

Look Muffy, A Magazine For Us

**The
Inestimable
Blurb**



**1-83
February
1983**



photo by Brian Rumohr

Morgans From Far And Near . . . Another Lottery Swindle?



Prez' Piece

Inflation Fighter

Our '82 membership reached 87 registered for the records of those who just love collecting data, your '83 renewals are on a separate sheet for mailing in as per a suggestion of one of our late paying '82 members who does not like to mutilate his Blurb; OK whats your next excuse ?. As you may note we are holding our fee at the same as last year in face of rising inflation, increased mailing cost, AGAIN; so please help by getting them in early for we just love to squeeze every penny of interest we can from the Bank to help the cause.

Heroic Efforts By Editor

Our apologies for not too many issues of the Blurb last year owing to some personal time consuming events in our Editors life, all & any complaints will be received as offers to volunteer for his job which for the record is un-paid & requires many hours of dedication, along with knowing how to spell Porsche & Jymkhana, (sorry Doug that J crept in again instead of the G.)

Future Dates

Plans for our future events have been running into little snags so cannot publish confirmed dates on everything as yet so please watch future Blurbs for the summer schedule, the following open letter may help to explain, but for all intents & Purposes we have a good year planned-I hope;

Dear John . . .

Dear John; When next we meet I must have a little talk with you over that brilliant idea of a Brewery Tour arranged via inside contacts within the club. It appears that when their lovely Wagon needs fixing it must be done yesterday, the same rule does NOT apply to said dept in charge of Open House & Tours;; After FIVE months of first letter, followed by numerous phone calls we still have a very tentative, maybe, approx, between date minus confirmation; You & your bright ideas;; It took 4 minutes on the phone to set up the Winery Tour in Niagara (with a subsidiary of the same Co.) with a complete stranger, but am still on hold with the ----Gentlemen of said Brewery, am still trying, Oh is it ever trying;; Regards, Audrey.

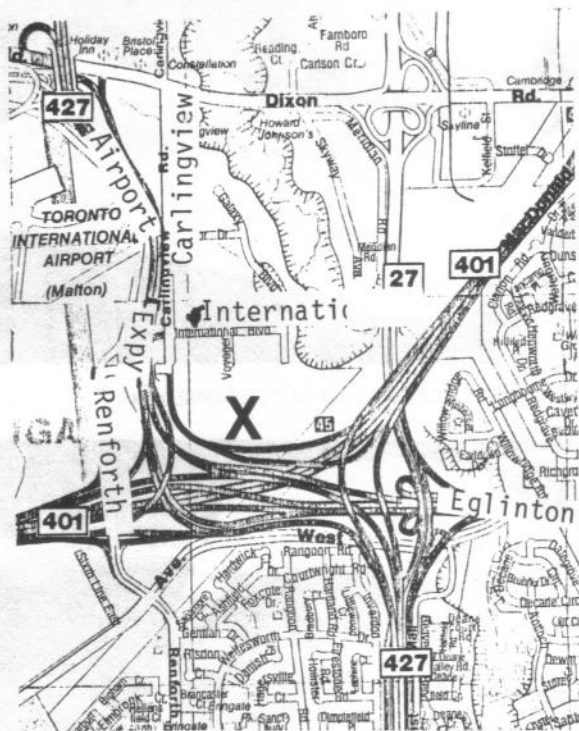
Carling-O'Keefe Brewery Tour

THURS APRIL 7 at 6:30-7:00 PM
BY POPULAR REQUEST

RSVP to AUDREY BEER 416 857 3210
before April 4 as Carlings need to
know the number in order to cater
for the food.

Enter via International Blvd at the
lights. Go to the end gates where
the guard will direct you to the
Pub. Do not use the main entrance
as that is closed after office hours.

Bar closes at 10 PM.



Look for the Double Decker Bus

PUB LUNCH

DICKENS INN, MILTON, ONT
SUNDAY FEBRUARY 27, 1:00 PM



FLEA MARKET SWAP MEET
BRITISH SPORTS CAR CLUBS 2ND ANNUAL
CLASSIC SPORTS CAR FLEA MARKET

DUNDAS, ONTARIO SUN MAR 13 10AM - 4PM

AT THE COMMUNITY CENTRE (OLD ARMORIES)
ON KING ST (HWY #8) at MARKET ST

REPRESENTATIVES WILL BE THERE FROM THE SUNBEAM,
LOTUS, AUSTIN-HEALLEY, MG CAR, AND MG A/B CLUBS
AND CHRIS CHARLES (Morgan).

30 of the 40 tables have already been taken
Admission \$1, Vendor table space \$10
for details call Dave McCubbin in Toronto
967 7110 (day)

1982 Bursar's Report

ASSETS (Good)	
Bank Balance b/f Dec 81	\$1065.25
Membership dues 1982	864.00
Raffles	74.55
Regalia Sales	531.70
Niagara 82 receipts	1848.26
Bank interest	51.09
	<u>4434.85</u>

EXPENSES (Not Good)	
Blurb	448.92
Blurb mail & stationery	282.83
Office expense	44.67
Regalia purchases	1151.18
Niagara 82	1504.08
	<u>3432.68</u>

Balance Dec 31, 1982	<u>1002.17</u>
Regalia Stock at retail	1485.00
	<u>\$2487.17</u>

Christmas Party

Bill Ellman Copywrited article

Hosts Fix Raffle?

A TRADITION RESURRECTED

The long standing tradition of Christmas at the Smiths has been resurrected, after that unforgettable repast of beans and chili at the Collinses last year.

While the venue was the same, the location was new. The gathering was held on December 11th, in the newly constructed and decorated residence of Dave and Pauline, in the village of Snelgrove, about 20 miles (32 km) north of Brampton. Their new home is even larger than the old one, with plenty of play space for Polly, Ian and Dave. As expected, it is tastefully and comfortably furnished, with two cosy fireplaces and ample common space. We will not mention the garage, Mr. Smith!

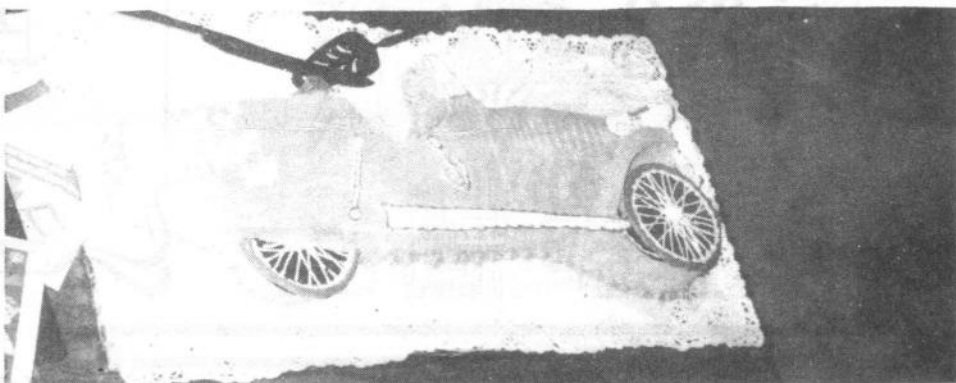
The crowd, too, was comfortable and familiar. There was the usual assembly of Morganeers--the Shiers, Riches, Rumohrs, Hendrixes, Rodens --and the hangers-on from the Rolls-Royce Drivers' Club, the Allard Mechanics' Association, the Jaguar Waxers' Federation, and assorted other worthies who arrived via Renaults and Volkswagens. Those who still have some explaining to do are the Laffords of Stoney Creek, the Walters of Houston, and Steve Beer (wot, a naughty week-end in Kingston, you say?)

Entertainment consisted of the usual M.O.G. pastimes of 'chatting-up birds', eating (dare I say pigging-out) and drinking. Dessert was an uniquely styled birthday cake, about 75 cm long and patterned after a well known three-wheeler, faithful to the original colour and equipment! The usual door prizes and raffles were awarded, but is it really fair, Pauline, to award these to your house guests? You ought to be more subtle! The Smiths really know how to continue a pattern.

Unfortunately, one custom was broken: no one arrived in a Morgan. Chris Charles tried his valiant best to uphold this tradition and imitate the practice. He drove all the way from Kitchener without using his



photos by "Seems almost cannibalistic, somehow." A Beer



heater. Nice try, Chris! (There must be a lesson somewhere in that episode, regarding old age in the Riches, and Chris's Peugeot. Do you have problems with shorts, fuses and your rear end, Edie? Your chassis certainly does not seem to have the heavy mileage on it that Chris's wagon does!)

All who attended had a good time and began the holiday season on an excellent note. Thanks,

Pauline, for all your planning and preparation. Happy birthday, Dave, but please try to take better care of your lawn for next year!

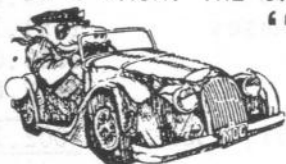
Editor Comment; It's a Fuego!

Editor Comment, Where do get this km/cm stuff? You were just asked to report the event, not start a political fight.

IT'S BACK! THE 3RD SOMETIMES ANNUAL

"PREPARE TO UNLOAD" RALLY & BARBEQUE Blue Mountain Week-End

MAY 28 & 29



This was one of our most popular events in past years and is a great way to kick off the summer season.

Week-end headquarters at the PREPARE TO UNLOAD Chalet, the summer villa of the Walters of Houston Tx, at Craigleith, Ont at the foot of the Blue Mountains.



SIX PLACES LEFT AT PRESS-TIME!

OTTAWA RIVER WHITEWATER RAFTING FRIDAY JUNE 17 SATURDAY JUNE 18



You've heard ABS and Bruce Fuller and Marlese and Karen rave about their exciting week-end last spring white-water rafting down the raging Ottawa from Pembroke. We have been fortunate to book two rafts from what we believe is the best of all the organizations that run whitewater rafts. Experienced raftsmen and back-up crews all the way.

The two day event provides 5 meals including a superb barbeque steak dinner round the campfire. Professional photographer at every rapids. Large camping facility

with tents rentable at \$5 if you don't have your own. We arrive Thursday night for a good start on Friday.

Contact Alan Sands RIGHT AWAY at 416 936 4341 (home) or 416 669 6419 (work) for details and to reserve your place. Write A B Sands, RR #1, Colgan, Ontario, L0G 1G0.

Cost is \$145 per person including the \$50 deposit. Bookings in from John Collins, Pete McCowan, the editor, the Snelgrove Smiths, ABS & Marlese and family, Peter Whitworth of Ottawa and all the Beers.



Rarely depicted view of Blue Mountain Inn

STOP PRESS! Blue Mountain Week-End

Tentative schedule; Arrive at Piper's Hill at 1 PM Sat May 28, the first car to depart on the rally at 2 PM.

Scenic tour on Sunday with lunch en route, probably the Talisman in Beaver Valley.

Audrey is working out the details and accommodation.

Morgans From Far And Near . . .

Having been asked to write about news of other clubs I find the problems start, though spending hours every week bashing out letters I find this an entirely different proposition, so our scribe need have no thought of competition, carry on the good work, next comes the size of the project, an article not a book, so finally decide to do a general run-down of clubs for our newer members.

England (Not To Mention The Celtic Fringe)

To start it must be MSCC England, which has over 27 regions, each meeting once a month for Noggin & Natters at local Pubs, summer meets similar to ours plus great emphasis on trials, sprints & racing, culminating in a points championship each year. The "Miscellany" is widely subscribed to all over the world with Chas Smith the secretary very well known, he has decided to step down in '83 & I'm sure his dedication will be missed, but wish him & Trish all happiness now the secret of their Marriage is out. Havent received an up-date of news on the pending Peking to Paris run which Chas hopes to participate in along with John H. Sheally 11 of Virginia, in a Morgan of course, but this is a good opportunity to plug the sale of the car badge for \$20 US which will help finance the trip, call me for the address to order, mine is available for inspection any time. Dont forget that 1984 is the year of the 75th Anniversary Meet for the Morgan Motor Co. in England, more details on that later.



GB



< Ermondville, France
photo - French M C



Switzerland



Sweden



< Morgan-Kollektion
vor Chateau de
Pickeim, (Belgien)
photo - Swiss M C



Europe

In Europe we have the French, Belgium, Swiss, Dutch, Swedish, & Italian clubs along with the now becoming famous Polish club, all of which I do not have regular correspondence with, but can supply addresses for anyone heading that way or just wanting them. All have Annual big meets to which the other clubs are invited along with their regular monthly ones.





Roger Moran in his celebrated Snobmog during a Netherlands event. Photo from 'fata Morgana' the MSCC of Holland's magazine.



Germany

Germany has a large club with, I think, 3 regions, I was hoping to have some translations of the "Morgan Post" maybe my third volunteer will prove a little speedier than the other 2? Whitsun is their big meet of the year this year at Eibsee Hotel, the MCD has an extensive regalia selection including the record "The Morgan Drivers Song".



Logo for German event

Pacific

In the eastern world there is the Japanese MSCC which celebrated its 10th Anniversary last October at the British Embassy in Tokyo with 27 Morgans including a +4+, a DHC & 2 Three-wheelers, a copy of their newsletter is also being translated for me here in Toronto and will forward that on to Doug as soon as I receive it.

Australia & New Zealand both have clubs which I do not have any correspondence with to give any news about them. Closer to home there was an address for a club in Hawaii, while there I checked as best I could to locate the person named to no avail, so concluded it may have been a US serviceman stationed there for a while.



California

California has two clubs N. & S. with a big meet in Los Angeles "Morgans On The Lawn" every April with close to 100 Morgans on display, no correspondence again but addresses to contact.

Texas

Heading east its Dallas Texas with the "Morgan Motor Car Club" now extended to Houston in the last few years & growing fast, their annual meet is Tex Mog in October, where I see our old friends Ann & Harry Walters walked off with 2 trophies, Judges Choice plus Harry getting 2nd in the Gymkhana (he also recently became a Grand-Dad) newsletter is "MOG LOG" where a recent report of the clubs "raid" on Washington DC MOG 12 last July with a +4, +4+ 4/4 & +8 along with 2 other cars, at which they competed in everything going then drove home completing in all 2,964 miles, finished with a note re where shall we "raid" next? MOG 13, Autumn Mog, Niagara? now thats an enthusiastic bunch for you, plus a fun one when you meet them.

Washington

The eastern US has lots of clubs, of which I think its agreed the MCC-DC is the largest, they host the annual Mog meets first in Pocono then Luray now Washington DC on the 4th July weekend, which the Beer family have been attending since MOG 4, (thats where we meet all these friends from all these clubs) & yes the Dulles Marriott is the location for MOG 13 this July. The "Rough Rider" is widely subscribed to all over the US, it has started articles on the different clubs recently running one a month. MOG meets by the way consist of a proper Concours, Rally, Autocross & Gymkhana finishing with an Awards Banquet on the Monday averaging 90-100 Morgans each year.



Philadelphia
New York
Rochester

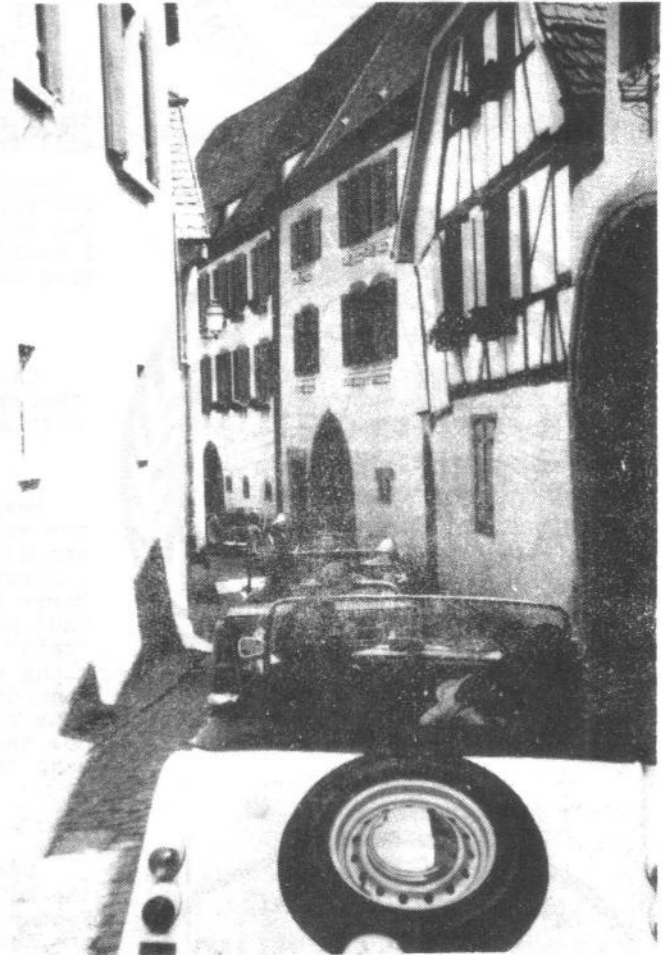
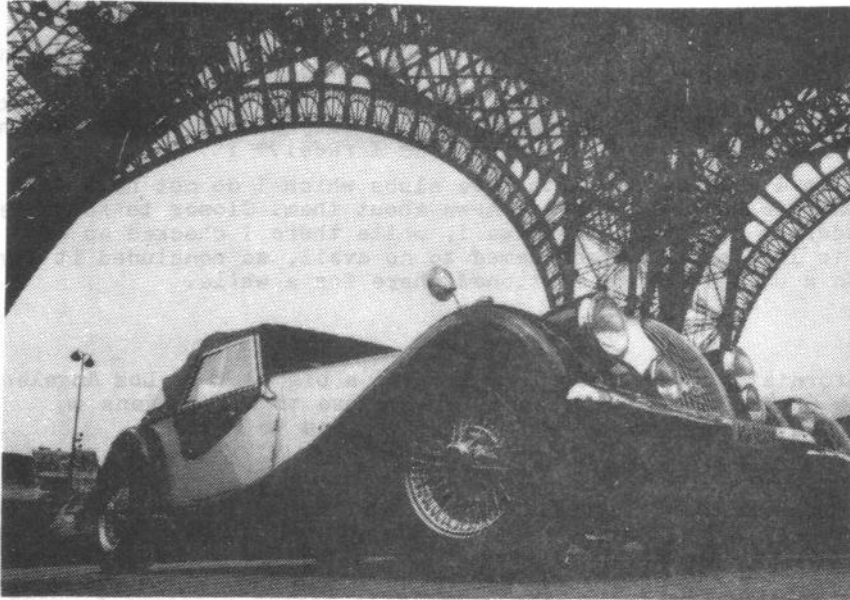
The other eastern clubs I correspond with are MOPS Philadelphia, newsletter "MOPs Mania" this club also has a reputation for "raids" on annual meets of all clubs as those attending Niagara can attest to & a welcome bunch they are too; The 3/4 New York who host the Autumn Mog meets in Lime Rock every Sept/Oct (it changed from Oct to Sept after being rained out too many times, newsletter is the "Morganeer" has monthly meets too, Ski weekends each year, also have graced us with attendance at Niagara; The Western NY MOG organised by Al Isselhard who first suggested we hold the Niagara meet each year, (& thanks Al for the compliments re Niagara 82) we all know. Their newsletter is "Morganotes" a small but dedicated group based in the Rochester area, our nearest neighbour, with the Morgan Owners Great Lakes of Mich. a club which ours has been in contact with longer than any other, back in the early 70s we held joint meets with the Mich. group, they hold their annual meet, The Midwest Meet every June the last one at Point West Mich. newsletter "The Flexible Flyer"

The FLEXIBLE FLYER

MORGAN OWNERS GROUP - GREAT LAKES

All this and I know I have missed out some clubs including all the Three Wheel Morgan clubs, both in England & the US and several small area ones like the Western NY, who formed together as they were too far to attend others, which maybe might suggest that we dont own such as rare car as we thought;;;;; Audrey Beer.

Photos Of France From The Swiss "McsOrgan"



"Enge Gassen im Elsass"
(Queueing up for gas in Alsace)

Beetmog

Publication of this important event has been delayed as we sought advice on whether the plural or singular form of *nee* is appropriate, in paragraph 4. The best advice was to let the reader have a choice.

At The Home Of The Chatham Pattersons . . .

First planting of BEETMOG was held Saturday, July 10, at Chatham-on-Thames. The Chatham Pattersons¹ were beet red on discovering the arrival of the Wemyss² & Shiers to the (former) beet capital of Ontario. *Former*, because now it generates corn, tomatoes, and boredom. However the arrival of two Morgans generated excitement that could not be beet by this town.

To get the chapter out of the ground, the BEETMOG kit was presented; a veritable harvest of red BEETMOG T-shirts, buttons, car badges, stationery (a bouquet of beets), and a rare bottle of Baby Beet wine³. The wine will be carefully stored in the vegetable cellar for consumption at next year's 2nd Annual BEETMOG meet.

Morgan-owners from south-western Ontario were invited to beet a trail to Chatham-on-Thames for a tour of Charal Winery in Blenheim (their beet wine was not produced this year, due to a significant improvement in grapes), a visit to Erieau, a small resort on Lake Erie, and a pleasant winding tour of the shoreline and back to Chatham-o-T for a swim, pickled beets, hamburgers, and a drenching under beer, wine, and SW Ontario showers.

Ross and Irene Beetman (*nee/nees Bateman*) brought his brother's cream '55 +4 from just outside Langton. Because their 3 wheeler is not available this summer, Mike and Bev Beete (sorry, *Beale*) brought the closest thing to a Morgan - a black '54 MG TF. This brought participation to 5 cars.

The Pattersons were presented with a bottle of *Charal Duchess* and 2 *Charal* wineglasses which will enhance the beetitude of their house.

Beales and Batemans (*Batemen?*) beet it home in the rain, and the Shiers and Wemysses stayed 'til Sunday (they were obviously too beet to leave) and after a brief tour of the town (brief cause there ain't much to see), drove on back to civilization (Limehouse).

HOGMOG members mailing their regular dues to M Shier, Bursar, are asked to indicate on the registration form if associate membership in BEETMOG is desired.

BEETMOG 2 will be held in 1983.

...Brad "Beet Beet" Patterson.

Editor Comment; I think that we can safely say that membership in BEETMOG is *not* to be desired. This whole report should be suffixed with a *SIC*.

- 1 For a brief biography see Blurb Feb 82 p9.
- 2. Wemysses? One Wemyss, two Weems?
- 3 Not to be compared for a moment with the Baby Deer reported by our oenologist (not you, Alan) on page 27 of the Nov 82 Blurb.

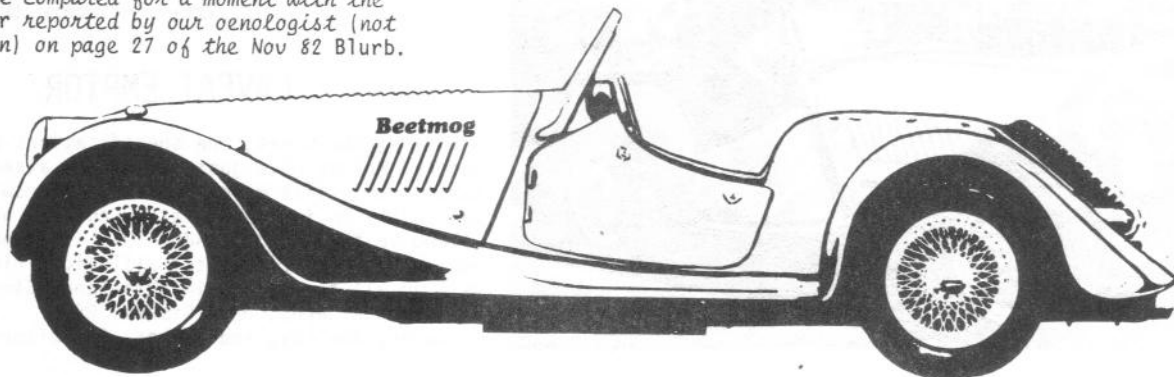


FIRST MEETING OF BEETMOG

R Shier photo



Brad & Sharon Patterson displaying Beetmog Regalia



Polmog

ALL ABOUT THE BIG DEBUTANTE RALLY THAT REALLY WAS

The Debutante Rally was a great way to spend the day in Warsaw on Sunday, September 12. By 10.00 drivers, navigators, gawkers and ride alongers had begun to converge on the American School. Some of them even got lost getting to the school, (teli us about it Jeff Sims and Alan Elliott). Tony Bucko said they found the place only because they could hear Kathi Hoffman honking her old fashioned car horn and they headed in the direction of the hullabaloo.

The crowd quickly grew and grew to include Aussies, Brits, Canadians, Danes, Equadorians, Germans, Italians, Swedes, Poles and Yanks. 92 of 'em in all were soon registered by the efficient crew of Gayle Halmo, Kathi Hoffman, Heather Gallagher, and Debby Nixon. Each car was issued a formidable packet of mind bending instructions, a map and 2 Rally Buttons.

Polish Plethora

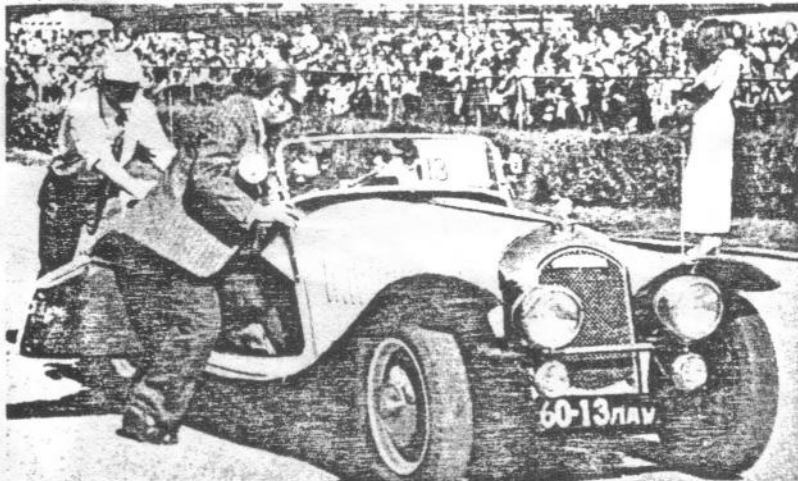
The Teams were soon huddled over this plethora of material reading, rereading, interpreting (?) and maybe even comprehending some of it. Maps were unfolded, minds were bogged, dictionaries were hauled out and the first beers were snapped open.

Rally Master, Bill Cooper, then started fending and defending his General Instructions (GI), Specific Instructions (SI), Route Instructions (RI) Gimmick Sheet!!! and Supplemental Instructions!!! Check point personnel began to sally forth, shutter-bug Jola Ostrowska was leaning and careening out of second floor school windows to capture these treasured moments on film, and Warner donned the Starters Top Hat. Oh! It was a time of wonder.

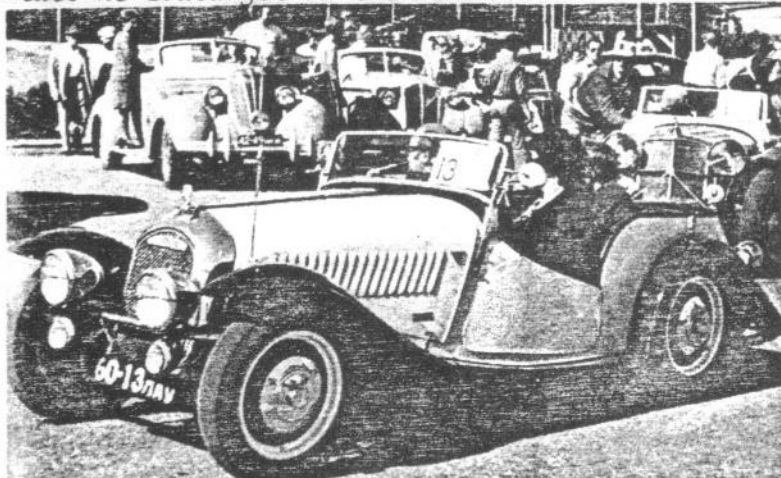
It was especially a time of wonder for Peter Schoettle who seemed to be taking this madness all too seriously. I was convinced of it when he refused a beer from one of the Merry Ralliers!

Varied Entry

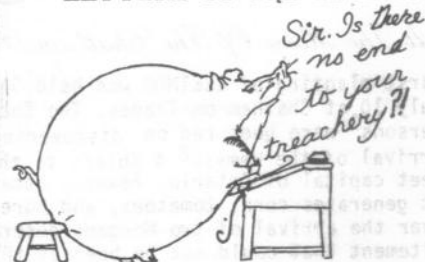
The starter, Warner Hoffman, elegantly (?) decked out in top hat and a coat with tails over his American School of Warsaw T-shirt got the 23 entered autos rolling promptly at 10.30. All kinds of cars participated — there were Mercedes, BMW's galore, everyones favorite The Bishop 1934 Citroen, a flaming red TR, the snazzy red '66 E Type Jag, Morgana 4/4, lots and lots of Volvos, V.W.'s, a Fuego and other more mundane Renaults, GM and the Ford motor company were adequately represented. Polski Fiat was there too, driven by the German Guards team.



The Latvian Morgan Club was represented by Margus Kuuse of Riga who restored his 1938 4/4 under rather primitive conditions using whatever materials he could get on the Black Market.



Dear Blurb, LETTERS TO THE EDITOR



BADGES



Dear sirs, As owner of a 4/4 1600 Competition model and as member of the Dutch Morgan SCC, I am trying to collect club stickers of the world's Morgan clubs. For this reason I am writing to you to ask you kindly to send me one of your club. If any costs are involved, please let me know.

Thanking you in advance I remain with kind regards and best wishes for you and your club.

H. Van der Bruggen, St Trudostratt 29, 5616 GA Eindhoven, Holland.

Badges From California

Dear Doug, I was talking to Win Sharples this evening and he mentioned that your (our) club now has a badge. I want one. If anyone wishes to trade for the California Morgan Plus 4 club badge that would be great. If not, I will purchase one. Let me know. Fred Hutflesz. 4524 Ambrose Ave, Los Angeles, CA 90027.

Another Lottery Swindle?

Minister of Consumer Affairs for Nova Scotia;

Dear Mr. Minister; Recently I invested some of my hard earned unemployment ~~check~~ cheque to purchase a lottery ticket for a 'valuable' car. I was delighted to win until I saw the thing. It is quite useless for hauling cod to St Johns as they get there terribly bruised. I decided to sell it and of course wanted an appraisal so's I don't sell it too cheap. So far I can't find a credible appraiser who can tell me its worth anything. (They are probably right). I think the whole thing is a scam and I want you to look into it.

After further checking I understand that Morgan raffle swindles are quite common and that the Morgan club is always fixing them. Yrs Truly, Earnie Briggs, Come-By-Chance, Newfoundland.

CAVEAT EMPTOR

Editor, The Blurb; The specifications of a recently raffled Morgan have just come to my attention and read suspiciously like my car which until now I had assumed was safely in its garage at my cottage on Grand Mannan Island in the Bay of Fundy. This is my notice to anyone who buys my car that I will fight him tooth and nail in all the courts in this land. Simultaneously.

Kindest Regards, John Stokes, QC, Snapes, Snarley, and Stokes, Solicitors, Toronto.

The intrepid Ralliers of Warsaw then set out on the 70 km route round town that was done on several "reckies" in 2 hrs or slightly more. They battled bravely with the tough instructions and some of them even realized that there was an order of precedence to the instructions and that accounted for a lot of the "tricks" and contradictions they encountered in the route instructions and gimmicks. It seems as though most skimmed over the GI which was of first precedence that "RIP." All gimmicks, checkpoints and signs will be on the right side of your car. "because all but one misplaced their car number sign. It's obvious they followed the 3rd precedence SI that RIF "Affix sign with your car number to the lower left inside corner of your windscreen. I know it's painful but I must go on. SI /5 which RIF "Entry prohibited" roads do not exist was also a toughie for lots of folks. Kathi and Morgana 4/4, at their checkpoint, got a lot of bewildered motorists because they had ignored those MANY big round white signs with the red borders and went tooling through a section of road which in our laws, and Polands too, did not exist and should not have been entered. Those people missed 8 gimmicks and encountered a baffled, then peeved MO. TITCH—titch. Check out SI /6 which RIF "all posted traffic signs have the same precedence as General Instructions."...and a GI is of FIRST precedence...so you're supposed to DO THAT, no matter what! Get it?!!

Restraint On Part Of Archbishop Glomp

The splendid list of Gimmicks kept everyone in the cars goggle eyed! Imagine looking for people under a horse, and figuring out the male body configuration? Everyone did a good job at reading Jim's mind and found what he thought was unusual on a fence! I'm surprised we didn't get a nasty note from Arch Bishop Glomp mentioning foreign cars and funny people racing around a certain church yard near RIP "157" during Mass. Really now Ralliers, do show some discretion! It was great to see the Polish lessons paying off when people could work with gimmicks such as, Naprawa Samochodow, Uwaga Zly and Septoma

All but one car found their way back to ASW for a sunny pacnic. We never heard of what happened to CAR / 14. Some say they were eventually turned back at the Czech border, others claim to have seen them pushing their samoched in a 6 hour gasoline line. What ever happened, we hope they'll give it another go next time.

Cuban Turtle For Plucky Paula

Big Gaudy Trophies were awarded to the winners. First place went to car /2 the Gallagher/Burke team, which goes to show that Americans and Canadians do it best. They somehow got 284 points? A tight second was car /18, the All Danish Pro Team headed up by "Lucky" Schelde, with 281 points. Third Place was captured by car /15, the Dorsey Dragster, with 261 points. Paula Brown was "driving to a different drummer," so to speak, but she snagged a very special prize too. She got the Turtle Trophy for being Dead Last But Finished. She and navigator Charmaine are two new folks who had probably never even crossed the Vistula till that fateful day. Plucky Paula was undaunted though and kept driving even when it seemed like the next RI might take them face to face with a tank. They got back to ASW eventually and that's what got her the Cuban Turtle!!

Slalom

After the presentations some car games were played. A short slalom around cones was pepped up by the fact that the 'Bounce' had to snatch odd sized balls off the cones. Unofficial timing had Nancy Loadfoot Corrigan and Grab-man lke in her BMW besting the other Competetors. A backward slalom was driven through for fun by quite a few, but by then the sun was dropping quickly and tired Ralliers were ready for home.

Rally Master Devises Means To Augment His Food Ration

It was a fun day-good driving-good picnics-good people! I hear that next time Bill Cooper is going to give a prize for the "BEST PICNIC." Of course that means he will have to sample everyone's yummies doesn't it!!!! Tricky guy that he is, we knew he had an ulterior motive.

'Next time!?!?...do my eyes deceive me, or is "NEXT TIME" in the paragraph above???? Yes dear Car Freaks of Warsaw....there will be a next time!!!! In fact it's slated and dated for SUNDAY OCTOBER 24 — same time, same place, same sunshine, same fun on wheels, and I hope, the same smile faces. Different destination though.

CZESC till next time, Kathi and Morgana 4/4

Morgan Club Italia

Via Trebazio, 1 - Milano

To: - all National Morgan Clubs Milan, 15 January 1983
 - all Morgan Things Collectors

Dear friends, our Car-Badge is'nt yet ready (it's a long story ...) but we have an another very interesting thing for all Collectors.

We published our "Annuario 1982": a special Club-Year-Book. It's a very fine (excuse our immodesty!) edition, printed in dark-brown on an elegant white-ivory paper, with silk cord, in few numbered copies.

Our "Annuario" is available writing to our Club and enclosing the value at official change of 10.000 Italian Lire for the Europe and of 11.000 Italian Lire for the Extra-European Countries, by cheque, to my name, valid in Italy. The amounts are including postage taxes for parcel dispatching. Best wishes for the New Year!

Ambrogio C. Macchi (Presidenza)

Editor comment; Morgan Things Collectors will be ecstatic when they see that the Morgan Club Italia already have two versions of their badge, both of which we are pleased to publish for their pleasure in this issue. Their president sent me a beautiful full colour wind-screen sticker.



LIMEHOUSE PROMOTIONS INC.

NEW MORGAN THREE WHEELER ANNOUNCED!

LIMEHOUSE PROMOTIONS INC are pleased to announce that our new Morgan 3 wheeler will be converted to 1983 specs and soon be on the road. The engineers are working overtime hoping the car will pass Transport Canada's inspection before the new 4 wheeler gets on the road.

The engineers have had plenty of time to plan the modifications since the car was shipped from the works to Canada in 1952. It hadn't arrived but as we had so many other projects we let the matter slide over the years. So we were pleasantly surprised to find the car on our doorstep last week.

We have not had time to worry about why it was so late but we shall certainly make enquiries when we ask the factory about the 1953 and 54 shipments of 3 wheelers.

Perhaps the SINDicated columnist could do some investigative reporting on its lateness for a future Blurb feature. The only clues we have are;

- a couple of Paris Metro ticket stubs,
- Peking newspapers sopping up oil from broken lines

We had planted an ash tree in 1952 to celebrate the placing of the order. The tree is now large enough to supply material for the necessary conversions such as flexible bumpers, door braces, chassis stiffeners, and all the other doodads to confound the government inspectors.



LIMEHOUSE PROMOTIONS INC.

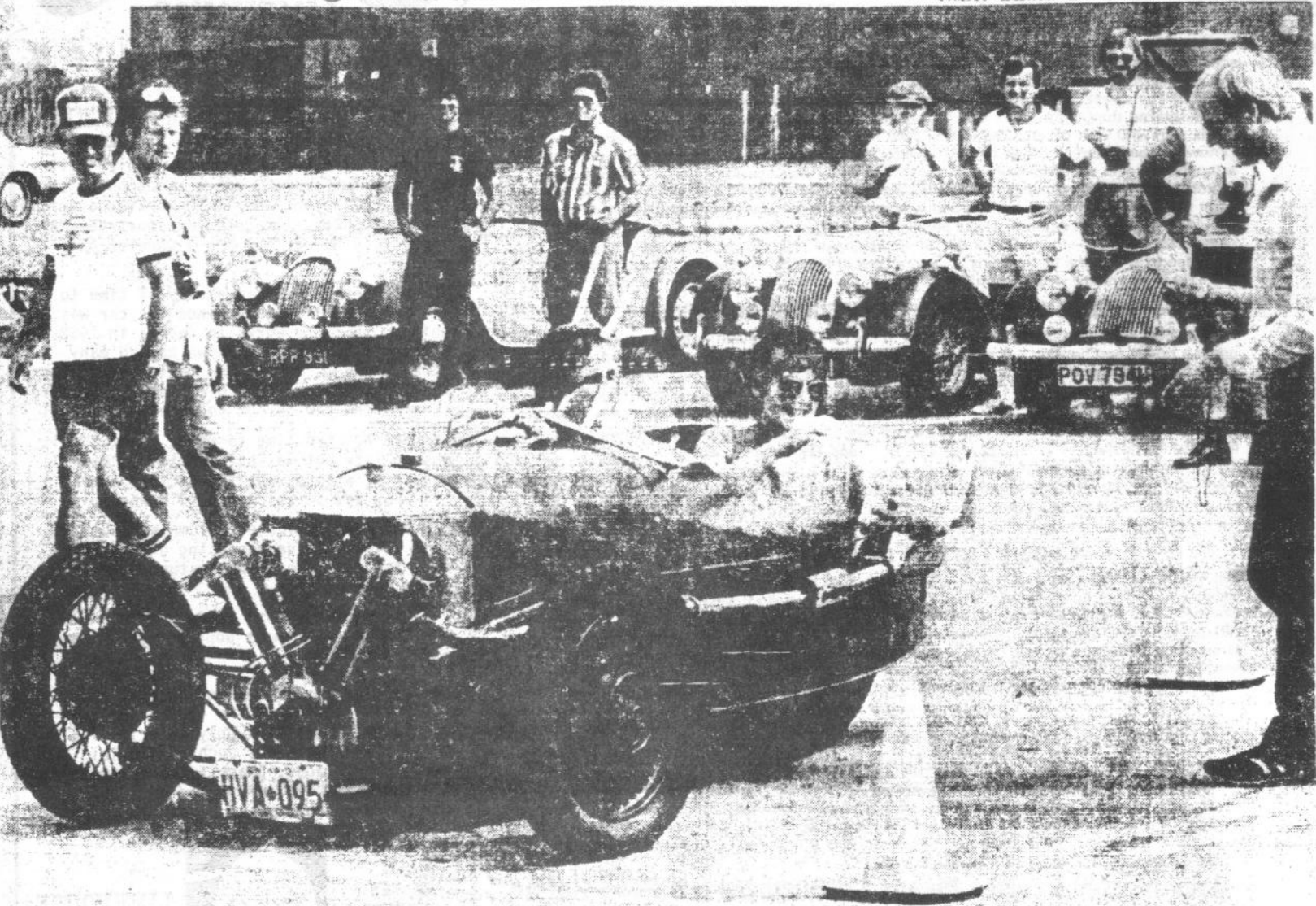
R Shier, Prop

GREATEST AUTOMOTIVE ADVANCE EVER!

honest to goodness



"OK. THESE LITTLE ENGLISH JOBS CAN TAKE ANY HILL, BUT CAN YOU GET IT DOWN?"



DAVE AND PAULINE SMITH OF BRAMPTON SHOW OFF THEIR 1933 THREE-WHEELER MORGAN

Masochistic delights of a Morgan

By STEVE McNEILL
Standard Staff

Gerry Willburn stood beside his four-seater Morgan, one of 50 ever made, and grimed embarrassingly at his loss for words.

He had been asked why anyone would drive from California for a two-day rally in Niagara, as he and his wife had just done.

They drove their 1956 sports car close to 5,800 kilometres for an event which attracted about 50 other Morgan owners from Ontario, New York State and Michigan this weekend.

You were in the area right? Visiting friends or relatives maybe?

Nope, he said. They came strictly for the rally, the fourth annual for Niagara, which is sponsored by the Canadian branch of the Morgan Club.

But for a two-day event that offered a picnic at Queenston Heights, a tour of the Jordan Winery, dinner at the Pillar and Post and then yesterday, a fun rally at the Lincoln Mall? And especially when one of the largest rallies, attracting more than 100 Morgans, is held in his home state.

"We're crazy," he said finally.

Ah, now we're getting somewhere. Every Morgan owner will admit to some craziness.

In fact, they take masochistic delight, a warped pride, in describing what a Morgan owner must endure.

It's got to be the most impractical car on the road today.

The steering is lousy at low speeds; it has no heater, or if it does, it seldom works; windshield wipers that are next to useless; enough room only for an engine, spare tire and two passengers; a front-end shimmy that develops in many Morgans, and a ride that has been described as being "like a slide down a flight of stairs in a barrel . . ."

Oh, but shoe-horn yourself into the seat, rev the engine and slide out onto a country road and you soon realize the infectiousness of these beauties.

The adrenalin flows as quickly as the gas in the fuel line and your pulse races in unison with the tachometer.

"It's strictly a fun car," Martin Beer of Bolton yells above the roar of a Triumph engine that's been rebuilt no fewer than four times.

The wind buffets his curls that poke from under a tweed cap as he expertly guides his mother's 1956 apple red Morgan along the Niagara Parkway.

"Many develop a shimmy that rattles the carburetor until it fluffs out fuel to the point it stalls.

"It's something people just put up with," he said with some pride.

"The wipers are a joke, the suspension is ludicrous; you know you've been sitting in one of these things by the end of the day."

Yet the family firm in Britain continues to churn out close to a dozen of these hand-crafted machines each week. It's biggest market is West Germany.

They stopped shipping Morgans to North America at the beginning of 1970 when strict pollution emission control standards were set here.

"I understand a California firm is bringing some over and converting them to propane," Martin said.

"You have to be a bit of a masochist to own one, but there's a lot of enjoyment and, I suppose some prestige," he grins as he squeals around a corner without losing a beat.

Arrogance, Alacrity, Aplomb . . .



Snobmog

Announcing . . .

-THE NEW BLUE RIBBON LINE FROM MORGAN-

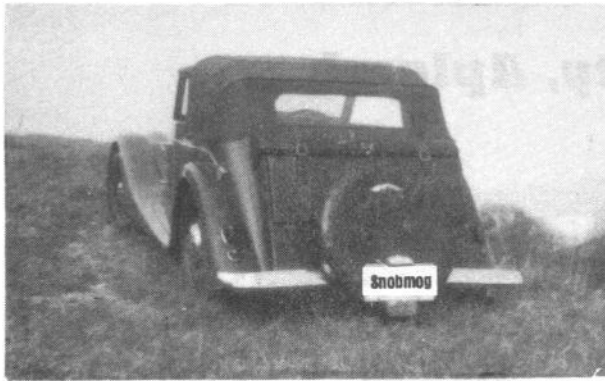
An automobile of unparalleled opulence truly representing an indulgent investment for perspicacious lovers of fine motorcars - for only fifty will be constructed for purchase. It is anticipated that the first will be crafted in 1954 and this singularly sanguine event is announced at this time to enable one to order one's long term financial commitments accordingly.



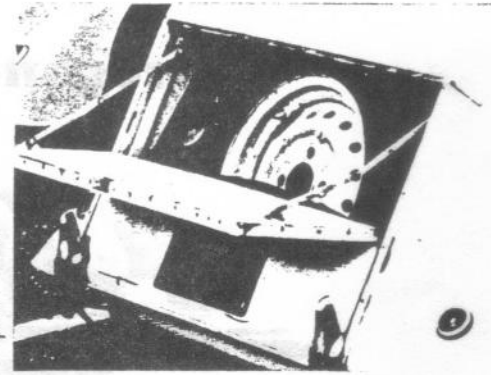
To indicate the prodigious size of the new Snobmog, the picture depicts it with the smaller two seater Morgan Drophead Coupe which perhaps more than any model has established the international reputation of the *marque*.

Snobmog — Not A Motorcar For The Common Throng

If they ask the man who owns one, YOU could be that man!

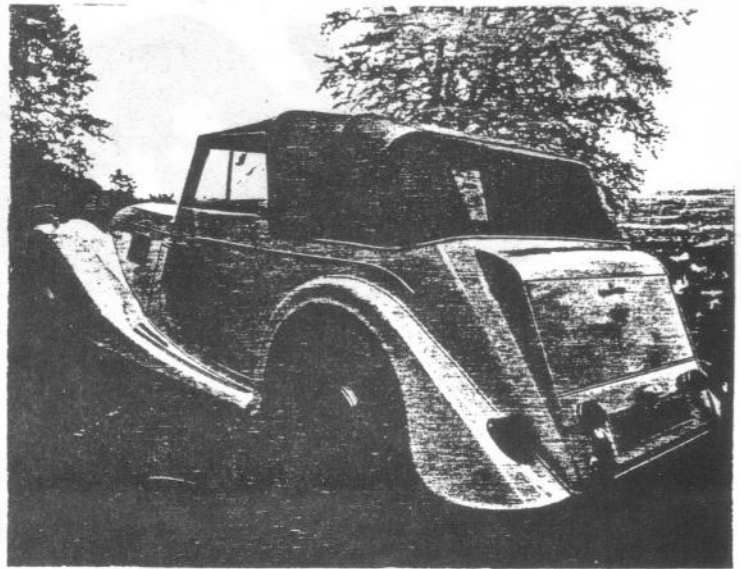


Snobmog "Coupe de Sport" model with handsome exterior mounting of spare tyre and additional luggage storage provision for long distance touring.

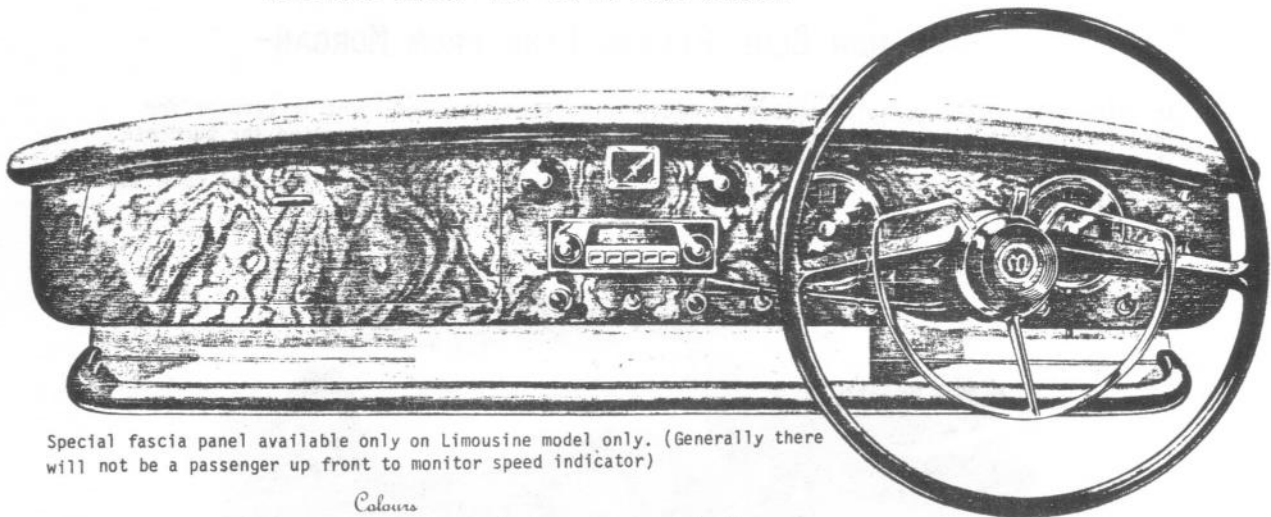


For those who are diffident about carrying their spare tyre on the exterior we have provided a "Standard" model

Standard Snobmog with interior storage of spare tyre and useful fold-out picnic table.



Illustrations depicting Standard coachwork with enclosed spare tyre. Discerning persons will have no difficulty distinguishing from the Rolls Royce "Empress" line and the Singer Roadster.



Special fascia panel available only on Limousine model only. (Generally there will not be a passenger up front to monitor speed indicator)

Colours

Highly contemporary colours available in single tone or any combination on two or three tone. We recommend that coachwork be ordered painted by factory rather than outside specialists so that our unique warranty may be applicable

Exterior Colours

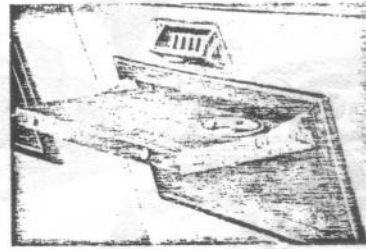
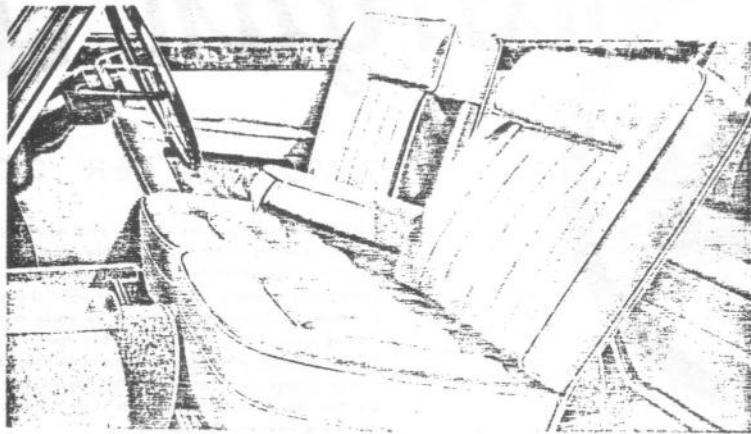
- .Midas Gold
- .Blood Blue
- .Decadence Purple
- .Buckingham Blue
- .Sandringham Saffron
- .Purest White
- .Lucre Black
- .Gargantuan Green
- .Gore Red

Upholstery Colours

- .Deed Black
- .Pickersleigh Pink
- .Exquisite Chartreuse
- .Platinum Grey
- .Magenta
- .Alizaria Crimson
- .Thames Beige
- .Cadmium Yellow
- .Battersea Blue

Snobmog

Arrogance, Alacrity, Aplomb . . .



Picnic tables for rear passengers available on all models.

Specifications . . .

Comfort & Handability

Our specialised knowledge gained by practical experience over the years means that we are able to offer the public a motor that in addition to sheer speed has the comfort and handability so essential to the car for use under modern conditions.

We have always attempted and usually succeeded in producing a car that the owner can with confidence use in his daily vocation.

We offer the motorist a car which having an exceptional performance is also a comfortable long distance touring car, and one that will give a long life of economical and trouble free motoring.

Engines

The Vanguard and T.R. Engines which we fit are supplied to us by The Standard Motor Co Ltd of Coventry and are acknowledged to be right up-to-date in design and a fine engineering job. The doughty Vanguard engine will power the 28 Snobmogs to be released to the Home Market. In view of the reported need in overseas markets to outrun marauding Indians and Socialist Hordes we have developed this engine to a Stage 2 Tactically Rapid ("TR2") degree.

Chassis

A special feature of the car and is a patented design. The front end is easily detachable and follows usual Morgan practice.

Coachwork

Wind-tunnel designed and easily out performs Worcester Cathedral.

Gear Box

Specially designed for us with four speeds and reverse.

Brakes

Girling 2 leading shoe full hydraulic type operating on four wheels.

Front Suspension

The front wheels are independently sprung by a system patented by Morgans over 40 years ago, and since used by them with every satisfaction. The springs are larger than we have used in the past, giving more movement and softer travel.

Rear Suspension

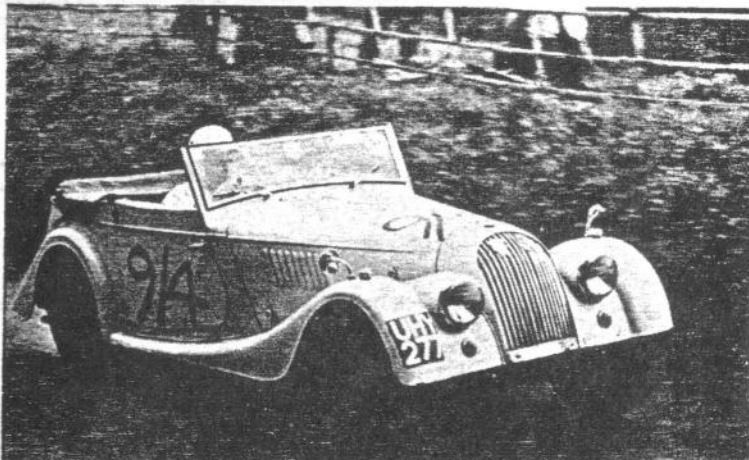
The redoubtable Armstrong Adjustables will be standard on the Snobmog.

Electrical

Genuine Lucas 'Prince of Darkness' 12 volt equipment with full set of lamps, Instrument panel lighting and dual windscreen wipers.

Instrumentation

The instruments are neatly grouped on a steel panel with a polished walnut surround; on the Passenger side- Speed Indicator and Electrical Clock. On the Driver's side- Oil, Water, Fuel Gauges and Ammeter. There are sockets for Inspection Lamps and the usual switches to control lighting.



'Short Chassis' Prototype undergoing severest testing by Dixon-Smith in the Targa Florio. Snobmog was denied outright win when Porsche protested that secret new model had been entered as an "Armstrong-Siddelly". (Porsche needed to "win" to justify use of Targa appellation on their future convertible, A-S sued because we misspelled their name).



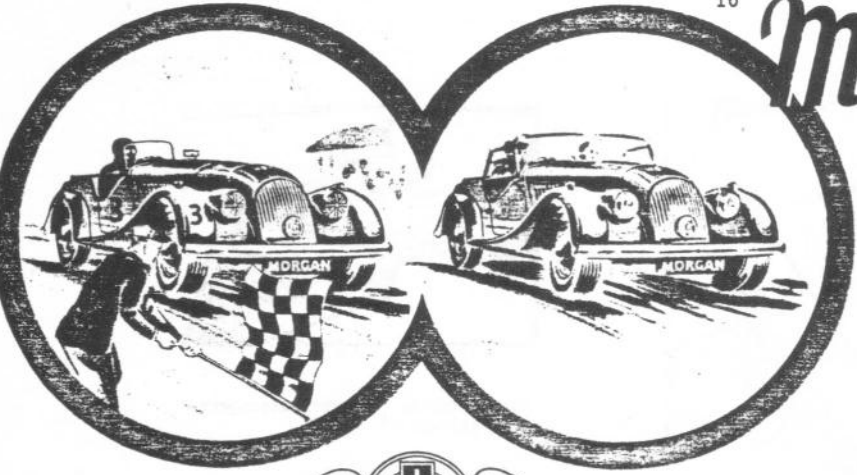
You have our word as gentlemen

The Warranty is dependent upon the strict observance by the purchaser of the following provisions.

- (a) The purchaser shall send to the Company's Works such part or parts as are alleged to be defective promptly on discovery of the claimed defect. Transportation is to be prepaid, and the said part or parts to be properly packed for transport and clearly marked for identification with the name and full address of the purchaser, and with the car and chassis numbers of the vehicle from which the parts were taken.
- (b) The purchaser shall post to the Company on or before despatch of such parts as are alleged to be defective a full and complete description of the claim and the reason therefor.
- (c) The decision of the Company on all claims shall be final and the purchaser agrees to accept its decision on all matters relating to defects and the exchange or replacement of parts.

When better cars are built, we'll be out of business

Morgan



Four magnificent models

Our experience of building Sports Cars goes back as far as 1912, when Mr. H. F. S. Morgan at Brooklands gained the One-hour Record by travelling 59.8 miles in 60 minutes, and there are not many Manufacturers who have given so much attention to the building of Sports Cars for so long a period.

Our specialized knowledge gained by practical experience for over 40 years, means that we are able to offer the public a Motor Car that in addition to sheer speed has the comfort and handability so essential to the car for use under modern conditions, both in the Competition World and in everyday use.

We have always attempted and usually succeeded in producing a car that the owner can with confidence use in his daily vocation, or gain Awards in competition with others.

It is a long way from the 60 miles an hour earlier referred to, to the well over 100 miles an hour of the present "PLUS FOUR" T.R. Morgan, and we are very proud to be among the select few offering such a car for general use and at such a reasonable cost.

The Vanguard and T.R. Engines which we fit are supplied to us by The Standard Motor Co. Ltd., of Coventry, and are acknowledged to be right up-to-date in design and a fine engineering job.

The bodywork of distinctive design is coachbuilt from the best materials obtainable for the purpose, and an important point in these days of high cost is the ease with which it can be repaired, if necessary.

We offer the motorist a car which having an exceptional performance is also a comfortable long-distance touring car, and one that will give a long life of economical and trouble-free motoring.

PLUS FOUR MODELS

CHASSIS FRAME A special feature of the car, and is a patented design. The side-members are deep Z shape, arranged to give ample steering lock together with maximum width. This arrangement also permits a low floor at the same time saving weight. There are five cross members of boxed or tubular section. The front end is easily detachable and follows usual Morgan practice.

GEARBOX Specially designed for us with four speeds and reverse. The gears are changed by a short lever fitted direct to the top of the box, which is connected to the engine by a large Electron casting forming the clutch housing. The position allows a low and forward placing of clutch and brake pedals, a short propellor shaft and good weight distribution.

INSTRUMENT PANEL The instruments are neatly grouped on a steel panel with a polished walnut surround. On the Passenger's side—Speed Indicator and Electric Clock. On the Driver's side—Oil, Water, Fuel Gauges and Ammeter. There are also sockets for Inspection Lamp and the usual switches to control lighting.

BODYWORK Three types of bodies are fitted: Two-seater Drophead Coupe, Open Two-seater and Four-seater. All have ample luggage accommodation. The Coupe is fitted with detachable sliding side windows. The top folds neatly into the back of the body. Each model is fitted with a twin bladed screen wiper operated from an electric motor fitted under the bonnet.

STANDARD FINISH Mid Brunswick Green, Wembley Blue, or Carnation Red. Upholstery Black. Any deviation from the above will entail an extra charge of £10 for Paint Work and £10 for Upholstery.

TWO SEATER COUPE

In the Coupe model we have provided good weather protection and comfort, combined with a performance far beyond that usually found in this class of vehicle. A special feature is the sliding windows above the wide doors, which are so arranged that ventilation can be adjusted as required. There is no inside mechanism, thus allowing a considerable increase of elbow room. These windows can be removed in a few minutes if an entirely open car is required. A large luggage space, protected from the weather, is provided. The fascia board carries instruments as on the Two-seater, all of them being easily read by night or day.

TWO SEATER TOURER

An attractive Two-seater with ample power for either fast touring, or competition work. Each seat has its own pneumatic cushion with a single back squab. A large luggage compartment is provided into which the hood folds out of sight when not in use. The petrol tank holds 11 gallons, and is fitted with a quick action filler. Speedometer and Rev. Counter are fitted to the T.R. model. A Fuel Gauge, Water Temperature Gauge, Ammeter and Oil Pressure Gauge are fitted to all Plus 4 models.

FOUR SEATER TOURER

The chassis essentials are exactly as on the Two-seater described above, except that an 8-gallon petrol tank is fitted below the rear seats, and the body is lengthened to accommodate the two extra seats. A single 12-volt battery is fitted under the bonnet. The hood is easily manipulated, and with carefully arranged side curtains affords adequate weather protection. This model offers practical motoring for four persons, being fast and economical with a reasonable degree of comfort.

TWO SEATER TOURER 4/4 SERIES II

This model is built to meet the demand for a light but powerful open Two-seater at a reasonable price. It is fitted with a 10 h.p. Engine, and three-speed Gearbox, well known for its reliability and excellent power to weight ratio. The general specification includes complete weather protection when required, ample luggage space and all the equipment necessary to make driving a real pleasure. In appearance it is distinctive, the coach-built body is robust and easy to maintain, and the performance better than other cars in the same price range. This model can also be supplied with a specially tuned engine, aluminium head, two carburettors, etc., etc., see page 7.

4/4 COMPETITION MODEL

Specification generally similar to the above, but the engine is most carefully assembled. A revolution counter is fitted and included in the price.

SUSPENSION

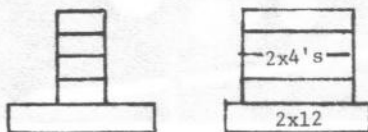
The front wheels are independently sprung by a system patented by the Morgan Motor Co. forty years ago, and since used by them with every satisfaction. The springs are longer than we have used in the past, giving more movement and softer travel. Double-acting tubular type shock absorbers are fitted to the front springs. The rear springs are semi-elliptical with Silentbloc bushes fitted at both ends, the springing being controlled by Armstrong hydraulic dampers.

UNBELIEVABLE!**LIMEHOUSE ROLLBAR**

Please buy my amazing Rollbar.

FREE TIP FROM LIMEHOUSE PROMOTIONS

WHY SPEND \$10 -15 FOR METAL axle stands when you can make your own for only pennies from scrap left over from your rebuild? The stand is made by nailing up 4 or 5 one foot-long 2x4's. Nail these together and then nail them to a base of a similar length of 2x12.



AXLE STAND

LIMEHOUSE PROMOTIONS INC.

R Shier, Prop.

MORE CHANGES IN THE RICH STABLE

As reported in the last issue, the Riches sold their white 4/4 which had just been equipped with the latest Limehouse roll bar. Word has it that they have just sold the 1960 4 seater with 16" wheels which they found in the Laurentians (with help from Peter Whitworth and the Blurb) and had been almost restored. The new owner is Geordie Watson whom many of you met at the Duke of Marlborough's.

With this sale the Riches are reduced to one Morgan, the ex-Winterburn red Flatrad. However ABS has declared that the Riches can no longer claim they haven't enough money to go on the Whitewater Expedition!

TEX MOGGERS HEAD 'EM UP AND MOVE 'EM OUT TO NEW BRAUNFELS, TEXAS

New Braunfels, Texas was the site of Tex Mog Two on October 23rd and 24th. Morgans from various parts of the state converged upon the historic Faust Hotel about mid-day Saturday to enjoy a fun-filled weekend centred around Morgan activities.

After checking in, registering, renewing acquaintances of distant Moggers, welcoming new faces to the fold, checking out unfamiliar Morgans and gassing up; we all headed out in convoy to Sonny and Jackie Falbo's ranch for a gymkhana and barbeque. Gymkhana masters, Ed and June Temple directed us through four events, two of which were driver blindfolded and two were driver "sighted". Needless to say, great fun was had by all, especially Bev Podmers who "screeched" to a halt just short of the stone wall and ended up taking home "a piece of the rock". When darkness dictated the end of the gymkhana, the ravenous mob headed indoors to indulge in a tremendous feast hosted by Sonny and Jackie Falbo and family. After dinner, the weary but happy convoy of Morgans raced back through the dark country roads to the Faust Hotel where we warmed up with a few hot drinks.

Sunday morning we were again greeted by another beautiful crisp autumn day. Wallace Hooker and Honey Harrison led us on a beautiful tour on River Road, winding along the Guadalupe River up to the dam overlooking Canyon Lake - perfect Morgan roads - hilly, winding, and picturesque!

We headed back to the Faust Hotel in time for brunch and awards at noon and were delighted that Bill and Kathy Blodgett arrived in time for us to see their brand new gasoline powered +8 (63 original miles). It's absolutely beautiful with many clever modifications!

We were all pleased with the turnout of over 40 members and 15 Morgans. The Morgans present represented a great variety; from Podmer's and Ellwanger's 1953 Flat Rads, to Boyles +4+ to Blodgett's 1 day old +8.

Thanks for the support and acknowledgement of our event goes to both Ron Garner and Jimmy Cohen of Mostly Morgan in Brockton, Mass., and Bill and Judy Fink of Isis Imports in San Francisco for their very kind donation of prizes.

All agreed that great fun was had by all and next year will be even bigger and better in true Texas style.

We do have a few dash plaques left commemorating the event. Anyone wishing to own this valuable collector's item please send \$1.00 plus SASE to A. Walters, 201 Vanderpool Lane, #74, Houston Texas. 77024. Article sent by Hogmogger Ann Walters



Harry Walters, Hogmogger and Texmogger, of Houston Tx with John Pitera of Houston and Bob Ellwanger of S Angelo.

Epen In Limburg

A Hill Found In Holland



The MSCCH was celebrating their tenth birthday and picked the little village of Epen in Limburg partly because there is a hill where a hillclimb could be staged and partly because of the owner of the "Peerboom" who has a Morgan and opened the doors of his pub to us.

1972 tien jaar 1982

In any case, I arrived in time to miss the hillclimb but heard that it was through a densely wooded area, on a narrow twisting road where some quite high speeds were turned.

Mogmen Gulpen In Brauerei

The headquarters hotel, Ons Krijtland, had the equivalent of a porch upon which a continual flow of beer in half litre glasses was consumed when not actually Morganning. From Ons Krijtland, a caravan set off after lunch on Friday to tour the Brand Brewery in Gulpen, about five miles away. This is an

old brewery with a brand new addition so that the old and new methods can be compared. After the tour, which was entirely in English, they encouraged us to sample the beer (for about two hours). I scrounged a ride with my friend Dick Smith from London in his tatty but reliable F Type which almost arrived first from England beating many 4/4s and Plus 8s on the 250 mile journey.

In the evening there were festivities at the hotel and the pub, the former putting on a Barbeque on the porch, the latter waiting to catch the thirsties afterwards.

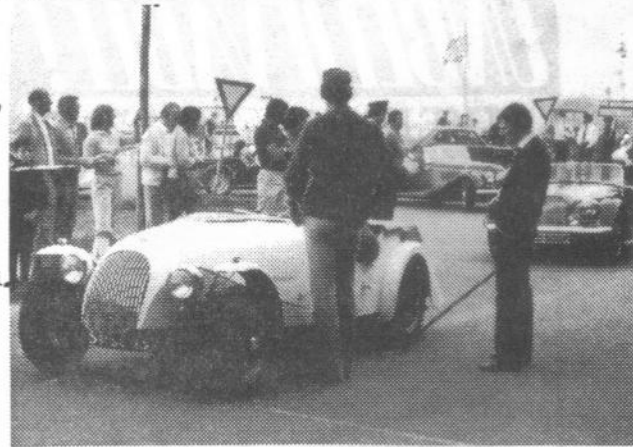
On Saturday there was a concours outside the hotel to the accompaniment of the local brass band and, in the afternoon, a tour of Limburg. Now, they attracted about 115 cars to this event and just about everybody was on this tour, including Peter Morgan; if you want to see a fine sight it would be to see 115 Morgans strung out across this beautiful bit of landscape.

Polmog Contingent

I rode with one Kathie Hoffman, an American girl who lives in Warsaw and who drove her 4/4 to this meeting. It took two days and one minor breakdown but I think it is quite an achievement— 800 miles each way for a two day meet. Must be good to get out of Poland for a few days.

Peter Morgan presented prizes in the "Peerboom" and through this narrow little village they lined up all the winners for a short parade following a bagpipe band! That was quite a spectacle.

Sixty-five cars came from England including two 3-wheelers, one all the way from Somerset, 450 miles. It was a very well attended and smoothly run meeting. People lived in hotels, pubs, bed and breakfast rooms (me), and a big contingent under canvas. I was sorry to leave but it was only a two day affair and Epen has no doubt gone back to sleep. Alex Knight, Mops Mania Aug 82,



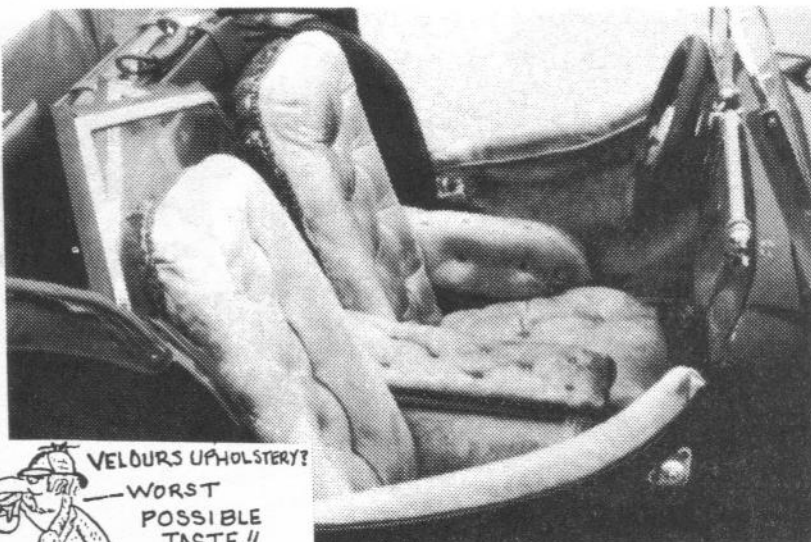
Holländische Variation zum Thema Sondermorgan (er war nicht sonderlich schnell)

Epen In Limburg



Die "Snobmogger" mit einem raren Drop-head Coupé (Roger Moran, allseits bekannt)

Photos & Captions from Swiss Club's 'McSORGAN'



VELOURS UPHOLSTERY?
WORST POSSIBLE TASTE!!

photo by A Baylon (Swiss McSORGAN)



**Popular?
What's So
Popular About
Rear Drum
Brakes?**



Brakes are probably the most important part of any car. In this article I'll deal with the rear drum brakes of 1960 to date, because these are the most popular, however much of this info may also be used on all hydraulic drum brakes. There will be things described which you may think incidental but each part makes the whole so neglecting one part might be all it takes to be without the whole. These cars we have are older than the average car on the road & all of us would like to think that they will still be around fifty years or so from now, therefore maintenance must be more involved than on that other tin. Use common sense & check everything, if you are not sure ask someone who knows.

If your brakes have not been serviced in "Gee I can't remember" or if the last time or two all you did was replace shoes then it is probably a good idea to have a tear-down especially on an older car.

Wheel Cylinders

First of all remove all the brake parts one side at a time if your not sure of re-assembly. Check the wheel cylinders first by removing the metal clip & pulling back the rubber boot, if it is wet or if there is a lot of whitish powder inside the boot it's going to need further examination. Girling do not recommend honing aluminum wheel cylinders or Ali Master cylinders so if yours are marked even very slightly after cleaning take it to someone that is experienced in diagnosis. Honing can be done but whoever does it should use good judgement on how far to go. Replacing seals & boots can then be done as per instructions with the kit; one thing, do not forget to lubricate the piston between the seal & the rubber dust boot with Girling red brake grease (only a little) it's usually supplied with the kit.

Backing Plates

One of the parts of drum brakes that gets the least attention is the backing plate, the steel plate that the whole braking system fastens to. There are three things to check for here. 1) The small flat areas that the shoes rest on should be just that-flat; after many miles these become stepped & the shoes will catch & not return properly. if yours are stepped badly they can be built up with weld & ground flat again, (not too much heat or the plate will buckle). Use a small hand grinder checking with a flat edge or a shoe as you go. 2) On the brake lever is a steel pin that sits on a recess in the wheel cylinder casting & rides on the backing plate, sometimes this pin will wear a groove in the backing plate & prevent the cylinder from sliding, causing one shoe to drag. Again this can be built up with weld & ground flat. 3) The last thing as far as the backing plate is concerned is to clean & paint it. I have seen rust so bad that it flakes off & gets between the drum & shoe, reducing efficiency & wearing the linings prematurely.

Shoe Springs

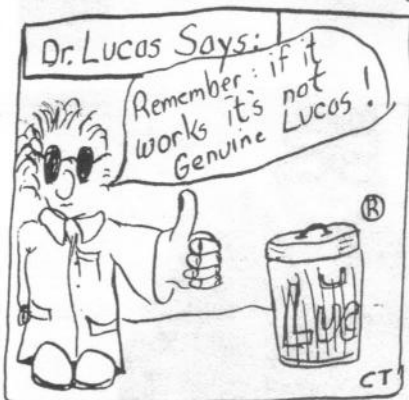
Next on the list are the return & hold-down springs for the shoes. These springs do have a life expectancy. When they get weak from heat & rust the shoes do not return as fast or as far & there is a chance of the hand brake hanging up after it is released, if the springs are rusty or there are a lot of miles or years on them- replace them; they're not expensive (Triumph TR6 are the same return springs).

Brake Linings

The brake linings are fairly straight forward, check the steel base for cracks & when fitting new or re-lined shoes hold them into the drums to make sure they contact close to the whole running surface. If all but an inch does, its OK but anymore than that return them to your supplier & specify the problem.

Brake Adjuster & Handbrake

So many times I have come across seized brake adjusters but nine times out of ten they can be freed with a little heat & TLC in a vice. Use only Anti-seize or gold grease on the threaded part & a little on the plungers. When it is assembled add a bit of grease around the stud behind the backing plate to stop water & road dirt getting in again. Assemble all the parts on the backing plate & now check the rear hydraulic flex-line & pivots & clevis pins of the handbrake system, clevis pins tend to wear to a crankshaft style.



by Chris Towner in the New York Club's 'Morganeer'.



Drums

It is not necessary to have the drums turned every time you replace shoes if they are not scored & the pedal feels smooth. If the brake pedal pulsates up & down when applied it could be caused by out-of-round drums or bent discs, so they should be checked. Also look closely at the running surface for small hairline cracks caused by excessive heat but this is not common on Morgans unless the drum has been turned several times & is thin so check for maximum inside diameter, if this has been reached replace them. Last thing on drums; clean the surfaces where the drum bolts to the hub as dirt in here will hold the drum off centre.

Bleeding Brakes

Bleeding the brakes should be done once a year especially if the car is put up for the winters & once every few years completely renew the fluid. Adjust the brakes after bleeding by first giving the pedal a few good jabs to centralize the shoes, screw in the adjuster until the wheel cannot be turned by hand, then back it off a few clicks until you can hear the shoes touching the drums while spinning the wheel by hand, then push the brake pedal again & check the wheel again just by turning, it is possible that it will take one or two more flats or clicks.

In closing, it is possible your average Gas Station or Dealer would probably not check all the things I have mentioned so if you think your brakes could be due for a complete inspection like this then specify it to them or even leave this article with them if they are not familiar with Morgans.

Steve Beer.

Metric? Not us, say feds

The Sun Feb 8 83

By MARIA BOHUSLAWSKY
Staff Writer

Mandatory metrication was designed for the Canadian public, not the government, says the federal consumer and corporate affairs department.

Laszlo Szabo, a government spokesman, said yesterday metric is mandatory only in sales of food, floor coverings and gas in service stations.

"This obviously does not apply to the government," he said.

Szabo was explaining the use of "657,300 U.S. gallons" in a tender for turbine fuel in the Jan. 13, 1983, issue of *Bulletin of Business Opportunities*, a Supply and Services Canada publication.

The reference to gallons has put "a little dirt on our nose," its publisher admitted yesterday.

Jean LaFlamme, information officer for Supply and Services Canada, said there is a technical reason for the use of gallons.

"Because the fuel is to be used for national defence planes outside Canada, we have to use the world unit of issue which, for turbine fuel, happens to be gallons," said LaFlamme.

"We really hate what the media is doing to us. We're caught in a vice over this and you're just having yourselves a ball."

Andre Ouellet, minister of consumer and corporate affairs, issued a "last warning" in December to those publicly flouting metric regulations.

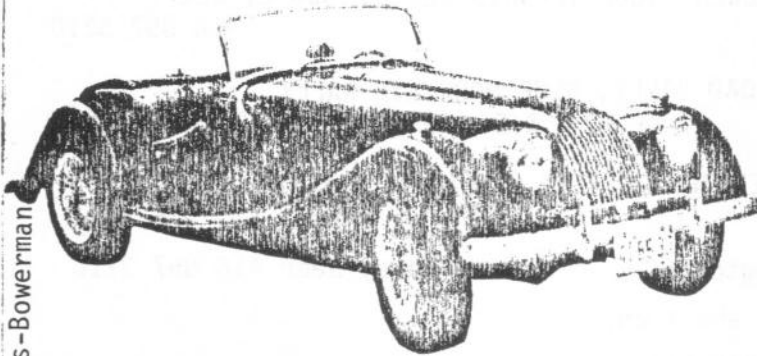


MOGMAN PATROLS THE WORLD in Mildred, his 'Family' MX2, defending Morgans in distress. On espying trouble, mild mannered mediaman Larry W Ayers leaps into the nearest Morgan dealership for a quick change into his leathers, sets his jaw, and confounds his enemies. Mogman is a member of HOGMOG but leaves his heart in San Francisco with his fleet of 3 wheelers and Drophead Coupes which he garages in his secret base at the foot of the Golden Gate Bridge. photo from SAMOG, South African MOG newsletter.

Draw 444

in support of

Scotia Festival of Music



1968 MORGAN COMPETITION SPORTS
rare collectors item—value \$18,000
Ticket Price \$100.00
ONLY 444 TICKETS AVAILABLE

Draw 8:30 p.m. December 9, 1982
Nova Scotian Hotel

All proceeds to Scotia Chamber Players
Tax deductible receipt provided for
portion of ticket price/Scotia Chamber
Players reserves the right to refund
ticket price/Tickets and information
from: Scotia Chamber Players,
1541 Barrington, Halifax, N.S.
L3J 1Z5, 902-429-9467

N.S. Lottery License No. A-9730-82

submitted by Patrick Rivers-Bowerman

Jamieson Motors Ltd.
Bridgewater Nova Scotia
(902) 543-7845

January 10/83

Dear Mr Price;

I have been approached by the recent winner of a 1968 Morgan 4, serial #B1761, of a lottery convened in Halifax by the 'Scotia Chambers Music Society', to assist in ascertaining the value and marketing the car.

As an automobile dealer, and restorer and collector of vintage Porsches; I assumed that I could favourably accomplish this task, but I find that I know very little about Morgans.

After reading "Moggie", Colin Musgrove's book, and finding your address, I felt compelled to write and ask your assistance and advice in this matter.

I have thoroughly inspected the car, and judge it to be in very original, un-restored (once painted) condition. It's odometer shows 34,000 miles, and what I can ascertain without benefit of a complete history, belies this to be original mileage. All wood, excepting a weakness in the door hinges, looks to be in excellent condition. The frame (metal) is showing areas of surface rust where the paint has peeled away, but appears to never have been coated, repaired, or dented. The engine (Ford), and transmission, all seem in good order, according to all tests I could accomplish. The engine may have been removed for repair, as it is 'super clean' and freshly painted, as are the cowl areas, radiator etc.. The suspension seems properly functional, but I did not drive the car at speed, not wanting to subject it to salt on the roads. Body beading areas show no initial signs of corrosion, and the skin under all lighting conditions is true and smooth. Dunlop (fairly new) SP radials are mounted on wire wheels that are not rusty but could use refinishing. I have just taken some pictures that I could forward, if requested.

The value of the car, as a prize, was stated to be \$18,500. I hope you can proffer advice to help find this beautiful (burgundy/black interior) Morgan a good home.

Keith A Mac Donald
"WE ARE DRIVEN"

yours truly,

Chris Charles

CMC ENTERPRISES

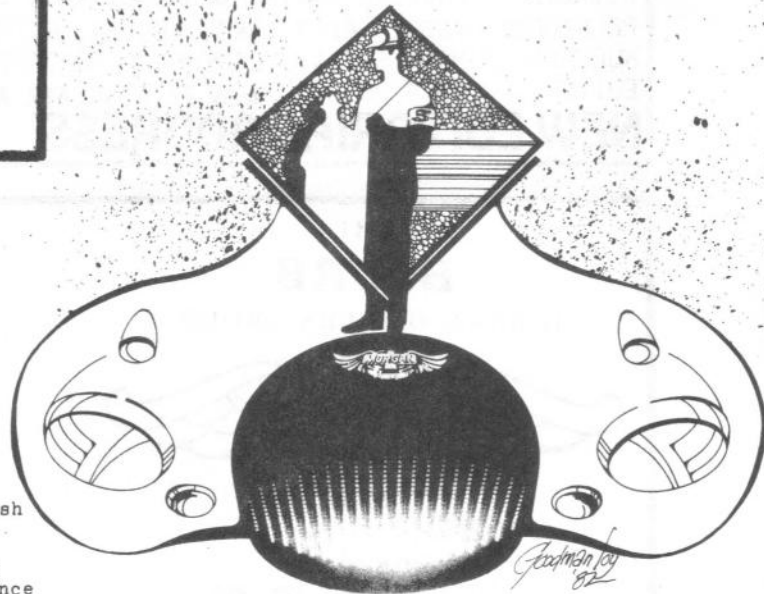
27 WILHELM ST, KITCHENER, ONT



24 HOUR SERVICE TO NORTH AMERICA
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ALWAYS A STOCK OF USED MORGANS

YOUR FACTORY AUTHORIZED CANADIAN SOURCE FOR PARTS AND SERVICE



Factory Fresh Morgans

It is with a lot of anticipation that this Spring will see the sight of a Brunswick Green 4/4 factory fresh. Transport Canada (Land Dept) is allowing one car into Canada with the express purpose of making it comply with department regulations so far as pollution and safety are concerned. The Moggie will come with Ford Escort engine which will hopefully only need some small alternations to meet emission control fallout. A five-speed transmission has been mated to the engine.

Sun visors will have to be fitted; any suggestions will be welcome. A seat belt buzzer on a timer will be required. Shock absorbers for the bumpers and reinforcing for the chassis. These are some of the modifications that will be needed.Chris Charles

CALENDAR

SUN FEB 27 PUB LUNCH Milton see p 3 Ray Shier 416 877 1427
SUN MAR 13 SPORTS CAR FLEA MARKET Dundas, Ont see p3
THURS APR 7 CARLING-O'KEEFE BREWERY TOUR Toronto see p3 Audrey Beer
416 857 3210
SAT SUN MAY 28/29 PREPARE TO UNLOAD RALLY, BLUE MOUNTAIN RALLY
see pp 4 & 5 Audrey Beer 416 857 3210
JUNE 17/18 (FRI SAT) OTTAWA WHITEWATER RAFTING Pembroke, Ont see p5
Alan Sands 416 936 4341
JULY 4 WEEKEND MOG 13 Washington DC Audrey Beer 416 857 3210
MUCH, MUCH MORE (to be announced) and then...
SEPT 9 10 11 NIAGARA 83 (BOOK EARLY!)

AMERICAN EVENTS

JULY 15-17 MOG WEST, Morro Bay, Calif, (midway between LA & San Fran)
The BIG west coast event to be attended by Peter Morgan, visit Hearst
Castle etc. Contact Lynn Bird 714 528 3233 or 990 7875

REGALIA PAULINE SMITH, GEN DELIVERY, SNELGROVE, ONTARIO
PRESIDENT AUDREY BEER RR3, BOLTON, ONTARIO, LOP1A0 416 857 3210
BURSAR MARY SHIER LIMEHOUSE, ONTARIO, LOP 1H0 416 877 1427
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to:

**My Heart
Belongs To
MORGAN**