



## MYSTERY MORGAN DAY

The Mystery Morgan Day, held on August 12, attracted seven Morgans plus Craig and Tina Davis in their Detroit iron. I sympathise, having attended all previous events this year in the rice-burner - it was good to get my 4/4 out.

The route, carefully planned by Linda Rumohr, took us first through the financial district, skirted the assisted housing at Regents Park, and, for contrast, wound through the more salubrious residential areas such as Forest Hill before the first pitstop at the "Sticky Wicket" - all Morgan owners must understand these cricketing terms, mustn't they.

After the pause that refreshes, Act II began. The first had been by way of street names and turn directions - this one called for us to follow a route marked on a map, which we all managed to do, eventually arriving at Etienne Brule Park, just behind the Old Mill in Etobicoke. The final set of instructions called for co-operation, since each participant was given a numbered piece of paper containing a street name which had to be located on a sketch map which had streets described only by number. Amazingly, we were able to figure it out, and a full, if thirsty, complement arrived at the home of Reg and Audrey's #2 son.

We relaxed, quenched our thirsts and chatted and kicked tires. The children were not so lucky, though, for they were given the responsibility of choosing a winner from among the cars parked at Martin's. That car belonged to Brian Morgan, and he received a canvas mechanic's creeper to help with roadside repairs if you can find a canvas mechanic. John Collins was lucky enough to have picked the right envelope containing

emergency directions prior to leaving Phoebe Street, and won a set of stainless steel coasters illustrated with various Morgan models.

All in all it was an excellent day, and thanks are due to Brian, Linda, Martin and Donna for their hospitality and effort in arranging the whole affair. The only mystery to me is why more members do not turn out for such enjoyable events.

John Collins

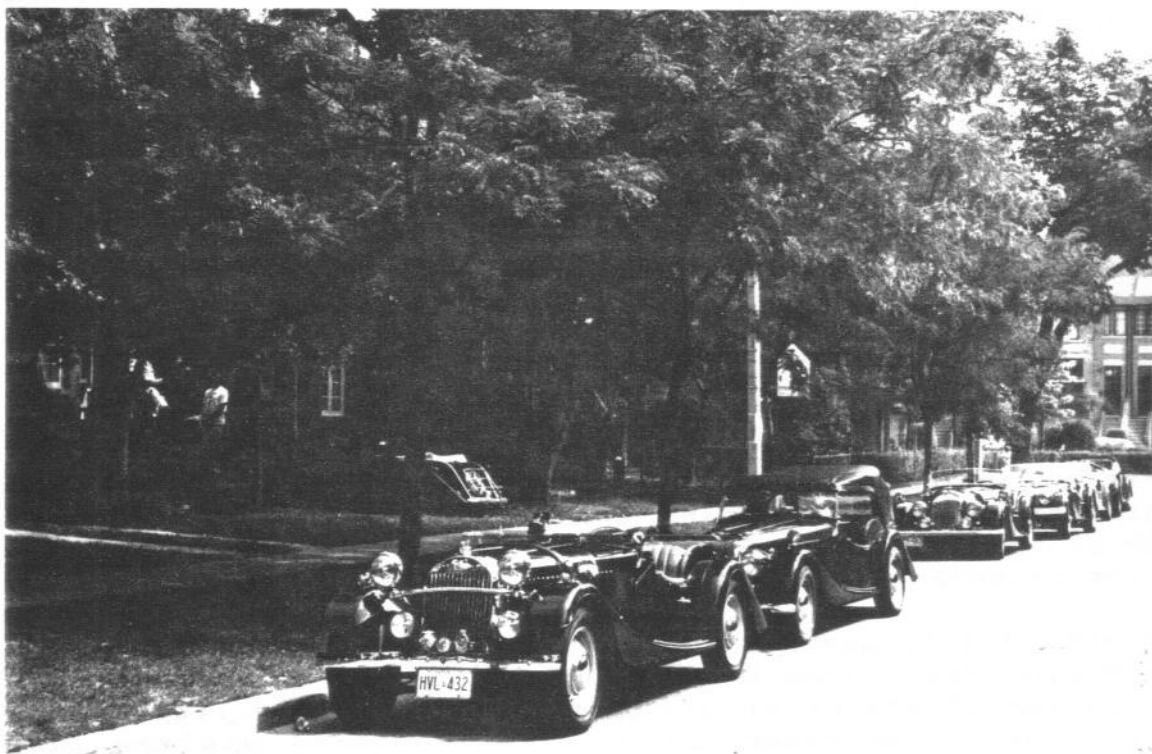


Your intrepid editor, having just risked life and limb on the roof of Martin's garage to take the cover photo and the adjacent one.

This photo taken by Craig Davis, who made sure that my camera got down safely, even if I didn't!



John Collins photos



Starting line-up at the Phoebe Street Rumohrs

Pitstop at the Etienne Brule Park.



← All hands on deck! The final resting place at Martin and Donna's

# THE PREZ SEZ!

21 August 89

## Prez's Piece:

First an apology, being in such a rush to get out the Niagara Registration prior to going away for a month I put the wrong date at the top of the Registration, am glad John had it correct in the calender of events.

The 4th of July weekend found the Beers in W. Virginia enjoying the MCC,DC Meet, greeting old friends & with an added bonus for the Ladies of stacks of discount shopping in the little Town of Martinsburg. The other Canuks in attendance was the Morgan family with their 4 Seater, plus the Roden's along with the Bridges who proved it isnt compulsory to drive a Morgan to enjoy an event.

An added surprise was to meet Ann Walters there, she had phoned to make sure we were going, Ann was talked into making the trip by driving to Orlando & putting her Morgan on the Car/Train for the overnight trip up to DC. driving alone in that heat it sure made it a sensible sugestion. it was great to see her again.

Also there was Roger Moran who has resigned as the Co-ordinator of the Across America trip owing to personal commitments, & the 2 Morganeers from England who have taken over, Barry Bott & Jeremy Harrison. At that time there were 14 Morgans registered in England for the trip with paid deposits. the tour info has been passed along to John to print in this Blurb, for those who thought this was all just a pipe dream its a very well organised one.

Audrey Beer.

# EVENTS

THE GREAT HOG SOUTH SPRING FLING GET TOGETHER

WHEN: March 23-25, 1990

WHERE: On the beach at Charleston, South Carolina

LODGING: Sea Cabin Condos on the Isle of Palms

RATES: Sea Cabins (one bedroom) on the ocean - all are on the ocean - \$55/nite  
Ocean Sides (two bedrooms) across the street - \$60/nite  
Note: weekly rates are \$325 & \$380 respectively, but we will receive a 10% discount on weekly rates.

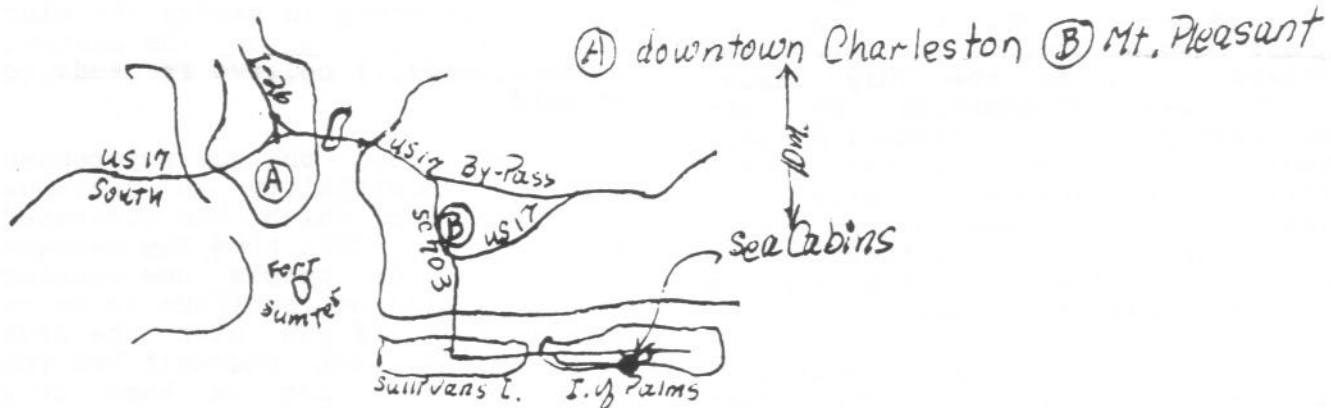
RESERVATIONS: (800) 922-7043  
(803) 886-8144

CALL ANYTIME FROM NOW ON - MENTION "MORGAN"

FORMAT: Beaching, Charleston sightseeing (this happens to be the height of the garden-historic tour season), shopping, and lunch at quaint bistros.

SCHEDULE: (tentative) (but close) (color cable TV & tennis courts)

Friday: registration with free beer, soft drinks, and heavy hors d'oeuvres.  
Saturday: car lineup & Morgan tour through old Charleston. Evening Bar-B-Q.  
Sunday: Bloody Mary's on the lawn & farewells.



For Info; Call Charlie & Caroline King (803) 762-4545

**HOGMOG HOGMOG HOGMOG**

As of press time, no details of future HogMog events, apart from NIAGARA 90 had reached the editorial offices.

# EDITORIAL

Back in the dim and distant past when I was studying physics, "critical mass" was the term used to denote a quantity of fissionable material sufficient to sustain a nuclear reaction. The same term is, of course, also used in a number of different contexts.

Why, the discerning reader, if there is such a thing, may ask, do some Blurbs appear on regular paper, whilst others use a more flimsy stock? There is a logical reason, and, for the benefit of whoever is taking over as editor for 1990, here is an explanation. Ten sheets of 75 gramme 8 1/2 by 11 paper, plus stamps, label, staple and Scotch tape weigh in at just under 50 grammes, above which postage increases. The Blurb for 1988 and 1989 has therefore been standardised to be just under this critical mass. For those issues where extra sheets are needed, such as the July issue, which was accompanied by the Membership Renewal/Niagara Registration form and the MOGAID form, a 68 gramme or even a 60 gramme paper is used to keep within the weight category and optimise the amount of material which can be sent per cent of postage.

Why, you may ask, is an editorial devoted to this drivel? The answer is that the weight of paper used in issues of the Blurb is a safer subject than weightier issues such as the health of HogMog, about which I now have less space in which to write.

In order for a club to continue to exist, there needs to be a critical mass of interest, energy, enthusiasm. This has, of late, manifested itself almost exclusively in high concentration in few members. Signs of burnout, which have been present for some time, appear to be reaching a critical mass. Given that HogMog is hosting the final leg of Morgans Across America for August 1990, I believe we are morally committed to keep going in some form or other until then. Afterwards, unless members come forward to run the club, it is likely that HogMog will cease to exist. Those still wishing to belong to a club can join one of the US Morgan clubs, one of the Toronto based "other marque" clubs or the "generic" British Sportscar Club. I hope I am wrong in saying the club may close, but, given the present circumstances, I believe it needs to be said.

There have been oblique references to this possibility in previous Blurbs, none of which has generated any response. This time the message is clear - the people now running the club will not continue to do so indefinitely. If you wish the club to continue, ask yourself how you can help, then let us know. It's regrettable that club officials may seem to be a critical mass, but it's an inevitable reaction to the apathy that appears to be out there.

*The following is a list of where the other British Car Clubs in the area hold their meetings:*

**MG CAR CLUB OF TORONTO** holds its monthly meeting the second Wednesday of every month at Edward's Gardens. Time: 8:00 pm. Call Johan Peterson at 284 - 5997.

**AUSTIN HEALEY CLUB OF SOUTHERN ONTARIO** holds its monthly meetings the second Wednesday of every month at the Dickens Pub in Milton. Time: 8:00 pm. Call Perry Detlor at (519) 833 - 9807.

**SUNBEAM SPORTSCAR CLUB OF CANADA** meets on the second Wednesday of May and August at Sunnybrook Park, Leslie & Eglinton. Time: 7:00 pm.

**JAGUAR** holds its monthly meeting the second Wednesday of every month at Montgomery Inn in Rexdale. Time: 7:30 pm.

**LOTUS CLUB OF CANADA** holds its monthly meetings the second Friday of every month at the Tranzac Club, 292 Brunswick Ave. Time: 7:30 pm. Contact Hugh Sutherland.

Details obtained from The RagTop, Toronto Triumph Club, who hold their monthly meetings at Edward's Gardens on the third Tuesday of each month.

# FEEDBACK

John Collins

Aug. 3/89

Hogmog/Priceless Blurb/etc/etc

7550 Langworthy Drive,

Mississauga, Ontario

L4T 2R9

Mr. Collins:

Thank you for your interest in Driver's Seat. But try to understand, this is television. There simply isn't the time to itemize every detail of the various model differences of Morgans. You'll note I preface my explanation with the word, "basically". I am aware of the differences between the 4/4 and Plus 4, but listing every single one would take too long. I only have three minutes to talk about each car....

I'm also aware that Morgan began business in 1909 and the first four-wheeler was produced in 1936, but, again, no time. Besides, you yourself mention that Morgan is currently producing four-seater and two-seater versions of the 4/4. So I wasn't too far off.

I realize Morgan owners tend to be a trifle - shall we say - enthusiastic in their attention to detail, but try to control yourself, OK?

Happy Morganeering.



Thanks for writing to the Blurb - you are one of a select few! I'm sorry you seem to take my editorial comments as a criticism. They were certainly not meant to be that. I was just pleased to see an item on Morgans on Driver's Seat, but, given the specialised nature of Blurb readers, I felt I should add the detail you quite properly could omit for a general audience.

We do, at least, agree on one thing. The 4/4 with the 1600 cross-flow Cortina engine is a very desirable model!

PLEASE INCLUDE THE FOLLOWING IN THE AUGUST "MISCELLANY": confirmed by Chris Rowe

### MORGANS OVER AMERICA 1990

Following our visit to the M.C.C.D.C. Mog 19 Meet in Washington where we met enthusiasts from all over the U.S.A., their help and expertise has enabled us to organise both itineraries for MORGANS OVER AMERICA 1990.

#### Itinerary I.

NO hotels will be booked in advance, ~~except for the +4 MEET IN CALIFORNIA on 14/15/16~~<sup>15</sup>. Following advice from Californian Morgan Groups, it has been decided to follow a northerly route across America. This will be much more interesting and comfortable and will allow several U.S.A. Morgans to join the group. The cost of flying cars is prohibitive. All cars will be shipped via the Panama Canal to San Francisco. Extra time has been allowed for the picturesque and interesting places to be seen at leisure (300 miles/day).

The BORING part (1100 miles) will be covered in 2 consecutive days, an extra day at the end of itinerary I. has been set aside for the recovery of cars and drivers!! You will see San Francisco, +4 California Meet, Yosemite National Park, Reno, Salt Lake City, Jackson, Rapid City and the Bad Lands, Omaha, Indianapolis, and Pittsburg.

#### Itinerary II.

Hotels for ALL participants will be booked in advance for the three Meets ONLY, ~~EXCEPT FOR THE NIGHT OF ARRIVAL AND THE NEXT NIGHT IN WILLIAMSBURG, WHICH WILL BE BOOKED~~

As all other days are optional, you will have to book your own accomodations as you go, or stay with local Morgan owners. You will attend the M.C.C.D.C. "Son of Mog 20", and be able to see Washington, Wilmington, Gettysburg, the Amish Country. You will also attend the East Pennsylvania Meet, and be able to go to New York, Niagara Falls, Cape Cod, and Boston.

All cars will go roll-on, roll-off from Southampton. All cars will be met by local Morgan enthusiasts at San Francisco or Baltimore and will be looked after until the participants arrive.

Everything is now set for the "HOLIDAY OF A LIFETIME" in the U.S.A. As most European entries have not yet been received, the closing date for entries has been extended to October 1, 1989.

Send S.A.E. / International reply coupon for entry form to:

J.C. Harrison, 433 AIGBURTH ROAD, LIVERPOOL, L17 6BJ ENGLAND

PRESENTED BY  
BARRY BOTT  
BLABY GALLERY  
BLABY  
LEICESTER  
0533 772877

Home " 773478.



## MORGANS OVER AMERICA 1990 TRANS AMERICA AND NIAGARA GROUP

PROPOSED ITINERARY I

- July 5-10 Cars arrive by boat in San Francisco.
- July 11/12 Fly out to San Francisco to meet cars. Drive down to San Simeon.
- July 14/15/16 Attend California +4 Club's meet at Cambia near San Simeon.
- July 17 EARLY START. Drive to Yosemite National Park (car museum) stay night in lodges.
- July 18 Drive to Reno. (car museum) gambling, etc.
- July 19 EARLY START. Drive to Salt Lake City. 520 Miles, about 10 hours.
- July 20 Drive to Jackson. About 300 miles, scenic route.
- July 21 EARLY START essential to miss traffic, drive to Rapid city about 350 scenic miles.
- July 22 Visit Bad Lands, Mount Rushmore and Black Hills of Dakota, and return to Rapid City for the night.
- July 23 EARLY START. Drive to Omaha. 580 BORING MILES!!
- July 24 EARLY START. Drive to Indianapolis. 500 BORING MILES!!!
- July 25 A.M. Visit Indianapolis Motor Museum, then drive to Pittsburg 365 miles.
- July 26 Drive to Lauray for M.C.C.D.C. "Son of Mog 20" meet.
- July 27 DAY OFF TO RECOVER AND MEET ITINERARY II PEOPLE
- July 28/29/30 M.C.C.D.C. "Son of Mog 20" MEET. HOTEL WILL BE BOOKED FOR ALL.
- July 31 Visit Washington (optional) Lots to see and do.
- August 1 Visit Wilmington (optional) interesting museum, etc.
- August 2 Visit Gettysburg (optional) see battlefield etc.
- August 3 Visit Amish country (optional) old religious sects/ horse-drawn vehicles etc.
- August 4/5/6 East Pennsylvania Meet. HOTEL WILL BE BOOKED FOR ALL.
- August 7/10 "Mops" Group will advise interesting places and events to see.
- August 11/12/13 Canadian Meet at Nigara Falls. HOTEL WILL BE BOOKED FOR ALL.
- August 14-16 Cars will be driven to a port for return to U.K. Participants will then fly home.

MORGANS OVER AMERICA 1990 EAST COAST AND NIAGARA FALLS GROUP

PROPOSED ITINERARY 2

- July 10/20 Cars will arrive in Baltimore.
- July 25 Participants fly in to Washington from U.K. and meet cars.
- July 26 ALL CARS will drive to Williamsburg. Stay night in historic houses. This is an 18th century historical town with lots to see and do.
- July 27 Drive <sup>To</sup> Lauray.
- July 28/29/30 M.C.C.D.C. Meet in Lauray. HOTEL WILL BE BOOKED FOR ALL.
- July 31 Visit Washington (optional) Lots to see and do.
- August 1 Visit Wilmington (optional) interesting museum, etc.
- August 2 Visit Gettysburg (optional) see battlefield etc.
- August 3 Visit Amish country (optional) old religious sects, horse-drawn vehicles etc.
- August 4/5/6 East Pennsylvania Meet. HOTEL WILL BE BOOKED FOR ALL.
- August 7/10 "Mops" Group will advise interesting places and events to see.
- August 11/12/13 Canadian Meet at Niagara Falls. HOTEL WILL BE BOOKED FOR ALL.
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HOGMOG HOGMOG HOGMOG



3 August 89

Barry Bott  
 Jeremy Harrison  
 Addresses as listed.

Dear Barry & Jeremy;

To save time I am sending copies of this same letter to both of you.

Re Morgans Over America;

First & Formost: On reading through your itinerary you gave me I note you have Niagara listed as August 11/12/13; This is not a long weekend in Canada the previous one is, so therefor the Meet will have to stay as first requested by Roger & booked for starting the Evening of Friday August 10 to Sunday afternoon August 12;

If any members wish to stay over at the Hotel for the night of Sunday August 12 I will have to know early to book the rooms.

I have contacted both the Motel, the Restaurent & the Canadian Travel Authorities.

The Motel cannot at this date give a firm cost per room until we can discuss numbers, as things stand she is hoping to let me have rooms at approx \$90.00 per night Canadian. (figure 2 to the Pound). IF we manage to fill the complete Motel then its possible we just might be able to talk the owner into a further discount. PLEASE REMEMBER YOU ARE GETTING THE TOP TOURIST ATTRACTION IN NORTH AMERICA IN THE HEIGHT OF THE TOURIST SEASON FOR THIS WEEKEND;

For further confirmation of the above fact a Morgan friend just went down & was refused a room for more than 2 nights which is their maximum booking for July & August, any year.

Restaurant: Nothing has been done as yet to change any bookings which were made several months ago. They wish to leave it until I am down there for the meet this Sept to talk it over with me & again get more input as to numbers to expect. COST; This year the Bufet Dinner for our club is \$26.00 per person including taxes & gratuities, no wine or drinks. (up from last year as expected) there may be another increase by next year. If we book the lower level we must pay for minimum 200 meals whether we have them or not, under 150 people we have a 10% leeway on numbers booked for within 24 hours of date booked.

Tourist Authority: A package will be sent direct to Jeremy of brochures & maps requested by me of the Niagara area. Maximum of 10 only are sent out, I may apply later for some more to be sent to me.

MAID OF THE MIST TOUR BOAT: At this time my contact is researching if they will permit a group booking, she says all sales of tickets are on a first come first served basis so have asked her to find out how many bookings we need to obtain a group advance booking if we agree to an advance payment in full before the day we board. no price quoted at this date. If I can get this set up it will have to be on a no cancellation/refund basis.

I intend to contact another member in the area to see if he can get a better deal for me with the Maid of the Mist. if this doesn't work out we can switch to a tour under the falls which is not as spectacular.

You request advise on places of interest for the return trip to docks; Item 3; August 14-16. As Niagara Falls is directly on the border between the US & Canada, all of this journey will be in the US, I have never been to Baltimore I know it's in N.J. but will drop a line to Al Isselhard of the Western New York Morgan Club for his assistance & input.

On a last note I remember your comments as to costs of this trip & keeping them down, in Niagara that is impossible especially in August. This is the reason our Niagara Meet has always been delayed until the next weekend after the last long one in September, to keep the costs down for our members, who will be paying double the usual cost for their own meet in 1990 by altering the date of their meet in order to work it into your itinerary.

Our Toronto club is very small by comparison to yours & the European or Virginia club, with a total membership below 95 members & dues set at \$15.00 per year, so by these figures you can see we are used to operating on a very low & tight budget, we do not consider a profit margin in any of our plans & always keep to a bare cost budget.

I would appreciate your confirming the dates as to being August 10/11/12 & any other input you may have.

Sincerely

Audrey Beer.

Picture if you will, a small workshop set in the heart of the Caledon countryside. An engine roars to life, then rests at idle. Garage doors close in the late evening light, and a single car and driver set off west into the sunset. The journey has begun. A journey covering hundreds of miles, 2 countries and 11 days.

#### NOTES FROM A BUSMAN'S HOLIDAY

- June 29 - Destination - West Virginia. Met up with Brian & Linda Rumohr in Oakville, then had to push start Audrey's Morgan. Arrived at customs with a noise coming from ours. One that sounded like a drawbridge opening. Very relieved to see New York earth underneath, and not the Niagara River. Had lunch in Small town, New York - good food, not so good Manhattan, or white wine. Through the PA mountains, decided it was our generator causing the noise. Coasted to a stop at our destination in Williamsport PA. Push started Audrey's again & noticed a lower rad hose leak in Brian's. Retreated to the bar for gin & tonics for \$1.25, then removed the generator and had dinner.
- June 30 - Martin & Donna had caught up with us overnite, as had the sun and wind with Linda. Martin announced his alternator was dying. The NAPA dealer in the next town did a booming business, the electrical rebuilders behind, did not. Lunched in Maryland, & found a liquor store. A beauty queen parade plugged up downtown. Phoned Penny and begged for a generator. Had a flat on the highway. Arrived in Martinsburg W. Virginia, checked into the hotel. Went poolside to find Ann Walters who joined us for dinner. Missed Brian & Linda.



Martin in the Autocross

## Audrey's Morgan and line-up of DHC's

Beer family photos



## July 1 - Canada Day

Found Penny & replaced generator, cleaned car & left for the concours. Lovely location, lots of trees, cars, people, no port-o-lets. Arrived back in time for Canadian contingent to help Martin set up & run the gymkhana which was good fun, though the water balloons were bursting from the heat at the end of the day (Donna can attest to this). Dinner then back to poolside for concours awards.

July 2 - The autocross was held for most of the day at a local airfield - lots of good times, good action. Started to part out old generator. Had trouble finding somewhere open for dinner (thought Canada was bad for closing up shop on holidays) & ended up with quite a find (sorry our secret), a few towns away. Arrived back fairly noisily near 11:30, back to poolside.

July 3 - Slightly sluggish start for the Canadians, but left for the field trials at the Shriver's - did these twice in the four place, once the correct way, once with Martin reversing through the whole course, Steve & I in the back (now the front). It felt like being in the first car on a roller coaster. Back to poolside. Cleaned up and went to the banquet. There were lots of awards as usual (though some were handed out next morning), and most of the visiting dignitaries from the U.K. received at least one each. Among the awards presented, Martin took home a plate for 2nd

in class at the concours, Steve received one for 1st in class at the Autocross, Martin, Donna, Steve & I (a.k.a. The Four Reeb's) got a plate for our performance at the field trials, and as quite a surprise and honour, the Melvyn Rutter Award was presented to our family. We shall try to uphold the (our) tradition.

- July 4 - After brunch we departed, leaving Martin & Donna behind. (We would meet them later in the week at Shannonville.) Arrived in Williamsport, checked in & turned on the A/C in our room, which started a small electrical fire, (these were to be the only fireworks we'd see this Independence Day) resulting in lots of smoke, Steve & I being moved, then Brian & Linda, (their room shared the same circuit as ours). So, we went shopping, then the rains came.
- July 5 - Departed in the rain, with Audrey's wipers not working. By our lunch stop the sun was out & a new noise was apparent in our car. Just before Buffalo, we checked the noise, the water pump was gradually working loose. A quick fix allowed us to continue & arrive home.
- July 6 - Back to Bolton, we replaced the water pump, cleaned up the car, & fixed the rest of the niggling problems.
- July 7 - Left for Shannonville - rain just west of Belleville, tornado just north. The sun was out by our arrival at the track. Martin's car greeted us at the Registration Bldg. & we found Martin in the paddock, the car dead - alternator. Watched the practice sessions, 2 Morgans were racing with 3 drivers: Ken Rigg, Michael Mulroney from PA, and as a second driver in that car, Peter Ecury from Holland, who used to own & race the car in Europe. We tried to replace Martin's alternator & in the heat of the moment, couldn't get the thing to fit, so we traded batteries, and went to a party for friends returning to England to live.
- July 8 - Martin & Donna were both at the track, but were leaving before supper, as they had had enough of living out of a suitcase or 12. There were lots of good battles, good racing, & good times & Martin & Donna departed before nightfall. We went to the Crew party, & had a quiet night at the track.
- July 9 - Steve & I helped out at the concours as usual. There was a large turnout - even a Morgan (not ours)! At lunch the trophy winners went out for a lap of the track, & the rest of the afternoon had plenty of good racing. At the end of the day the awards were presented, Ken, Michael & Peter taking home medals.

All in all, that week and a half was quite enjoyable, and it was nice to see old friends and laugh at one's misfortunes.

*Jenny Beer*

As I promised, I'm going to continue recounting family history and tell you a bit more about my Uncle Sam.

Our family history is pictorially recorded from my Grandparent's wedding in northern England to present day gatherings. My Grandfather was invalided home to Birmingham during the First World War and, upon recovering from his front line experiences with mustard gas, was sent up "North" to teach telegraphy. There he met my Grandmother and the first picture in the album is of their wedding. He is in his army uniform and she is wearing a simple outfit befitting of the day. Next there are a few baby pictures. And then we have the first portrait of the family together. It is a picture of a family gathered around their car. By to-day's standards it is not a portrait, but rather just an ordinary photo. However, to my Grandmother, it was her family's first portrait. My Grandfather has his foot resting on the drivers-side running board, his arm is hooked into the open window of the rear door and he is facing towards the front of the car. My Grandmother is sitting on the running board and between the two of them is Mom and Sam. It is quite an innocent photo at first glance. Unfortunately, closer scrutiny shows that the front window of the car is broken out and Granddad has a scowl on his face. If one could look at the back of the photo and see the rear of the car it would be noted that the rear window was broken out also. Sam was the perpetrator of these two broken windows.

It seems that the local kids had been playing Cowboys and Indians and Granddad's Overland was the Cowboys' covered wagon. The Cowboys could shoot the Indians from side to side of the covered wagon because the car door windows were rolled down. But the Indians were protected at the front and at the rear of the wagon because of the windows. Sam very quickly did resolve that problem.

As so often happens, the resolution of one problem causes several more. The Indians no longer had that protection at the front or rear of the covered wagon. But this lack of protection also applied to my Grandfather who had to drive on into the winter while waiting for replacement windows.

There are many minor pranks and escapades from his school days that I could go on about, but unless you did know all the players these tales lose that necessary spark needed for re-telling.

However, there are two stories that I do know you will appreciate. The first story relates to Sam's love of cars. Sam's car philosophy has always been, "If you are not satisfied with the car, get rid of it".



He is regularly selling his old car and buying a new one. (As I write I ponder, would he have married if wives were as changeable as cars). With his endless car purchases, he eventually became revered as a knowledgeable auto wheeler-dealer. And as this story goes, one day a friend asked him where a good car deal could be found. Sam, ever willing to take prankish advantage of a friend, set the wheels in motion.

He mentioned his latest car purchase which was the deal of a lifetime and said he would arrange the same type of deal for this friend. Sam then paid a social visit to his car salesman friend. Naturally of course, he was preparing the stage for the car purchaser to discuss wants, arrangements, and financing with the car salesman. However, Sam added one little twist. He told both gentlemen that the other was slightly deaf.

Can you imagine the car show room floor with two men shouting at each other haggling over the price of a car. But still to-day Sam's friend brags, "it was the best car deal ever".

Sam plays cards every Thursday night. He may miss this weekly game in order to take his two week summer vacation or the game might be rescheduled due to Christmas, but these are rare occurrences. Sam has played poker every Thursday for as long as the family can remember. He plays cards and has a few beers. If he wins any money I can not say. But let me say this, "Sam is conscientious". He likes and will have the occasional beer, but he will not drink and drive. He always takes a taxi back home at the end of the night. Until recently, there were just the five card fanatics: the druggist, fire chief, town clerk, feed store owner and Sam. But then a District High School teacher started to attend. It seems that the son of one of the regulars had mentioned the Thursday night game in class and this teacher decided to deal himself in. Who of the card playing five would not graciously invite the newcomer to join in and consequently he became a Thursday night fixture. During the good weather he would always walk to the outskirts of town to the game at Jack's Feed Store and beg a ride home in Sam's taxi at the end of the evening. His parting comment to Sam always was, "It will be my turn to pay for the taxi next week".

My uncle is a man of moderation who is very slow to react. I think Sam was starting to accept the inconveniences the teacher was causing to his Thursday night entertainment. Until the cold weather prompted another change in established routines. With the onset of foul weather, the teacher asked Sam to pick him up at home. Now on card nights Sam had and still has supper at the diner which is located beside the taxi stand. But this pick-up request meant that Sam's work, supper and card playing time table would be out of wack by a half an hour. Sam realized immediate steps were necessary.

On his way over to the diner for supper he stopped in at the taxi stand. He very quickly made arrangements that the taxi driver would pick up the teacher first, and then come back to the diner for him, make an additional stop along the way and then continue on to Jack's.

This arrangement worked fine. Sam had just finished supper and was waiting at the curb as the taxi pulled up. The teacher was sitting in the front chatting with the driver. Sam got in the back. How pleasantly surprised the Renwick sisters were when the taxi stopped in front of their home and Sam gallantly offered them a ride to the school for the weekly P.T.A. meeting.

The Renwicks were not to be the only ones surprised that evening. The poor teacher was next on this list, for he suddenly realized that the sisters expected him at the meeting also. How could he say he was off to a poker game. Even with all the running around town Sam was less than ten minutes late for the game.

In my next article I will re-affirm Morgan Manners.

HOGMOG HOGMOG HOGMOG



A prized Morgan

## Hot car lasts just one hour

By DAVID BENSON  
Motoring Editor

**PATIENT** Maurice Knott waited nine years for a new Morgan sports car.

Yesterday his £20,000 G-registration pride and joy was delivered — and within an hour it was a blazing write-off.

Mr Knott said: "I think you could say I am disappointed.

"There isn't much left apart from the front wheels and bonnet."

"It's a total loss. It's my third Morgan but its not put me off the idea of getting another."

He spent spent nine years on the waiting list because demand for prestige Morgans is so high.

### Stopped

As soon as the car was delivered he set off on his annual holiday. After 75 miles Mr Knott, an insurance broker from Bridgnorth, Shropshire, stopped in Tewkesbury.

When he returned, the starter motor refused to work and the car burst into flames, engulfing a Metro parked alongside.

Later, experts from the Morgan Motor Company were examining the remains to find the cause of the blaze.

## BIZARRO

By DAN PIRARO



HogMog concours section!



# Calendar of Events

British Car Day Sept. 17 Toronto Triumph Flyer enclosed

Mog South Spring Fling March 23-25,1990 See Page 5.

Niagara '90 August 11-13,1990 Details to follow.

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

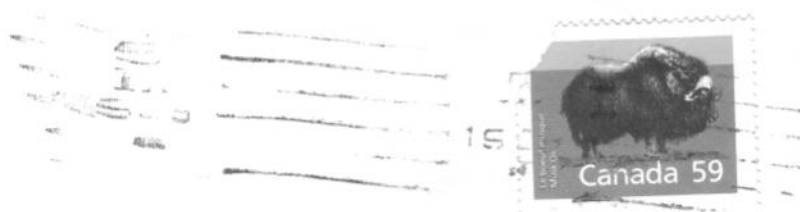
REGALIA Joyce Tomsett,  
25 April Gardens,  
Aurora,  
Ontario, L4G 4R7  
  
(416) 841-2071

CANADAS MORGAN MAGAZINE

**THE PRICE LESS BLURB**

82-50

EDITOR:



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.

# The Toronto Triumph Club

cordially invites you to attend  
the sixth annual

## BRITISH CAR DAY

Sunday September 17, 1989  
at Bronte Creek Provincial Park

"the largest multi-marque British Car meet in Canada"



- supporting the United Way
- new, larger site
- over 400 cars
- participants choice voting
- flea market

- dash plaques for the first 150 registrants
- childrens games
- \$10 registration fee
- \$2 walk-in fee per person
- lots of door prizes



**NO ALCOHOLIC BEVERAGES**

### REGISTRATION FORM

NAME : \_\_\_\_\_

ADDRESS : \_\_\_\_\_  
\_\_\_\_\_

YEAR AND MAKE OF CAR : \_\_\_\_\_

CLUB AFFILIATION : \_\_\_\_\_

METHOD OF PAYMENT :

CHEQUE : \_\_\_\_\_ Please make all cheques payable to the Toronto Triumph Club

VISA : \_\_\_\_\_ EXP. DATE : \_\_\_/\_\_\_

SIGNATURE : \_\_\_\_\_ DATE : \_\_\_\_\_

WAIVER: I, the undersigned, agree to  
waive all claims against the  
Toronto Triumph Club, its  
officers and organizers, for  
any loss or damage incurred  
during my participation in  
British Car Day on September  
17, 1989.  
Signature : \_\_\_\_\_

N



HAMILTON  
BURLINGTON

BURLOAK DRIVE

PARKING  
LOT 'A'

BRONTE CREEK  
PROVINCIAL  
PARK

TORONTO  
OAKVILLE

QEW



Early registrations and rendezvous will start at 8:30 am outside Simpsons at Sherway Gardens. Sherway is bounded by the QEW, Hwy 427, the Queensway and the West Mall in Etobicoke. Registration packages and park passes will be available at Sherway. The caravan will depart at approximately 9:30 am for the drive to Bronte Creek Provincial Park.

A new, spacious area with a capacity to hold 1200 cars will be used at the park. Entry to this area will be via parking lot "A" which is just east of the park gate.

This year look forward to more space for car games, twice the food concessions, and a farm and play area for the children.



**KEY 590**  
TORONTO'S CLASSIC HITS

**WE'RE READY FOR YOU IN 89!**

Proceeds from British Car Day will go to the United Way

SEND ALL REGISTRATION FORMS TO:



ROBERT A. COHEN  
MEMBERSHIP CHAIRMAN, TTC  
192 GLOUCESTER GROVE, SUITE 200  
TORONTO, ONTARIO  
M6E 2E9  
(416) 783-2018