Deposits US Funds a/c;		
Dues;	45.00	
Niagara	45.00	
Interest earned	<u>12.36</u>	
	102.36	<u>102.36</u>
		7012.54
		684.72
Disbursements to October 31/87		
Blurb Prep & printing;	642.54	
Mailing costs;	274.29	
Niagara Meet;	1450.58	
Regalia Purchases;	832.00	
Club Banner Purchase;	390.38	
Service charges;	<u>3.15</u>	
	3592.94	<u>3592.94</u>
Balance as of October 31/87		3419.60
U.S. Funds a/c		684.72

Audrey Beer. *APB*
Acting Treasurer since Oct. 86 to Oct. 31/87



MRS. AUDREY BEER
R.R. 3
BOLTON, ONT.
L7E 5R9