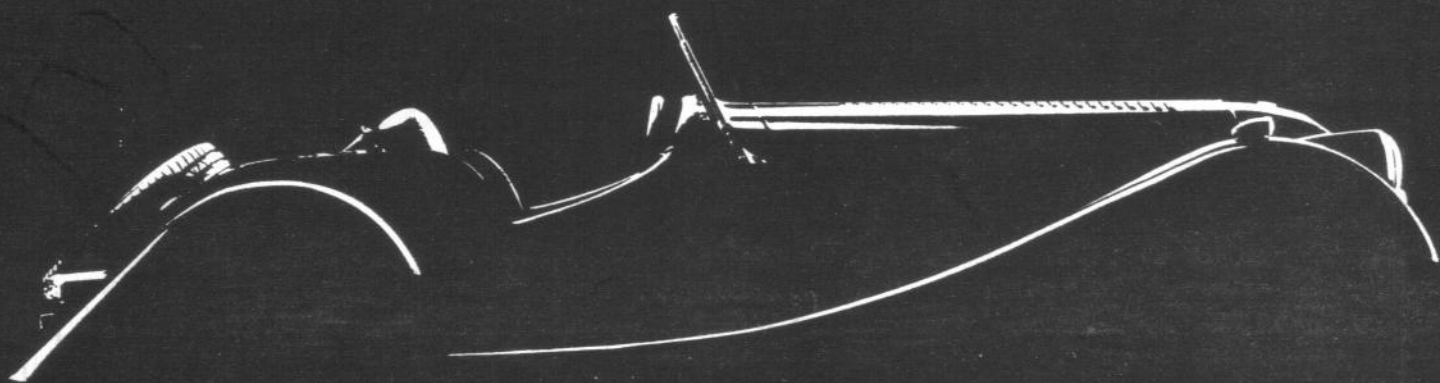


Canada's Morgan Magazine

THE Priceless BLURB



the legend is...

March'89

CREDO QUIA ABSURDUM EST!

by Mike Jacobsen

This is a correction to the glossaries that appear in every English car manual you've ever seen.

Here at last is a direct translation of Chaucer's famous Glossarie of Mekkanikle Termes, first written in the fourteenth century and immediately misplaced by scholars until just last Tuesday evening, complete with modern updates to reflect current English usage.

Allen Key	Journeyman locksmith at the Abingdon works from 1937 to 1963.
backlash	A mild term describing the spouse's reaction to your decision to acquire another MG.
ball joints	Establishments of ill-repute found in the less desirable parts of town.
bleeding	An English expletive: "The bleeding brakes don't work!"
castellated	A traditional finish to one end of chassis nuts to commemorate Wellington's victory over Napoleon at Waterloo, in the duchy of Chassis.
Clevis	Distant relative of Elvis Presley, famous for his system of handbrake links.
core plug	A test sample to determine an engine's soundness, taken by drilling a plug from the block with a special hollow drill bit.
damper	Archaic weather forecasting term used to describe the sudden shower that catches you with the top down.
drag link	An unacknowledged connection to one who engages in standing-start racing instead of touring, e.g., a brother-in-law that is a hotrodder.
dry sump	A condition often found in older MGs, caused by all the oil leaking out of the motor.
dynamo	The individual in a car club that seems to be the only one to get any work done.
electrode	Any metal tool held near a battery, especially a screwdriver, when you least expect it.
field coils	Ignition parts found by farmers in their roadside fields, usually thrown there by irate Lucas victims.
grommet	A cosmetic rubber ring, used to hide missing insulation on wires where they pass through a metal sheet.
end float	the axial movement you feel when your solid axle car traverses a whoopededoo.
halfshafts	The parts you are left with after you hear a loud snap followed by a grinding noise from the rear axle.
helical	A special deviousness: "I'm having trouble setting up my MG's differential gears because they are helical."
hypoid	An extra-low form of helical.
impeller	The final reason to undertake a project long delayed: "The water pump's failure finally impelled me to rebuild the motor."
journals	Monthly magazines showing easily-made repairs, such as replacing crankshaft bearings.
kingpin	A gang leader, usually ends up in prison or on suspension.
mandrel	A type of African baboon noted for its habit of only eating the centers of fruit.
manifold	A great many: "The manifold leaks in my MG's radiator caused me to spin on that last corner."
needle rollers	Old, inner-city women that have turned to lives of crime in order to supply their knitting and sewing habits.
oil bath	The dousing you get when changing the oil filter on an

panhard rod	A French connecting rod.
pinion	A small pine tree whose wood is used to build Morgan cowl supports.
ratchet	Deposits left in abandoned garages by large rodents.
Seat squab	A small game hen found in Spain.
semi-floating	Typical driving position during a heavy rainstorm.
setscrew	A small locating screw that is broken off or pre-rusted at the factory after installation.
shackle	A semi-flexible coupling describing an MG owner's relationship with the MG.
shell bearing	A temporary replacement bearing purchased at a gas station.
solienoid	A particularly insidious form of paranoia that frequently strikes after a frame-up restoration. Symptoms are fear that the restored vehicle could become the only example left in the world.
spanner	An iron worker that travels across the country to work on suspension bridges.
speedometer	A universally inaccurate instrument used as the sole basis of outrageous stories told at club pizza feeds.
stub axle	A remanufactured piece made from a halfshaft.
swivel pin	A kingpin's girlfriend, or moll.
track rod	An especially stiff anti-sway bar used only for racing.
wet sump	An external sign of a serious oil leak.
windscreen	A device erected in front of the cockpit after the windshield has been folded down, to keep the bugs out of one's teeth and hair.

Reprinted with permission from MGA!

and submitted by Jamie Pfeifer.

Re-reprinted from FORMAT, a monthly publication of the Morgan Plus Four Club, California.

HOGMOG HOGMOG HOGMOG



Conclusion

John Collins photos



"Another funny thing which came up was when they asked what system we used for filing things, and I said 'A B C'. They said 'What's that?', and I said 'As far as I'm concerned, it's the English alphabet'. It finished - no more questions!"

BLURB In terms of Morgans never dying, I seem to remember talking to Chris Charles about a Morgan that was rear-ended in the States. I believe he was able to get that one going again.

PM He did. It's on the road now. After the accident, when everyone assumed the petrol tank had blown up, it still had three gallons in it. Chris Charles got it back, and confirmed it, and the tank wasn't damaged.

That was a very unfortunate incident, largely my own fault, and, really, advice from my lawyer. I showed him the original letter I'd got, and he said "With your reputation in America, you ought to respond". When I saw a QC afterwards, he said "Well, the fact that you responded implied that you accepted their jurisdiction". I subsequently found out that the other lawyers thought we were part of, British Leyland, with massive resources. They wouldn't believe

that we didn't have public liability insurance, which we had for the whole world, but I didn't have it for North America, because at that time I wasn't selling any cars at all in North America. And, of course, the other big one, where the Department of Transport in America was very good to us actually, was that the car shouldn't have been in the States. I know they went in, but, strictly speaking, that actual car was supplied to Canada, but was taken across the border by its third owner. The Department of Transport said "You've always been very honest with us. We will support you". But, of course it went the Supreme Court, and I didn't have five million or ten million. It was settled. It didn't hurt us badly at the end of the day, in that it was spread over two years, and, in actual fact, we just made a very small profit in the second year.

It was a very interesting case. It taught me an awful lot about American jurisdiction. And it was

THE PREZ SEZ!

Since Audrey and that well known lei-about Reg have been in Hawaii for most of February, and since this letter recently arrived, I decided to let Marlies make a "guest appearance" in The Prez Sez.

PS On checking with Audrey, who had just arrived back at noon that day, on whether she wished to lay claim to her "spot", she said "My article is short and sweet - Here today, gone to Maui!"

Just a short note and a copy of a letter[★]recently received, as you will note, Audrey has also received a copy of the same, but since she is away for the month I will answer today, indicating that our club is interested in participating.

You might want to print some excerpt from it in your next Blurb, Alan is a member of the same type of set-up with BMW (motorcycles of course) and the information given lists name and telephone contact only, indicating proximity from nearest town, and what is available, ie friendly chat and coffe, to garage space or towing in case of break-down, and a coded listing of what each individual is able or willing to offer.

I would think that this is something that could be exchanged within various clubs, including England, Germany, Holland etc. were there is a fair number of Morgan members, and could possibly include calling someone up if in the area to get some inside tips on touring, local attractions etc. while on vacation in that particular area or country without involving the 'member' with more than a phonecall.

Anyway, I think it opens up all kinds of possibilities for var. Morgan Owners to have more contact with one another, especially in case of breakdown and would be most helpful to all of the Europeans who might take part in the 1990 Run.

I have also received a couple of letters from the Regalia person in Holland, regarding Regalia mainly, but also questioning the feasibility of the '90 RUN, and it seems that a group of them might be coming to take part, keeping in mind, that the Europeans are much better equipped for a holiday of the length required, since they do get anywhere from 4 weeks and up in vacation time.

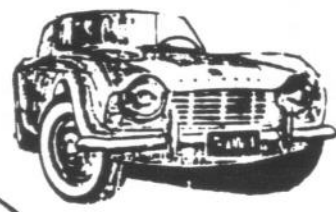
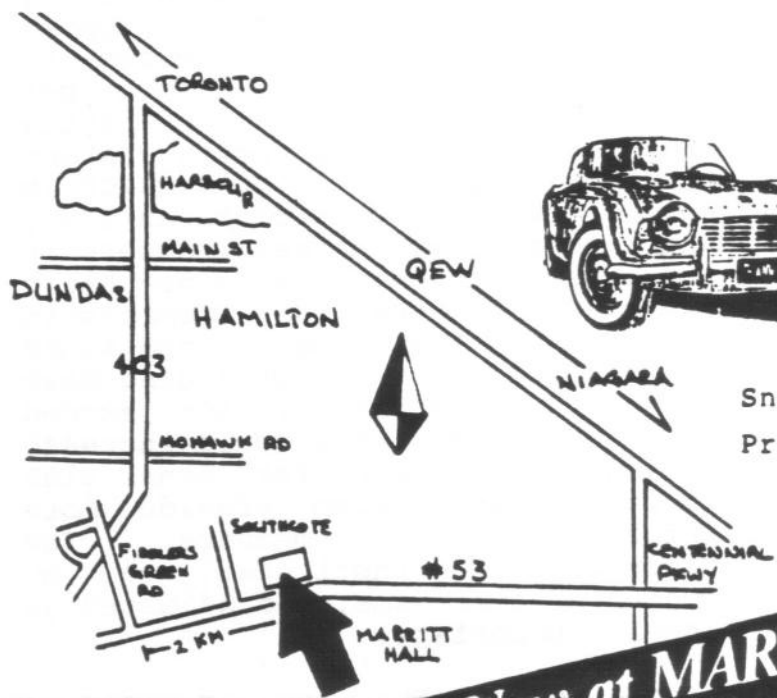
I did mention in my reply to his questions, that we tend to be a bit more hospitable than folks over there, mainly because we are for the most part better equipped to handle company, improvising with a spare cot etc. and in general having more spacious living accomodations, hence it might be possible for some of us to offer a night or two BB to some fellow Morgan Owners.

Also I have updated the list you mailed, some members had paid for more than one year previously and some paid very early in the season, directly to audrey, obviously somehow Ron did not get an update. Hope my notes are clear. If you have any questions, please do give me a call.

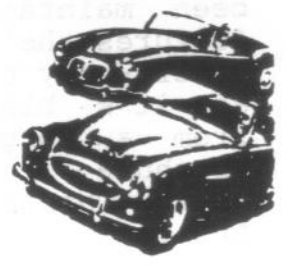
★ The letter proposes the establishment of a list of names and telephone numbers of Morgan owners willing to offer assistance to kindred spirits in trouble away from home. More in the May issue.

EVENTS

8th Annual British Sportscar Fleamarket & Car Show



April 16th



Snack Bar
Prize for Best Club Display

Now at MARRITT HALL, Hwy 53, Ancaster



CAN - AM CHALLENGE 1989 I

May 27 to May 28



London, Ont.

Come join the London run with the Boreit Triumph Club. More details to follow in the spring issue!

For more information contact : John Bower (519) 663 - 0853

Reprinted from The Ragtop, Winter, 1989, magazine of the Toronto Triumph Club.

HOGMOG HOGMOG HOGMOG

The Western New York MG Club has arranged a trip to Niagara-on-the-Lake on April 22&23, and has invited the Western New York Morgan Club. We have not been invited, but I'm sure there would be no objection if anyone happened to stray into NOTL that weekend!!

EDITORIAL

Notice the deliberate mistake - the editorial car is NOT on the cover of this issue! Notice also, though, that the new colour cover policy has been maintained. The March issue features the "Tribute to Henry Ford" cover - any colour you like, as long as it's black. The photograph is from a Morgan Motor Company Ltd. brochure, contributed by member Chris Charles of CMC Enterprises Ltd..

This leads rather nicely to a policy question: should the Blurb accept commercial advertisements? I raise this subject because I was approached recently by a company which would like to place an advertisement in the Blurb, and, having given the matter some consideration, I believe advertisements should be accepted.

The purpose of the Blurb, in my opinion, is to entertain and inform club members. Ideally the focus should be first on club events, then on matters Morgan, then on general motoring topics, then on whatever it takes to fill the Blurb. Clearly, commercial advertisements have the potential to inform members in all areas except the first.

A survey of club magazines received through the inter-club reciprocal system reveals no consistent pattern but commercial advertisements appear in Format (California), RoughRider (Washington, DC), Miscellany (UK) and Ragtop(Toronto Triumph). Our club is much smaller than these clubs, and our membership is somewhat more dispersed than I suspect is the case for theirs. We

have, at the time of writing, 70 paying members. How, then, would we arrive at a suitable advertizing rate? As a first step, I propose that advertisements be limited to business card size i.e. eight per page, and be free for paying members. This would be consistent with past practice, under which we have featured CMC Enterprises Ltd., and, hopefully, increase membership and associated revenues. Since Blurb costs are less than membership revenues at the moment, and since the marginal cost of producing more Blurbs will certainly not exceed existing costs, this would increase revenues available for other club purposes, and also provide more information to members. The practice, if instituted, can be monitored over time, and adjusted as seems appropriate.

Accordingly, I have provided a complimentary copy of this issue of the Blurb to Canadian companies whose advertisements appear in Ragtop. Should any of them decide to respond to this proposal, become HogMog members and send in their business cards, those cards, together with those of any existing members wishing to advertise, will be featured in the May issue, UNLESS there is a strong expression of opposition to this idea from existing members, in which case the membership cheques will be returned.

If past practice is any guide to the future, the Blurb is about to enter the age of advertizing. If not, this proposal will, at last, have succeeded in provoking some feedback!

HOGMOG HOGMOG HOGMOG

REGISTRATION NOTIFICATIONS SINCE THE JANUARY BLURB

Mike Compass
W.J.MacKenzie

Peter and Dorothy Pfahl

John Preston
John Roberts
Ken Voss

Peter and Rose Whitworth
Bill Woodland

FEEDBACK

Christopher Ball
1927 Blendale Dr.
Pickering, Ont.
L1V 1W8
(416) 831 - 6595

The Ragtop
Magazine of the Toronto
Triumph Club, Inc.

Chris Chapman,
29, Heronscroft,
Bedford,
MK41 9LS,
GT. BRITAIN.

3th. February, 1989.

Dear John,

I have just taken over as editor of the Ragtop Magazine, and Stuart Beatty forwarded all the recently received club letters and magazines to me. I was very pleased to see yours amongst them and would very much like to continue getting it. In fact I would love to see an original of the Jan. '89 issue if you still have some! Either way I would appreciate a brief note regarding your costs on the colour, as I am looking into the possibility of a colour cover for Ragtop, once a year.

Enclosed is a copy of my first issue of RAGTOP. Please excuse the typos and such. It was a classic "worst case" picture at the Ball household, with everyone sick after Xmas. Next issue my wife will proof it!

I enjoyed seeing the Morgans at the last British car day. I hope that we'll see more of your wonderful cars in the summer of '89.

In advance John I thank you for your time in digging up those costs.

Yours sincerely,

Christopher Ball

All to Preserve the Triumph

Dear Mr. Collins,
with the blessing and encouragement of Peter Morgan, my co-author Dr. Jake Alderson and I are writing a book on the competition history of the four-wheeled Morgan. Indeed, it was Peter who gave me a copy of your magazine, containing your address, when I visited the factory a couple of weeks ago.

I would be very grateful if you could help us with our research into Morgan racing in North America, especially during the nineteen fifties and sixties. If you are able to put us in touch with anyone who was involved with tuning or competing during that period it would be a great help.

I look forward to hearing from you,

Yours sincerely,

Chris Chapman.

Over to you HogMoggers in particular and Morgan fans in general. You may write directly to Chris, or, if you prefer, write to the Blurb, and I will forward the material. Either way, it would be nice if you let the Blurb know that you are responding. Whilst not wishing to scoop the authors, we are always looking for suitable typewriter-fodder.

HOGMOG HOGMOG HOGMOG

In order to minimise club costs, I sent a Xerox of the colour cover to clubs which had not sent me a magazine for some time. I have now sent a colour cover to Chris.

Our cost for the cover was just under \$2.50 each. HogMoggers may wish to note that Toronto Triumph Club membership is \$35 (ours is \$15), and they send out four Ragtops per year (compared to six Blurbs). They charge \$300 per year for a full page advertisement on the rear cover.

Their print run is about 500(ours is about 100).

NEWS FROM THE FRONT!!

Chris Charles, just back from a visit to the factory, tells me that the waiting list is now up to ten years. The popular press has been featuring Morgan of late, and the orders have been flooding in. Chris says that Derek Day told him they just don't know what to do with the orders.



CHATEAUBRIAND!! THEN AFTER 8'S AT MY PLACE

HOW CAN I TELL TIM I'D RATHER HAMBURGERS AND A PLUS 8 ON THE OPEN ROAD!!



Phone (519) 743-2491

C.M.C. ENTERPRISES

Sales, Service & Parts

Chris Charles

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



PLUS 4

YEARS
AGO ©



(advertisement)

ST. ANDREW'S COURT ACADEMY

Do your friends call you a Wallflower or Social Leper behind your back?
Enroll now in my
**ST. ANDREW'S COURT ACADEMY
AND FINISHING SCHOOL FOR
WALLFLOWERS AND SOCIAL LEPERS**

Be groomed to lead sing-songs, wave a baton authoritatively, and tell jokes. Have your photo appear in the BLURB more than anyone else! And learn to brag convincingly about it yet get away with it. You too may be next year's Peoples' Choice at Niagara!

PEOPLES' CHOICE
SGT-MAJOR (RET'D) GEO LABBORD,
PROP., (STONEY CREEK FUSILIERS)

(advertisement)

OMAHAWK
WORLD'S FINEST
SPLITTERS & SHAVERS

You too can have that ugly fixed windscreen on your Drophead Coupe converted to a fold-down type by TOMAHAWK LOG & WINDSCREEN SPLITTERS! Can be in permanently horizontal position or at a slightly extra charge can be hinged to swing upward to facilitate raising your bonnet.

DON'T DELAY! Contact:
A B Sands & Co.,
Franchisees for Tomahawk,
Piper's Hill Farm,
RR= 1, Colgan, Ontario.

Fold-down windscreen can be hinged for easy access to your engine!

"A Face You Can Trust"

(advertisement)

SAVE \$1500!

LIMEHOUSE

HIGH TENSION LEAD INSULATOR

YES FRIENDS, that's right! Save \$1500. From the honest folks who sold you the pill that lets you run your car on pure water (if you can find such a thing).

Now we bring you an incredible device for curing all your ills - the **LIMEHOUSE HIGH TENSION LEAD INSULATOR** (Patent applied for) to solve all those problems with your carbs, distributor, coil, cam shaft flat spots, piston chatter, and bald tires.

Already endorsed by a prominent member of the Morgan Owners Group and assiduously tested in a Georgetown academy.

GREATEST AUTOMOTIVE ADVANCE SINCE THE CHEVY II!

LIMEHOUSE PROMOTIONS INC.
R Shier, Prop.

as sound as a dollar

For those who do not remember advertisements in the Blurb:

Top Left

THE SUBLIME BLURB,
February, 1982.

Above

THE BLURB,
April, 1980.

Left

THE INESTIMABLE BLURB
October, 1981.





PLUS 8

YEARS
AGO ©



Its streets had filled with loads of deers,
The town of York had lost its hubbub;
Quoth Mayor William Lyon McKenzie,
(By now whipped up to a passionate frenzy),
Why, my mind at last it twigs,
We'll hire ourselves some pigs,
And soon the ditches of York
Shall be scavenged clean by pork!

The people moaned 'though clean it was,
The Mayor groaned, and all because
Their burgh was laughed at like some clown,
Their York, the nation called "Porktown".
And seeking to reverse ill fame
They chose "Toronto" as York's new name,
But in lieu of that Proper Noun,
The nation just called the place "Hogtown".



So when the national Morgan Owners Group
Was founded by a Toronto troupe,
Instead of cat, stork, or frog,
Its mascot had to be a hog.

This year the English Morgan folk,
Thought it would make quite a joke,
If the British Sports Car MOG
Celebrated with their own hog:
"We really do not give two figs
If Canada was first with pigs."

The Brits all laughed,
As Canadians chaffed
To maintain their copyright,
HOGMOG was going to take its fight
To the world's Hog Market Boards,
And to the British House of Lords.

Both clubs' treasuries were soon depleted,
Neither would admit to being defeated,
Legal fees rose as tort on tort
Was presented to the Highest Court,
But Canada warned, "This is no ruse,
We'll simply raise our next year's dues!"

... by Old Fotted.



funny because, about the legality of the car, the female judge said "I'm not considering the fact that Morgans should not have been in America, because Morgans sell cars throughout the world". Well, that's all right, because it was up to America to stop it coming in, of course. And she said "In any case, I don't think it's fair on the plaintiff".

It was really strange, because I know I went over and slept beautifully right up until the deposition, which turned out OK, and I know the night after I couldn't sleep at all because I was answering questions the whole night - still going, still working. Another funny thing which came up was when they asked what system we used for filing things, and I said "A B C". They said "What's that?", and I said "As far as I'm concerned, it's the English alphabet". It finished - no more questions. There were quite a lot of laughs, actually, quite a lot of laughs.

It was said afterwards by the lawyers that they never wanted to see Peter Morgan in Detroit again. That's diverting a bit

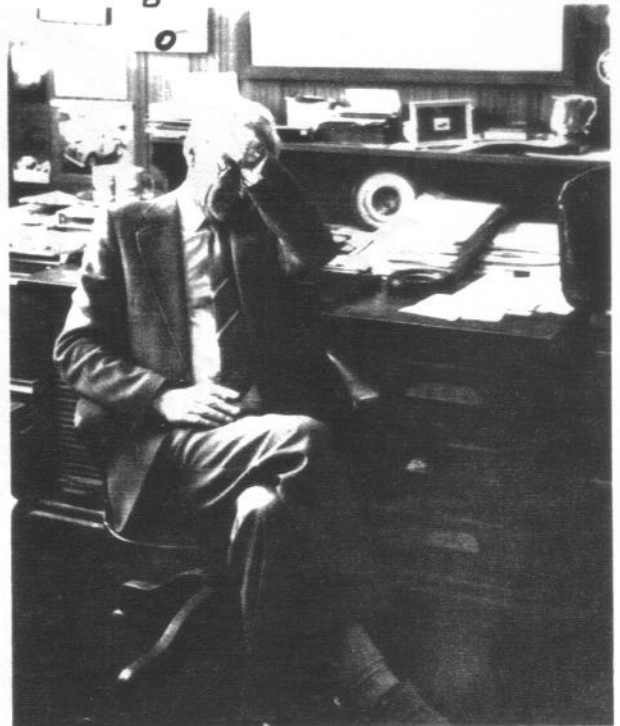
BLURB A very interesting diversion

PM Delivery delays: as I say, it's about a year or eighteen months overseas.

BLURB You mentioned one in the Falklands and one in St. Helena. Have they been there long?

PM The Falklands one has been there quite a long time. It's a four seater. Must be four years, five years. It was about two years after the incident. It is an Englishman, the one who deals with the jurisdiction side of things. The reason, which is quite an amusing little story, is that, it's said that the Governor there runs around in a London taxi, so, not to be outdone, this chap thought he'd have a Morgan 4/4 four seater. So he did.

DOES THIS FELLOW
COLLINS EVER RUN OUT
OF SILLY COMMENTS?



BLURB I suppose I'd better scotch any rumours that the one in St. Helena was supplied to Napoleon.

PM Oh, no, no, no..... It might be a relation!

BLURB I've often wondered if there is such a thing as a profile of the average Morgan buyer.

PM Well, that's very difficult. I think the way I'd like to comment on that is about my two big bonuses, owners and staff. I like to work with the staff, except at wage negotiation time, when I'd like to wring their necks!

BLURB That's normal!

PM Yes, that's normal. By and large they're terrific. There have been occasions when I've said to them "Look, cash flow is not very good at the moment", and then they really get down to it - they can all be very helpful. And the other thing, of course, is the owners of Morgans.

They're really good. They can be very critical, and what they expect is a good solid answer. And I will tell them, if the problem is mechanical, you can give them a reason. At the end of the day, if you really want improvements to that, are you prepared to pay more? And they've always accepted that. But you can't fob off a Morgan owner. You've got to give a straight, honest reply, and they'll always accept it. They're marvellous, but as I say, they're quite critical.

I've had terrific feedback from owners generally, and changes have been made. The last change, really, which partly came about through the owners, was the change in the painting system. People were coming round and asking if they could get a better paint job, and were quite willing to pay more for it. And I thought, well, now's the time, because there are times when you can put the price up, and times when you can't. About four years ago I couldn't - Germany was very difficult; the exchange rate wasn't too good. What we found this last time was that the very fact of painting the wing unit separately, fitting the wing, taking it down and painting it fully, then refitting it again meant adding two more people here. Actually, that's why I'd never done it in the past. I'd always wanted to, because when we rebuilt a car it was always a better job. I didn't do it purely and simply because I knew perfectly well it would generate a price increase.

1
Then we came to a period of time when you could afford to do it, when people wanted quality. Lots of 4/4's want chromed wire wheels: about 85 to 90% want chromed wire wheels. It's amazing - if you go and look at the length of the build tickets I am amazed at what people want in all the little extras, because the mechanical specification we do not change. Different coloured piping around the seats, and dual colour schemes, which, personally, I don't like on a four wheeled car.

BLURB I tend to agree with you on that, but a lot of people, especially in the States, like these things. I remember the first visit I made to Luray in 1979; the car that won the concours had the bell housing chromed, and I remember the owner touching up the paint on the exhaust manifold just before judging. That was Mort Kuff, I believe.

PM Yes, well he was one of the first really to ever do a real concours job on a Morgan. But it's interesting because you hardly ever see a standard Morgan being produced. We even have two qualities of leather, and a lot of people go for the more expensive type.

I think the car tends to appeal to the young... certainly the young in mind. It's a pity, perhaps, that prices have gone up, though, some years ago I did an exercise on the increases in price on Morgans, and I found that, compared to the Mini, the Jaguar and the Rover, the Morgan, actually, had increased less over a period of time. We were quite pleased about that. I make the point because that's one way in which I think my father was so clever, because we've never been able to make anything cheaper than he could. If we modify something, it's always more expensive. He could make the thing work, but he'd worked it out the cheapest way, and I say he's much cleverer to make a cheap car than an expensive one. When money's no object, you can do all kinds of things, but when you're building down to a price, then you really are sorting yourself out.

Concluded.....with thanks.

THE FIRST AND LONGEST LASTING OF THE REAL SPORTS CARS

FROM THE BARE FRAME TO THE FINISHED CAR, EACH MORGAN AT THE FACTORY HAS THE OWNER'S NAME PRINTED ON ITS BUILD TICKET, SO EVERYONE WHO HELPS TO MAKE IT KNOWS WHERE IT IS GOING. AS IT PASSES THROUGH THE DIFFERENT DEPARTMENTS OF THE FACTORY A NUMBER IS STAMPED ON THE BONNET AND THE FRAME, SO A KEEN OWNER CAN DISCOVER WHO BUILT HIS PARTICULAR CAR.

THE SKILLED CRAFTSMANSHIP THAT GOES INTO A MORGAN IS COMPLEMENTED BY MODERN MATERIALS AND PROCESSES. FOR EXAMPLE, EACH UNDER BODY PANEL AND BRACKET IS ELECTROSTATICALLY SPRAYED WITH A POLYESTER POWDER WHICH IS THEN BAKED TO A GLOSS FINISH. NUTS, BOLTS AND FIXINGS ARE COATED WITH ZINC PHOSPHATE. THE STEEL CHASSIS IS COATED WITH ANODIC BLACK PAINT OR GALVANISED AT THE OWNER'S REQUEST. THE ASH HARDWOOD BODY FRAME IS SOAKED IN A TANK OF CUPRINOL BEFORE IT IS FITTED TO THE CHASSIS. THE EXTERIOR OF THE CAR IS SPRAYED WITH 2 PACK ACRYLIC PAINT WHICH IS BAKED ON TO THE BODY PANELS.

THE BEAUTY OF A MORGAN IS MORE THAN SKIN DEEP.



MORGAN MOTOR COMPANY LIMITED

International Gathering of Morgans in Scotland

23rd - 25th JUNE 1989

The Scottish Centre have organised a special event in the Spey Valley centred on Carbridge in June 1989 and hope you will be able to join us and use this form to make advance bookings at preferential prices. Further details of the various parts of the event are described in Miscellany. ★

ADVANCE BOOKING FORM		No. req'd.	Cost Each	Total
REGISTRATION per car includes programme and windscreens stickers				
FRIDAY 23rd JUNE			£1	
TEST DAY at Knockhill Racing Circuit 10 a.m. - 4 p.m.			£15 per car	
WELCOME RECEPTION/NOGGIN at Landmark Visitor Centre, Carbridge at 7 p.m.				
SATURDAY 24th JUNE				
Scenic runs of the Highlands starting from Landmark Visitor Centre, Carbridge at 9 a.m.				
Buffet Lunch at Brodie Castle 12 noon - 2 p.m.				
Highland Banquet at Glenfarclas Distillery at 7.30 p.m. and Ceilidh. (limited numbers available).				
Coaches from preferred departure points to Glenfarclas Distillery and return.				
SUNDAY 25th JUNE			£1	
Gymkhana in Morgan Field, Carr Road, Carbridge starting at 10 a.m.				
Concours in Morgan Field, Carr Road, Carbridge starting at 10 a.m.				

I enclose a cheque for £ . Payable to 'Mog 89' Name.....
 Signed..... Address.....
 Date.....
 Membership No..... Model and year of car.....

PLEASE RETURN THIS FORM WITH YOUR PAYMENT TO MURRAY CHARTERS, TREASURER,
 NOG 89, 2 Eastgate, Peebles EH45 8SN
 Tickets and programmes will be despatched from April onwards. No postal bookings accepted after FRIDAY 3th JUNE due to allowing time for processing and distribution.

For those wondering about visiting Scotland for the 80th Anniversary, a report on the 75th Anniversary is included on Pages 13,14 and 15.



MORGAN SPORTS CAR CLUB SCOTLAND

International Morgan Gathering
 23rd-25th June 1989

EVENT INFORMATION

FRIDAY 23rd JUNE — TEST DAY AT KNOCKHILL RACING CIRCUIT 10 a.m. — 4 p.m.
 The Knockhill Racing Circuit is one of the venues in the Scottish Sprint Championship and here is a chance to test your skills on this excellent track. The circuit is easily accessible on the route north and will be a convenient stopping-off point.

WELCOME RECEPTION/NOGGIN AT THE LANDMARK VISITOR CENTRE, CARRBRIDGE AT 7 p.m.

Landmark is a superb centre with an excellent bar and restaurant, both of which will be open. There is also a large shop and visitors' centre and a superb adventure playground and highland walk. A great spot for all the family.

SATURDAY 24th JUNE — SCENIC HIGHLAND RUNS

Starting at Landmark and finishing Brodie Castle, where a buffet lunch is available. The scenic runs are spectacular and varied, with the routes taking in, amongst others Loch Ness and the Whisky Trail. Brodie Castle is a fine National Trust property and it is hoped, a large display of Morgans will assemble there.

The evening's entertainment is the Highland Banquet at the glorious Glenfarclas distillery. It was once said "of all the whiskies the malt is King and of all the malts Glenfarclas reigns supreme." The evening at the Distillery will prove this. A splendid menu has been arranged and a ceilidh will follow the meal. Numbers will be limited due to the size so therefore book early! A guided tour of the Distillery will be on offer prior to the meal.

SUNDAY 25th JUNE — GYMKHANA

The Gymkhana will take place in the Morgan Field, Carr Road, Carbridge, where some tricky and entertaining auto tests are being arranged. The usual catering (and watering) facilities will be available with trade stands, etc. The concours competition will also take place at this venue, starting at 10 a.m.

HAPPY BIRTHDAY, MORGAN!

*In which our resident Moggie freak
celebrates Belgian ash,
sliding pillars and other things
that go squeak in the night*

BY DENNIS SIMANAITIS

An evidently proud Peter Morgan displays a many-candled cake.



*Maurice Owen, director of Morgan's
development and engineering, surrounded
by the tools of his trade, not to say some
other things as well.*

MY AFFAIR WITH Morgan goes way back. I mean way back. Long before I learned to drive even. I began admiring these cars in early pages of the very magazine you're holding, pages that defined Morgans in terms of honest flat radiators at one end and twin spare tires at the other. The trikes' character was even stronger, with thumping V-twins hanging off the front propelling their single rear wheel, skittery little contraptions looking like tiny biplanes sans wings and tail.

Given my empathy (some would call it mania), imagine my delight in being invited to Morgan Motor Company's 75th anniversary celebrations. And, while you're at it, imagine my First-Born Suzanne's delight in learning she was to accompany me as a high school graduation present. It was quite enough to encourage a little historical research.

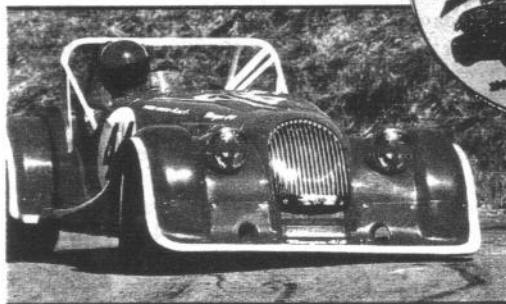
Cast your mind back to 1909 and Malvern Link, Worcestershire, when and where, respectively, H.F.S. Morgan assembled a 3-wheel Runabout of particularly elegant design, especially in light of the time and genre. Trikes of the period were nothing more than cyclecars playing a tax scam. And cyclecars tended to be tacky indeed, with the trikes' only edge being that they passed for motorcycles in the eyes of His Majesty's Inland Revenue. Evidently Mr Morgan's example met the tax criterion admirably without overworking the tackiness side of things, because a queue quickly formed and, before long, there was a waiting list. Over the years, the list has done nothing but grow, to the point that today's enthusiasts may wait three to five years (!!!) for Morgans, which leave the works at a rate of nine per week. Supply and demand in action, eh?

H.F.S. and his little company did okay for themselves, peaking at something like 50 trikes per week during the Twenties. Moggie 3-wheelers remained in production until 1950 and, indeed, of the total 50,000 Morgans produced to date, roughly half of them have been trikes.

A 4-wheel prototype appeared as early as 1922, but, sensing 4-wheel motoring as merely a passing fad, H.F.S. shelved the idea until 1936. By this time, his son Peter was doing odd jobs around the works, not to say putting a couple of the prototype 4/4's wheels into the lake adjoining the family's Berkshire country house. The nomenclature 4/4, by the way, was adopted to identify the count of this Morgan's wheels and cylinders: plain and simple. This refreshing straightforwardness prevailed in naming later models: When Vanguard began supplying the works with a larger 4-cylinder engine in 1950, it went into the Plus 4. When Rover V-8s started arriving at Malvern Link in 1968, each left the works powering a Plus 8.

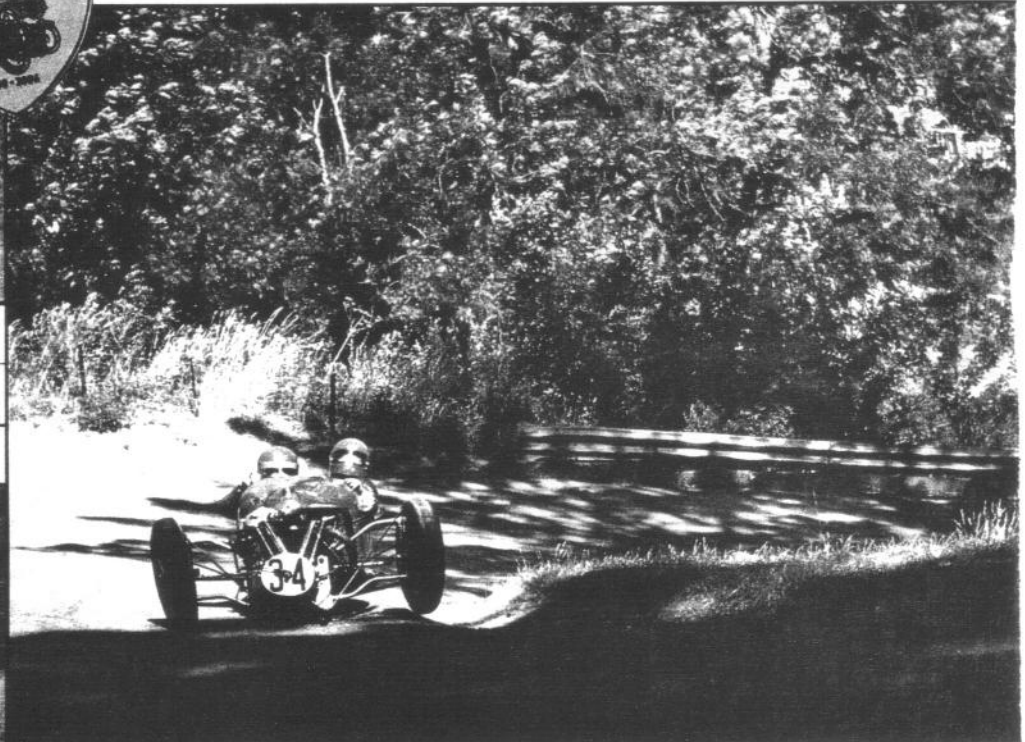
Other pivotal dates that Moggie freaks are fond of reminding one another about include 1954, 1963 and now. The first is when the flat radiator gave way to the current curved variant, largely because Lucas stopped producing teardrop headlamps. The second marks the Earls Court debut of the Plus 4 Plus, an aerodynamically styled fiberglass coupe, of which only 50 were built over a 2-year period. And this year will be remembered for several things: introduction of a fuel-injected Plus 8; semiretirement of that famous muscle-building duo, Cam and Peg, in favor of two wimps named Rack and Pinion; and, of course, the entire todo celebrating 75 years of this nonsense.

Celebratory aspects included everything from a proper civic reception hosted by the Malvern District Council to an occasionally improper Noggin and Natter, Morganites' interpretation of the term "cocktail party." Accompanying these behavioral extremes came a day at Prescott Hill Climb (where Daughter Suz did the family proud by serving as flag marshal at Pardon Hairpin). The day following at Eastnor Castle was complete with concours, auto tests and regalia stands. Our American contingent, close to 80 strong, also had a long (and loud) dinner at Upton-on-Severn's Star Hotel, presided over by Maurice Owen, ex-officio host of the place as well as Morgan's director of development and engineering. It was he, for example, who did much of the Plus 8 development. The Star was suitably outfitted →



Among the things that never change are enthusiasm and sliding pillars.

They also serve who only stand and flag: First-Born Suz at Prescott.



PHOTOS BY THE AUTHOR, JOHN BLAKEMORE & ART FLORES

for the day, displaying as it did a Union Jack, Lucas banner and California flag, the last for Bill Fink of Isis Imports, Morgan's U.S. agent. A "No Parking - Police Order" sign was also posted out front. "That's to leave room for interesting older Morgans," Maurice said. "It's actually our sign," he confessed, "but every so often, the police pick it up by mistake so we have to go fetch it from them."

A neat character, Maurice, and a wonderfully refreshing contrast from his opposite numbers at some other automakers. We were talking of the scads of absolutely mint Morgans around, yet how scruffy his own Plus 8 was. "It's also our development car," Maurice said by way of explanation, "and we never seem to find time for pounding out the odd dent it gets. There are always bits and pieces being tried out on it, you know."

It seems some of these bits and pieces have been under development for more than a decade now; for instance, telescopic shocks replacing the aged lever-arm units at the rear. How are they coming along? "You used to hit the first bump in a Morgan, miss the second one and hit the third. With these, you touch the road in between," Maurice said.

And right he is. Peter Morgan, chairman and managing director since 1958, was kind enough to offer us a day with his own Plus 8, having not only the new shocks, but also the rack-and-pinion steering and fuel injected powerplant. Out of deference to its ownership and condition (it had been pretty heavily flogged by previous journalists), my drive of MMC 11 was relatively gentle. Nonetheless, I can report that it rides more smoothly than any previous Morgan, which is akin to saying Atilla's nephew is more polite than any previous Hun. Its steering no longer puts hair on the chest of young maidens, though I still lament what it will do for their biceps. And its fuel-injected performance would make for a good race with an Isis Imports turbo V-8 (see our recent road test, August 1980).

If you agree that August 1980 is, in fact, recent, then you're truly into the spirit of appreciating Morgans. H.F.S. designed the sliding pillar front suspension in 1909, and it has been a

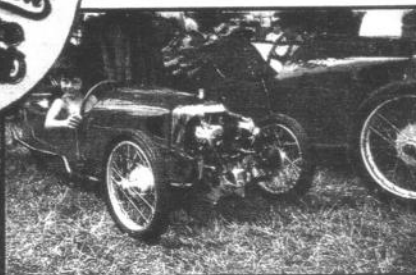
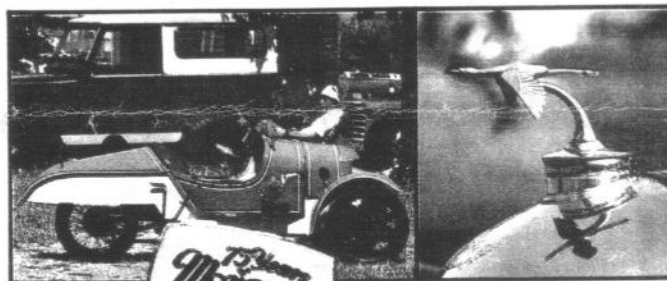
feature of every Morgan since. Proper motorcar construction once dictated wooden structures (the best wood being Belgian ash) cloaked in sheet metal perched atop a steel frame; and so it is with the Morgan today. "I'm never averse to change if it is for good reason," said Peter Morgan, "though the car should keep to a definite theme." As, indeed, it does.

There they were at Prescott Hill Climb: theme and variations, the earliest ones tiff-tiffing up the hill, the racing trikes becoming bikes momentarily as they blatted past us at Pardon Hairpin, the hill's steepest and tightest corner. Then came 4-wheel cars mixed with later 3-wheelers: a cycle-fender Le Mans Replica, a postwar F4 4-seater displaying decidedly more people than tires, a rare Drophead Coupe whose passenger had recently retired from the works—having started there in 1915! Last, the recent cars: Plus 4s galore, one of the rarest Plus 4 Plus Coupes, 4/4s and Plus 8s. Last up the hill was Peter Morgan himself, talked into taking a run in MMC 11. He did so at a pace well beyond ordinary touring.

The British certainly know how to do motor sports. Wonderfully cordial people, picnic lunches arranged on blankets over gentle green hills cut by a narrow twisting road. The cars can be heard from start to finish and can be seen for much of the climb. A particularly well wrought corner brings polite applause from the spectators, and this is audible too.

Suzanne is off to college now, with her mind's eye on a yellow 4-seater of which she has grown fond. I suspect someday she'll recall that her affair with Morgan goes way back. ☐

Contentment is a top down, a folded windscreen and a twisty road.



Bill Fink puts final touches on Isis Imports' unofficial U.K. headquarters.

PHOTO BY SUZANNE SIMANAITIS

I have taken some liberty with the following doggerel. However, if you were to check a road map the villages of Cottesloe and Warsaw can be found just east of Peterborough, and as a point of interest the car that roared alongside of us for so many a mile was white in colour, and now as promised -



Mogging in Iambic Pentameter

by Peter George

Me and my buddy and brother Joe
 We started out from near Cottesloe
 The village of Warsaw was home those days
 Far removed from Toronto's maddening ways

We hadn't much spare spending cash
 The tires were low and we needed gas
 But when everything was all said and done
 My old plus four was there ready to run

We tore off in the middle of the night
 Just like any civilized Moggie might
 We left the side curtains and the top
 But then the night was clear so why not

Flying low and flying wide
 Out onto a deserted highway seven we did glide
 A Wasaga fun weekend was our aim
 Chasing bikini clad beauties was to be the game

We went through many a sleepy place
 And left them behind at a hectic pace
 We did meet village cops along the way
 But being in a hurry couldn't stop to play

From Beaverton onto Orillia we did roar
 The gas pedal was matted to the floor
 Past a curve we got a frightful scare
 For a car had just brought its lights to bear

From its low slung nature we could tell
 It had plenty speed even enough to sell
 On a straight stretch up he sifted
 And around the next curve we both drifted

For a mile or so he matched our speed
 Of curves and hills he took no heed
 He had a line so crisp and clean
 It was obvious he was Donald's dream

He had twin pots and a clumsy clutch
 He had a speed few other cars could touch
 We were tangling with a Healey at ninety-five
 He wasn't panting but he shifted into overdrive

For mile upon mile on we thundered
 Leaving the night-time silence mutely plundered
 We entered Orillia at one hundred and ten
 Slowing down for a minute, then accelerating again

My buddy looked sick and Joe was a wreck
 But still me and that Healey were neck and neck
 Throughout the race no cops did chase
 They couldn't face our relentless pace

The race came to an end in Waubashene
 It had tested both man and his machine
 He continued north on 103
 While I turned left ~~to the~~ inland sea
 To the

After many a mile over hill and dale
 That night did leave me with this tale
 And even today I'd like to say
 It is still a fond memory in every way

What Dad Can Do,
So Can Daughter

PLUS 4 YEARS AGO



To maintain the poetic integrity of this two page spread, reprints from 1984 are featured!

Morgans

by Rebecca Peace



* POET'S CORNER *



To marqe the 75th Anniversary of the Morgan Motor Company, Mr. Collins has turned all poetic on us, and has penned a limited (very limited, thank goodness) number of Morganic Verses*. To prevent HogMoggers from O.D.ing on bad poetry, we have rationed the number of "masterpieces" appearing in any Blurbl!

What is the name of that slick car
That people come to see from near and far.

The sporty shape and cute size,
May its owner stand or rise.

Listen to the motor, the deep throated sound,
How can he drive it, so close to the ground.

It seems like a mirage in the sky,
It sure doesn't roll, it just flies.

Compared to modern cars of today,
It could still beat a ~~Porsche~~ anyway.

PORSCHE

HOGMOG HOGMOG HOGMOG

LINES WRITTEN IN MEMORY OF LURAY

John Collins

Lonely as a Silver Cloud
I wandered south through morning fogs,
But by the e'en I saw a crowd,
A host of multicoloured Mogs:
Parked outside hotels, motels, bars,
Congregated 'neath the stars.

The next few days were filled with fun
As cars were polished, on display;
Some the autocross did run,
Others rallied half the day:
The grand finale, a banquet fine,
Good fellowship, and meat, and wine.

Though only once this trip was made
Fond memories of carefree rides,
Which gradually, with time, will fade
Are oft rekindled, using slides:
The cars, the places they have been,
Reincarnate on the screen.

But Wordsworth is, I hear you cry,
Made mute by death's confining mist:
You're right, these lines were written by
Another bloody plagiarist.
But one who'd rather drive for hours
Than sit and look at yellow flowers.

Cars Go

Duesenberg of Connersville in sunny L A
Darling of the darlings of the silver screen,
Diplomats and congressmen,
Debutantes and gangsters:
Doyen of the classics that the world has seen.

Proud Hispano Suiza in the capitals of Europe
Paragon of comfort having style, flair, grace;
Pride of Prussian noblemen,
Potentates, princes:
Praetorian conveyance of a rich, rare race.

Basic British Morgan, with tattered top and
sidescreens
Bumping over cart tracks in the damp, cold days;
Beloved of civil servants,
Brokers, clerks and clerics:
Built even now in Malvern in the same old ways.

John Collins, with apologies to John Masfield

Home Thoughts From Abroad

Oh, to be in England
Now that April's there,
For the sportscar fiend in England
Breathes the bracing, springtime air
As the hardtops that had seemed a must
Just a month before can now be thrust
Aside, and the tonneau takes a bow
In England, now!
And after April, warm May mellows
The throaty sound of the engines' bellows:
Hark, to the mighty roar of the red Plus 8
Which scatters young spring lambs in fields of clover
As it pulls from a standing start at the old lych-gate
And demonstrates that a Morgan, powered by Rover,
Is simply just too potent and too nifty
For an old XK 150!
Sad to say, the winner of this bet
Was later caught in a hidden speedtrap, set
In a Morris Minor, painted black
-Far brighter than this custom Cadillac!

John Collins, with apologies to Robert Browning



* READER DISCRETION ADVISED !!
Approval has neither been
sought nor received from
Ayatollah RuhollaKhomaini.

MORGAN MART - A collection of adoptable MORGANS.

The MORGAN MART is published as a service for our MORGAN +4 Club members. Information shall be printed for three months, unless requested otherwise. This is NOT a paid advertisement, and we do not knowingly accept listings from dealers. The MORGAN +4 Club accepts no responsibility for the accuracy of the information contained herein. An * indicates that the information given is current this month.

YEAR	MODEL	PRICE	DESCRIPTION	PHONE	STATE
* 1929	Aero	\$ 9,000	Needs Restoration	(415) 775-7071	CA
* 1929	Aero	\$16,000	Two Speed Anzani	(415) 775-7071	CA
* 1929	Family	\$14,000	2 Speed, Side Valve JAP	(415) 775-7071	CA
* 1930	Aero	\$18,500	Two Speed JAP- Concours	(415) 775-7071	CA
* 1934	MX Family	\$ 9,500	Restored	(816) 931-7201	MO
* 1937	4/4	\$16,000	Red/Tan. Restored	(816) 931-7201	MO
* 1938	4/4s (Two)	\$ 8,500	Restoration Project	(408) 758-6632	CA
1946	4/4 DHC	\$ 9,500	Morris 998cc Engine	(401) 295-8700	RI
1946	MX4 SS	N. P.	Best of Show 1983 DC	(313) 884-7667	MI
1947	4/4 DHC	\$16,500	Restored	(214) 242-1957	TX
* 1949	4/4	N. P.	Fresh Valves	(408) 354-4000 (DAY)	CA
1950	4/4	\$15,000	Cycle Fenders	(301) 228-1950	MD
1951	DHC	\$ 8,500	New Wood, Needs Assembly	(914) 229-7828	NY
1953	Plus 4	N. P.	56K miles-Will Finance	(714) 673-5640	CA
1954	Plus 4	\$ 8,500	Original	(916) 893-1633	CA
1954	Plus 4	\$10,000	Needs Some Work	(303) 366-5898	CO
* 1954	Plus 4	\$16,500	Rare Transition, Rest.	(617) 237-4785	MA
1955	Plus 4	\$11,000	Xlnt Overall	(301) 992-3722	MD
1955	Plus 4	\$12,500	Older restoration	(804) 423-1566	VA
1955	Plus 4	\$12,500	Ivory. Black interior	(215) 527-9205	PA
1956	4PASS	\$ 7,000	Linda Rawlings	(213) 831-5308	CA
1956	Plus 4	\$16,500	X Show Car	(703) 771-8300	VA
1957	4/4	\$12,000	1500GT With Webers	(214) 830-3890	TX
* 1957	Plus 4	\$16,000	Rebuilt in 1979	(604) 274-3459	CAN
1958	4/4	\$10,000	Restored	(301) 987-7070	MD
1958	4/4	\$14,000	Cortina Crossflow	(513) 667-2175	OH
1958	4PASS	\$14,500	Restored 1985	(619) 475-7145	CA
1958	DHC	\$12,500	Stored 19 years	(619) 293-4070	CA
* 1959	4 PASS	\$11,000	Restored	(704) 873-9437	NC
* 1959	4/4	\$ 8,995	1600 Cross Flow	(800) 547-8788	OR
1959	4/4	\$12,000	Runs good	(203) 377-6746	CT
1959	DHC	N. P.	#4349. Runs Very Good	(213) 430-6242	CA
1959	Plus 4	\$ 9,000	Nice Car	(818) 848-6109	CA
1959	Plus 4	\$12,000	Xlnt Unrestored	(818) 954-9151 (AM)	CA
* 1959	Plus 4	\$18,500	Near Concours	(203) 277-6746 (DAY)	CT
1960	4 PASS	\$ 6,000	Original, Runs, Best Off	(209) 591-4189	CA
1960	4/4	\$ 2,500	Needs Total Restoration	(405) 236-2886	OK
* 1960	4/4	\$ 4,500	Needs Restoration	(804) 979-5300	VA
1960	Plus 4	N. P.	Needs Restoration	(703) 243-1846	VA
* 1960	Plus 4	\$12,900	Good Solid Driver	(314) 239-6781 (DAY)	MO
1961	4PASS	\$12,500	Blue/Blue. Xlnt	(213) 434-2800 (DAY)	CA
* 1961	DHC	\$10,500	Good Condition	(219) 456-3435	IN
1961	DHC	\$13,500	All original (40K mi)	(216) 255-6070	OH
* 1961	Plus 4	\$ 8,000	Ready for Paint	(702) 831-2545	
1961	Plus 4	\$11,500	Original Car	(419) 627-1955	OH
1962	4/4	N. P.	Everything New	(404) 751-1018	GA
1962	4PASS	\$35,000	Unbelievable	(401) 539-7211	RI
1962	DHC	\$24,500	100 miles since Rest.	(804) 979-5300	VA

*****CONTINUED*****

****MORE MORGANS****

YEAR	MODEL	PRICE	DESCRIPTION	PHONE	STATE
1962	Plus 4	N.P.	Needs Clutch	(213) 724-0833 (DAY)	CA
1962	Plus 4	\$10,250	BRG, Wire Wheels	(315) 446-0541	NY
1962	Plus 4	\$12,500	Completely Original	(916) 893-1633	CA
1963	+ 4 +	\$26,500	A5530 New BRG Paint	(415) 849-2324	CA
1963	DHC	\$ 9,950	Very nice condition	(312) 692-5245	IL
• 1963	DHC	\$22,000	Fully Restored	(619) 697-4877 (DAY)	CA
1963	Plus 4	\$13,500	3000 Mi Un New Engine	(703) 780-7593	VA
• 1963	55 (5305)	OFFER	Baby Doll V-All Original	(714) 549-7118	CA
• 1964	4/4 GT	\$ 9,500	Looks & Runs good	(412) 443-1028	PA
1964	DHC	\$ 8,000	Original Owner	(602) 924-3701	AZ
• 1964	Plus 4	\$15,500	Great condition	(405) 524-7880	OK
• 1964	Plus 4	\$16,500	Newly Restored	(804) 979-5300	VA
1965	4 PASS	\$14,500	Superb Original Cond.	(703) 866-1541	VA
1965	4/4	\$11,000	Crossflow Engine	(203) 881-1215	CT
1965	4/4 Comp	\$16,500	Serviced & Ready	(703) 771-8300	VA
1965	DHC	\$23,000	Show Detailed	(703) 771-8300	VA
• 1965	Plus 4	N.P.	Fresh Valves	(408) 354-4000 (DAY)	CA
1965	Plus 4	\$17,500	RHD; New Paint & Top	(404) 447-5000	GA
1965	Super Sprt	\$25,000	Xint Unrestored	(518) 792-5686 (DAY)	NY
• 1966	4/4	N.P.	Yellow	(307) 265-2211 (EVE)	WI
• 1966	4/4 Comp.	\$17,000	Restored	(301) 654-4813	MD
1966	4/4 5V	\$17,500	Maroon/Black leather	(703) 771-8300	VA
1966	Plus 4	OFFER	New Wood Partialy Apart	(213) 439 0700	CA
• 1966	Plus 4	\$12,500	98% Finished	(214) 470-9410	TX
1966	Plus 4	\$17,900	10.8K miles	(404) 993-7653	GA
• 1967	4/4	\$18,500	Original-34,650 Miles	(314) 994-1793	MU
1967	4PASS	\$12,000	Chrome Wire Wheels	(703) 243-1846	VA
1967	DHC	N.P.	Needs TLC	(213) 306-4810	CA
1967	DHC	\$16,500	30K Miles	(703) 243-1846	VA
1967	Plus 4	N.P.	Same Owner for 20 years	(214) 964-3554	TX
• 1967	Plus 4	\$15,000	Ready to Enjoy	(804) 979-5300	VA
1968	Plus 4	\$14,500	Good Runner	(703) 667-7982	VA
• 1970	Plus 8	\$26,000	Totally Restored	(804) 486-7737	VA
1971	Plus 8	\$17,750	Yellow/Black	(619) 988-2881	CA
1971	Plus 8	\$20,000	MOG 16 Concours Winner	(804) 273-0551 (EVE)	VA
1973	4/4	\$14,500	RHD. Fully Restored	(303) 831-1389	CO
• 1973	Plus 8	\$18,500	49 K miles	(804) 979-5300	VA
1975	Plus 8	N.P.	Restored by Ferrari Mech	(215) 642-7653	PA
• 1977	4/4 4PASS	\$15,250	Restored?	(502) 636-5871	KY
• 1978	Plus 8	\$20,000	RHD, Well Maintained	(703) 370-3806 (EVE)	
• 1979	4/4	\$19,750	14,000 Miles since new	(415) 592-3960	CA
1977	Plus 8	\$19,500	Two Owners From New	(201) 234-2055	NJ
1980	Plus 8	\$21,000	XLNT. BRG	(714) 645-6164	CA
1980	Plus 8	\$21,500	Turbo. 29,500 miles	(415) 673-4771	CA
1981	Plus 8	\$26,000	Lots of Options	(414) 351-1521	WI
1984	4/4	\$21,000	Propane. 2,218 Miles!	(414) 435-7394	WI
1984	Plus 8	\$23,500	Gasoline	(305) 772-9467	FL

Late entry:

1963 Plus 4 \$20,500 Good Condition, #5037 (805) 733-0801 CA

Calendar of Events

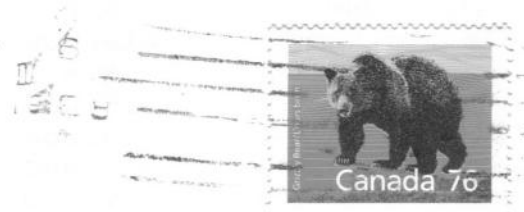
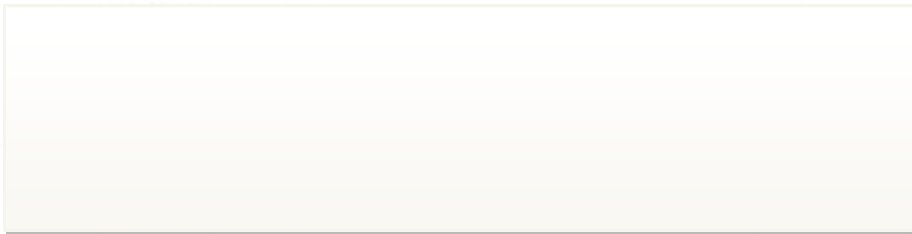
April 16	British Sportscar Fleamarket	Ancaster	Page 5
April 22/23	Western New York MG Club	Niagara-on-the-Lake	Page 5
May 27/28	Toronto/Detroit Triumph Clubs	London, Ont.	Page 5
June 23/25	Great Lakes Club Annual Meet	Kitchener	
June 23/25	MOG 89	Scotland	Page 12
July 4	MOG 19 Washington DC Group		
July 14/17	Mogwest	California	
August 18/21	Laguna Seca	California	
September 8/10	NIAGARA 89		

PRESIDENT	Audrey Beer R.R.#3, Bolton, Ontario, L7E 5R9 (416) 857-3210	EVENTS	Gary Macfarlane, 343, Smith Avenue, Burlington, Ontario, L7R 2T9 (416) 681-0081 941-6420	REGALIA	Joan McDonald, R.R.#4, Box 1078, Tottenham, Ontario, L0H 1W0 (416) 936-3292 936-2092
TREASURER	Marlies Sands, Pipers Hill Farm, R.R.#1, Colgan, Ontario, L0G 1G0 (416) 936-4341 669-6419	MEMBERSHIP ROSTER	Ron Lohr, 62, Talbot Street, Guelph, Ontario, N1G 2E9 (519) 824-9230	REGALIA	Joyce Tomsett, 25 April Gardens, Aurora, Ontario, L4G 4R7 (416) 841-2071

CANADA'S MORGAN MAGAZINE 

THE PRICE LESS BLURB
82.50

EDITOR:



An edition of "The Priceless Blurb" will be distributed during January, March, May, July, September, and November each year.

Material to be considered for publication will have reached the editor by the last day of the month prior to publication.