

Morgan Owners' Group "Blurb"



TORONTO PUBLISHED SPORADICALLY OTTAWA

ANCASTER OKTOBERFEST SUNDAY SEPT 11, 1:00 PM
ANCASTER, ONTARIO

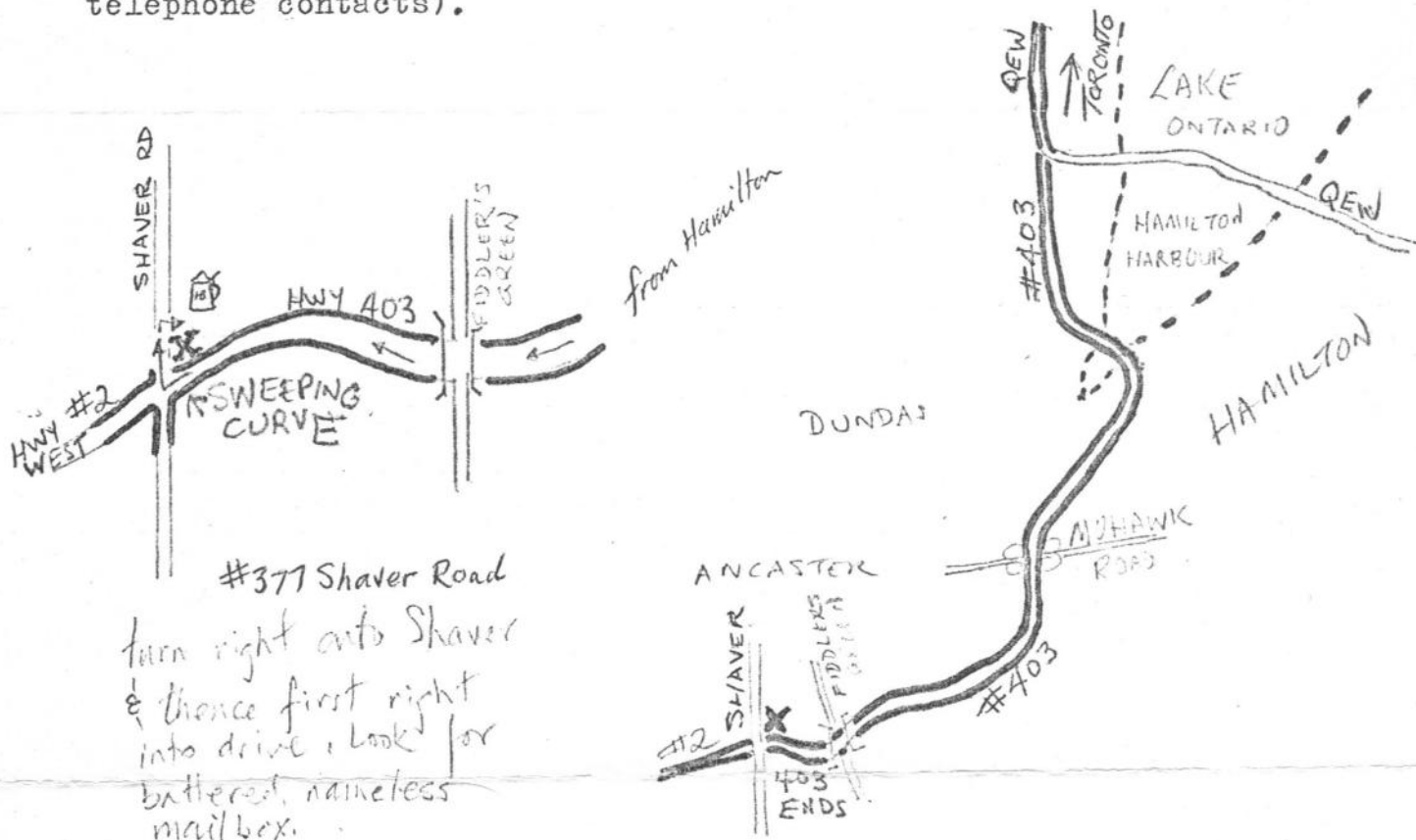
Well, so what? Munich holds it's Oktoberfest in September as well!

The Morgan Oktoberfest will be hosted by the Johnstons of Ancaster in their old stone farmhouse with a table laid with traditional Oktoberfest treats. Although the food will be supplied, guests are asked to bring along their preferred drink.

For a bit of nostalgia we will have a showing of slides or movies of the Golden Days of sports cars in Canada. Alan Sands threatens to bring along his infamous movie of the Turkey Trial! Other film will be welcome, so bring it along. An appropriate Morgan memorabilia award will be given for identifying the most vintage, thoroughbred, and early Elizabethan cars from a collection of slides.

There will be a discussion on possible events and organization for 1978.

So that the Johnstons know how many barrels of sauerkraut to make please let us know if you are coming. (Refer to following list of telephone contacts).



GRIEVANCES AND QUESTIONS

Stu Harvey
Norm Hendryks
Brian Johnston
Doug. Price
Peter Whitworth

should be addressed to;

| | |
|----------------------|-----------------|
| (35 SS Matchless) | 231 8878 |
| (69 Plus 8) | 791 3477 |
| (71ish Plus 8) | 1 416 648 2788 |
| (55 & 60 Dropheads) | 233 8342 |
| (32 Aero & Plus 4's) | 692 2270 Ottawa |

On all accounts a great success with a fine turn out and our thanks to the Beers for their hospitality. Didn't attempt to count all the bods but did see 4 Plus 4's, 4 4/4's and 2 Plus 8's. I remember how rare the 4 seaters used to be in Toronto, yet 2 showed up. Somebody arrived in one of those nasty plastic Chevrolet things, but was discreet enough to park on the street.

Alan Sands elected to come in his Allard J2X after paying a brief visit to a friend in Loretto. Setting out from Loretto he accelerated and sucked the radiator into the fan. Borrowing his friend's car, he trundled back to Piper's Hill for the Morgan. Just about to set off, he remembered that he didn't have licence plates on it. Undaunted, he climbed into the Bentley only to recall that the battery was in the Allard, languishing in Loretto. And so it was that our hero finally arrived on his venerable Sunbeam (with a battery borrowed from his Suzuki).

REGALIA ...

This vast administrative complex so necessary to operate M.O.G., in the past was partly financed through the sale of badges. Regrettably the well has run dry - we're out of badges. Should we get new badges; and should they be the same or changed? Richard Nickell has had his arm twisted just enough to promise some designs in time for the Oktoberfest.

SPARE PARTS ...

Terry Taylor has a supply of "obsolete" Lucas parts - coils and tail lamps. Call evenings 439 7045. Also available one 4/4 convertible top.

THE WORLD OF RACING....

David Elcomb campaigned his 1932 3-wheeler at Shannonville last May, until he suffered a blown head gasket. I notice that that the editor of V.A.R.A.C. persists in designating this 3-wheeler Mog as a "trike". Still, it is good to see 3-wheelers racing with Lotus and Ferrari quadriettes!

RUNNING ON...

Martin Beer was almost embarrassed by the compliments in last month's BLURB on "his" 1938 Flat Rad which cleaned up at the big meet in Luray. Seems we got names mixed up; it's really Steve Beer who rebuilt the car. Sorry about that. Anyhow congratulations, Martin.

Controversy rages in the letters to the editor of Motorsport over delivery periods and rising prices of Morgans and in July Peter Morgan felt compelled to respond. From another correspondent we learn that in 1976 Morgans made a pre-tax profit of £32,000. In the Vintage Postbag section the debate is almost ungentlemanly as to whether a car can start itself. The editor recalled that his early Plus 4 was wont to start the engine itself. NOW maybe my insurance company will believe me!

MODELS...

Models of English and French 3-wheeler Morgans are available from Leisure World in the Eaton Centre at \$6 apiece. The Malvern models are of a 1923 beetleback either open or closed. Also available both topless or clad is the 1929 "Darmont" which was built under licence in France. "L'avion de la route", the Sandford was a quality 3-wheeler with an enclosed 4 cylinder Ruby engine and handsome coachwork, and also based on the Morgan. A 1922 model is available

