

COMPLIMENTARY, RENEWED AND NON-RENEWED MEMBERSHIPS

STATUS	NAME
NOT RENEWED	DON & DONNA BANHAM
	SCOTT & SUSAN BARRIE
	SUSAN (PENNY) BATES
	ROB & PAM BOETGER
	CRAIG & TINA DAVIS
	RICHARD EDMISTON
	T.W. EVANS
	GEOFFREY & ANNE FARRAR
	PAUL FULLER
	DAVID AND LAURA GARD
	ROSS GARDINER
	CHRIS & GRETA GEISELMAN
	ANDREW & LINDA GRANT
	STU & MARIA HARVEY
	NIGEL & JANE HERBERT
	CHARLIE & CAROLINE KING
	ALEC & IRIS KNIGHT
	GEORGE & MARYLOU LAFFORD
	DON & MAIRE LAWSON
	TOM LESEELLEUR
	DR. F.C. LOCKWOOD
	GARY & SHERRY MACFARLANE
	JAMIE & JOYE MACKENZIE
	JOSEPH MAGNET
	ALAN B. MARSH
	JOAN & DAVE MCDONALD
	BOB MOFFAT
	LARRY & PATRICIA MOSS
	BOB & GAYLE PERRY
	PETER & DOROTHY PFAHL
	JOHN PRESTON
	DR. E.C. PYE
	HENDRIK & SHELLEY RENS
	KEN RIGG
	VERONICA & PATRICK RIVERS-BOWERMAN
	JOHN ROBERTS
	JOHN & SHARON RODEN
	JOSEF SCHENGILI
	DAVE & PAULINE SMITH
	KELLY & CHERYL STAPLETON
	NANCY & DAVE TURNBULL
	CHRIS TWEEDIE
	KENNETH & CINDY VOSS
	COLIN & BARBARA WATSON
	GEORGE WATSON
	JOEL WEINBERG
	MICHAEL & DONNA WHEELER
	PETER & ROSE WHITWORTH
	BILL WOODLAND

STOP PRESS: Penny Bates has renewed.

★
 Sacre Bleu! Those people
 up there are about to
 meet their Waterloo! For
 them, the answer to the
 QUESTION posed on the
 front cover is OUI!!!

★ Well known phrase, invented by
 Napoleon Bonaparte to describe
 the most beautiful blue imaginable,
 when he noticed a British gun
 carriage painted in precisely
 the same colour as the 4/4
 owned by the editor.



STATUS	NAME	
RENEWED	GEOFF ANDREWS	
	CHARLES B. BAKER	
	MICHAEL BATTERBEE	
	AUDREY & REG BEER	
	MARTIN & DONNA BEER	
	STEVE & JENNY BEER	
	M. BROWNING	
	DON & BARBARA BUCK	OCT-MAY
	DON & BARBARA BUCK	JUN-SEP
	EDWARD L. BURMAN	
	MORLEY & MIRIAM CASEY	
	CHRIS CHARLES	
	DAVID & ELLEN CLARK	
	CAROL & TIM CLARKE	
	JOHN COLLINS	
	MICHAEL & BARBARA COMPAS	
	BILL CRERAR	
	GEORGE & KATHY FINK	
	FRANK & ELSIE FLINN	
	THOR & DEBORAH FROHN-NIELSEN	
	ORRIN GEETING	
	PETER GEORGE	
	LUCH & LILLIANA GHISLANZONI	
	GREG & CATH KAUFMAN	
	R.A. LANT	
	RON LOHR	
	PETER & HEATHER MCCOWAN	
	TONY MOON / THE MECHANICS	
	BRIAN & BRENDA MORGAN	
	NICK & LINDA MURPHY	
	ERNEST & BETTY NEMETH	
	BRIAN & LINDA RUMOHR	
	ALASTAIR RUSSELL	
	ALAN & MARLIES SANDS	
	RAY & MARY SHIER	
	CHRIS SKEAT	
	STAINLESS STEEL MUFFER CORP.	
	DR. ANDREW & SUSAN STRUTHERS	
	BILL SULLIVAN	
	A. NORMAN WRIGHT	

COMPLIMENTARY

SATORU ARAKI
 OHMOG: JERRY BOSTON
 MMCC TX. BILL BOYLES
 TORONTO TRIUMPH CLUB
 BRITISH SPORTS CAR CLUB
 MSCC. JOHN & CAROLYN DONOVAN
 MR. & MRS. KEN HILL
 WESTERN NY. AL ISSELHARD
 ALEC KNIGHT, PRESIDENT
 MOPS: JOHN MOFFATT
 MOG-MOG (GULF MORGANS)
 MR. P.H.G. MORGAN
 NANCY SWANSON
 MOG G. LAKES, J. WEBB
 MCC.DC ED ZIELINSKI

THE PREZ SEZ!

Thank you to all those who turned out for the Niagara Weekend & the Fall Rally, you restored my faith again in our club. A special Thank You to those who organized each event.

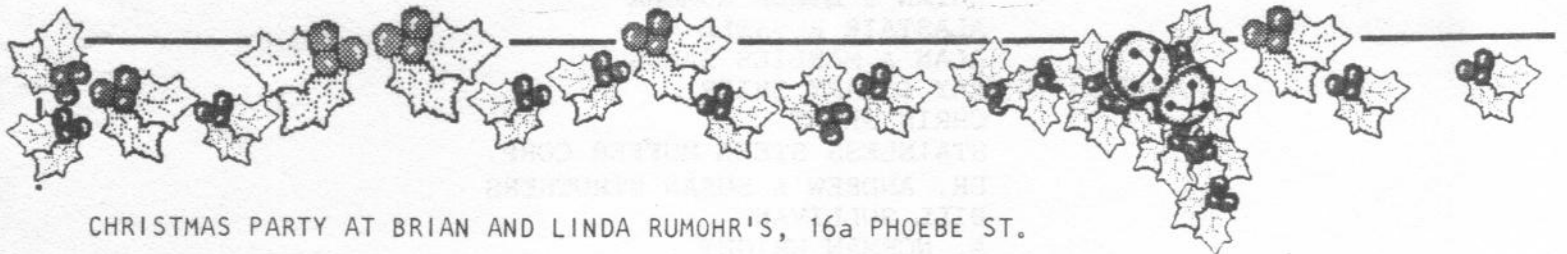
I have started work in earnest now on next years Niagara, the first thing is to get over the catch 22 situation of bookings/numbers. Please read the enclosed letter which has been sent to every north American club (10 copies) & include yourself in the advance bookings.

Yesterday I called Jeremy Harrison in England & he tells me they have 22 confirmed Morgan cars booked with \$1000.00 deposits paid. a couple more may come in late. We expect a lot more to join us from the US. I have also written to Al Isslehard to invite the Western N.Y. Club, & Ted Pfafchen for the Great Lakes Club in the hopes they too will come & meet the European Morganeers.

Mark Bronstien of the MCC/DC club has offered to be the north America Co-ordinator for the whole tour between all participating clubs, so we will be in regular touch with him during the coming months.

Our next Meet will be the Christmas Party at the Rumohr's home & we hope to see a good turnout there too, so mark your calenders for the 16th of December.

Audrey beer.

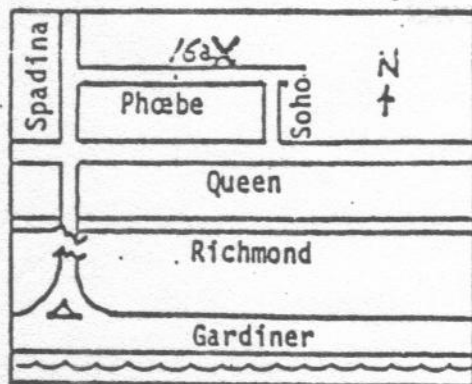


CHRISTMAS PARTY AT BRIAN AND LINDA RUMOHR'S, 16a PHOEBE ST.

Saturday, December, 16 at 8PM.

RSVP 593-6687 Evenings.

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



Bring a Pot-Luck dish. It does not have to be an elaborate one!



A.P. Beer,
R.R.3. Bolton,
Ont. L7E 5R9.
Canada.
416-857-3210

23 October 89.

Dear Fellow Morganeers,

My apologies first for sending out a form letter instead of a personal one to each of you. I concede my word processor isn't set up for that.

I am writing about "Morgans Across America". At this date I have confirmed by phone that there are 22 Morgans booked in the UK, including 3 Three Wheelers, / 2 from the Swiss club/ 3 from Germany/ 1 Japan, / Balance from the UK. with a maybe on a couple of others to be added.

Our Canadian Club has one basic problem with our part of the arrangements which can be easily solved with a little assistance from Morganeers wishing to join the Tour & come to Niagara.

The problem is;- We will be having our Meet in the height of the Season in one of the top tourist spots in North America. Niagara Falls. The Motel we have been staying at for several years has been very gracious & helpful offering us the complete 63 rooms at the rate of \$90.00 Cdn. per night which though double what we normally pay for our past Out-of-Season group rate is still a bargain for the middle of August.

The Catch Is; We must make confirmed room bookings as soon as possible on a Non Refundable basis; **WE REALLY NEED TO KNOW HOW MANY TO EXPECT;**

Our club is more than willing to make all arrangements, but in all honesty we do not want to under-book & leave anyone out who wishes to come, but we cannot take the chance on booking every room only to be stuck with the bill on no-shows. the club coffers cannot take that kind of a beating.

Please if you are planning to come to Niagara can you let us know as soon as possible, with a \$50.00 Cdn. deposit, then we can make the advance arrangements & follow up at a later date by sending you confirmed room bookings, registration etc.

It would assist everyone if one member of each club could make a list of names & addresses of those making advance room bookings for August 10-11 in Niagara & forwarding it with deposit chqs. to me as soon as possible. Once this problem is overcome we can go full steam ahead with the balance of planning & bookings.

Sincerely,

Audrey

Audrey P. Beer.

EDITORIAL

Whither (Wither?) HogMog?



To put it in the oracular, the answer to the question posed on the front cover is YES.....and NO! I realise this will come as a complete shock to most of you, but YES, this is the last BLURB I shall produce, and NO, it is not the last BLURB. HogMog is fortunate that Jenny Beer has agreed to edit the magazine beginning in 1990, and so we will have the Jenny rendition of Morganic activities instead of the chronicle according to Collins. Jenny, you have my best wishes in what can be an interesting and stimulating contribution to the club, as well as a frustrating and time-consuming one. My hope is that the adjectives preceding the last comma apply much more than those that follow it.

I plead guilty to the charge that in recent editorials, certainly in the September one, I have been promulgating doom and gloom. I wish to make it quite clear that the scenarios painted represent what I, and a number of other members fear may happen, not what I wish the future to hold. I agree fully with Jenny's open letter (Page 17), and, in fact, had discussed with Audrey at Niagara the need to have a schedule of events established early in the season. I have no wish to go out on a note of pessimism, and therefore propose a couple of events to fill gaps in the existing schedule.

February is not the month for Morganeering in Ontario, but, in the past, Noggins and Natters were occasionally held. I hereby announce that on Wednesday, February 21 at

6.30 PM I will drop in for a pint and Bangers and Mash at the PORKER'S STERN at 244 Adelaide St. West (at Duncan St.) in Toronto. If anyone wishes to come along, I'm sure we'll have an enjoyable evening. If not, at least one HogMog event will have been organized and attended by one member in February.

The other gap is in May. At the British Car Day, member Alistair Russell mentioned he'd had the Aston Martin Club (he also owns an Aston) up to the Millcroft Inn, and should have the Morgans up some time. I have subsequently discussed this with him, and hereby volunteer to organize a Spring Run, beginning at the Fifth Wheel at Milton, through the Caledon Hills to the Millcroft Inn for Brunch. On a Saturday, this can cost less than \$15.00 excluding drinks, and the Saturday after Victoria Day should provide reasonably warm weather without being in high summer season. The Aston group combined their tour with a wine tasting, some of them staying overnight and for Sunday Brunch. Given the somewhat fragile nature of HogMog's enthusiasm for events, I suggest the simple Brunch unless we are inundated with requests for a more elaborate alternative.

Finally, the finances. Total BLURB and mailing costs for 1989 were \$1,137.70, which included two colour covers. Adding the 1988 costs of \$591.41 gives a total of \$1,729.11 for my two year tenure, an average of \$144.09 per issue or \$864.56 per year. This is below 1987 costs of \$916.83, despite postal increases, and was made possible by the arrangement I made with Richardson Greenshields whereby the Club paid for Xerox paper, but I used the equipment free on weekends to run the issues.

Keep that flood of feedback flowing, but, effective immediately, please direct it to:

Jenny Beer,
39, Guest Street,
Brampton,
Ont., L6W 1T7 (416) 453-9304.

I hope to see you at future events as HogMog nudges into the nineties. Season's Greetings and Happy Morganeering to you all.

John Collins.

FEEDBACK

Bill Lockhart Sr.

BOX 7 • WAVERLEY, NOVA SCOTIA B0N 280

August 22, 1989

Mrs. Audrey Beer

MORGAN OWNERS GROUP
Boulton , Ontario.

Dear Audrey;

In order to get information on a particular model Morgan I am looking for, I had written the Morgan Sports Car Club in the U.K., Christine has replied with your name and address.

My search is for a Morgan "Trike" of any model. The catch is that I am looking for a 'basket-case' for restoration. In my trips to the U.K. I found a few restored ones at a price tag that would have questioned reality had I bought one. Aside from that I have been in the fortunate position (?) of enjoying restoring Classic cars for some time now.

I guess that I am asking if you or your Club has the resources to assist me in locating a restorable three-wheeler.

I have a preference, if that is feasible, to re-build a Trike with the J.A.P. engine.

I have successfully located and restored one each of the "T" model MG's, a number of Triumphs from Mayflower to one of the last TR4A's, plus a bunch of early XK Jaguars, so I think that the addition of a unique Marque like Morgan would be a feather in my 'basket-case' cap.

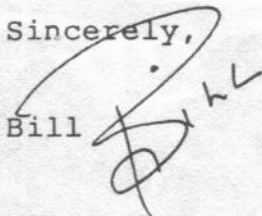
The Trike also interests me as being a motorcycle fan, plus the past owner of three-wheelers such as the BMW Isetta and the Messerschmitt KR-200, I feel that my appetite has been whetted by the thought to restore and drive the Morgan.

I would also be interested in being, for the present, a member of the Morgan Owners Group, in a associate category, if possible, with the possibility of going to a full membership if and when I obtain a suitable unit.

Again I would appreciate your help in my search.

Sincerely,

Bill





Massed Morgans at the Concours

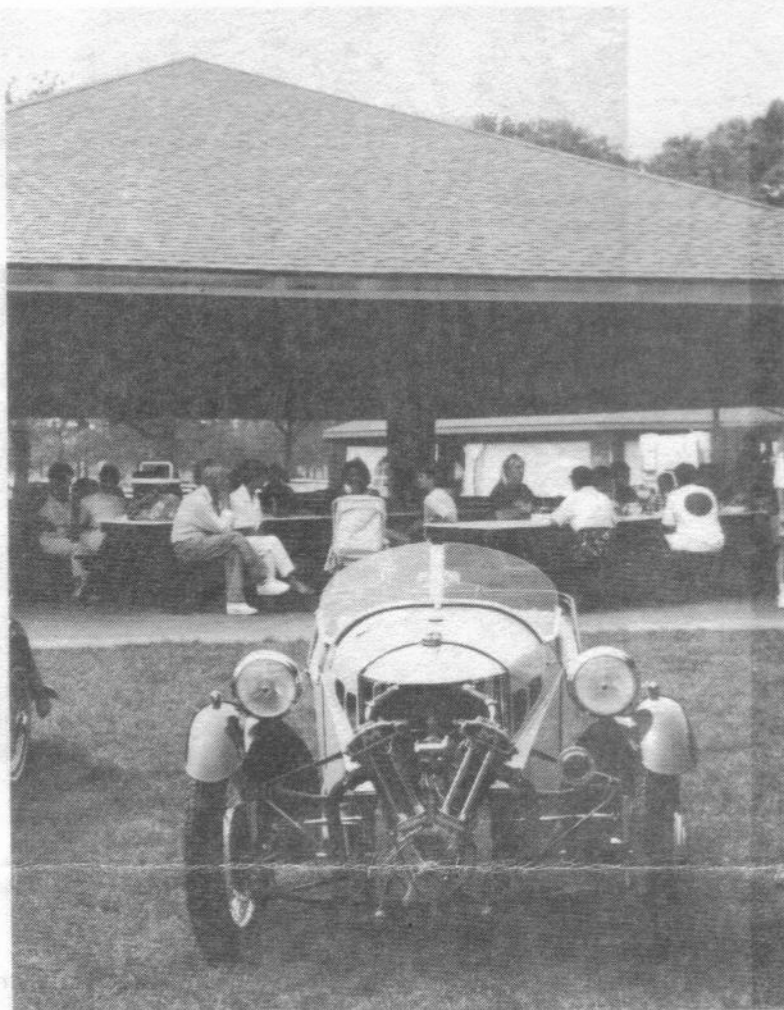


John Collins Photos

If a picture is worth a thousand words, you have a comprehensive report on Niagara 89. Otherwise you just have six photos!

People's Choice and Judge's Choice, Orrin Geeting's Matchless Trike.

HogMoggers relax beside the pool back at the Travelodge.



HogMog arrives for the Sunday barbecue at the Roden's Fonhill home.



"Our highly skilled and motivated staff are eagerly waiting to serve you"
Nick Murphy discusses restoration with Steve, Martin and Reg Beer.



BATES 402 WEST AVE. JENKINTOWN	PENNY PA USA 19046				GHISLANZONI LUCH 64 KINGSWAY CR. TORONTO	LILLIANA ONT CAN M8X2R6	52 +4 P2455
BEER R.R. 3 BOLTON	AUDREY ONT CAN L7E5R9	REG	56 +4 03386		MACFARLANE GARY 343 SMITH AVE. BURLINGTON	SHERRY ONT CAN L7R2T9	61 +4 04955
BEER 39 GUEST ST. BRAMPTON	STEVE ONT CAN L6W1T7	JENNY	59 +4		MCDONALD JOAN R.R. 4 BOX 1078 TOTTENHAM	DAVE ONT CAN LOH1W0	67 +4
BEER 195 DELTA ST. ETOBICOKE	MARTIN ONT CAN	DONNA	63 4-4 80811		MORGAN BRIAN BOX 134 JORDAN STATION	BRENDA ONT CAN LOR1S0	61 +4 82123
CASEY BOX 601 RR 3 MANOTICK	MORLEY ONT CAN KOA2N0	MIRIAM	70 +8 R7289		MURPHY NICK 281 VICTORIA AVE. VINELAND STN	LINDA ONT CAN LOR2E0	65 +4
CHARLES 1138 KING ST. KITCHENER	CHRIS ONT CAN N2G2N6		87 4-4		RODEN JOHN 3 LESLIE PLACE FONTHILL	SHARON ONT CAN LOS1E0	
CLARKE 889 LAKESHORE RD. NIAGARA-ON-THE-LAKE	TIM ONT CAN LOS1J0	CAROL	68 4-4 86778		RUMOHR BRIAN 16A PHOEBE ST. TORONTO	LINDA ONT CAN MSP1A7	61 +4 04542
COLLINS 7550 LANGWORTHY DR. MISSISSAUGA	JOHN ONT CAN L4T2R9		68 4-4		SANDS ALAN PIPERS HILL FARM R.R. 1 COLGAN	MARLIES ONT CAN LOG1G0	68 +4
DAVIS 39 DEERVALLEY DR. BOLTON	CRAIG ONT CAN LOP1A0	TINA			TURNBULL BOX 310 BARRIE	DAVE ONT CAN L4M4T5	NANCY 61 +4 04859
GEETING 4 HOLLAND CT SAGINAW	ORRIN MI USA	KAREN	35 3W		WRIGHT NORMAN 102 CHELTENHAM AVE. TORONTO	ONT CAN M4N1P9	58 +4

HOGMOG HOGMOG HOGMOG

Vintage Racing a Morgan in the Pacific Northwest by Thor Frohn-Nielsen

There must be something in the Canadian psyche that makes us decidedly non-clubby. I've read "The Blurb" with concern for the club's welfare--particularly since an effort to create a British Columbia Morgan club last year was stillborn. Hmmm....

Anyway, there IS a very active vintage racing club out here and I just finished my second year campaigning my 1970 +8 on the track. I was originally going to limit my endeavours to one season, then two, and am now thoroughly smitten! Thankfully the Moggie is such a forgiving and willing puppy!

There are about seven Morgans competing on a semi-regular basis, including Bob Walker's immaculate and very quick 4/4, Californians Tom Kearney and his embarassingly quick +4 SS, and John Burke with his Lotus Powered 4/4. Closer to home is rising star Dennis Morrison in his +4, John McNulty with a +4 Competition, and Ken Ingham with an early (1968) +8, and me.

The season began for me at Seattle International Raceway. I'd put some decent tires on the Mog over the winter, but apart from an oil cooler and safety equipment the car is bog stock (Debbie and I regularly tour with it so it must remain completely streetable). I wasn't familiar with the track but immediately became very fond of it--even though I was initially gridded incorrectly with a GT40, Shelby King Cobra, Porsche 906 et al.

The track winds up and down among the pines in a counter clockwise direction and includes a wonderful straight that seems to go on for miles (and what a rush it is to be passed by a GT40 doing a zillion miles per hour). The pit area is beautiful--also set in among the trees and affording cool shade after the heat of battle. My car ran well, but bogged at 105mph--a suspected fuel pump indeed proved to be the culprit. It's so wonderful to race a car that one can drive from home, race with gusto, and then drive home again. There were only two Morgans but we held our end!

Race number two was in mid-July at Portland. In the interim I fitted an electric fuel pump and did that old Morgan racing trick--decambering the front end to neutral. That plus the new tires and a third and fourth gear track seemingly designed for Morgans made for an incredible weekend. The car and I did things we'd never done before, and passed cars I'd previously glimpsed far in the distance in front. The only other Morgan was Tom Kearney's pure racing +4 SS and I must admit that he blew by me as though I were standing still--a bit embarrassing considering that he has half the cylinders I do, but.... Morgans sure spark interest from fellow drivers and spectators alike. I suspect it's because something looking so antedeluvian should not be so damned fast!

Just one week later we were hurling around Westwood at the annual biggie here in Vancouver. We had over one hundred entrants plus dozens of beautiful historic motorcycles. The weather was perfect, the crowds enthusiastic, and the racing brilliant! Westwood is a tricky track with severe braking requirements, narrow corners, hills, and the occasional deer. Perfect Morgan conditions. Five Morgans turned out and did wonderfully, Dennis Morrison winning the Handicap for his group with his +4, and all of us winning the prestigious and totally insane relay team FOR THE SECOND YEAR IN A ROW. The relay consists of seven teams of seven cars. The first car from each team does four laps, a sash around the driver's neck. He charges into the hot pits where car number two is anxiously waiting. The team captain removes the sash, gives it to driver two who does his four laps etcetera. The pit area gets pretty scary--everyone wanting to get out at once. I pulled the gear shift knob off the 'ol Moss box as I charged out and spent my four laps shifting a stick. "Team Morgan" (plus a Brabham and a rare BMW powered rear engined Elva) did a glorious victory lap and spent the rest of the day with the cars gloriously garlanded in the paddock! It was great!!

Now my car sits on jack stands, sans firewall, engine, wiring and other necessary items. I'm going through it from stem to stern to make sure it's in fine fettle for next season (which should also include some historic rallying which seems to be taking off out here). I'm going to add brake reaction rods to the front, but that'll be about it.

Hope you stay active out there--we need at least one Canadian club that is both alive and well! Give me a call if any of you are ever out here--I'll gladly swap western Morgan lies for some eastern ones.

John Collins Photos



The Morgan line-up.

Winner of the Morgan Class - the Ghislanzoni Gleamer.



October 23, 1989

Morgans Across America - The Western Adventure

- Friday July 13 1990 Leave San Francisco via coastal route. Stopover and/or drive thru Monterey*** and Carmel***. Drive the Big Sur coast hiway*** to Cambria.
- Saturday and Sunday July 14 & 15 Attend MOG 90, the annual West Coast Morgan event sponsored by the Northern and Southern California clubs. The Northwest (Oregon and Washington) and Arizona groups are expected to attend in force.
- Monday July 16 Depart Cambria and drive to El Portal (220 miles). Late afternoon drive to Yosemite overlook*** and evening in Yosemite Valley***.
- Tuesday July 17 Depart Yosemite area via Tioga Pass (el. 9945 ft.) *** for Reno, Nevada (247 miles). Tour Harrah's Auto Museum*** and visit the casinos in Reno at night***.
- Wednesday July 18 Depart Reno via Interstate 80 to Twin Falls Idaho (457 miles).
- Thursday July 19 Depart Twin Falls through the Grand Tetons*** and Jackson, Wyoming*** to West Yellowstone, Montana via Craig Pass (elev. 8262 ft.).
- Friday July 20 Tour Yellowstone National Park***, depart via Cody, Wyoming*** to Sheridan (246 miles) via Sylvan Pass (el. 8530 ft.) and Granite Pass (el. 8950 ft.).
- Saturday July 21 Depart Sheridan via Buffalo and Sundance, Wyoming to Rapid City, South Dakota (245 miles).
- Sunday, July 22 Day of rest! Tour the Black Hills National Park ***, Mt Rushmore ***, and Custer State Park*** (75 miles).
- Monday July 23 Depart Rapid City via Interstate 90 to Jackson, Minnesota (447 miles).
- Tuesday July 24 Depart Jackson for Fort Atkinson, Wisconsin (380 miles).
- Wednesday July 25 Depart Fort Atkinson and drive through downtown Chicago (if feasible) and continue to Indianapolis, Indiana (290 miles). See the Speedway ***, if possible.
- Thursday July 26 Depart Indianapolis for Parkersburg, West Virginia (285 miles).
- Friday July 27 Depart Parkersburg for Luray, Virginia (258 miles) and rendezvous with East Coast Clubs and European visitors making Eastern leg of Morgans Across America.
- Saturday and Sunday July 28 & 29 Weekend event terminating the Western Adventure and starting the Eastern trip. Large number of Morgans expected from all over the country.
- Monday July 30 Depart Luray for three more exciting weeks of Morganing, or shipping or driving your car home.

October 23, 1989

Morgans Across America - The Western Adventure

Organization-

Several members of the Morgan Sports Car Club of Northern California (Steve Roake, Bob Murray, John Burks, Wendell Bain, and Keith Cox) have been meeting to plan the trip. Participation is welcomed and encouraged from others. We plan to coordinate with the organizers in Europe and the East Coast, as well as other U.S. clubs, particularly those whose territory we cross.

Participants-

Any one who is driving a Morgan, and any member of one of the Morgan clubs who is not driving their Morgan, for whatever reason, is welcome to join us. We hopefully will have a nice turnout of European guests, for this will be an event never to be forgotten, with spectacular scenery, a look at the true heartland of the United States, and a chance to meet with dedicated and fun loving Morganeers. There will be a number of people from the Western clubs making the trip, and hopefully some from other parts of the States will come out to join us. Some may wish to travel only part way, or may join up with us near their home base to continue on to Virginia.

Cars-

It is presumed that everyone will have their vehicles in top order. The trip is planned for cars that can travel and normal 65 - 70 mile an hour speeds. Several trike owners are considering trailering their trikes, and running them at appropriate stretches along the way.

Scheme of Events-

We will have a planned route, with a destination for each night. We will try to caravan, but it is up to the individual to be up and ready at the appropriate times. We will book motel rooms in advance through a central agency (travel agent or hotel chain). We have not estimated the cost of the trip. Motel rooms are \$45 - \$65 a night for 2. Breakfast and lunch are \$5 each and dinner \$12.50 to \$15. Gas is \$1 - \$1.25 per U.S. gallon.

Miscellaneous-

We are going to try to have appropriate regalia, i.e. a permanent plaque for the car listing driver and co-driver as well as a Monte Carlo Rallye type badge for the car.

Contact-

For the time being Steve Roake, 2260 Market St., San Francisco Ca. 94114. Tel. 415-864-3863 eves. 415-864-2260 days.

By: P. George



BLURB ORIGINAL LITERATURE

The Gods did treat Nat and I rather decently this past summer. You will have noticed that I have now, as of this writing date, deemed summer over. My summer is officially retired once Nat is prepared for winter. This Fall ritual of bedding-down Nat took place this week-end last. The ritual is quite simple. Firstly, Nat's garage space is made neat and tidy, the floor is cleared and swept, and new cardboard is put down to catch the oil drips. I have a high-and-dry Florida Everglade building lot offered for sale to those of you who believe all British mechanicals don't leak oil. I always ensure the tank is full of gas for over the winter months. This minimizes the accumulation of condensation. The battery is removed and never stored directly resting on a concrete floor. And, on a monthly basis, I connect my trickle charger to the battery for a few hours. Next the oil and filter are changed and the chassis is lubricated.

Unfortunately, we do not have a heated garage so my last task is to check the quality of the antifreeze. We all know that the strength of the antifreeze must be confirmed to ensure adequate low temperature protection. However, are you also aware that the PH of the antifreeze should also be checked? Simplistically, this check ensures that the chemical nature of the antifreeze is such that it will not eat the metal parts of the cooling system - namely, the radiator. In laymen's terms, the presence of rust inhibitors in the antifreeze is confirmed. And then the saddest part is next. I cover Nat over with his own special blanket.

But I have digressed. As I earlier stated, Nat, daughter and I had a marvelous summer together. We went to numerous car shows. And why were we able to go to numerous car shows? The answer is simple. This summer, unlike previous summers, we did not have to spend all our time repairing and rebuilding. We did have one major problem "BRAKES"; and before expounding on Morgan Manners I would like to recount what we learned from our brakejob. The symptom was deadly serious: infrequently, and without any warning, when the brakes were applied the left front wheel would lock-on. My number one mechanic and I checked the operation of the front wheel cylinders - a relatively simple task:

1. Jack-up front end of car.
2. Remove wheels.
3. Remove stub axle nuts.
4. Pull off drums only far enough to expose brake shoes.
5. Have someone apply brakes and witness operation of wheel cylinders.

We did this and noted that all wheel cylinders appeared to operate evenly. We inquired from several knowledgeable sources (Chris included) and were informed that possibly a brake hose, lefthand side, was internally collapsing and to replace front hoses. Daughter and Dad spent one Sunday replacing hoses. The double "D" then found that either front wheel would lock-on. What to do next? After considerable thought we decided to have new brake linings put on the old shoes and we would deglaze the drums ourselves using coarse steel wool. (Emery paper should not be used because it leaves a harmful abrasive behind). We did not have the drums machined, for a measurement check did confirm that they, the drums, were not bell-mouthed. I am happy to report that this did correct our brake problem.

Our first car show of the season was Canada Day at the Robert Simpson Park in Arnprior. And what a celebration that was. But, more about that later. In all car shows there are the usual questions that anyone should either be able to answer or fluff their way through. But what I find most irksome is when someone saunters up to Nat, takes a second or two to decide whether or not to put a foot on the bumper and sneeringly says, "That is sure a poor copy of an M.G." and then proceeds to extol the virtues of a "B Mark II." What do you say; what can you do? I have yet to find the perfect response for this type of individual. However, my current rejoinder is, "You sure do know your cars" and then I walk away.

The next statement on my hit list of dislikes is the comment "I had one of those beastly things over home and didn't care for it much." My reply to this boor is simple. I just tell him that people over here don't like the car either because I can't even sell it for \$1,500.00. And, then the last comment I will disdainfully reply to is, "Don't you find the car noisy, uncomfortable and terribly windy?" My answer is brief, "Its just fine, I'm into S&M."

Onto better things.

The Canada Day Celebration Car Show was quite a memorable event. In all, there must have been well over 250 different cars shown in about 10 different classes. But, alas and alack, Nat was the only example of oil leaking British Machinery and there wasn't a class or division for us. As I said earlier, this spectacle was held at the Robert Simpson Park which is on the Ottawa River. Throughout the afternoon there was live entertainment in the bandshell and various service groups provided free food. But the entire day was overshadowed by the display of fireworks which began after sunset.

OPEN LETTER

Although I am not the events person, I think it is important to the life of the club, that someone start the minds wandering as to possible upcoming meets. As I will be taking over the job of editor as of December, I do not want to be drawing a blank under events.

Let's start thinking of things we would like to do as a club.

In March, there is the Mog South run. In April, the British Sportscar Flea Market - maybe we could get together for an informal dinner in Ancaster after. The Classics Against Cancer show in Georgetown is usually in June - perhaps we can organize an early run there and a dinner stop on our way home. Mog 20 will be held at the beginning of July as usual; the weekend following should be the Vintage Racing Festival likely to be held in Shannonville. We could perhaps organize a meet in the Kingston area for that weekend, with those not interested in racing staying in town and touring etc. for the day. Sunday holds the main racing events and concours, and once again, for those not partial to those activities, that area of the province is not lacking in things to do. The club as a whole could get together for dinner on Saturday night, and perhaps on our way home Sunday. The rest of July and half of August can easily be taken up with the Mogs Across America trip, with Son of Mog being held on the 28th-30th July, East Pennsylvania meet August 4-6, and Niagara on the 10-13 time-frame.

We could possibly arrange a spring run in early May (Barrie/Collingwood area)? A few of the clubs have pizza/picture/pastry parties to brighten up the months of January/February, with people bringing their favourite sunny holiday/car photos, slides, videos etc. This can also be a way for those members not able to attend all events to see the fun they have missed - and places to visit in the future.

These are just ideas and any comments, suggestions, helpers would be welcome. What would YOU like to see our club do?

What do we have to do for responses - send you the stamps?
Give you a toll free number?

Jenny Beer

HOGMOG HOGMOG HOGMOG

Granted next July is still a long way off, but I would like to suggest that our membership consider a field rally to the Ottawa Valley to participate in the Arnprior Canada Day Celebrations. We might even get the British Car Category added to the show roster. And one thing for sure, there are a goodly number of Moggies in the Bytown area. Give it some thought and let the editor know your views.

In my next article I will reminisce about Apprenticeship Days.

Have a Good Day!

P. George

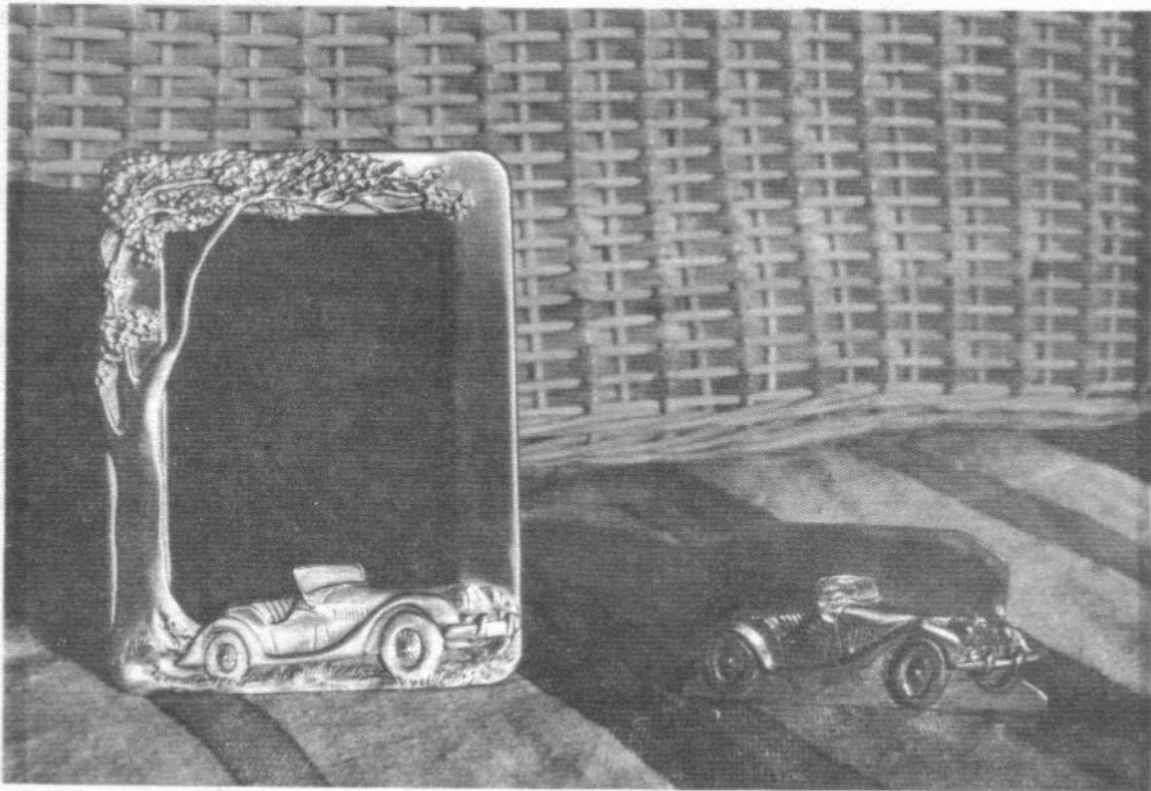
OPEN LETTER

Although I am not the youngest person I think it is important to the life of the club to have as many people as possible taking over the job of steering the club in the future.



SWEATSHIRTS \$20.00 each. Modelled by Steve Beer, new Editress Jenny Beer and Brian Rumohr.

PHOTO FRAME \$16.00 BUSINESS-CARD HOLDER \$10.00



Much more available from Joan McDonald - contact her for details. Address and phone number on the back cover.

John Collins Photos

Calendar of Events

December 16	HogMog Christmas Party Toronto	See Page 4
February 21	HogMog Pub Night Porker's Stern	See Page 6
March 23/25	MOG South, Charleston, S. Carolina.	Charlie King (803) 762-4545
April 15 ?	Brit. Sportscar Flea Market. Ancaster	Details to follow.
May 28	Spring Run Milton to the Millcroft	See Page 6.
June 17 ?	Classics Against Cancer, Georgetown	Details to follow.
July 1	Canada Day Arnprior	See Page 17.
July 6/8	VARAC Vintage Races Shannonville	Details to follow.
August 10/13	NIAGARA NINETY Niagara Falls	Details to follow.

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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.

MORGANS OVER AMERICA 1990

U.S.A/CANADIAN REGISTRATION FORM

NAME OF DRIVER

NAME OF CO-DRIVER

ADDRESS

ADDRESS

TELEPHONE NUMBER

NAMES & ADDRESSES OF OTHER PASSENGERS

DETAILS OF CAR

TYPE YEAR REGISTRATION NO.

NO. OF SEATS CHASSIS NO. ENGINE NO.

COLOUR OF BODY COLOUR OF TRIM

COUNTRY OF REGISTRATION

TICK EVENT(s) YOU WILL ATTEND

1. + 4 GROUPS MEET IN SAN SIMEON, CALIFORNIA
2. M.C.C.D.C "SON OF MOG 20"
3. M.O.P.S MEET IN PENNSYLVANIA
4. NIAGARA FALLS MEET

DO YOU WISH TO ORDER A M.O.A. CAR BADGE? YES/NO

DO YOU RECEIVE "MISCELLANY" REGULARLY? YES/NO

PLEASE RETURN THIS FORM TO: Audrey P. Beer,
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Ont., L7E 5R9.

J C HARRISON
"MORGANS OVER AMERICA"
433 AIGBURTH ROAD
LIVERPOOL L17 6BJ
ENGLAND

Audrey will pass along registrations.

October 27, 1989

To: All Morgan Clubs

Re: Morgans Across America - The Western Adventure

A group from the Morgan Sports Car Club of Northern California has gotten together to get this leg of the MAA event together. We feel this will be a very exciting once in a lifetime opportunity to see the full spectacle of the United States, with fabulous scenery and a chance to see how Americans really live.

We sincerely wish to invite the members of your group to come join with us in this adventure. We stand ready to assist those who wish to come from afar, whether it be from other regions of the U.S., Canada, or Europe, Asia, or Australia.

The trip will be fully organized in terms of route and accommodations, but informal in that participants will be on their own as to travelling speed, etc. We do expect the majority will join in a caravan.

Some people from other parts of the U.S. and Canada may wish to join up with us en route, or travel only part of the way.

The start of the event will be at MOG West '90, the annual western U.S. Morgan event at Cambria, California, on July 14 & 15, 1990. The European participants are planning to ship their Morgans to San Francisco to begin the trip.

We look forward to seeing you!

Best regards

Stephen Roake
2260 Market St.
San Francisco, Calif. 94114
415-864-2260 work
415-864-3863 home

Details on Pages 14 and 15.