

**The
Inestimable
Blurb**



Morgan Owners Group

**MAY
1983
2-83**

**YOU!?
YOU'RE RUNNING
FOR PEOPLES' CHOICE
IN 1983?**

**FIRST DECENT
WHITE WATER RAPIDS
AND OVER SHE GOES.**



Isselhard photo

PREZ' PIECE

Many Thanks to those 20 members who responded to my request for prompt remittance of their '83 dues, your support is really appreciated. My wish for the final holdout is may the rubber of both seat bladders decide to perish & disintegrate soon after you leave on your longest journey of '83, not that I wish any discomfort to your passenger, only the avoidance of you pulling a switch;

Response to the White Water Rafting weekend has been great, Al & Marlece have all the info ready so if you dont see or hear from them send a stamped addressed envelope for your instructions.

We ran into a snag on obtaining rooms in Collingwood for the Blue Mountain weekend seems the Blue Mountain Inn will only supply rooms with full American plan of meals included, there is also a convention in Collingwood the same weekend, we managed to book 10-12 rooms at the Brin-I-Brin Motel for the club, the name of the Highwayman Inn but little else, even the tourist bureau tried to assist, I am still working on it and any suggestions will be welcome.

WANTED: A design for the Niagara 83 dash plaque, the only one submitted to date was on lined paper which is unacceptable to our plaque supplier, must be a line drawing on plain paper for direct copy into a silkscreen process, if we have any members with skills to help with artwork we would really appreciate them stepping forward, call or write me, address & Ph on Blurb cover.

Spring is sprunging and Morgans will soon be unwrapped, Happy Morganeering for 83.
Audrey Beer,



May your
bladder
burst

BRAMPTON FLYING CLUB SAT JUNE 18
Brampton Flying Club are holding a pancake Breakfast for Handicapped children from Bloor Collegiate.

Car clubs are welcome to join them from 10 AM to 1PM to view the various 'planes and assist in making it an enjoyable day with lots to see for the kids. A fine alternative for for the culturally de-

prived members who couldn't go whitewater rafting.

Location; west of Hwy 10 (Victoria) off King Side Rd. 'Phone 453 1503.

BOLTON BASH AUG 14

THE 1983 BOLTON BASH WILL BE JOINED BY THE PONTIAC-OAKLAND CAR CLUB (ONT CHAP)

Febr 6, 1983

Dear Doug,

It's been a long time since I had the pleasure of reading some of your witty articles and the latest position of SNOBMOG is as a consequence fully unknown to me. At our club New Year's toast I met with Roger Moran who is very happy he is in a position to transport his twins in the snobmog.

After a two years interruption the Dutch Morgan importers again organised the New Year's toast AND FINANCED IT. So after the complete lack of interest/support on the occasion of our last year's tenth anniversary event, we are quite happy with this action on the part of the importers. I trust that you duly received our September clubmagazine with full picture report on the event. I will be sending you separately our December issue with inter alia a very interesting article on the Vegantune engine giving 130 hp.

From Klaus Spangenberg of Germany I received a picture showing his Morgan badge collection. Like me he is a keen collector of worldwide Morganclubbadges. I noticed on this picture that in Canada a badge has been issued which is new to me obviously done by the Toronto group as that name is stated on top of the badge. I would very much like to get a copy of that particular badge. Could you please arrange to get hold of one for me and bill me for your charges? Or alternatively please furnish me with the address of the chap and his name of course who sells these badges. I sofar have collected 32 different Morganbadges and I recently glued them to a wooden board quite a nice sight.

well, Doug, I do hope to hear from you and thanks before hand for anything you can do with regard to the badge.

Please note that 75 years of Morgans is rapidly approach ing: 1984 organised by the Morgan works in the area of the Halvern Hills. Trust we will shake hands there again despite economic recession.

Bye for now,

Yours,

dick de bruyn, Jasmijnstr 5, 3297 ba puttershoek holland

Law Offices

OGLETREE, DEAKINS, NASH, SMOAK AND STEWART
A PARTNERSHIP OF PROFESSIONAL ASSOCIATIONS AND PROFESSIONAL CORPORATIONS

*First Atlanta Tower
Two Peachtree Streets, N.W.
Atlanta, Georgia 30333
(404) 588-1300*

HOMER L. DEAKINS, JR., P.C.
Partner

March 2, 1983

Mr. Doug Price
Morgan Owners Group of Canada
95 Willingdon Boulevard
Toronto, Ontario M8X2H8, Canada

Dear Mr. Price:

As I have recently become a Morgan badge collector, I would be very interested in obtaining one of your club badges if it is available to nonmembers. Also, if you are the appropriate person to whom my request should be addressed, I would appreciate purchasing one of the Toronto Morgan Owners Group badges, too. If you do not handle the purchase of the Toronto badge, I would appreciate your letting me know to whom I might address an inquiry.

If the badges are available, I would appreciate your letting me know the cost (including postage), and I will forward a bank draft on an appropriate bank by return mail.

Thank you for your assistance and cooperation.

Sincerely,

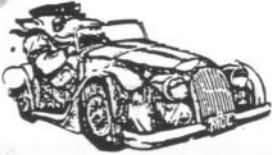
Homer L. Deakins, Jr.

*One Townsend Court, North
Post Office Box 2757
Annville, South Carolina 29602
(803) 282-1410*

*1300 Van Hookshire Avenue, S.W.
Washington, D.C. 20036
(202) 897-0855*

*120 Hayward Avenue
Post Office Box 303
Sparksburg, South Carolina 29304
(803) 545-8296*

*3124 Industrial Drive, Suite One Hundred
Post Office Box 31613
Raleigh, North Carolina 27622
(919) 787-7700*



FANTASTIC

IT'S BACK! THE 3RD SOMETIMES ANNUAL "PREPARE TO UNLOAD" RALLY & BARBEQUE Blue Mountain Week-End

MAY 28 & 29

Saturday May 28;

TENTATIVE & SUBJECT TO CHANGE:

- | | |
|-----------|------------------------|
| 1.00PM; | Arrive at Al Sands; |
| 2.00PM | First Car Out; |
| 4-30PM | First Car In To P.T.U. |
| 4-30-6-30 | Happy Hour. |
| 6-30-- | Barbeque. |

SUNDAY MAY 29:

- | | |
|---------|--|
| 10-30AM | Bloody Mary's at P.T.U. |
| 11.30AM | Convoy & Scenic Drive to The Tallisman Lodge at Kimberly followed by Brunch. |
| 12+30 | Brunch at Talisman. |
| 2.00 | Herd Em Up & Head Em Out. |

\$2.00 Fee per person to cover cost of Dash Plaques & Trophies

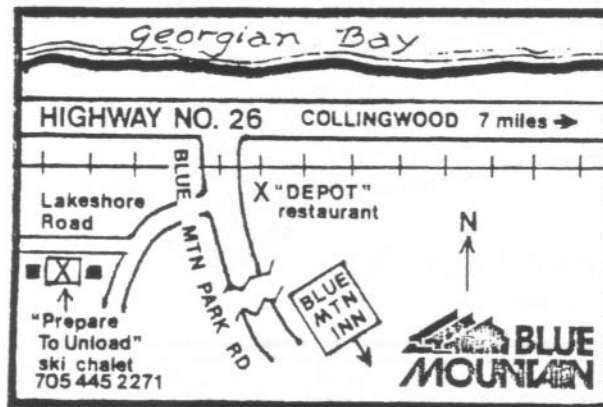
Rooms have been reserved for the Morgan Owners Group at The Brad-I-Brin Motel R.R.3. Collinwood Ont. L9Y 3Z3 cost is \$30.00 per room plus tax for 2 per room. only 10 rooms are available so book early, overflow can contact The Highwayman Inn nearby, sorry the Blue Mountain Inn is fully booked with a Convention & will only take full weekend booking including meals for the few available rooms they have.

Lunch at the Trillium in Thornbury

Contact Audrey Beer



START; at
Alan Sands'
(Piper's Hill)



HEADQUARTERS AND RALLY FINISH
at Prepare to Unload Chalet.

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 Craighleith, Ont at the foot of the Blue Mountains.

reprint of an old Press release submitted by Arnold Armstrong of the Morgan Plus Four Plus Club of America;

TELEPHONE MALVERN 3104 & 3105
TELEGRAMS MORGAN MOTORS · MALVERN LINK



BUILDERS OF THE PLUS FOUR MORGAN CAR.

PICKERSLEIGH ROAD
MALVERN LINK
WORCS

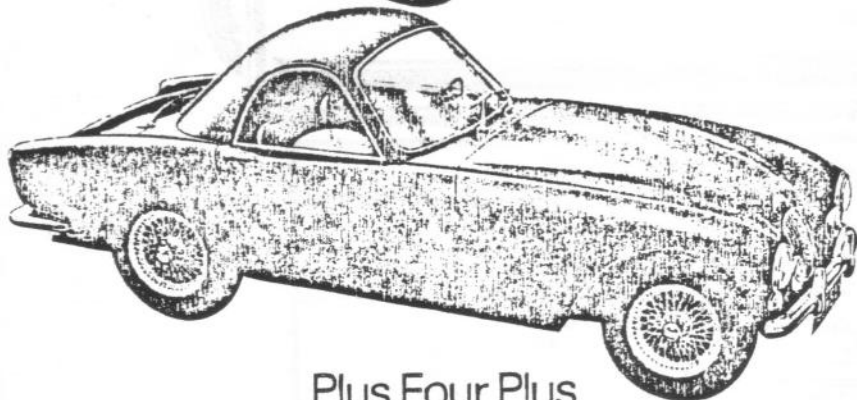
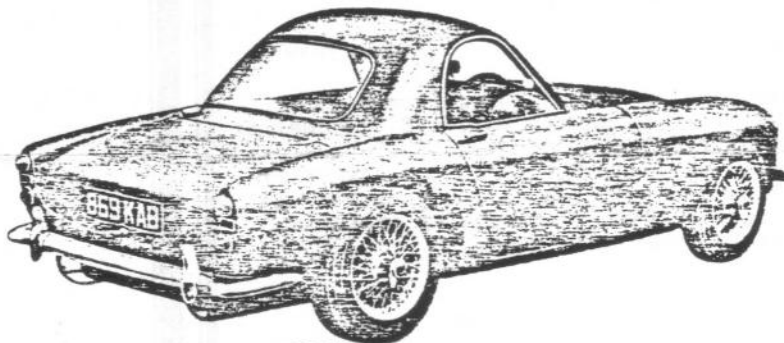
OUR REF YOUR REF

Dear Sir, We should be indeed grateful if you would be so kind as to publicise our new plastic model as much as possible.

PS We are sorry about the roof line, the mould-maker made an error which was too expensive to correct. If you can think of a better name that is not already trade marked do please let us know. How do you think 'Plastique' sounds? The name Plus Four Plus is wreaking havoc with our production line schedule as the work force keep mixing bits of +4 and 4 seater +4 roadster.

NOT FOR RELEASE UNTIL ~~APR~~ ^{OCT 1}

ANNOUNCING THE MORGAN FOR THE BRAVE NEW SIXTIES! THE MORGAN "PLUS FOUR PLUS" - MORE THAN JUST A MORGAN +4, IT IS SOMETHING ELSE. FEATURES A UNIQUE ROOFLINE - THE RESULT OF MUCH THOUGHT, COMMENT, AND SOON TO BE WIND-TUNNEL TESTED!



Plus Four Plus

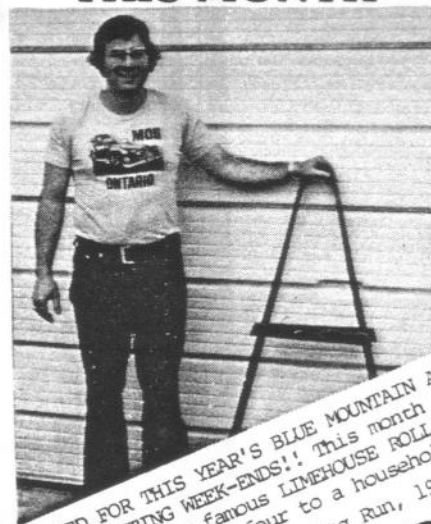
Two seater Grand Touring car. 2138 cc. TR4 engine.

SPECIAL OFFER!!

UNBELIEVABLE!

LIMEHOUSE ROLLBAR
NEVER TO BE REPEATED

HALF PRICE
THIS MONTH



BE PREPARED FOR THIS YEAR'S BLUE MOUNTAIN AND WHITEWATER RAFTING WEEK-ENDS!! This month only we are offering our famous LIMEHOUSE ROLL BAR at half price (limit - four to a household). As seen at Limehouse on the Spring Run, 1982!

**SORRY
ONLY FOUR
TO A CUSTOMER!!**

GREATEST
AUTOMOTIVE
ADVANCE
SINCE THE
GREMLIN



LIMEHOUSE
PROMOTIONS
INC.
R Shier, Prop

THE SLASHER



found in MOPS Mania Aug 82



A hitherto suppressed photo of a well known charabanc. c ABS studios



STRATFORD-ON-AVON, ENG.
WALTON HALL HOTEL, WELLESBOURNE

July 16 - 17

Sat July 16

SPRINTS FOR 3 & 4 WHEELERS at Long
Marston Raceway; DISCO SUPPER at
Walton Hall £8.50

Sun July 17

Choice of 4 wheeler SPRINT at Cur-
borough Sprint Circuit at Shenston,
nr Lichfield, or INTERNATIONAL CONCOURS
at Walton Hall with GYMKHANA, TRADESTANDS
and FAIR.

Walton Hall Hotel £25 for 2 incl Breakfast,
service, VAT. Book early, directly with
Walton Hall Hotel, Wellesbourne, Warwickshire,
England telephone 0789 840011.

Audrey Beer has alternate accommodation list
and organisation contacts



SUNDAY JULY 31

beet mog II

c/o Brad & Sharon Patterson

430 King St. W.
Chatham, Ontario
N7M 1G3

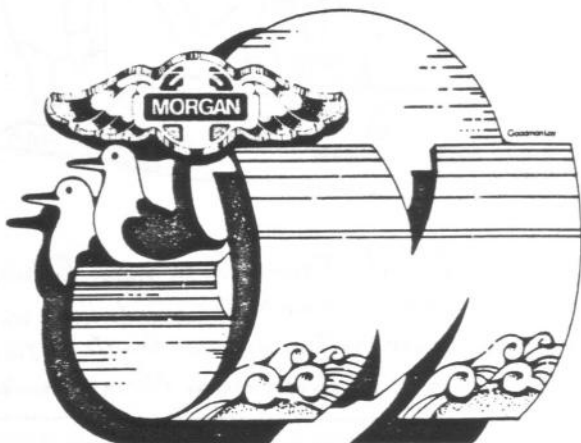
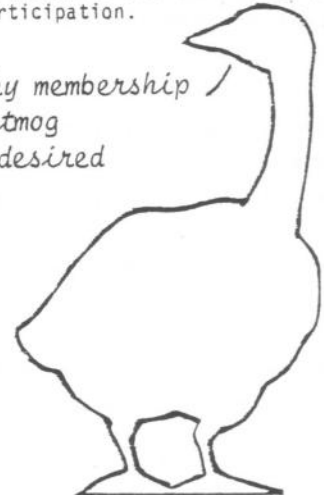
Even if you did not request associate member-
ship in BEETMOG on the HOGMOG 1983 Registra-
tion form...

*The Chatham Pattersons
respectfully request
the Pleasure
of your Company
for the Second Annual Southwest
Ontario gathering at Chatham-on-
Thames (which can be found on
large-scale maps just a bit west
of McKay's Corners)*

| | |
|-----------------------------------|--------|
| Arrive | 1:00PM |
| Rallye | 3:00PM |
| Beer, swim, Barbeque, award(s) | 4:30PM |

All are welcome, including non-Morgans.
Bring your own steak. If possible, please call
us at 519 352 5421 (home) or 519 352 3100 (wk)
to confirm your participation.

*Experience why membership
in Beetmog
is to be desired*



MORRO BAY JULY 15-17 1983
BRING YOUR MOG

Morgans at Morro Bay

The Plus 4 Clubs of Northern and Southern California are co-hosting "Morgans at Morro Bay" July 15-17, 1983. This Pacific coast event will feature a Concours d'Elegance, a Morgan rallye, parts faire, BBQ dinner, model car display, bagpipes, and much more. Headquarters for the event will be the Golden Tee Resort and Lodge in Morro Bay, halfway between San

Francisco and Los Angeles.

An added bonus of the event will be the appearance of Peter and Heather Morgan, who have graciously accepted an invitation to attend the event.

For more information regarding "Morgans at Morro Bay", call or write: Lynn Bird

820 Mathewson
Placentia, CA 92670
(714) 528-3233 H
(714) 990-7875 B

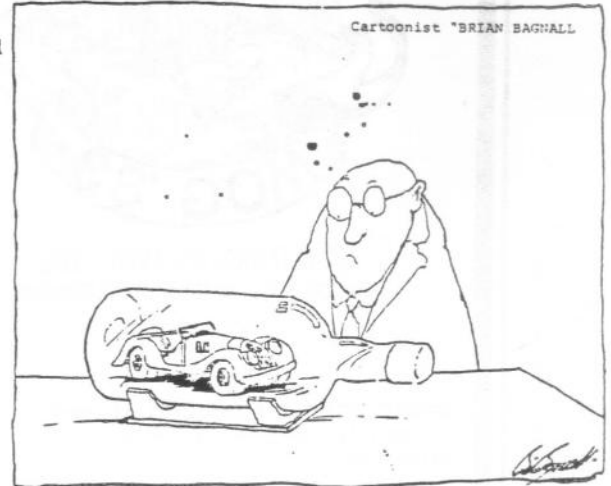
NEWS FROM THE GERMAN CLUB'S 'MORGAN POST'

translation by Marlies Missalla



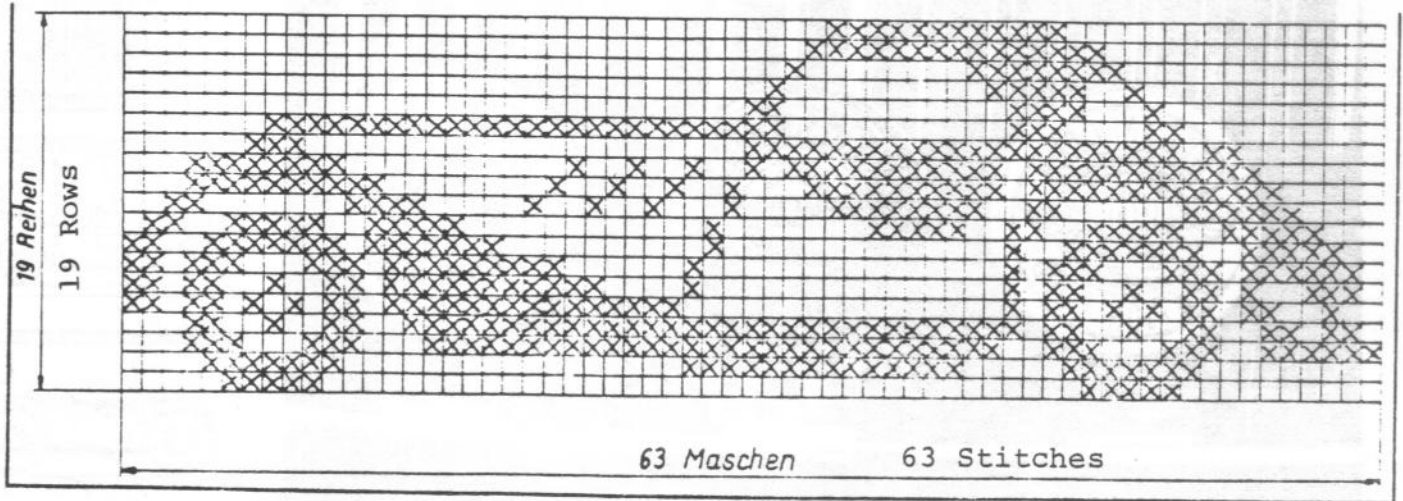
Some members of the German Morgan Owners club have just discovered that "MURPHY's Law" can be very fittingly applied to the MORGAN: examples:

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



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

For those ladies talented with wool and knitting needles, somebody might be interested in this pattern from last fall's issue of the Morgan Post.

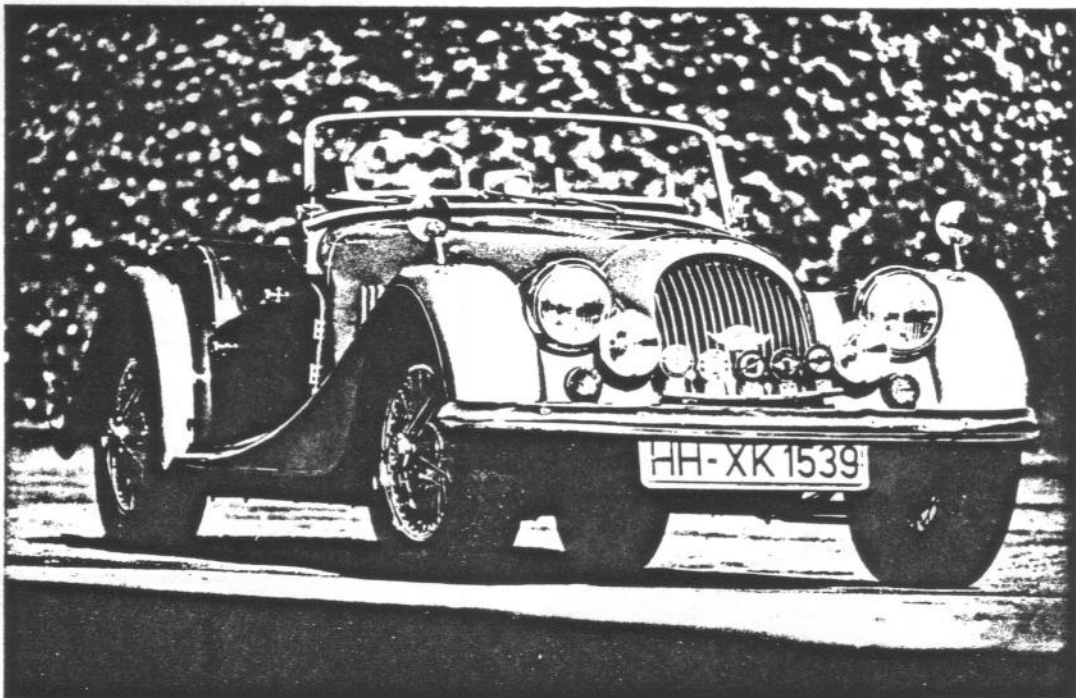
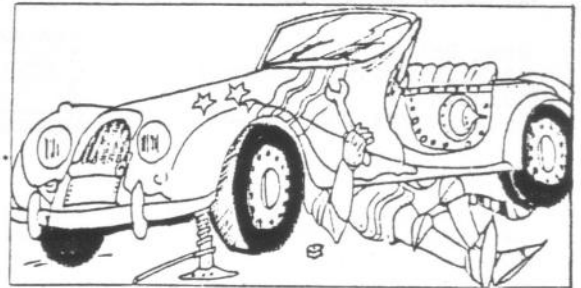


An interesting letter to the editor of the MORGAN POST
 Harald Schwarz
 Lessingstr. 10.D
 3423 Bad Sachsa

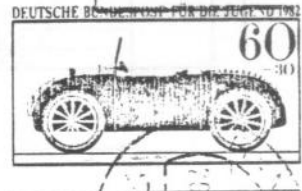
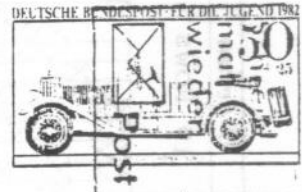
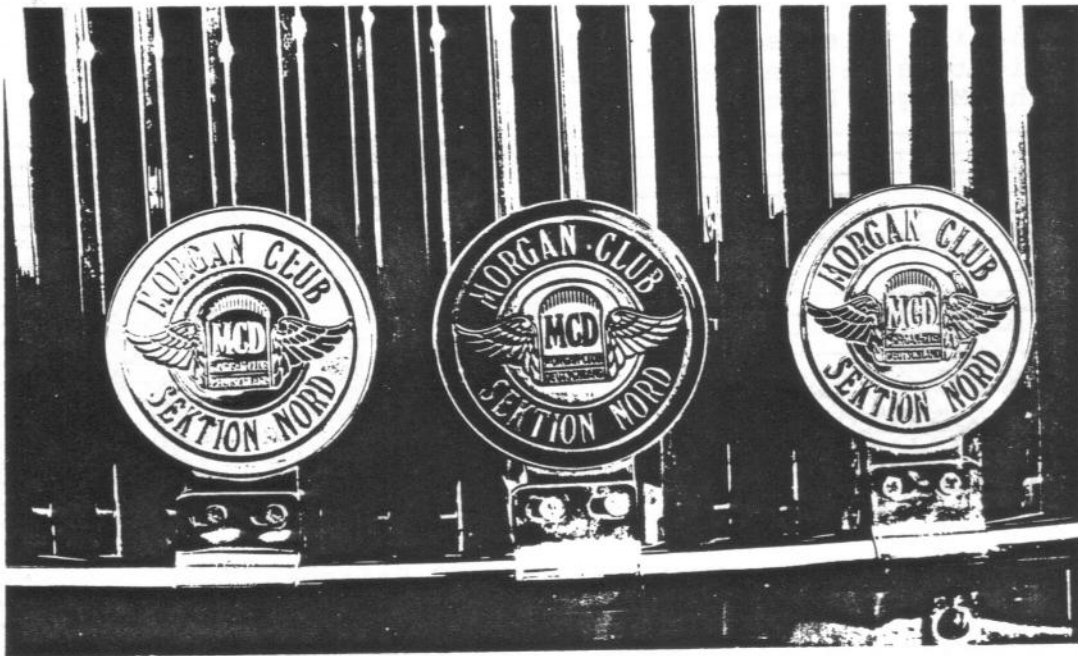
The above informs that he has decided to change his shop over to handle Morgan Parts and Repairs only due to the increased demand for parts and restoration in Germany. He has set up production and will be able to supply most parts from his own production, listing
 -Inner and Outer Fenders,
 -Hood Panels, Side and Rear Sections, Doors etc.

The interesting part is, that he offers almost all metal parts in either Aluminum, Stainless Steel or ordinary sheet metal.

He offers Frame parts of light weight metal constructions for those with racing ambitions.
 Further re-conditioning and complete overhaul of engines, and has a catalog available for Stainless Steel nuts, bolts, washers etc.



photos supplied with Herr Thiede's letter (unfortunately there was no time to convert to PMT's for quality reproduction.



Doug Price
95 Willingdon Boulevard
Toronto
Ontario M8X 2H8 Canada



Dear Morgan-friends abroad,

some of you know, we have produced a similar set of our own Morgan metal-badge "Morgan Club Deutsche Brand - Sektion Nord" (pure brass, polished). Some inquiries we can't fulfill, because the badges are quickly completely away.

Now we have some new pieces available, that's new in three different versions, for each taste

- 1) silver plated
- 2) enameled (black or nickel plated)
- 3) gold with brass (two, 30 tons)

All versions have a diameter of 55 mm, are of solid quality and look unusual and noble. For yourself, the badge-collectors in your country and to publish in your club-journal we can offer you these badges for exchange against your national Morgan-badges.

Furthermore we have cloth-badges in the same styling and adhesive-badges to change.

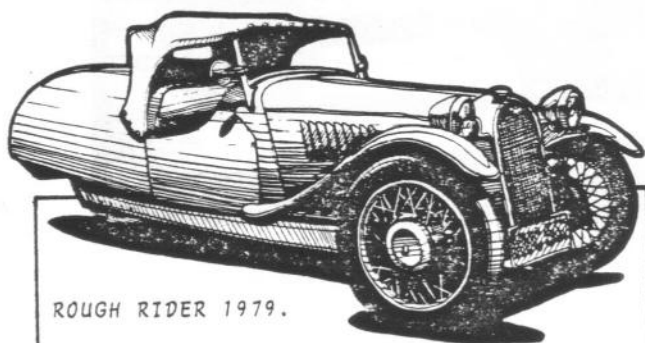
If you are interested to change, please send your badge to the following adress

Jürgen Thiede
Schlüterstr. 80a
2000 Hamburg 13 / W-Germany

and note, which version you want. Our badges will be return at once.

Happy morganengineering

Hamburg, 26.6.1982



ROUGH RIDER 1979.

HOLLYWOOD CHAPTER OF SNOBMOG

We are happy to report that the damage to the hull of the *Queen Mary* after she broke from her moorings during the unprecedented storms last month apparently is repairable. Unfortunately the frogmen's reports on the upper decks are not yet complete.

Regrettably, the ship overturned just as Her Majesty Queen Elizabeth was handing Barbara Willburn a *Daughter of the Empire* badge for her exploits in Argentina. She has promised a replacement (by mail) if the frogmen don't find it.

The Rev. Clevis Pyn and Ulrich Spanner are understood to be under close watch in regard to reports of possible sabotage.

artist's account of the *Queen Mary* steaming out of Long Beach, Calif to the Falklands Crisis in 1982.

Niagara 82



article from MORGANOTES
(Western New York MOG)
Dec 1982

9

ARTICLE AND PHOTO BY AL ISSELHARD

The 1982 edition of Niagara '82 was a fantastic success as a record number of Morgans appeared for the meet under super late summer weather. Leaving from the Issselhard's for the convoy to Niagara-On-The-Lake were Ed Kowalski, Bob Tescione, Desi Benet, Gail Hershkowitz, Nelsons, Abels and Issselhards. The site of this year's meet was the same as the very first affair four years ago near the Brock memorial at the west end of the Lewiston bridge. The first acquaintance I met upon pulling into the parking lot at the meet were Jerry and Barb Willburn who drove to the meet in their four place drophead all the way from California. We have been "old" friends since the MOG 80 thing in England two years ago. More and more Morgans kept pulling into the parking area until about 45 cars were parked in attendance for the affair. The weather could not have been better. Doug Redmond had his trike in place before the rest of us arrived. Dolores and John Granito trailed to NOTL the day before and attended the Henry VIII banquet the evening they arrived. We finally met Pam and Bob Boetger of Mentor, Ohio who joined our group quite awhile ago. Their '65 +4 four place is yellow and looks beautiful. To help support their passion for Morgans, Pam and Bob have a part time business called Mini-Mogs - agents for the sale of model Morgans of all shapes and sizes. I then ran into John Sheally whom I have't seen since we got totally pickled together at a noggin and natter at MOG 80. John's new Morgan book should be out by now.

SHEALLY RECANTATION

Judging was a rather casual exercise which is typical of Niagara and perhaps one of the reasons why this meet has been successful. It was difficult to walk ten feet without renewing another acquaintance and then striking up a conversation that would last 15 minutes and before we knew it the cars were lining up for the winery tour. We decided to skip the winery tour

and instead motor over to the Anchorage Motel with the Willburns for a drink or two. On the way we stopped at the nearby marina and photographed their four place drophead as well as our two place drophead. After a few drinks we left for the Pillar and Post Inn which is where we were staying and where the banquet that night was being held. By 7PM everyone had changed into more formal attire and congregated to the cash bar just outside the banquet room. The cost of the drinks were extremely expensive - the most I've paid anywhere I've ever been. Fortunately we were soon seated for the buffet style banquet and we were treated to an excellent selection of foods. Following the feed Marty Beer began awarding the prizes for "best" and "worst" Morgan etc. I supposed our cars must be average as we garnered very few "awards" in the group. Mid way thru the awards a sheik walked up to the podium dressed in a white robe and head dress and began mumbling Arabic into the microphone. Few immediately recognized the sheik as Gus Spahr of the Philadelphia Morgan group. The sheik predicted that Morgans would soon have to be run on camel dung due to a shortage of fossil fuels. Following the awards John Sheally asked to make a few comments to the group. Now I would guess that few people in the room really know John and that not many had ever seen him before that day. Although he was making his first appearance at a northern Morgan meet I'm sure that everybody knows that there could not possibly be a more stalwart defender of the marque and gung ho enthusiast than John. His remarks were short and to the point and I'd like to refer to his comments as the gospel according to John and here's what I feel was the thrust of his philosophy. John thinks that far too much emphasis has been placed of late on letter perfect, meticulous restorations in the name of winning at all costs. He admitted that he was in fact guilty of this in the past and that in the future much more emphasis should be placed on the joy of a particular group gathering together in a common interest simply for FUN and not mainly for competition. In other words John felt that competition was simply overwhelming the fun part of a meet and that he would not be as concerned about winning in the future. Needless to say he was not referring to the Niagara Morgan meetings that have been held in the past nor this one either.

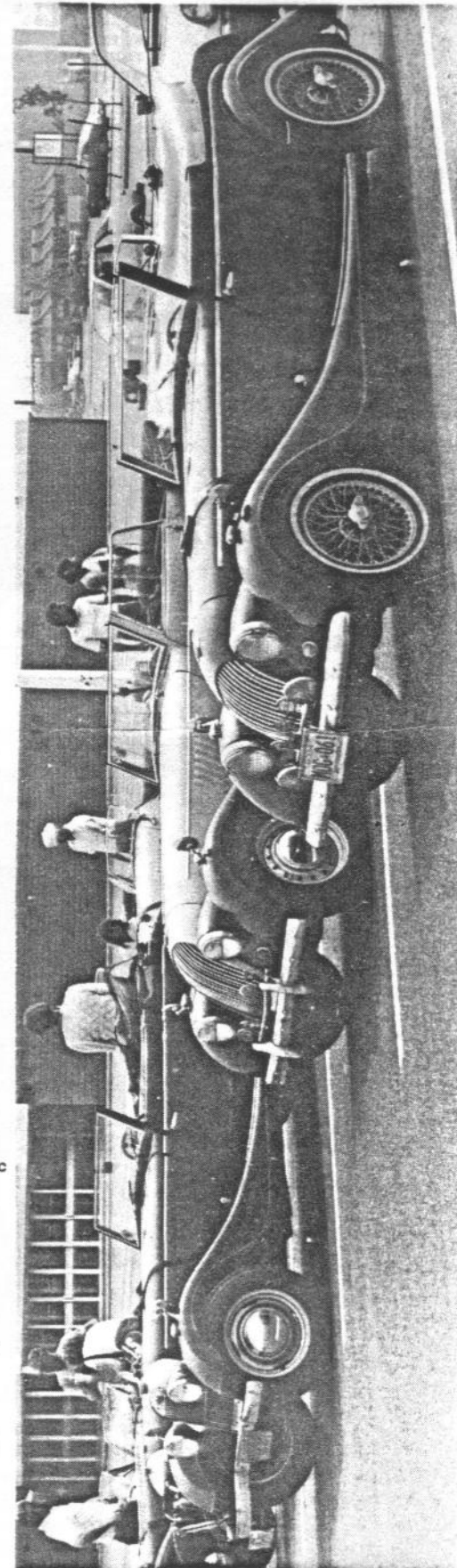
TO IRELAND IN A SINGLE-ENGINE PROJECTOR

After John's words we were treated to an extremely interesting slide/talk presentation from Canadian Morgan owners Dave and Nancy Turnbull. They are both hobby pilots and last summer achieved a goal they had planned for 12 months - flying a single engine airplane from Canada across the North Atlantic to Ireland. Nancy did a superb job describing their adventure while Dave operated the projector. Their pictures were excellent too despite poor weather for most of the trip. After Dave and Nancy's presentation things settled down and the Abels and Issselhards ajourned to the main bar.

Several of us joined together in the morning for the fabulous breakfast buffet at the inn which is reasonably priced. Following breakfast many of us formed a convoy to the Lincoln Mall parking lot in St. Catherine's for a low key gymkayna. This was a welcome change from the past years where all out speed was the main factor. Somehow Mary and I managed to win nicely engraved glass bottomed beer mugs for our efforts. Probably the only thing we will ever win with our tired '53. This reminds me of a comment John Granito overheard by accident at the car show the day before when one guy said to another - "Why does Issselhard drive such a tatty Morgan?" The other guy's reply I'll take as a compliment when he said to the first person - "Yeah but have you seen his wife?" Everyone left at the conclusion of the gymkayna was invited to the nearby home of one of the Canadian owners but we opted to return home to catch up on long neglected chores. We and the Abels motored back together on a very warm Sunday afternoon to complete a great weekend.

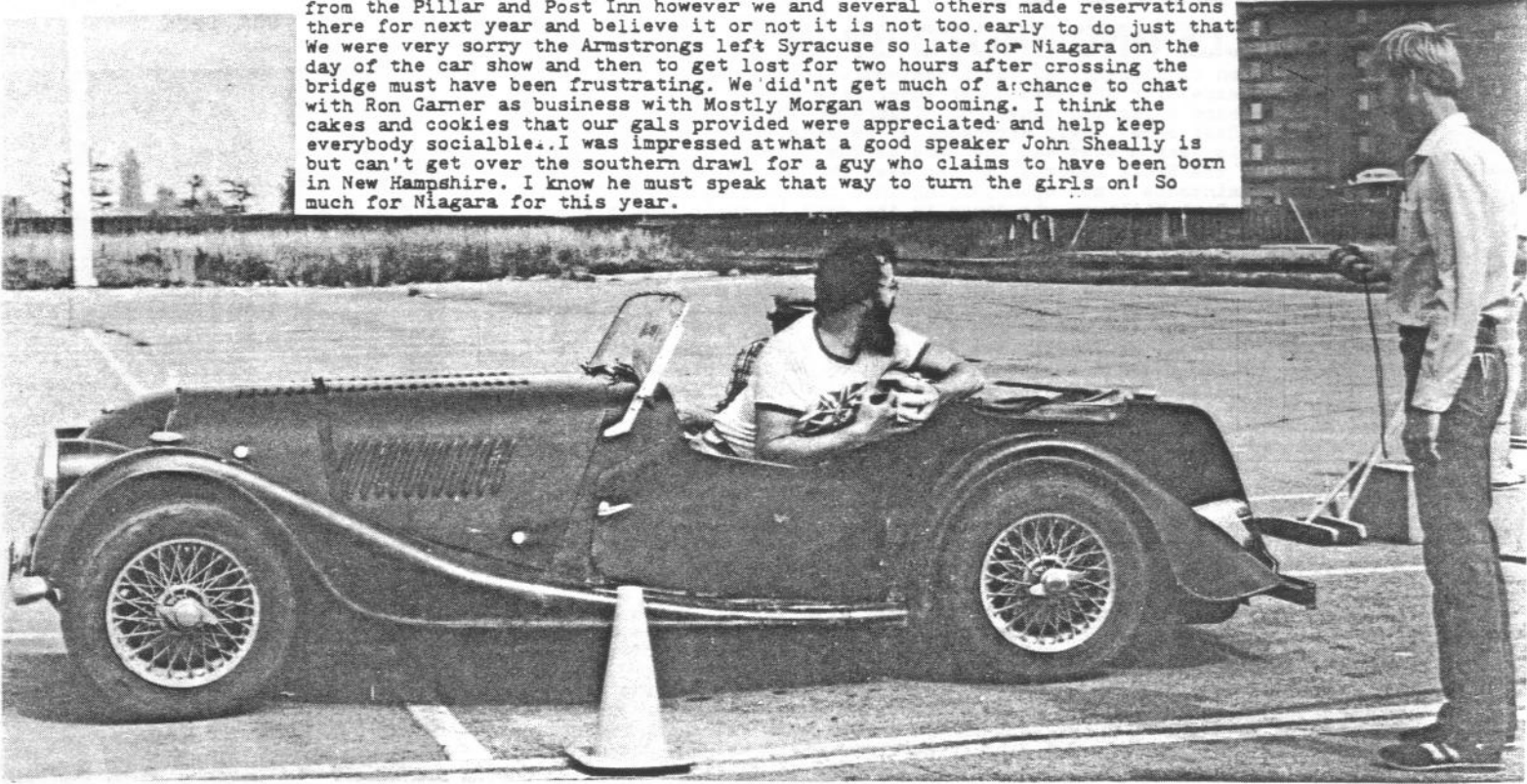
BACK TO BROCK

Reflecting on events of the weekend I was pleased that the organizers chose



Issselhard photo

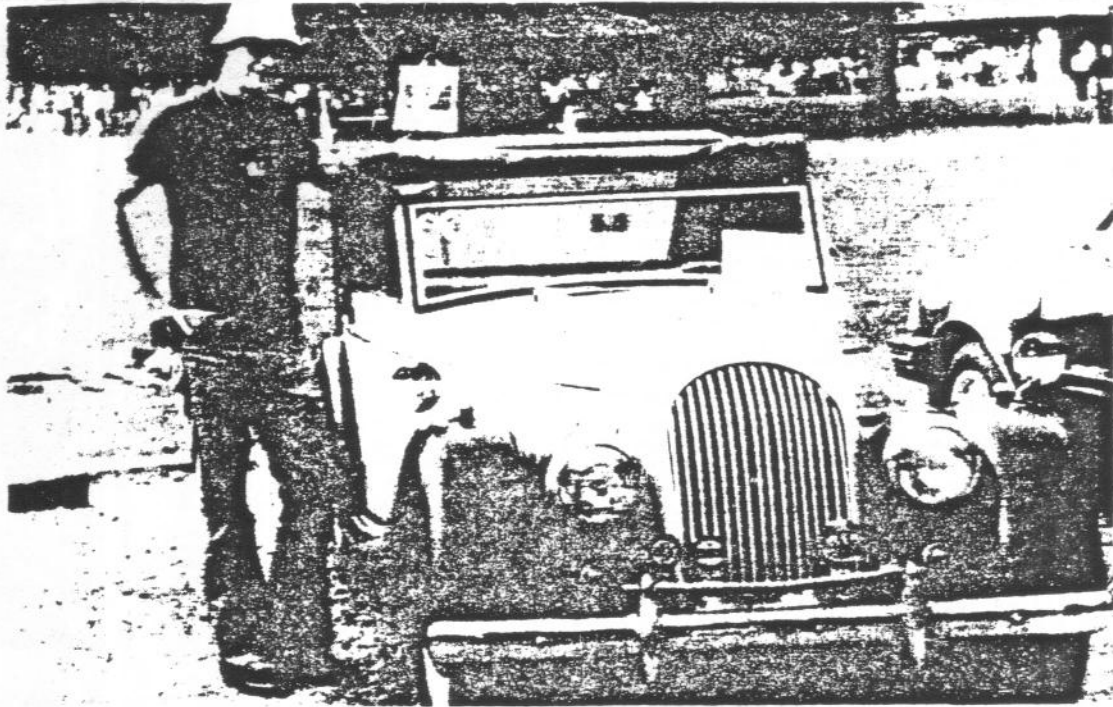
to move the car show back to its original location near the Brock memorial as the McFarland Farms location would have been much too small to handle a group the size we had this year. The Beer family were the ones responsible for the organization of this year's event and I think they did an outstanding job. There was some talk of moving the banquet/headquarters from the Pillar and Post Inn however we and several others made reservations there for next year and believe it or not it is not too early to do just that. We were very sorry the Armstrongs left Syracuse so late for Niagara on the day of the car show and then to get lost for two hours after crossing the bridge must have been frustrating. We didn't get much of a chance to chat with Ron Garner as business with Mostly Morgan was booming. I think the cakes and cookies that our gals provided were appreciated and help keep everybody socialble. I was impressed at what a good speaker John Sheally is but can't get over the southern drawl for a guy who claims to have been born in New Hampshire. I know he must speak that way to turn the girls on! So much for Niagara for this year.



Oct 82

Isselhard photo

FORMAT Sthn Calif NIAGARA FALLS REVIEW, WEDNESDAY, SEPT. 15, 1982



MORGAN ENTHUSIASTS GATHER

Morgan car enthusiasts from Canada and the United States were on hand at Brock's Monument at Queenston Heights over the weekend. Gerald Willburn drove his 1956 Snobmog all the way from Cypress, Calif., to take part in the annual event. His four seater drop head coupe has over 200,000 miles on it

and is being driven daily. There were only 50 of this model ever made, and about 30 are spread across the country. It took Mr. Willburn a week and a half to make the trip from California.*About 75 vehicles were on display during the event.

(Photo by Tony Ricciuto)

*Editor Comment; He wasn't really trying

KEEPING YOUR COOL

BY JERRY WILLBURN

COOLING SYSTEM CLEANING

Mild rust and scale conditions in the cooling system can usually be corrected by using one of a number of available chemical preparations. **BE SURE TO USE A CLEANER THAT IS SAFE WITH ALUMINUM!!** Some cleaners are a one-step type, but we have found the multi-step preparations more successful. Be sure to follow the vendor's directions. One thing that they usually forget to tell you on the can is: **DO NOT LET THE ENGINE BOIL!** You may need to use an auxiliary, household type fan blowing on the radiator. Also, double check to make sure that all of the drains are closed when you are finished.

Some important things to remember are:

1. If an acid-type cleaner is used, be sure to neutralize the acid. Failure to do so will leave acid in the system, which will attack system components as well as destroying the protective properties of rust inhibitors and anti-freeze.
2. Although obvious, the heater control valves should be left on during the entire cleaning processes.
3. If the system has been neglected for a long time, the system may be literally choked with rust and scale. This may cause the system to boil. The boiling action breaks loose large quantities of scale that may plug the radiator completely - worsening the problem. This could result in a warped head, or worse. Very expensive. Better get it cleaned out.

Now that all of you have run out and cleaned out your cooling systems, you may find that the system has developed a few slow leaks (or at least seems unable to hold water). Occasionally, the cleaning may open tiny cracks or holes that were sealed by rust and scale. The best method for finding leaks is with a "Pressure Tester".

CHECKING FOR EXTERNAL LEAKS

Fill the radiator to within $\frac{1}{2}$ " of the filler neck and attach the pressure pump to the filler neck, following the tester manufacturer's recommendations. Slowly pressurize the system. **DO NOT EXCEED 6 TO 10 POUNDS.**

When the system is pressurized, watch the gauge on the pump. If it holds steady, there are probably no external leaks. If it drops, and the pump has a good seal at the filler neck, you should be able to find the leak(s).

Occasionally, a system will only leak when hot. Remove the pump, replace the radiator cap, and run the engine until it is hot. Now re-check with the pressure pump. **BE CAREFUL! NOT TO GET BURNED WHEN OPENING THE CAP ON A HOT SYSTEM.** Look for dampness - this may indicate enough loss of coolant to cause some trouble.

CHECKING FOR INTERNAL LEAKS

If no external leaks are found, check for internal leaks. Apply 6 to 8 pounds of air pressure. Run the engine at low speed and watch the pressure gauge. Pressure build-up indicates a combustion leak -- cracked head, blown gasket, etc. **DO NOT ALLOW THE PRESSURE TO BUILD UP TO OVER 10 POUNDS!!**

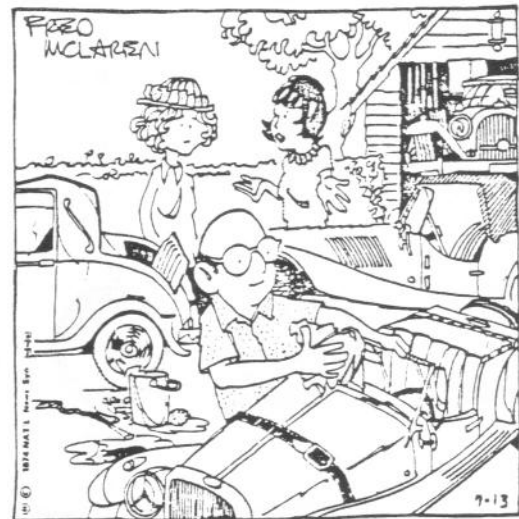


COOLANTS

Use soft water, free of heavy lime and other mineral concentrations. This will help prevent scale deposits which will drastically reduce the transfer of heat from the metal to the coolant. Hard water can also reduce the effectiveness of anti-freeze and rust inhibitors. **USE ANTI-FREEZE!!** The correct amount is determined by the capacity of the cooling system and the temperature. We use 1 gallon of anti-freeze and the rest water. Rust inhibitors and water pump lubricant should also be used in sufficient concentrations to provide proper protection (follow manufacturer's recommendations). Anti-freeze has a useful life of about two years, and should be changed faithfully at that interval. Visually inspect all hoses (including heater hoses) for signs of deterioration. Squeeze the hoses. They should be neither hard and brittle nor soft and swollen. Pay special attention to the lower radiator hose, as it is under vacuum and, if soft, it can collapse and cut off coolant circulation. If it is loose or cracked, it can admit air into the system. Aeration can cause rust to form faster than normal. If there is the slightest doubt about the condition of a hose, replace it. Hoses are much cheaper than an over-heated engine.

HIGH RUNNING TEMPERATURE

If the system is clean and the car still seems to run hot, maybe the gauge does not read correctly. Check with a candy thermometer in the radiator filler. Normal temperature should be around 180 F to 195 F. If it seems to be a gauge problem, it is probably the sensor, or a lack of a good ground at the radiator or gauge. If it really is hot, think about a thicker radiator core, or an electric fan. If the car is quite old, perhaps the old core is just clogged beyond cleaning. If so, it is time to recore. Use a thicker core as a safeguard against future problems.



"It's as if our garage gets pregnant every summer!"

World-wide Organization for Morgan Badges And Trivia



We are close to establishing a new club devoted to those people from all the world-wide clubs who are interested in all aspects of Morgan history and collecting, including car badges, books & magazines, advertising literature, models & toys, in short every type of ancillary Morgan object. (Yes, we know there are those who collect the cars themselves, but for most of us, that gets to be a bit too expensive!)

Over the last couple of years, a considerable interest in Morgan regalia collecting has grown up, and we now have an informal network of collectors that spans every Morgan club that exists at present, some 28 clubs, almost all of which offer car badges and other regalia.

If there are those who I have not been hearing from and who have an interest in Morgan collecting, I hope you'll write me, so that we can begin to include you in plans for our collectors' club. Photos, of your collection, your Morgan and even of yourself, are most welcome!

Also, there are several early badges from the North American Clubs that are long out of stock, and that I am most interested in tracking down. If you have any of these, and are interested in selling or swapping for almost any other regalia items (for example, badges from any Morgan Club ranging from those of Australia, Poland, South Africa, Holland, France and Germany to even the very rare ones from the Morgan Club of Japan), I hope you will contact me. Those badges are:

Morgan Owners Group Toronto: either of the early badges in brass, one labeled "Morgan Owners Group" with maple leaf, the other labeled "Morgan Owners Toronto"

3/4 Group (New York): the brass and green oval badge labeled "M.O.G. Morgan Owners Group"

MOG Great Lakes: the brass shield labeled "Morgan Owners Group Great Lakes"

Washington, DC: the winged emblem badge labeled "MCC Washington D C"

Chicago: the oval badge labeled "Morgan Motor Sports, Touring and Preservation Society Chicago"

| | |
|----|------------------------------------|
| 1 | Germany |
| 2 | Morgan SCC (UK) |
| 3 | MOG 80 Anniversary |
| 4 | Sweden |
| 5 | Germany |
| 6 | Ohio |
| 7 | Texas |
| 8 | Sweden |
| 9 | Japan |
| 10 | Morgan 4/4 (UK) |
| 11 | Australia |
| 12 | Morgan SCC (UK) |
| 13 | South Africa |
| 14 | Switzerland |
| 15 | Three Wheeler |
| 16 | Germany Sektion Nord |
| 17 | MOG Great Lakes |
| 18 | TOR MOG (UK) |
| 19 | Peking to Paris (Commemorative) |

And, we are very much interested in making contact with members of any early Morgan Club, including those of Chicago, Northwest, Missouri-Kansas and Hawaii, in connection with a book being prepared on the history of the Morgan Clubs.

Thanks. Win Sharples 1802 Summit Drive Haymarket, VA 22069 USA

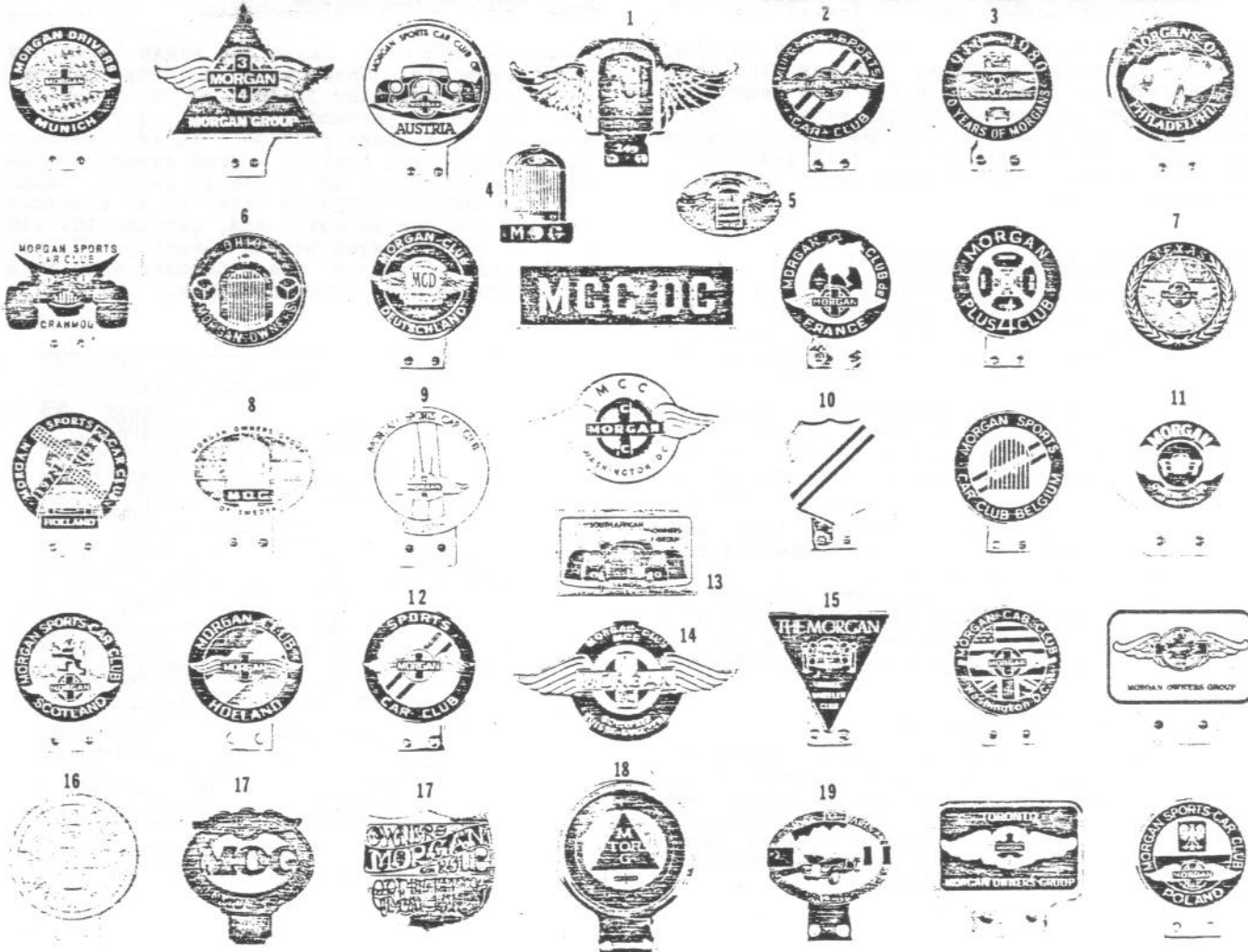


photo of the famed Spangenberg badge collection

W.O.M.B.A.T.

(Swappers are always welcome!)

GRAND DUCHY OF GRAUSTARK

It seems to me that there are at least two essential ingredients to the avid pursuit and fullest enjoyment of that all-engrossing obsession we call "collecting." One is knowing the total number that exist of that which one is collecting; the second is knowing which of these is particularly scarce and therefore especially desirable. Let us say, for example, that one in in hot pursuit of all of the military medals ever issued by the Grand Duchy of Graustark. It is then essential to know that that worthy nation issued over the years a grand total of 319 different ones; and that, in particular, the smallest number ever issued were of the 1919 Medal for Valor, only 17 all told. (If on first printing the Duchy's name was misspelled, with perhaps a half a dozen medals struck before the error was corrected, why then these few would be especially rare and eagerly sought after. Blunders invariably become collectors' items.)

TORMENTS AND TEDIA

When one knows that 319 of something exist, one then has a tangible goal. What a growing excitement when one reaches each milestone: 100, 200, 300, 310, and then, mind-bendingly, 318! Now this is what collecting is all about: completion. A great part of our lives involves the setting up of goals toward which to strive, many of them meaningless in themselves but invaluable in their supplying us with a justification for engrossing activity, into which we can plunge avidly while leaving behind for a few blessed moments the torments and tedia of the mundane world. In one way or another, we are all collectors; and at a variety of times we all find ourselves engaged in the quest for completion.

In the end, the intrinsic value of what one is collecting has very little to do with the passion invested in the collecting, but the existence of the occasional rare and special object and the drive toward completion have everything to do with it.

BLESSED FINALITY AND SURCEASE

Such things have always involved me, often obsessively, and I have often suspected that the pursuit of completion, of closure, in a world which rarely offers us blessed finality and surcease from striving, is what provides the monomaniacal drive of the true collector. How rarely does life present us with unqualified success, with achievement untainted by overprice, with attainment without ambiguity. But the assembling of those 319 items is unarguable; an Everest has been mastered. Roll forth the canons, thunder out the drums! Goal set, goal reached!

HILL AND MUSGROVE FOUND WANTING

Now in the case before us, the collecting of Morgan auto badges, there is a considerable problem. Virtually everything about the history of the Morgan is shrouded in the swirling, mind-numbing mists of antiquity, either wildly exaggerated by wishful memory or dulled by (mercifully) brief remembrance; in short, all concerning the Morgan is myth. It is not entirely surprising that no one is really certain of what Morgan Clubs have existed, let alone what badges they might have issued. (A nicely conceived page in the Canadian Club's June, '80, BLURB, showed some 35 club or centre--British Morgan Club sub-sections--emblems, but omitted those of the clubs of Austria, Italy, Japan and New Zealand and the Sektions of the German Club. A listing of 23 clubs with addresses in MOG 80's estimable 70 Years of Morgan Motoring left out long-established clubs in New Zealand and South Africa while missing newer groups in Texas and Italy, and several addresses were inaccurate or no longer valid. And, since those publications, two more clubs have surfaced, in Poland and Florida. At least!) Ken Hill's fine books also have been invaluable for their histories of the clubs, the most detailed so far, and his listing of the informal clubs throughout the world is particularly interesting, but Hill, too, is incomplete, as is Musgrove's Moggie.

ATTEMPT ESSAYED

So, the problem is that, no matter how many badges one might have gathered together, one has no idea how close one might have been to collecting all of them. Ah well, fools ever eager to rush in while angels transport themselves about in motor cars with reliable lighting systems, perhaps we might here essay an attempt to see just how many Morgan clubs there are or might have been, which by my count stands at some 27, some with active "centres." Hopefully readers will come forth with errors and omissions and we can proceed from there. And, while we are about it, let us see if we can determine which of these worthies might have produced a badge or two along the way.

TWENTY-ONE BADGES

At the present time, Morgan car clubs which have current car badges exist in: Australia, Austria, Belgium, Canada, Germany, Holland, Japan, Poland, South Africa, Sweden, Switzerland, the United Kingdom (two clubs, the Morgan Sports Car Club and the original Morgan club, the Three-wheelers) and the United States (seven clubs: Morgan Motor Car Club of Texas, Morgan Owners Group Great Lakes, Morgans of Philadelphia, Morgan Plus Four Club of California [with two functioning clubs, one in Northern and one in Southern California, but sharing, at least to date, the same badge], Ohio Morgan Owners, 3/4 Morgan Group of New York, and Morgan Car Club of Washington, D.C.) Not all of these have a badge in stock at all times, but all have an official badge, for a total of twenty-one.





CRANMOG
Cranfield Centre



New Zealand



Denmark



Florida



Oxford Centre



East Anglia Centre



New York



GB



2 6

POLMOG

(Of those listed one might well have caught your eye, and does deserve a brief mention, that of Poland. Is there such a club you might ask? Does it have members, and do they drive Morgans? Ah, these are mere details. What the Morgan Club of Poland--also a M.S.C.C. Centre, by the way--does have is a brand new badge, and quite a handsome one, and one indefatigable young woman who heads it

PARSIMONY

There are also six existing clubs which have never issued badges, although most have some sort of emblem: those of Denmark, Italy and New Zealand, and in the U.S., Mog South, the Suncoast Morgan Car Club of Florida, and Western New York Mog.

SEPARATISTE CENTRES

In addition several centres have their own badges. In the U.K., Cranmog (Cranfield Centre), Jockmog (Scottish Centre), and TorMog (High Peak Centre) have badges; in Germany, Sektion Nord and Morgan Drivers Munich also have them. Other centres and sektions have issued patches and decals, but thus far these are the only ones I know of with actual badges. This adds another five current badges.

PLETHORA OF BADGES

Now things get a bit more interesting, not to say a bit complicated. A number of clubs, for various reasons, have issued more than one badge, some successively, some simultaneously.

TORONTO BACK ON TOP

Some clubs, for example, changed their names, necessitating the issuing of new badges. The Canadians originated as "Morgan Owners Toronto" and their first badge bears such designation. In 1978, with their membership spreading throughout Canada, the club dropped "Toronto" from the designation and added a maple leaf to the badge, which stated simply, "Morgan Owners Group." The Canadians have just recently issued a third badge, retaining the Morgan wings and maple leaf, adding the word "Morgan" across the leaf and restoring "Toronto" to the top of the badge, which reads "Morgan Owners Group" across the bottom.

ALIASES

Three other clubs changed names: the U.S. New York Club (from "Morgan Owners Group"--see p. 29 of Sheally's Morgans in the Colonies--to "3/4 Morgan Group");

Japan (from "Morgan Club of Japan" to "Morgan Sports Car Club of Japan"); and the four-wheeled U.K. club (from "Morgan 4-4 Club" to "Morgan Sports Car Club"). The 4-4 badge is currently available from the club, but the two early Canadians, the Japanese and the New York have long been unobtainable and real collectors' items. This adds five to our total.

PLETORA UPON PLETHORA

However, not all clubs required a change of name to justify issuing a second badge. The U.S.-based Morgan Owners Group Great Lakes had at least one (sorry about the vagueness) badge preceding their current cast/cutout badge. Sweden, whose original stark, simple Morgan grill with "MOG" beneath was extremely effective, has now issued a new badge with the grill centered on an oval of blue and yellow, backed in chrome. Both are beautiful badges. The UK Three-wheelers offer two variants on their basic chrome-and-green-enamel badge, an aluminum and a brass version, as well as their original unpainted cast metal badge. This is the only club I know offering four different badges at the same time, with the exception of the enterprising fellows in Germany's Sektion Nord who offer the identical design in polished brass, silver, black enamel on nickel plate, and two-toned gold and brass. Finally, we fickle fellows in the Morgan Car Club of Washington D.C. have whimsically changed our design three times, the current chrome and enamel "flag emblem" design having been preceded by the MOCDC miniature British license plate, and two variants of the winged emblem badge, the second version of which is on p. 223 of Bowden's second book and several times in Sheally's. (I have never seen the first, but am reliably informed that there was a subtle difference between them.) All of this adds another eleven (the current single badges of the Three-wheelers, Sektion Nord and MOCDC having been counted above).

JAUNT WINDMILL

Other clubs with "second" badges include the Germans, offering a massive silver version of their emblem standing alone without the maroon surround of their enamel/chrome badge, in a numbered series for members only; and the Dutch, with a jaunty windmill-bedecked Tenth Anniversary badge, a one-time issue sure to be much sought-after by collectors. Add two more.

SUCCINCT MYSTERY & BRITISH BLUNDER

To our list we must add a mystery and a collectors' item blunder. The mystery is the "Morgan Owners Group" badge shown on p. 107 of Hill. The discerning reader will have noted a plethora of clubs terming themselves with admirable succinctness, "Morgan Owners Group," often without appending a locale to the name. But this badge fits none of such that I described above. It remains a mystery to me--until some helpful reader responds. Nevertheless, we must add it to our list of desirables. The blunder resulted when the U.K. 4-4's underwent their name change. The first version of their new badge had on it only "Sports Car Club," leaving a bit too much to the imagination. The Club quickly corrected its error and issued their new "Morgan Sports Car Club" badge, but a number of the flawed badges were mailed out, and I know of at least two wise fellows who held on to theirs. Add another two.

SINO-FRANCO CLUB BADGE FOR 'PEKING 82'

Finally, although not club badges, no dedicated Morgan collector's wall would be without the beautifully designed and executed "70 Years of Morgans" and "Paris to Peking" badges, each produced by the admirable James Baker of Birmingham, master craftsman and badge maker to (virtually all of) the Morgan world! Add two again.

My count stands now at 21 "first badges" of clubs and 5 of centres, 18 "second badges" of various sorts, plus this final 4, for a grand total of 48 "definites" known to exist or have existed, of which the author has presently 35 in his collection.

PROBABILISATIONS

To these we can add some probables, as clubs most likely have existed in the U.S. in Chicago (the most imaginatively named of all the clubs, the "Morgan Motor Sports, Touring and Preservation Society"!), Hawaii, Missouri-Kansas and the Northwest. Any and all might have had a badge, and while I have not been able to make contact with any of them, they may one day surface, perhaps bearing badges!

FUTURE

What lies ahead? The Italian and Danish Clubs have supplied me with good-looking decals of their planned badges, and we might well see them within the year. The U.S.'s Mog South, Suncoast group and Western New York Mog are all also considering badges. I've also been in touch with the New Zealanders, a marvellously hard-nosed, independent and spirited bunch of people; and while restrictive import quotas put badges low on their priority list (after king pins and master cylinders), there is definite interest there too in coming up with a badge.

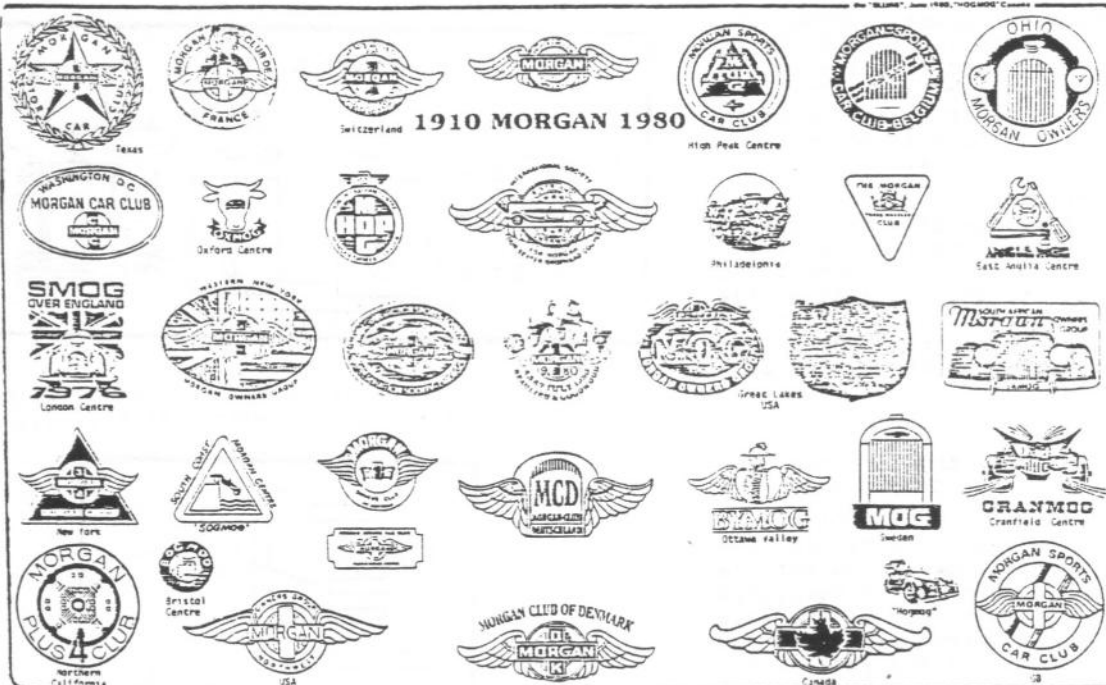
MYSTICAL POWER OF MORGAN TOTEMS

Producing a badge these days, even for a club with comparatively few members, can be a rewarding endeavor. My talks with members of clubs throughout the world have convinced me that the creating of a badge may well be the single most important act in the establishing of a club spirit that will carry the young and striving band through the proverbial thick and thin (some might well term it thin and thin) of car club creating. (It was no accident that the Dutch Club called their club magazine *fata MORGANA*—an illusion, or will-o-the-wisp.) With the contacts we now have, the smallest club can easily sell 100 badges to its friends within a year, something that has been proven again and again. Is that the reason one produces a badge? No, club spirit is the reason, for there is no question that the badge of a Morgan Club is a powerful symbol, a totem much akin to the heraldic emblems of yore, having a great and mystical power to those who possess it; proclaiming, although wordlessly no less powerfully, a great deal about those people whom it represents. Each badge upon my wall represents a small success to me, not a success in obtaining a simple piece of metal, but a success in reaching out and finding one more good friend—one who values a unique and special motor car as I do—and one who is, as am I, caught up in the passionate whirl of collecting.

LOST AND FOUND CLUB

Perhaps through this essay a lost club shall be found, a missing badge uncovered, a bit of history ferreted out. Perhaps one new friend will come forward and join our band. This, then, shall have been worth something! Swappers are always welcome.

*Editor Comment; Interesting that the New Zealand government is more restrictive than the Polish which apparently allows badges to be imported.



OMBA

Reduced copy of the centre fold of the June 80 BLURB published to commemorate MOG 80. As it turned out, SMOG OVER ENGLAND did not refer to the London Centre "SMOGMOG" but the Swedish Morgan Owners Group.

Reprinted from Southern Californian FORMAT Feb 1983

'LECTRICS, etc.

by Jerry Willburn



A quite comprehensive article on the MORGAN electrical system was written by Lou Canut, and appeared in the April, May, and June 1977 issues of the FORMAT. This article adds a few additional hints and ideas to the above.

POSITIVE GROUND

MORGAN cars up to about 1964 had positive ground electrical systems. At this point they joined most of the rest of the world with a negative ground system. As most of the new accessories such as radios etc. require negative ground, it is often asked as to the possibility of converting the older positive ground cars to negative ground.

SIMPLE PROCEDURE

This conversion is generally a simple procedure as most of the MORGAN lectrics do not care. If you have added such items as radios, electric fuel pumps, electric tachs, etc., check with the manufacturer to see if it does make a difference.

FOUR THINGS TO DO

For the standard MORGAN there are only four things that need to be done to make the conversion to negative ground.

1. Disconnect the battery cables.
Note: When disconnecting battery cables, always disconnect the ground cable first and reconnect the ground cable last. This way you do not have to be quite as careful about your wrench touching the chassis and causing a short while connecting the terminals.
2. Reverse the wires on the Amps gauge.
Failure to do this will only make the gauge read backwards, and will not cause any damage to the car or the gauge.
3. Reconnect the battery cables, connecting the main power cable to the + (POS) terminal on the battery and then the ground strap to the - (NAG) terminal. The battery may have to be reversed in its bracket or the cables may have to be replaced in order to accomplish this.
4. Polarize the Generator.
Start the engine and adjust the idle to about 1500 RPM. With a small jumper wire, momentarily (about 1 second) connect the generator output to the hot side of the battery. Terminals "A" and "D" on the voltage regulator are just fine. This teaches the generator which way the battery is installed.

Simple isn't it!!

NOTE: Step 4 must be done any time the generator is replaced to teach the new generator how your car is wired.

NOTE: If you have had occasion to replace the battery, and do not know if you got the polarity right, turn on the headlamps with the car not running. If the Amps gauge indicates discharge (-), then you wired it correctly. If the gauge indicates charge (+), then you have things backwards.

VOLTAGE REGULATOR ADJUSTMENT

There are two adjustments on the voltage regulator. These should be checked any time either the generator, regulator, or battery is replaced. It is also a good thing to check if you have changed the polarity of your electrical system as described above.

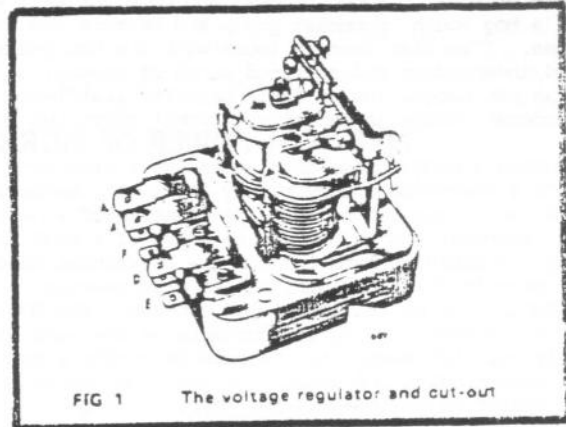
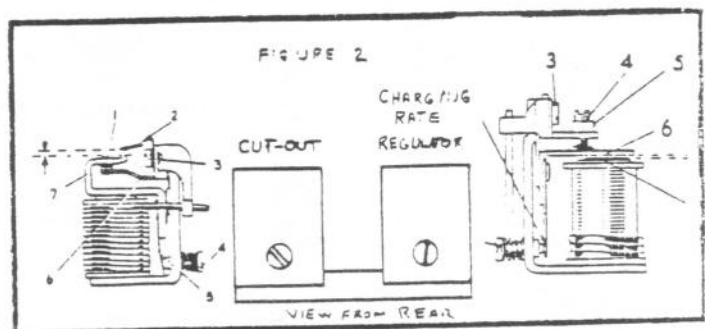


FIG 1 The voltage regulator and cut-out

CHARGING RATE

The first adjustment is the charging rate adjustment. This controls how much the battery is charged. The regulator does this by controlling the output voltage of the generator.

1. The first step is to take the cover off of the voltage regulator (control box). On the back of the regulator (see Fig. 1) there are two adjusting screws. The right hand screw (viewed from the rear) is the charging rate adjustment.



2. Block the Drop-out relay (left hand) with a piece of matchbook cover (see Fig. 2).

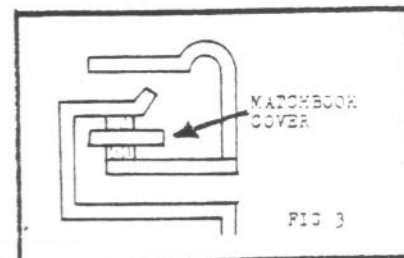


FIG 3

3. Start the engine and set the idle at about 2,000 RPM. This can be done with a partner sitting in the car, or with the idle adjusting screw on the carburetter.
4. Connect a voltmeter between the terminals "D" and "E" on the regulator. The meter should read between 15½ and 16½ Volts.
5. If the reading is incorrect, turn the charging rate screw (see Fig. 1) slightly clockwise to increase the reading and anti-clockwise to decrease the reading.

NOTE: If most of your driving is long distance, daytime driving, set the adjustment closer to 15½ Volts. If most of your driving is night driving or short hops, set the adjustment closer to 16½ Volts.

NOTE: In an emergency, if you do not have a voltmeter, turn on the lights with the engine at 2,000 RPM. Adjust so that the Amps gauge on the dashboard reads center scale or slightly charge (+). Do not block the drop-out relay in this case.

DROP-OUT RELAY

The second adjustment on the voltage regulator is the drop-out relay. This adjustment sets the point at which the generator is disconnected from the electrical system. This is necessary when the output from the generator is less than the battery (12V). If this did not occur then the battery would try to "charge" the generator. Not a good thing for either the generator or the regulator.

1. Slow the idle down to about 450 RPM. The voltmeter reading should be less than 12V (probably about 10V - but the value is not important).
2. Remove the matchbook cover from the drop-out relay. Note that the relay is dropped out (see Fig. 4).
3. Speed the engine up to about 2,000 RPM. Note that the relay is picked up.
4. Slow the engine to 450 RPM and note that the relay is dropped out.
5. Speed the engine up slowly, keeping one eye on the voltmeter and one eye on the relay. The relay should pick-up between about 12½ to 13 Volts.

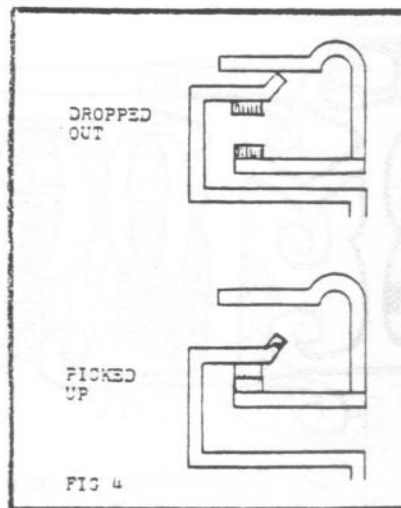


FIG 4

6. If such is not the case, turning the drop out adjustment screw (Fig. 2) clockwise will increase the drop-out voltage. Turning the adjustment anti-clockwise will decrease the drop-out voltage.
7. Remove the voltmeter, replace the cover, and reset the idle.

NOTE: When the drop-out relay picks up, the generator output will decrease toward 12V. Watch closely on the meter when making this adjustment. Normally this adjustment will only have to be made when replacing the voltage regulator.

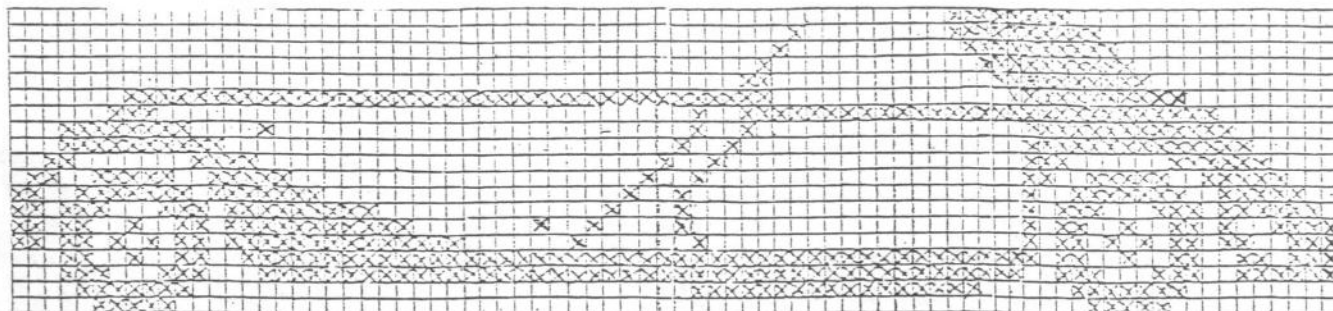
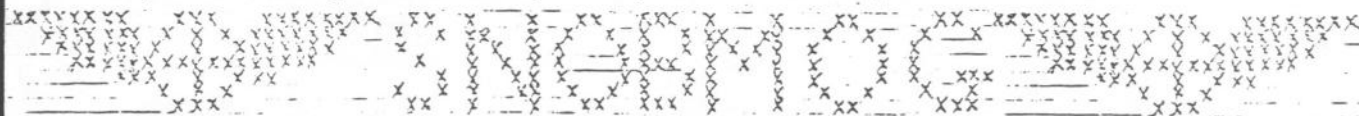
REGULATOR MARKINGS :

Ever wonder what the funny letters on the voltage regulator meant? You have to be British to understand. Ready or not, here it is:

- E = Earth (ground to us)
- D = Dynamo (generator to us)
- F = Field (same for everybody)
- A = Ammeter
- A1 = Ignition, Lights, Etc. (Why A1)

If you do not have a copy of the Lou Canut article (s) on MORGAN Lectrics - drop me a line and I will XEROX a copy for you.

Has your maid nothing to do on her day off? Why not have her knit you this exclusive scarf for Christmas.



MOGLOG

A Monthly Publication of the
MORGAN MOTOR CAR CLUB



Morgans of TEXAS

JAN
1987

FUTURE CLASSIC DISCOVERED BY "ABINGDON CLASSIC"

Dear Ed, While perusing the Jan 1983 edition of "Thoroughbred & Classic", I read an article about a rally win by a Morris Marina (Austin Marina to you). It won the Beaujolais Rally between Villefrance in central France and Brighton by registering the shortest distance driven. Apparently these cars really can fly. (I know mine always feels as if it is about to take off). For some reason the accompanying photo in the magazine was of a 1930 Lagonda which finished last (it lagged). We hope the BLURB shows a little more class and prints a photo of a Marina. Your humble*enthusiast,

Abingdon Classic.

*Ed comment; If Abingdon Classic (which may not be his real name) actually drives an Austin Marina then he indeed has much to be humble about.



photo, Timothy Clayton studios.

When will this car be recognised as a classic?

THAT LOTTERY AGAIN

Dear Ed, With a guilty start, I hastily take up pen to write to you with regards the raffle mentioned in February's Blurb. MOG members who were frantically:

A) Trying to remember where they stashed their beast,

B) Making mad dashes to location to confirm it is still there under all the dust and cobwebs

can now heave a big sigh of relief.

The draw was held on 9 Dec 1982 in Halifax after 293 tickets (out of 444 offered @ \$1000 were sold. The lucky winners were David Rasmussen and Kim Rea of Bridgewater who had split on a ticket. Bridgewater is located on the southwest shore about 1½ hours from Halifax. David and Kim moved out to Victoria in February and plan to ship their Moggie out.

There were a rash of car raffles at the time (MOG members- when did you last see the family heap?) Offerings included a Volvo (\$50 per ticket) and various domestic econo-boxes.

Scotia Chamber Players (something to do with classical music) who offered the Moggie, had previously gone with a couple of Mercedes and next time around will revert back to them. Seems like the clientele is more familiar with the Teutonic iron than with Malvern Link's finest.

Right now a boxing club is flogging 1100 \$100 tickets for a deLorean. The blonde cutsie behind the counter advised that sales were brisk "because everyone had heard about it in the news". Apparently John deLorean got pinched for side-lining in non-legal nasal-powders or something.

19

Should ever Moggie sales slump, now there is an idea for Peter Morgan. Excellent media publicity, besides which prison food isn't all that bad and they do have colour TV.

Regards, Patrick Rivers-Bowerman.

PS Last time I wrote in (a perfectly innocent membership enquiry) my letter got entitled "LONESOME SAILOR". This time around I am waiting with baited breath. (Ed; Like the cat that eats Limburger cheese?)

Chris Charles

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LAST CALL FOR RARE PARTS

NEED AN ODD-BALL PART ?

Chris is off to the Factory on May 28 so contact him fast!

FOR SALE

Chris Charles' personal car rebuilt from new frame up and virtually brand new; a '69 4/4. Trades accepted

John C. Bigler
114 East Elm Street
Greenwich, CT 06830
203/629-3991, 324-6155

March 29, 1983

Doug Price - Editor
c/o 22 St. Clair Avenue East, Suite 601
Toronto, Ontario M4T 2S5

Dear Mr. Price:

I have been having some trouble getting some parts and have been thinking that someone may have converted from disc wheels to wire wheels and have exactly what I need.

If you run a Wants & Sells column in your Blurb, please run the following ad, or something similar, in your next issue.

WANTED: Front drum brakes including backing plates, 16-inch road wheels, front & rear hubs for use with drum brakes and disc wheels. John Bigler, Greenwich, Connecticut 203/629-3991 or 324-6155.

CALENDAR

SAT SUN MAY 28/29--PREPARE TO UNLOAD RALLY, BLUE MOUNTAIN RALLY
see p.3 Audrey Beer 416-857-3210

JUNE 18/18 (FRI SAT)-OTTAWA WHITEWATER RAFTING--Pembroke, Ont.
Alan Sands 416-936-4341

JUNE 18 (SAT)---BRAMPTON FLYING CLUB -- see p.2

JULY 4 WEEKEND --MOG 13, WASHINGTON D.C. ----- Audrey Beer 416-857-3210

JULY 17 (SUN)--PIPER'S HILL PIG OUT-----Allen Sands 416-936-9341

JULY 31 (SUN)--- BEETMOG 11, CHATHAM, ONT.----B&S Patterson 519-352-5421

AUG 14 (SUN)---BOLTON BASH, BOLTON, ONT.-----Audrey Beer 416 857-3210

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, RR#3, BOLTON, ONTARIO, LOP 1A0, 416-857-3210
BURSAR MARY SHIER, LIMEHOUSE, ONTARIO, LOP 1H0, 416-877-1427
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M4T 2S5, 416-537-8568

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THE
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Editor,
Doug Price,
c/o 22 St Clair Ave East,
Toronto, Ontario, Canada,
M4T 2S5

to:

Mr & Mrs J. Roden,
63 Dunvegan Road,
St Catherines Ont.
L2P 1H9

