

FELLOW

CANADIAN

This *document* **HAS**

be **EN** *Leaked* **TO** **you** *early* **in**

The **public** **interest**

A **FriE**ND

of **CANADA**



THE PRICE LESS BLURB



\$2*50



May '89

The FLEXIBLE FLYER



MORGAN OWNERS GROUP GREAT LAKES

Spring 1989

June 23-25, 1989

Waterloo, Ontario, Canada

Mark your calendars and join us for a great weekend at the Waterloo Inn in Waterloo, Ontario. On Friday, June 23, between noon and 7:00 p.m., register at the Waterloo Inn and then join us at the Heidelberg Brew Pub from 6:00 p.m. until (?) for dinner, drinking and singing. On Saturday morning, a driving tour through Mennonite country and arrival at the Elora Gorge for display and judging of cars. During the day, lunch in one of the sidewalk cafes of

14TH ANNUAL



Morgan Owners Group Great Lakes

MIDWEST MEET

Elora, hike around the gorge, explore the boutiques in Elora and the Mennonite craft shops in St. Jacobs. At 5:30 p.m. line up your cars and convoy to dinner at the Waterloo Inn and finish the day at the Seagram Museum for cocktails and tour, followed by the awards banquet. On Sunday from 9-11 a.m., open house at Chris Charles' new Morgan dealership and showroom in Kitchener.

Registration forms will be coming to you soon. For further details, contact Carol or Ted Plafchan.

PLAN NOW FOR A FUN-FILLED WEEKEND

(313) 553-1000 Ext. 646

CLASSICS AGAINST CANCER AUTO SHOW

The second annual Classics Against Cancer Auto Show will be held in Georgetown on Sunday, June 18, this year. Here is a chance to have your car judged in the "Post-War Thoroughbred" category along with Aston Martins, Rolls Royces and Jaguars. (Actually, Sunbeams and MG's are in this category as well.)

Or you can just come along and join a group of 150 or more people who bring their cars along to raise a few dollars for the Canadian Cancer Society. Last year the cars ranged from an 1898 Atlas to a 1988 Ferrari with lots of awards for class winners. No Morgans won anything but that record could be changed this year.

After the show all Morgan folk are invited to the Shier's at Limehouse for a barbecue. Call us at 877-1427.

HOGMOG HOGMOG HOGMOG

THE MIDDLETONS



THE PREZ SEZ!

Nothing like coming home to a months backlog of paperwork, sure brings one down to earth in a hurry.

Talking of down to earth, like many others I always knew there was nothing like a Morgan on a warm sunny day, top down, for that high feeling. Now I have to admit I found another "high" no I havent decided to give drugs a try. While in Hawaii, Reg & I took a helicopter sightseeing flight all around & over Maui. We flew up into the mountains, inaccessible valleys, clipping over the tops of ridges, hedgehopping the high country, viewing scores of waterfalls & slipsliding in & out of bays. This was an experience never to be forgotton, Fantastic & highly recomended.

Thanks go the the DC club & Al Marsh for their efforts in locating where Reg & I were staying to giving us a surprise singing greeting for our 40th Anniversay we really appreciated your thoughtfulness.

Yes John I do agree your sugestion for accepting advertisments from members its a great idea, A free service to members sounds perfect to me & fits in with our tax restrictions as to club rating.

With regard to the letter re Morgan Racing in N. America may I suggest that the (New) Proud Grandad in our club who was so active in those heydays take that one over; Its all yours Mr Sands.

Now lets get to the letters received. Roger Moran has been very busy with the MAA & a copy of his letter was forwarded to John, I have made the advance bookings with the Victoria Park Restaurant for both this Sept. & the following Aug '90. Motel/Hotel arrangements are awaiting confirmation.

Also, was a copy of Ken Hill's new book "Illustrated Morgan Buyers Guide" from the Motorbooks Publishers for review & comment, this I shall get around to as soon as pos. A very quick brouse through made me want to stay with it, more on that after I really get into read it.

In the last couple of years all efforts on my behalf towards elections have been totally ignored. Well I wont be put off any longer. I insist on the following; First & formost I want a new position filled, that of a Vice President to work along with me in making decisions & ready to take over when needed so our club will not be left floundering at any time. I was recently asked how long—have I been the Prez. & for the life of me I couldnt remember; This is no way to run a club. So who out there is willing to put up their names so we can get this organised. I go along with John Collins that we should NOT have someone in office until they are a drag (My word not John's he is more polite).

Annual elections as we had in the past are a must. A new face & new ideas. lets set a date, it has previously been held in Feb. at the Smiths Winter Bash which cancelled out when they moved from Snelgrove. after that my efforts at publishing a form to be returned was ignored. Please John or anyone give me some input ? to get this on the road.

If you think I am just nagging again, I think its time to repeat what was considered a compliment to me by a Morgan owner from Florida who dropped in to visit us, he said his Brother also a Morganeer in Texas when told of the visit said to him "Audrey Beer IS the Canadian Morgan Club; WRONGGGG::: IE; Club; A group of persons organised for some mutual aim or pursuit; not an ego trip for an individual; not a Dictatorship; but A GROUP OF PEOPLE;

MEETS: Do you want to go back to a couple of Pub Lunch meets? Do you prefer to have just summer ones with the cars? all have been abandoned due to lack of participation or organisers. Surely with 80 members we can come up with someone willing to give a couple of hours now & then, not leave it to the same ones all the time. I am honestly tired of resorting to a phone call to beg for help from whom-ever I think I can co-opt, especially when I can hear the reluctance in their voices, its a very degrading situation to be in believe me.

Sharon Roden offered a spring run in the Niagara area, much as I really appreciate the offer, I think with not only our annual fall trip there but also with all the work she & Husband John have done over the years its time others stepped up

Last summer Jenny Beer arranged our visit to the Brampton Flying Club, it was something new & brought a good turn-out. Do you have a place near you which you think would be a good idea for us to visit, are you willing to set up a place & time of arrival, a picnic spot, lunch, whatever. Please dont sit back & say "Thats a boring idea/wont go" "Why dont they do so-&-so" toss in your suggestion or offer, join us, who knows you might find you enjoy doing it. YOU are your club not Audrey Beer. Gimmee a break eh; you call me for a change. Would a change of venue for Niagara be any advantage?.

Did you watch the Genie Awards on March 22nd? Where the acceptance speech by Jeremy Irons for Best Actor included a thank you to David Cronenberg for driving him home each evening in David's Morgan +8. Sorry we cant claim David as a member, he prefers Vintage Racing in his Coopers when & if he gets the time.

Audrey Beer.

*** You may not remember, Audrey, but the Blurb knows all. A report of the election is featured under "Plus 8 Years Ago".

EDITORIAL

As anyone who read my first editorial in the January '88 Blurbs will have deduced, I agree with Audrey that we should have annual elections to choose club officials, though, unlike Audrey, I cannot remember any in the past. I joined HogMog (though it was not so named until later) in 1977, and the only "election" I can recall was the one mentioned in "Plus 8 Years Ago". This was not a real election, for, although ballots were circulated, there was only one candidate for each position, so no choices had to be made.

Audrey's insistence on a new position of Vice-President makes sense. Wearing another "volunteer" hat, I am a Director of the Association of Fellows of the Canadian Securities Institute (Toronto Chapter). The practice followed there is for Directors to be elected annually by the membership, the Vice-President being elected separately from those who have served as Directors for at least one year. The Vice-President automatically becomes President the following year, and the former President remains on the Board as Past President. The system thus provides for continuity, since anyone wishing to serve a year as President must commit to a minimum of a four year term on the Board, albeit in a different capacity each year.

Audrey has asked for some input—here's mine! The membership renewal form will be mailed with the July issue of the Blurbs. I propose that a ballot be printed on the same sheet, so that all members may vote

as they send in their 89/90 membership dues. The positions to be filled are:

Vice-President
Treasurer
Events
Membership
Regalia (two positions)
Editor.

If anyone wishes to propose additional positions, please do so. Members currently in any of the above positions may offer themselves again for the same, or for a different position. Other members may propose themselves, but must obtain the consent of any member they wish to propose for any position. The AFCSI requires two other members to second any nomination, but given the disparate (no, I did not say disparate) nature of HogMog, we can probably dispense with that rule, and also the requirement that the Vice-President be chosen only from among existing officials. Nominations can be made in writing, by telephone or face to face to any of those currently listed on the back cover, who can pass the names along to me. The deadline for the July issue is June 30.

As I have said, this is just my suggestion. If you have a better idea, please let us know. With 1990 seeing the biggest Morgan event ever held in North America, and with HogMog hosting the third and final component, we really should have a sound organization in place for next year. Your club needs YOU.

HOGMOG HOGMOG HOGMOG

COVER PHOTOGRAPH:

Jenny Beer's Morgan at the British Sportscar Fleamarket at Ancaster, April 16, 1989. It was reported that Chris Charles also attended in a Morgan, but had left by the time this photograph was taken.

John Collins photo.

FEEDBACK

Card received from Chris Chapman. Despite the questionable choice of vehicle, he is polite about the Blurb, so we decided to feature it anyway!

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

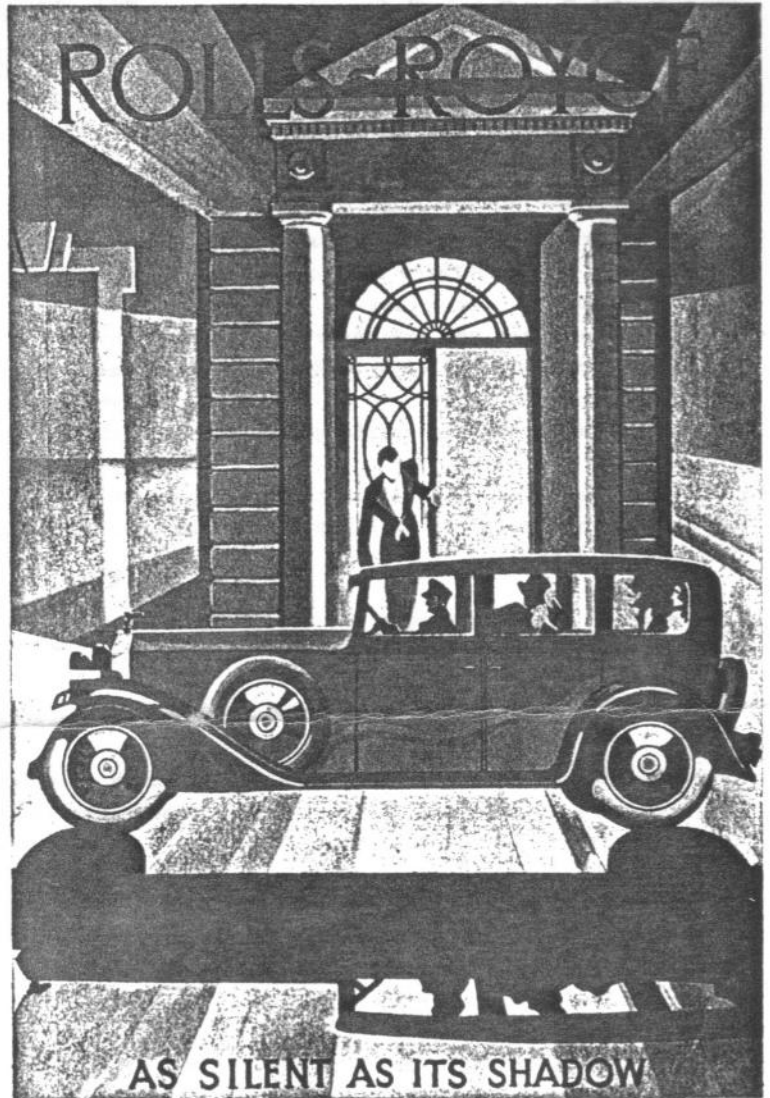
Dear John:

Many thanks for the help with the book. Great magazine - keep up the good work!

Kind regards,
Chris.

Readers may remember the letter in the March Blurb in which Chris asked for information on Morgan racing in North America in the 50's and 60's for a book he is writing with Peter Morgan's blessing.

No feedback has thus far been received at the Blurb editorial offices. I hope this means you have all written directly to Chris.



Dear John:

Greetings from Vancouver, B.C.. Will you please make a note that Debbie and I have moved. Our new address, effective immediately, is:

Spring has sprung out here, the ol' Plus 8 is burbling away to itself and we've got the maps of the Rockies on the table! Can't wait!

All the best, and keep up that high standard with the Blurb - it's great!

Regards,
Thor Frohn-Nielsen.



PLUS 4

YEARS
AGO ©

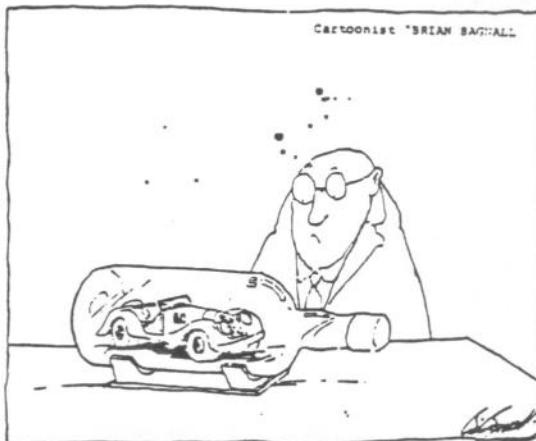


6 NEWS FROM THE GERMAN CLUB'S 'MORGAN POST'

translation by Marlies Missalla

Some members of the German Morgan Owners club have just discovered that "MURPHY'S Law" can be very fittingly applied to the MORGAN: examples:

- Instructions, that you are feverishly seeking in your workshop manual, are always found on the last page when starting from the front and on the first page when trying to be tricky and starting from the back cover.
- The extra fast fuse that is installed to protect a transistor system is in itself protected by the transistor blowing up first.
- The urgency for obtaining a required part is in direct proportion to the difficulty in the availability of it.
- Exchangeable parts are in reality never exchangeable at all !
- A cable, cut to length after having gone through considerable difficulties in assuring that all possible measurements are taken correctly, invariably turns out being to short upon installation.
- Spare Parts, especially those that cannot possibly be installed incorrectly usually turn out being installed incorrectly.
- A tool, that accidentally drops into a section of movable parts will certainly land on the spot where it can do the most damage. (This phenomenon is known as "selective gravity")
- The cost of a spare part is inverse to the ease of installation.
- The most difficult to reach hose of your cooling system is the one to fall off first.
- Old, dirty and oily parts always work, as long as you don't clean them.
- Components of your car that do not work properly or make strange noises always operate perfectly when presented to another Club Member or Mechanic for a valued opinion.
- Nuts, Bolts, Washers etc. that fall onto the floor invariably land at best under the middle section of your car.
- All those who have never owned a MORGAN are authorities on questions relating to the automobile.



"This is Morris Owen, our Production Manager. He figures it will help him think of a way to construct a bushing-free Morgan front axle."



PLUS 8 YEARS AGO ©



THE INESTIMABLE BLURB, FEBRUARY, 1981.



REPORTED BY OUR SOCIAL EDITOR, XENA PRUNE-SHERRY

On December 13, the 1980th Christmas was commemorated at the sub-rural estate of the Bramalea-Smiths, overlooking Ontario's famous toboggan and wildlife park, Mount Chinguacousy.

A lively party, Mr Norman Hendrycks, director emeritus of HOGMOG, picked a fight with the outgoing president demanding to know why he had been cut off from receiving Blurbs. The official response was that it had last been heard that Mr Hendrycks had become lost on Mount Chinguacousy during the Winter Olympics and it seemed a waste of postage. Search parties had not been authorised by the executive since the Bursar had reported that Mr Hendrycks had already paid his dues, so it would represent an unnecessary expense.

John Collins, after coaxing, was persuaded to show his coloured slides of past events: Bolton, Niagara, and his recent experiment at Bridgehampton. John was so pleased with his treatment at the hands of the Bridgehampton organisers, the Jaguar club, that he has signed up for their next event. If you're interested in joining him, phone him at home at 416 677 7417, (Mississauga).

A special feature of the Gala event was to be the election of officers for 1981. There seemed to be some delay; the incumbent president (who had not been listed on the postal ballot) seemed to be doing a lot of behind-the-scenes talking but not proceeding with the election.

"It looks like election by acclamation" I said to him. "The evening's not over yet".

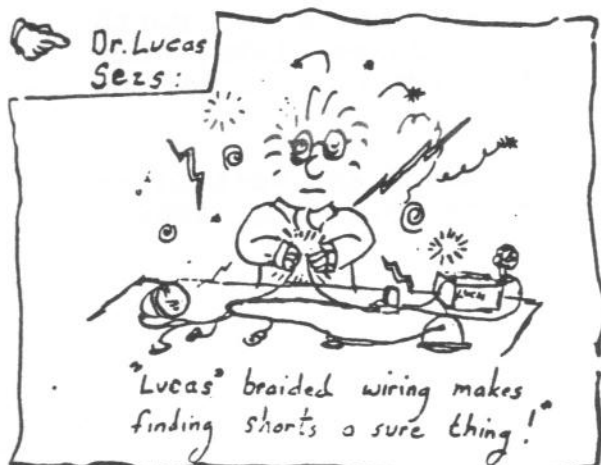
"What do you mean?"
 "There may be a draft".
 Some hours later;
 "Has there been a draft yet?" I asked him.
 "It hasn't officially surfaced yet but the morning's still young".
 "Look's like some have fallen asleep waiting".
 "Oh that's just Sands. He's fainted from hunger. We're not serving the meal until after the draft, I mean the election.
 "Others are nodding too."
 "Well, don't wake them if I'm nominated. We'll just have a quiet vote from my friends.
 "Here comes someone bearing a cup".
 "It's probably the opening ceremonies by my supporters for a draft".
 "It's more likely a draught of hemlock", I replied, "I note that the bearer is the 1981 President by Acclamation".
 "She hasn't been acclaimed yet!" he retorted.
 "What does the writing on the cup say?"
 "From HOGMOG to the President; 1976 to...".
 "To when?" I enquired.
 "1980".
 "Not 1981?" I asked.
 "I think they're mean."

Anne and Colin Davidson made a final appearance before returning to Australia. Their greatest regret was having to miss a Canadian winter and were bracing themselves for a torrid Australian summer.

"At least you won't face the expense of winter clothes," we soothed, "You can wear your Canadian summer clothes."
 "No way, mate. We're saving those for the Australian winter!"

One happy memory they would be taking with them was David Smith's 3 wheeler Beatleback of which they had had a pottery model crafted. Ever the innovators, we noticed that they had had the V Twin engine installed under the bonnet. (A great improvement, aesthetically).

An enormous farewell card was circulated as members wrote their true sentiments to Ann & Harry Walters who were emigrating to Texas.



THE INESTIMABLE BLURB, FEBRUARY, 1984.

villanova
university
SCHOOL OF LAW

VILLANOVA, PENNSYLVANIA 19085-1682

Michael Mulroney
Director
Graduate Tax Program
(215) 645-7043

January 31, 1989

Marlies Sands
HOG MOG
Pipers Hill Farm, R.R. 1
Colgan, Ontario, Canada LOG 1GO

Dear M. Sands:

Under the auspices of the Morgan Car Club of D.C. I would like to see whether it is possible to put together a loose North American network of Morgan owners along the lines of the UK MSCC's Mog Aid. I enclose a copy of the most recent Mog Aid brochure which explains their operation.

The general idea for Mog Aid Network of North America (MANNA) would be to identify Morgan owners in various parts of the U.S. and Canada who would be willing to provide local information, support and assistance to other Morgan owners who fall on Morganic hard times while motoring through the volunteer's locality. Like Mog Aid, the MANNA volunteers' names, and telephone numbers (but not their street addresses) would be listed, and a Morgan owner away from home in his Morgan (or maybe in his Toyota) could expect a reasonably cordial response if he or she called the listed person for help (or perhaps just to visit and talk about Morgans). Again like Mog Aid, the listed person wouldn't necessarily be expected to provide the help personally, but rather act as an information resource for the names of local reliable purveyors of goods and services.

There are some potential organizational problems with MANNA that the English club doesn't have, of course. Mainly the fact that they are a single national organization while we North American Morgan types are spread among about a dozen clubs, some of which are more structured than others. (Fact of life; no offense intended.)

As I see it--assuming the basic idea is sound and workable--MANNA might be organized and operated along the following lines:

cc: Audrey Beer

1. Initial organization

a) I would prepare a letter explaining the proposed program and soliciting volunteers for it, then send it to your Club for reproduction and dissemination by you to your membership list, either as a separate mailing or by including it in your next newsletter. In the alternative, if it's easier for you, provide me with a copy of your Club membership/ mailing list and I will send the letter directly to your members.

b) The letter would ask that respondents contact me directly in order to save you the trouble of collecting and forwarding the responses to me.

c) With the responses in hand, I will then contact each respondent directly to explain the program and its responsibilities, and for information about individual telephone numbers, times when the volunteer would be willing to accept calls, and other similar details, using the UK operation as a model.

d) After receiving verification from the individual respondents, I would compile and list the pertinent information by State or Province and send you the resulting overall list for distribution to all your members.

e) As a result, use of MANNA would become a perquisite of membership in your Club and--possibly--a mild inducement to join and remain a member of your Club.

f) The out-of-pocket start-up costs (postage and reproducing the list) would be borne by MCCDC.

g) In one fashion or other, the explicit understanding with your Club would be that you would not sell or otherwise affirmatively make the MANNA list available for a price to merchants, suppliers or telephone solicitors. I'm not interested in doing a marketing tool for someone else. At the same time, however, if one of your members happens to run a shop or a store, I have no problem with that.

2. Ongoing operation

a) After MANNA is established, on an annual basis I, or my successor designee in MCCDC (you can only do volunteer work for so long), would contact the MANNA volunteers to determine whether they were willing to continue for another year, solicit additional volunteers in your area through your Club, update the list, and distribute it to you.

b) I'm inclined to think that I (we) would ask for feedback from the volunteers for the first couple of years to determine whether the project is worth continuing the effort. After a decent trial period--say two years--on the basis of their

input we would make a judgment on whether to continue it indefinitely or drop it.

c) So long as the out-of-pocket costs of running the program were modest (as I expect they would be), MCCDC would foot the bill. If not, we would look to the other Clubs, on some kind of an apportionment basis, to help with the cost.

Please let me have your reaction to the following questions:

- (1) Is this generally a worthwhile idea?
- (2) Would you (your Club) be willing to participate along the lines sketched above, or on some workable variation of it?
- (3) If your answers to (1) and (2) are positive, can you suggest any easier, softer ways of doing the same thing?
- (4) Any other pertinent comments?

I would very much appreciate having your answers one way or the other (sent to me at the above address; I still live in the Washington area, but work here during the week) no later than the middle of March. If the idea is viable, I'd like to try and get it in place and available for Morganists by this Summer when the wheels begin to roll.

One further thing. You have probably read or heard about the Brits' Morgans Over America project for the Summer of 1990. MANNA is not connected with or dependent on that. At the same time, however, if Roger Moran pulls it off I would anticipate that we would make our list available to them.

I look forward to hearing from you at your early convenience.

Yours,



Michael Mulrone
Secretary, MCCDC

HOGMOG HOGMOG HOGMOG

THIS BOOK IS AVAILABLE FROM CMC ENTERPRISES LTD. SEE AD ON PAGE 19.

ILLUSTRATED

MORGAN

BUYERS GUIDE

Three Wheelers and Four Wheelers
model-by-model analysis from 1909

By Ken Hill

Who hasn't been confused when first getting involved with Morgans as to the different models engines etc. Several times I have run across new Morgan owners wishing to join the club & informed us they own a 4+4. While I had always assumed that different people used the written 4-4 or 4/4 from choice, until I found the answer in this book.

This really is as stated, the model-by-model analysis which includes a star rating from 2-5 star for those interested in Morgans for investment purposes through from the Three Wheelers to the latest models.

I can just hear the changes to be made in the conversations of proud Morgan owners who now will state "Oh my one gets a 4 or 5 star rating in the Buyers Guide, did you know there were only so & so made with this particular engine/gearbox".

Ever been through the fun & looking for your serial or engine number on the car, well the locations are all listed along with all production figures, including the rare models or one-offs.

Each model gets its full write-up including the technical specifications as put out from the Factory when each model was produced.

An excellent selection of photo's dating from 1909 to present day. All from this acknowledged Morgan Historian, Concours Chairman for MSCC & enthusiast. Ken also includes a list of Morgan Clubs around the world as a bonus.

This book is a Must for the enthusiast who loves discussing the more technical aspects of Morgans & a great addition to any Morgan book library. The only setback I can see is for those who are looking to buy one, for each & every owner will put a higher value on his car after reading this unless the prospective purchaser has already read the chapter on inspecting before buying.

Audrey Beer.

THIS BOOK IS AVAILABLE FROM CMC ENTERPRISES LTD. SEE AD ON PAGE 19.

Roger J.A. Moran
 Annegijsboslaan 2
 1900 OVERIJSE
 Belgium

February 21st, 1989

Mrs A. Beer
 R.R.3
 Bolton
 Ontario L7E 5R9
 CANADA

MORGANS OVER AMERICA 1990

Dear Audrey & Reg

Following the various meetings organised in different countries late last year I decided that the event was best organised by a Committee. In this respect I have now been joined by (in alphabetical order) Barry Bott, Jeremy Harrison, Tim Ingham and Pamela Puttock. After Committee meetings held on February 12th and 18th, and after taking careful note of all those interested in making the trip the Committee decided that the event should be organised in such a way so as to allow those who wish to cross from coast to coast to be included as well as allowing the majority to arrive later (when school holidays start) and therefore attracting the maximum number of participants. We therefore now have firm dates which appear to coincide with the anticipated meet dates of the PLUS 4 and CANADIAN clubs, and we are hoping that the MCCDC will be able to move back MOG 20 by four weeks. Dates are as follows :

July 11	M.O.A. Coast to Coast participants arrive U.S. West Coast with cars by air
July 14/15	PLUS 4 CLUB Meet
July 17/27	M.O.A. Coast to Coast Run
July 25	M.O.A. East Coast Participants arrive by air to Washington (collect their cars from U.S. East coast port : Baltimore)
July 28/29	MCCDC 'MOG 20' Meet
Aug. 11/12	CANADIAN MORGAN CLUB 'NIAGARA' Meet
Aug. 15	Return cars to Boston to ship back to Europe and fly home

It is hoped that perhaps the event will be able to include visits to meet perhaps the TEXMOG Group in Dallas over the weekend of July 21/22 and perhaps another east coast Morgan club between Virginia and Niagara over the weekend of August 4/5.

I shall be writing to Satoru Araki of the Morgan Sports Car Club Japan to enquire whether they might be interested in joining us. I will also be organising a badge with the Committee (as was promised in 1986) for the event which will only be issued to those participating in the event.

In passing, I would add that after hearing that the wrong impression had been given regarding my reservation of the Mimslyn Hotel in Luray I can inform you that I cancelled the booking early last month.

Peter and Charles Morgan were both briefed of the plans on February 18th and although it is not a M.S.C.C. or Works organised event they both personally support the event and we are hopeful that they may even be able to join us.

After the meetings held on February 18th I tried to telephone the Plus 4 Club (Willburn) and the Canadian Club (Beer) but was unable to get a reply. However, I did get through to the MCCDC (Marsh) to give an oral update.

I have now just returned from the U.K. and rushing out this news to all known contacts in the hope that the clubs in the U.S. can respond as soon as possible with (we hope) affirmative replies. If, for some reason your club has a problem with the dates outlined please let me know by return. Hopefully two of us from the Committee will be attending the MCCDC 'MOG 19' Meet this year with the view to finalise arrangements regarding matters which our American friends are best to advise us on.

I can assure you that the Committee are a dedicated bunch of people working hard now to make sure this all happens. It is our intention that all enthusiasts, whether they be in the U.S., Europe or even further afield may benefit from this one off event - the scale of which has never been attempted before - certainly not with so many clubs being involved.

If you know of any sponsors - please let Pamela Puttock know at the address below as she is in charge of sponsorship/press contacts.

Application forms will be included in a future newsletter as well as in a later edition of 'Miscellany'. Deposits will be required later in the year.

Best regards



Roger MORAN

Annegijsboslaan 2
1900 OVERIJSE
Belgium
Brussels (02) 6876440 U.S., CANADA, EUROPE, AIRLINES

Barry BOTT
5 Leicester Road
BLABY LE8 3GR
Leics.
U.K.
0533-772877 CENTRAL PARTICIPANT LIST, MSCC Coordination

Jeremy HARRISON
'Loughrigg'
433 Aigburth Road
LIVERPOOL L17 6BJ
U.K.
051-427-1760 SHIPPING, MTWC Coordination

Terry INGHAM
Stubbings
Wothersome
WETHERBY
Yorks. LS23 6LZ
0532-892609 TREASURER (Proposed)

Pamela PUTTOCK
'Tuffields'
Whepstead
BURY ST. EDMUNDS
Suffolk IP29 4TN
028488-255 SPONSORSHIP, PRESS

MOGGING WITH THE FISHES

By Peter George

My last offering "Moggining in Iambic Pentameter" did not mention the subject of this article.

About the time we (Daughter and Dad) were finishing our doggerel, four Toronto firemen fell from a cherry picker onto the roof at the Adelaide Street Fire Hall. One of those lads is a good friend of mine. I haven't seen him in a few years but friendship does not diminish with time for it only needs a moment's thought to be strong again. Thinking about his accident brought to mind another little incident that he was involved in and I would like to share it with you.

I met him after what I call my Healey period. I had just switched for the first time from British oil leakers to North American iron (Pony cars and Harleys). Our common interest was Harleys. I still have my Hawg but he switched to Indians. Guess no one is perfect.

During my Healey days many wintertime Sunday afternoons were pleasantly spent "icing." Now I don't mean icing a cake, but rather roaring a car down a long expanse of lakefront, sufficiently frozen, then cranking the wheel hard over and counting the resulting completed spins. Once you develop the knack of driving on a very large skating rink it can be quite enjoyable, provided the ice is, as I said earlier, sufficiently frozen.

Today's tale, so enticingly titled **Indian Joe and his Mercedes**, starts with a winter's afternoon of icing on Frenchman's Bay and ends with an empty chain in May. One could get out onto the ice at Frenchman's Bay naturally during the winter only by heading south from the 401 on Liverpool Road and driving through the Marina's parking lot at the end of the road.

Joe and his girlfriend had spent the afternoon on the Bay and, before going home for the day, they stopped at a friend's ice fishing shack near the shore. Joe parked his Mercedes beside the other vehicles and the two of them went inside to visit. Eventually, it was time to go home. But on returning back to the group of parked vehicles it was noticed there was no Mercedes. There was nothing there other than a hole in the ice -- a hole in the ice that was big enough to let a car pass through. Joe's initial shock we can relate to. There were tire tracks in the snow leading up to the hole and no tracks leading from the hole. It was most obvious no one had stolen the car.

The moment that Mercedes slipped below the ice it became a polluter, a derelict and a headache for Joe. Toronto's Finest got into the act next and proceeded to charge Joe for abandoning a derelict car and for polluting Lake Ontario. What a terrible sentence to be wrought over a Mercedes. Now what would you do? Pay the fines and walk away. Not Joe. Being the man of action then, as he still is today, he took positive action. A call to Dufferin Construction got the cables and chains. Then the next call found wintertime scuba divers. Finally, permission was obtained to use a tree on the shore. You have guessed it. Joe had the car chained to a tree on shore. Now that was a good idea, wasn't it? Toronto's Finest were satisfied that the vehicle was no longer a derelict being abandoned or a polluter free to run rampant through the St. Lawrence Sewage System.

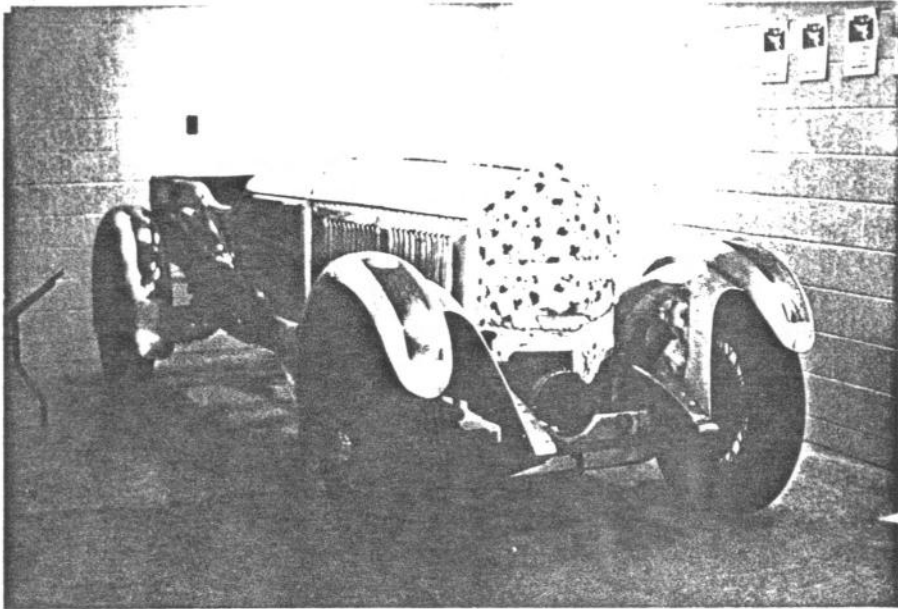
Then my friend waited for spring and the ice to melt in order to retrieve his car. However, there was still one kicker; there was one pig in the oinkment. He had to have the car out of the Bay before the end of May. But that wasn't a serious problem. The ice in the Bay would be gone before the end of April.

Finally, all was arranged for the big pull-out. The first Sunday in May was a glorious day. Everyone was present. Dufferin Construction was there with their monster tow truck. Tilt 'N' Load was present to take the car home. Two scuba divers were on hand in case underwater problems developed and, for sure, the Police were present to witness and confirm that the car was going to be truly retrieved. Joe unlocked the cable from the tree and Dufferin hooked-on. Slowly the cable came in. Unfortunately, there was nothing on the end. There had indeed been some underwater developments. A close inspection of the now freed car end of the cable showed that where there had only been one length of chain there was now two. Between March and May something had happened. Joe's Mercedes had escaped, but how? The two scuba divers suited-up to see if they could uncover an explanation for this mysterious disappearance but they found no clues.

There are many plausible explanations. I'd like to believe that a passing high-school of fish during Easter Break - noticing the key was in the ignition - took the car for a joy swim and, growing tired of their sport, dumped it along the way.

However, the scuba divers confirmed there was not a car - Mercedes or otherwise - in the Bay and, as a result, the Police promptly gave Joe his tickets -- one for abandonment and another for polluting. I have often wondered was the car originally locked, chained and cabled to the shore, or did the first scuba diver, not being able to find the car easily, get cold feet and didn't complete his "paid-for" job? It is an interesting thought isn't it?

I have mentioned my Uncle Sam several times. In my next article I would like to recount a few of his antics that have made him my favourite uncle. I'll be seeing you all in Kitchener.



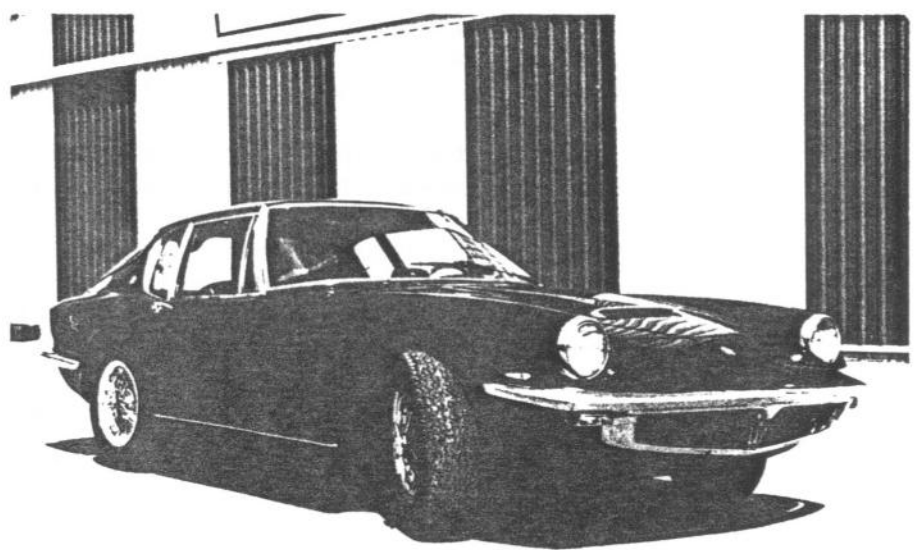
1929 Speed Six Bentley waiting for paint.

Jensen, FF or Interceptor
I did not determine



John Collins photos

Don't ask me what a Maserati is doing at a British sportscar event - I only took the photos!



Calendar of Events

May 27/28	Toronto/Detroit Triumph Clubs	London, Ont.	John Bower	(519) 663-0853
June 4	MG CAR & VICTOR LIONS CLUB	VICTOR NY VINTAGE AUTO FEST.	(716) 924-3381	
June 17	Antique & Classic Concours	Odas Park, Orillia	(416) 478-2560	
June 18	Classics Against Cancer	Georgetown	Page 3	
Jun 23/25	Gt. Lakes MOG Mid-West Meet	Kitchener	Page 2	
July 1/4	MCCDC MOG 19	Martinsberg W.Va.		
July 7/9	VARAC Vintage Racing	Shannonville		
Jul 14/17	Mogwest	California		
Aug 18/21	Laguna Seca	California		
Sept 4/6	3/4 Morgan Group N.Y.	Lime Rock Vintage Festival		
Sept 8/10	HOGMOG	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

CANADAS MORGAN MAGAZINE 

THE PRICE LESS BLURB

..... 82.50

EDITOR:

John Collins,
7550,Langworthy Drive,
Mississauga,
ONTARIO, L4T 2R9.

(416) 677-7417.



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.