



THE PRICE LESS BLURB



MAY/JUNE 1992

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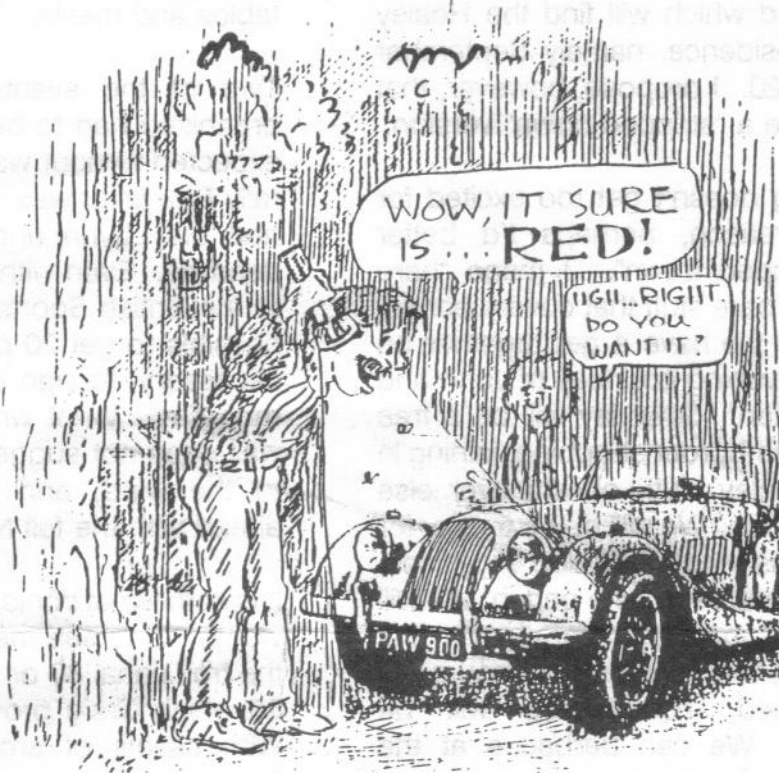
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THE PREZ SEZ!

Once again, the subject for this issue is Niagara 92. Feedback was not overwhelming from the most recent issue of this illustrious magazine, and so democracy marches on. Niagara 92 will be held at Niagara, for a change, and on the weekend which will find the Healey crowd in residence, namely September 18, 19 and 20. I propose, however, that our event be a "stripped down" version.

So that Reg doesn't get too excited for no good reason, perhaps I'd better define "stripped down". I mean "bare bones", not bare stuff that covers bones. That means we have a get together on the Friday evening courtesy of John and Sharon Roden. Saturday will be a free day, for cross-border shopping, joining in with the Healey club, or whatever else takes the fancy. We will buy a trophy for the autocross the Healey club organises, and has invited us to take part in. We will have dinner together, separate from the Healey club, but, since no concours will be organised, no awards will be necessary. We can barbecue at the Murphy's on Sunday

Why should HogMog depart from the pattern that has prevailed since 1979? To respond to the wishes of the membership as expressed, by lack of response, in the Blurb and elsewhere. We are fortunate as a club to have good financing in place. You will see in Craig's report elsewhere in this issue that we have about \$1,500.00 Canadian and \$3,000.00 US on hand. When Audrey Beer took over as President at the beginning of the 80's, there was no money in the kitty, and she, and others, made a concerted and successful effort to build reserves. If, at some future date, it is decided to wind up HogMog, decisions will have to be made as to how those funds should be dispersed. Until then, I believe it is part of my

responsibility to ensure these hard won funds are not squandered. I therefore do not believe it prudent to go ahead booking a banquet facility in the hope that people will turn out, only to have to use club funds to pay for unneeded tables and meals.

Two of the events Lynn Kuzyk had organised had to be cancelled because expected turnout was dismally low. The rally Ray Shier was prepared to organise had only Lynn and me RSVP by the deadline. Even with invitations extended to the British Sportscar Club, it was not possible to get 20 people, the minimum necessary, to sign up for the Woodbine race day. What writing there is on the wall does not suggest we throw caution to the wind, and proceed full steam ahead with the full Niagara 92.

It is somewhat ironic, from the investment viewpoint, to see membership drop from the traditional 80 or so down to figure of 55 which Craig provides as of May 27. With assets of around \$5,100.00, the breakup value is about \$93.00 per membership, which costs the \$15.00 it has been for almost as far back as can remember. I wish I could see other investment opportunities with that kind of safe, built in return.

So, the "stripped down" Niagara 92 is the plan. I wish it seemed prudent to go ahead with the full programme, but I do not. If sufficient firm interest is expressed prior to the next issue of the Blurb, the club will try and respond to those wishes if facilities can be found at short notice. If you want a proper Niagara, contact me or someone else on the executive so that we can change course. Otherwise, this is a "keep the powder dry" year.

John Collins.

TORONTO MORGAN OWNERS GROUP

FINANCIAL STATEMENT FOR THE YEAR OF 1991

CANADIAN ACCOUNT:

OPENING BALANCE AT JANUARY 1, 1991 \$ 2281.29

RECEIPTS;	DUES	\$ 693.00
	REGALIA	\$ 10.00
	NIAGARA	\$ 1664.50
	INTEREST EARNED	\$ 93.74

\$ 2461.24

EXPENSES;	BLURB	\$ 1197.29
	NIAGARA	\$ 1603.64
	BANK CHARGES	\$ 14.48
	POSTAGE	\$ 422.11

(\$ 3237.52)

ACCOUNT BALANCE AT DECEMBER 31, 1991 \$ 1505.01

AMERICAN ACCOUNT:

OPENING BALANCE AT JANUARY 1, 1991 \$ 2737.45

RECEIPTS;	DUES	\$ 60.00
	NIAGARA	\$ 164.90
	INTEREST	\$ 83.42

\$ 308.32

ACCOUNT BALANCE AT DECEMBER 31, 1991 \$ 3045.77



ANCASTER FLEA MARKET:

Not an overwhelming turnout of Mogs let me tell you. But then to most people, this was not a surprise. You can't entirely blame the weather as it was at least sunny. Cold, maybe, but sunny. Let me see, among the stalwart HogMoggers in attendance, I saw the following few brave souls: George & Marylou Lafford, Hendrick Rens, Ray Shier, Craig Davis & his daughter, Nicole, Vern Dale-Johnson, and our fellow family members, Reg, Martin & Steve. There may have been others & I apologize for not noting their names. My camera had been put away when I saw Hendrick arrive, so I did not take any pictures worthy of inclusion in these hallowed pages. So this pretty much sums it up - Ancaster was much as it usually is - cars for sale outside, parts and stuff inside. We almost got away with no purchases until the famous "Well, one more quick trip around before we leave". Good thing we had a four place. George & Marylou had sized up a local pub for a get-together after, but by the time we cold souls had put away the for sale signs on the two cars we took - we just wanted to get home.

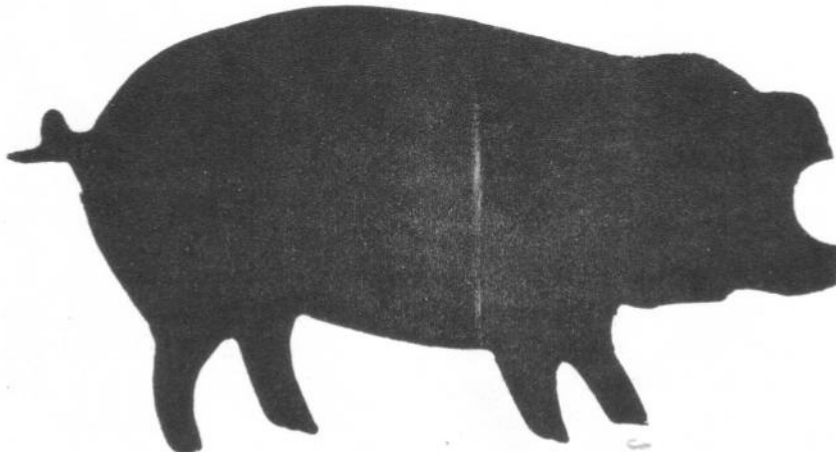
PUB NIGHT - APRIL:

Steve & I were unable to go, and as no one sent me a write up, I have nothing to add here. I have been told that Hendrick & Shelley Rens and Ray Shier were in attendance.

PUB NIGHT - MAY:

I think it's finally happened - Martin & Steve's business has taken over. So much so, that we no longer jump in a Morgan at every chance we get. You get the picture - well, to take the Morgan we have to move the import & the truck, and it's still not that warm out - let's just take the Mazda, and before you know it, you're half way there. So this is what happened that Tuesday night. It was an enjoyable evening none-the-less. Shelley & Hendrick were there to greet us as was John Collins, El Presidente. Much was discussed - Niagara, finances, future events, etc. All too soon it was time to wind our respective ways home.

FUTURE PUB NIGHTS HAVE BEEN SUSPENDED UNTIL MORE IDEAS AND PEOPLE COME TO US.



The Virginian-Pilot AND THE LEDGER-STAR

P.O. Box 1219
101 S. Saratoga Street
Suffolk, Virginia 23434
(804) 934-2325

May 6, 1992

Dear Roughriders

This is the most important letter you will ever read if you wish to see Morgans continue to compete in autocross, solo and racing events in America.

SCCA has proposed that Morgans, specifically Plus-8, Plus-4, and 4/4, be eliminated in stock classes because they say they are rare, seldom seen, and not generally available in a minimum of 1,000 units annually in the USA.

For the 25 plus years that I have been competing in SCCA and club events, the Morgan has always been allowed to run under a "grandfather rule" exempting cars of which less than 500 units were produced.

Now SCCA has proposed to eliminate all Morgans and many other English cars from stock classes. Simply stated, should this happen, it is the beginning of the end of the Morgans in competition in America.

SCCA is the basis of all rules and classifications of competition in America. And most clubs use or refer to the SCCA general competition rules and classifications for their events.

Without the stock listings, our cars go into super stock, prepared and modified categories automatically, even if they are stock.

This means that you will have to modify your Morgan to compete in your stock car. From that point, the Morgans will be eliminated from competitions in all various events in America or badly classed.

This is a red alert! This is serious to our Morgan Marque as we know it.

To keep this proposal from becoming a reality it is of the greatest importance that each of you now write a short, non-abusive letter to SCCA stating that you wish to see the Morgans left classified in the stock SCCA categories in solo competition.

Each and everyone of you should respond immediately. If you ever enjoyed seeing a Morgan in competition or have competed yourself, you are on the verge of the end of that privilege. Please react with a letter or fax today, this week, now!

Six months ago on a tip from a friend in SCCA, I was made aware of this proposal. I took the time to discuss it with Howard Duncan of SCCA and followed his cue to document the various Morgan models. I also requested Peter Morgan to send spec manuals with a strong letter to SCCA.

Despite our efforts, nothing has changed according to the May 1992 issue of the SCCA Sports Car Magazine.

It is now your turn to help and support the Morgan. Stop, write, and let's keep the Morgan Marque in competition for all to enjoy in America.

Address your letter to: Howard Duncan
Sports Car Club of America, Inc.
National Office
9033 East Easter Place
Englewood, CO 80112
FAX (303)694-7391

Sincerely,

John H. Sheally II
6528 Ferry Point Road
Suffolk, VA 23432

Peter George

Two Passions

June 92

Uncle Sam now has his Healey 100S. Sitting here at the dining room table looking out into the backyard I can see this beauty parked in front of the workshop. The workshop doors are open and it looks if his Healey has just entered the world of the living, ready to take on any challenges of breeding, beauty or accept any battles of strength. We do have something to be most proud of. The Healey, and it is now called The Healey, with just enough emphasis placed on the " The " has been painted two-tone.

The upper half is dusty rose and the lower is a very dark charcoal, - a most striking combination of colours. The question arises, "Is it the choice of the colours that make the car distinctive or would the car make flat matte black sing." But more unfortunately is, we know absolutely nothing about its previous owners. Uncle Sam bought the car from Danny Taylor in the late 50's and that is all we know.

The 100S was the most highly developed of the four cylinder Healeys. It was a giant killer. Ostensively called a Special Test Car anyone could see it was bred for racing. The first 100S was entered in the Lyons-Charbonieres Rally March 1953. The next competition was the Mille Miglia a few months later. These two events were the testing grounds for suspension, body and carburettor modifications. The next competition was the Le Mans. The two Healeys entered finished 12th and 14th.

In 1954 the 100S was modified for the race at Sebring. A heavier gearbox, Dunlop disc brakes and an alloy engine head were the upgrades. Geo. Huntoon finished third in this race. The 100S might have finished first if it had not been for a valve rocker arm that broke near the end.

Next, three cars were entered in the Mille Miglia. Healey himself would not permit the 100S to participate in the next race the Le Mans due to what he felt was unfair competition, but however, two cars were permitted to enter in the Carrera Pan Americana. Unfortunately overall, the five entrants did not make a good showing.

For the Earls Court Show in the fall of 1954 the 100S was completely reworked. The rework included a more powerful engine, (complete with a Westlake alloy head), a four speed gearbox, a stronger chassis, improved suspension, Dunlop disc brakes, an aluminum body and subtle body styling changes (an oval grille replaced the triangular original and a body crease line extended from the front wheel arch to the rear of the car.) The 100S was now in production. The first six cars were entered in the Sebring 12 Hour in March 1955, and all six finished the race. Finishing a 12 hour race in 1955 would have truly been an accomplishment when considering the car was a virtually time untested vehicle and the entrants were the first of an entirely new production run and finally everyone finished. One must remember the 100 was assembled at Longbridge while the 100S was assembled at Warwick. Assembly techniques at Longbridge were experience based and time tested, whereas Warwick was just a mere beginning.

Next, three factory and one private car were entered in the Mille Miglia. The Healeys raced against Ferraris, Maseratis, Jaguars and Mercedes-Benz and one of these Healeys was the only British vehicle to finish. Amazing when considering the Healeys were pitted against Jaguars. Ron Flockhart was the independent Healey driver. He finished the event with memories. It is reported that he crashed through a bridge parapet and both he and the car ended upside down in the creek. He was rescued, carried to a nearby house, stripped naked and rubbed down with Italian brandy. The report ends here and leaves the rest to our imagination. The Healeys participated at Le Mans, the Dundrod Tourist Trophy and the Liege-Rome-Liege Rally. The racing results were not memorable. The 100S production run finished in 1955.

The Healey 100S was a giant killer. The engine was fitted with a Westlake light alloy cylinder head (which individually ported all valves) and two horizontal SU H6 carburetors. The crankshaft was forged EN40B machined and nitride hardened. Mains and big ends were indium-coated lead-bronze. The pistons were flat-topped and solid skirted. Clearances were so great that piston slap could be heard until operating temperatures were reached. However the output of that 2.6 litre engine was quite remarkable; 132 bhp at 4700 rpm with 168 ft lbs of torque at 2500 rpm.

The high gearing of the gear box would not satisfy a red light artist of to-day but you could get 70 mph out of second gear. (rear end ratio 2.92:1) Drive was through a modified steel flywheel single plate dry clutch to a close-ratio version of a B.M.C. C-series box. Dunlop disc brakes were fitted on all four wheels. The Burman cam and lever steering system had very little self-centring but was not heavy.

I have driven Uncle Sam's "The Healey." It is a young man's dream and an older man's passion. And for Sam the car has touched a long dormant feeling. There are to be church bells in August. He is now a man of two passions; Liz and The Healey.

My next article may be on detergent gasolines. Achermann Diagrams on the up and coming wedding, I haven't decided. Have a good day.

Peter George

Letters

Look, I got some mail!

TO WHOM IT MAY CONCERN

As, you can all see by now the "CLUB" is in good shape but is losing ground steadily.(see copy of STATEMENT for 1991). The "CLUB" is down to about 40 paid members (down from 86)

I have talked to Tina, and we both believe the "CLUB" needs more support/involvement by the members. Its sad when some people go to the trouble of arranging a meet and then have to cancel it for lack of attendance. This year we have had a couple of events cancelled due to lack of "interest". I am not throwing stones, because I am just as much to blame,(let someone else do the work).I would like to express my thanks to those that have tried to arrange events this year, LYNN & FRED KUZYK, RAY & MARY SHIER have both made such arrangements only to cancel .

I would like to propose that we at least try to formulate ideas that would benefit the membership, I have talked to John Collins and bounced ideas with him like a monthly meeting, something more than a pub night, monthly meetings that have "GUEST" speakers, one day road rallies ending with a co-"CLUB" sponsored lunch/dinner, events to include other MARQUES etc. We are all on budgets but with a little imagination and input we can still have MEETS/RALLYS/BBQ's etc that are inexpensive and will give us all the pleasure and enjoyment of driving our MORGANS.

The "BLURB" needs input from members, we need to build on the positives of our members, write about things you have done with your MORGAN, we all have funny anecdotes. Jenny cant (at least for very much longer) continue to "fill" the "BLURB"

Ask yourself this question "WHY DID I JOIN THE MORGAN CLUB?"

IF it was for the club events, then lets get to it! If it was for the "BLURB" then enjoy your reading(we may even see one of your articles!!!)

Please contact myself or any any other of the executive with your thoughts and ideas.

The bottom line is we need lots of membership input in all areas.

Craig E. Fina

THREE WHEELER MATTERS

The Morgan Three Wheeler Club is an English Organisation run by and catering to owners of Three Wheeled Morgans. The membership fee is £26 per year (approx \$40.). A monthly newsletter known as The Bulletin is published once a month and contains reports from the various groups (of which North America is one), technical articles, reports about competitions mostly in UK and Europe, For Sale and Wanted ads. and articles of general interest.

Probably the most important aspect of the MTWC is Morgan Spares Ltd. Almost all wearing parts are available at quite reasonable prices and detailed technical help is also available from either the parts people or the Technical Advisers.

The MTWC is represented in North America by John Leavens in California and Alec Knight in New Jersey, (details below). We are the Group Organisers. Our job is to help and encourage trike owners and arrange "local" activities and maintain regular contact with the Club, chiefly via a monthly report.

On the West Coast, in addition to the usual array of static meets and tours, a strictly Trike oriented Run is arranged. On the East Coast the same kind of Runs have been organised and this year, in conjunction with the VSCCA, a Morgan Trike Only race is being promoted for the Pittsburgh Vintage GP meeting in July.

We would love to hear from you trike owners whether or not you belong to the MTWC. I repeat our main objective as Group Organisers is to do whatever we can to help you get your Morgan Threewheeler into operation, and ofcourse we'd also like to welcome you into the Club.

Alec Knight.

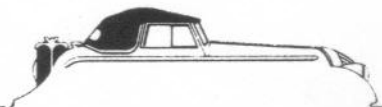
GROUP ORGANISERS

Alec Knight: P.O. Box 99, Ringoes, NJ 08551
Fax 908-806-3872 Ph. 908-782-7053

John Leavens: 3708 California Street, Long Beach, CA 90807
Ph. 213-595-6179

March 1992

WE ARE LOOKING FOR DROPHEAD COUPES



A long with the Morgan Sports Car Club of Holland we are attempting to locate and catalogue as many Drophead Coupes as possible. If you own a DHC and would like to share information about your coupe with us please complete the form and mail it to us. While there are no plans to start any sub-clubs (as in Snob Mog) we will publish the registry to those who are in it. This should prove very beneficial to any of you who are in the throws of a restoration and need some help.

Robert Mitchell
71 Osborn Hill Road
Sandy Hook, Connecticut 06482
203 426-2828

1965 +4 DHC #5949

☐ Please do not publish my address
☐ Please do not publish my telephone number

NAME

STREET ADDRESS

CITY

STATE

ZIP

TELEPHONE

YEAR

MODEL

CHASSIS NUMBER

CONDITION

INTERESTING INFORMATION/COLORS

UPCOMING MORGAN EVENTS:

SUNDAY JUNE 21, 1992

CLASSICS AGAINST CANCER

CEDARVALE PARK, GEORGETOWN, ON

OVER 300 ANTIQUE & CLASSIC ROAD CARS/MODERN EXOTICS/KIT CARS/RODS AND MORE. LIVE ENTERTAINMENT, REFRESHMENTS, CHILDREN'S CORNER. GENERAL ADMISSION \$5.00

THURSDAY JULY 2 - SUNDAY JULY 5, 1992

MOG 22, BOAR'S HEAD INN, CHARLOTTESVILLE, VA

BASIC RUNDOWN OF EVENTS:

THURSDAY: UNWASHED CAR SHOW WITH TROPHIES, COOKOUT, HOSPITALITY

FRIDAY: CONCOURS, TECH SEMINARS, RALLYE, DINNER ON YOUR OWN, HOSPITALITY

SATURDAY: AUTOCROSS, FUNKHANA, RECEPTION AND BANQUET, HOSPITALITY

SUNDAY: UNGUIDED TOUR OF AREA, LUNCH AT POLO MATCHES, FAREWELLS

CONTACT: AUDREY BEER 416-857-3210 FOR FURTHER DETAILS

FRIDAY JULY 3 - SUNDAY JULY 5

VARAC VINTAGE FESTIVAL, SHANNONVILLE MOTORSPORT PARK, ON

HWY 2 JUST EAST OF BELLEVILLE,

\$15.00/DAY OR \$30.00 FOR THE WEEKEND, UNDER 12 FREE

**VINTAGE AUTO RACING, VINTAGE MOTORCYCLE RACING, CONCOURS, PUBLIC TRACK LAPPING
GATES OPEN 8:00 A.M.,**

**SUNDAY: CONCOURS: 9:00AM-NOON, PRODUCED BY BOOTS 'N BONNET CLUB, AND PUBLIC
LAPPING: 9:00AM-NOON. \$5.00/CAR (CONTROLLED SPEED IN EFFECT).**

SATURDAY, JULY 4, 1992

LYNN & FRED'S X-MAS IN JULY BLIZZARD BASH

TIME: 1:00 PM

ATTIRE FOR THE DAY: BATHING SUITS

**NECESSARY EQUIPMENT: TOWELS. CUP OR CUPS OF CHEER (BYOB) TO CELEBRATE THE SEASON
ACCORDINGLY. ONE HAND-MADE PAPER DECORATION FOR EACH GUEST TO APPROPRIATELY
DECORATE THE X-MAS TREE.**

**OPTIONAL EQUIPMENT: GUITARS OR ANY MUSICAL EQUIPMENT THAT CAN BE TRANSPORTED
EASILY FOR X-MAS CAROLLING.**

PLEASE RSVP TO LYNN KUZYSK AT 416-336-0251

~~SUNDAY, AUGUST 16, 1992~~ SATURDAY AUGUST 8, 1992 2PM

FORTUNE NAVIGATION BOAT CRUISE OF THE WELLAND CANAL. \$15.00
\$10.00 SENIORS

WE WILL TAKE A LEISURELY RIDE TO THE NIAGARA PENINSULA WHERE WE WILL BOARD THE GARDEN CITY FOR A CRUISE OF THE WELLAND CANAL.

THE BOAT IS LIQUOR LICENSED AND LIGHT MEALS ARE ALSO AVAILABLE.

PRICE AND TIME OF DEPARTURE SHOULD NOW BE AVAILABLE FROM LYNN, PLEASE CONTACT HER AT 416-336-0251.

FRIDAY SEPTEMBER 11 - SUNDAY SEPTEMBER 13, 1992

WATKINS GLEN VINTAGE RACES

WATKINS GLEN, NY

FOR FURTHER DETAILS, CONTACT WESTERN NEW YORK MORGAN OWNERS GROUP,

FRIDAY SEPTEMBER 18 - SUNDAY SEPTEMBER 20, 1992

NIAGARA 1992

DETAILS TO BE PUBLISHED NEXT ISSUE, BASICALLY, SO FAR:

FRIDAY EVENING AT JOHN & SHARON RODEN; SATURDAY, MOSTLY A FREE DAY, HEALEY CLUB AUTOCROSS, DINNER; SUNDAY BARBEQUE AT THE MURPHY'S

SUNDAY SEPTEMBER 20, 1992

BRITISH CAR DAY

BRONTE CREEK PROVINCIAL PARK
DETAILS TO FOLLOW

OCTOBER, 1992

FALL COLOURS TOUR AND HAY RIDE

A FALL COLOUR TOUR AND HAY RIDE IS BEING PLANNED FOR OCTOBER. THE DATE, TIME AND PRICE WILL BE AVAILABLE AT A LATER DATE. THIS OUTING WILL REQUIRE AT LEAST 25 PEOPLE. ALL THOSE INTERESTED PLEASE CONTACT LYNN AT 416-336-0251

SUNDAY OCTOBER 25, 1992

BRITISH CAR AUTOJUMBLE

INTERNATIONAL CENTRE, MISSISSAUGA (AIRPORT & DERRY RDS)
10:00AM-4:00PM, ADMISSION \$4.00, CHILDREN UNDER 12 FREE

ASCHER, CLIVE & SALLY
 BAKER, JOHN & LINDA
 BEER, REG & AUDREY
 BEER, MARTIN & DONNA
 BEER, STEVE & JENNY
 BIRCH, NIGEL & MARYJOAN
 BROWNING, MIKE & R. VINER
 CAMERON, DON
 CHAPMAN, BARRY & S. ROBINS
 COLLINS, JOHN
 DALE-JOHNSON, VERN & AMANDA
 DAVIS, CRAIG & TINA
 DREW-SMITH, TOM & KATHY
 ENGLISH, ROBERT
 FINK, GEORGE & KATHY
 FYFE, IAN
 GARD, DAVID
 GEETING, ORRIN
 HALL, MIKE & CAROL
 HARVEY, STU & RIA
 JOHNSTON, MILES & CAROL
 KAUFMAN, GREG & CATH
 KOSOWER, RAFI
 KUZYK, LYNNE & FRED
 LAFFORD, GEORGE & MARYLOU
 LAWSON, DON & MAIRE
 LESEELLEUR, TOM
 LINDSAY, DAVE & ANNE
 LOHR, RON
 MACFARLANE, GARY & SHERRY
 MACKINNON, CAROL
 MACLAREN, PETER
 MARSH, AL
 MORGAN, BRIAN & BRENDA
 MURPHY, NICK & LINDA
 MUZZATTI, DR. BUD
 PEARCEY, KEITH & D. PARR
 RENS, HENDRICK & SHELLEY
 RIGG, KEN & BARBARA
 RUMOHR, BRIAN & LINDA
 RUSSELL, ALASTAIR
 RUSSELL, JONATHAN
 SANDS, AL & MARLIES
 SHIER, RAY & MARY
 SIEMSGLUSS, ECKARD
 SIMMONS, CLEM & MARSHA
 SKEAT, CHRIS
 STAINLESS STEEL MUFFLER
 STAPLETON, DR. KELLY & CHERYL
 STRUTHERS, DR. ANDREW & SUSAN
 SULLIVAN, BILL
 TOFT, BILL
 TURNER, DOUG
 TWEEDIE, CHRIS
 WHEELER, MICHAEL & DONNA
 WHITWORTH, PETER & ROSE
 WOODLAWN, BILL

ELORA, ON
 OAKVILLE, ON
 BOLTON, ON
 ETOBICOKE, ON
 BRAMPTON, ON
 BURLINGTON, ON
 TORONTO, ON
 ISLINGTON, ON
 ORILLIA, ON
 MISSISSAUGA, ON
 TORONTO, ON
 BOLTON, ON
 CAMBRIDGE, ON
 ERIN, ON
 MINNEAPOLIS, MN
 HYDE PARK, ON
 CALGARY, AB
 SAGINAW, MI
 MONO CENTRE, ON
 TORONTO, ON
 PICKERING, ON
 WOODLAWN, ON
 TORONTO, ON
 BURLINGTON, ON
 ANCASTER, ON
 RIDGETOWN, ON
 OAKVILLE, ON
 LONDON, ON
 GUELPH, ON
 BURLINGTON, ON
 AURORA, ON
 OTTAWA, ON
 WASHINGTON, DC
 JORDAN STATION, ON
 VINELAND STATION, ON
 WINDSOR, ON
 ST. GEORGE, ON
 OAKVILLE, ON
 PT. ROBINSON, ON
 TORONTO, ON
 TORONTO, ON
 VANCOUVER, BC
 COLGAN, ON
 LIMEHOUSE, ON
 SOLTAU, GERMANY
 NORTH BAY, ON
 TORONTO, ON
 BRAMPTON, ON
 CAMBRIDGE, ON
 BATHURST, NB
 WINNIPEG, MB
 TORONTO, ON
 MISSISSAUGA, ON
 OTTAWA, ON
 AVON LAKE, OH
 MANOTICK, ON
 ORANGEVILLE, ON

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 L4G 2L8
 K2C 2M6
 20008
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 L0R 2E0
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 N0E 1N0
 L6J 3N9
 LOS 1K0
 M5T 1A7
 M9C 5K6
 V6K 2J2
 LOG 1G0
 LOP 1H0
 D-3040
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 M5P 2J2
 L6T 4K9
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 R3J 2E3
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If you find yourself about to travel this year, and think you'd like to stop in on other Morgan Clubs while touring, here are some contacts to write to for the various clubs etc. around North America:

Morgan Owners Group Northwest
Mike Powley
4149 Pine Cres.
Vancouver, BC V6J 4K8

Morgan Owners Register Of Eastern Ontario
Andrew Grant
RR3
Crysler, ON K0A 1R0

OHMOG Ohio Morgan Owners Group
OHMOG Editors, Paul & Cindy Brett
152 Cheltenham Lane
Munroe Falls, OH 44262

MOGMOG Morgans on the Gulf Morgan
Owners Group
3304 Sunset Blvd.
Houston, TX 77005

Morgan Plus Four Club
212 Prospect Ave.
Long Beach, CA 90803

TEXMOG Morgan Motor Car Club - Texas
P.O. Box 50392
Dallas, TX 75250-0392

MCCDC Morgan Motor Car Club Washinton DC
c/o Ed Zielinski
616 Gist Ave
Silver Spring, MD 20910

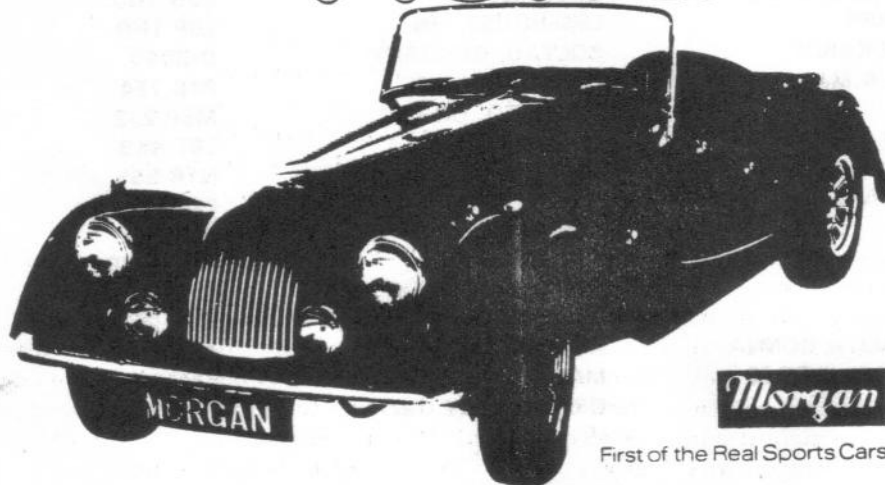
Western New York Morgan Owners Group
Bob Abels, President
84 Green Road
Churchville, NY 14428

MOGSOUTH Southern Morgan Group
Lance Lipscomb
Editor, Southern Fours & Eights
2932 Melton Ct
Lilburn, GA 30247

GATORMOGS Morgans of Florida
c/o Perry Nuhn
9067 SE Star Island Way
Hobe Sound, FL 33455

3/4 Morgan Group
Iris Knight, President
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Ringoes, NJ 08551

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The Champagne of Beers

Many people would be hard pressed to find Bolton, Ontario unless they were one of the dozens who have had an award winning restoration undertaken at Reg Beer Coachbuilders.

Reg Beer, like many Englishmen in the fifties, came to Canada to start a new and hopefully better life. He worked as a fender and body man for several years until 1965 when he opened his own shop down on the Queensway in Toronto. For eight years the business was based principally on auto collision, but during that period more and more people were turning to Reg Beer for a quality restoration of their vintage car.

In 1973 Reg decided to move to Bolton and semi-retire. His health had not been good, but he sincerely believed his expertise in restoration would keep him busy, regardless of what the sceptics said. Reg's early experiences during his apprenticeship with Cammegh-Philpott proved to be of immense importance. This "back alley" coachbuilder tackled the "special bodies" subtlet by Park Ward and others. Reg best recalls a Riley-Healey in the early 1950s. The chassis had been developed and was

Experiencing considerable frustration, he took on a position with DRB Motors in Toronto. He worked under the experienced George Doust who was a wealth of knowledge. When DRB closed their restoration shop Martin joined the family business to handle the heavy mechanical and engine side of the operation.

Reg's wife, Audrey, has been the company bookkeeper and go-for since 1965. Reg is now retired but the boys can't keep him out of the shop. Dave Dickson joined the firm as a full-time mechanic while Jeff Hladun is a general factotum in the shop.

Martin summed up the philosophy of Reg Beer Coachbuilders. "It's a happy marriage. People can bring their car here and have a complete mechanical and body restoration. We look after the trim work by subletting it, but it is nonetheless our responsibility. As a shop we can harmonize between the mechanical and body aspects, and shuffle their car back and forth. When they remove the car and drive it away, it's finished. It is our name on it from start to end and our customers don't have to chase anyone who says they weren't responsible. They like the idea it is all done here."

delivered to the firm to design and build a one-off coupe. Playing an active role in this type of job equipped Reg with the kind of skills only a few possess in this country.

The move to Bolton coincided with the establishment of the Craven Foundation. The Foundation had begun collecting historic vehicles and were looking for suitably experienced restorers. Cars were sent to numerous shops and Beer Coachbuilders was given a Speed Six Bentley for minor body repair. More than satisfied with the results the Foundation delivered additional projects to Bolton on a regular basis. The shop was approximately a third of the size it is now and the first four cars included a 1933 Rolls, a Packard V-12 Town Car, a Lagonda LG6, and a Carlsberg wagon. This left little room to manoeuvre.

The bottom floor of the shop was added originally to fashion the brewery wagons Reg had been commissioned to build, but today houses the mechanical side of the operation. The upper level is for panel beating, fabrication and wood-working.

CMC Enterprises: A most natural progression

For some intangible reason Morgans just get into your blood. Just prior to the closing of the Queensway shop Reg had two written-off sportscars out back. One was an MGTD and the other was a Morgan. Reg had sold his wife's E-Type for business reasons, and so offered her a choice of either car re-built. In her childhood Audrey remembered her father's four place, three-wheeled Morgan and therefore there was no question what car she wanted. Her 1956, Ford powered, Plus Four was a former race car. It became the first Morgan the Beer family ever worked on. By 1975 the car was back on the road and the first contacts with the Canadian Morgan Club were made. Over the years the Beer's involvement with Morgans has steadily grown. Audrey Beer eventually became the club President; a position she continues to hold to this day.

Steve's first car was an Austin 1100, followed soon after by an Austin Mini Traveller that gave years of faithful service. During this time he also re-built

In the beginning it was largely pre-war cars coming into the shop, both American (1919 Pierce-Arrow, a 1921 McLaughlin Buick Touring car, a Ruxton, an air-cooled Franklin, etc.) and British (mostly Rolls/Bentleys, an MGJ2, TDs, and TFs, a BSA, etc.) Over the last ten years post-war cars became a common sight, and in the last four years vintage race cars have begun to appear regularly.

Reg's son, Steven joined the firm out of high school in 1973 and followed in his father's footsteps; learning the tricks of the coachbuilding trade - woodworker, panel beater and painter. "Dad started out in England apprenticing and he received an education in everything. He is capable in all areas of restoration but did not specialize his expertise, unlike Mike Lewis of M&G who is a panel beater extraordinaire. We are very, very good at woodwork, and general metal repairs, paintwork, and everything else that involves restoration."

Steven's brother, Martin, on the other hand, took to the mechanical side of the trade and began apprenticing at the local British Leyland dealer after high school.

the body of a written-off Aston Martin DB4. Finding the Aston was a burden on a young man's pocket book it was exchanged for a 1938 Morgan. This was re-built but proved too impractical as a daily commuter and was thus replaced by a rare (one of only 101 built between 1960-1968), all aluminium-bodied 1962 Morgan Super Sport Plus Four. It is essentially a replica of Chris Lawrence's 1962 Le Mans that finished first in Class and thirteenth overall in the '62 classic.

Martin's background also includes a bevy of vintage British cars and racers with Morgans playing an important part throughout.

With the acquisition of CMC Enterprises last year the Beers have become the sole importers of Morgans into Canada. As a general rule there are two Plus Eights for every Plus Four. Of the 400 to 450 cars built each year Canada is allotted only six.

At present the Beers are looking for a larger facility to house their new concern, and also display cars. Anyone interested in a demonstration of a Morgan should call (416) 857-3210 for an appointment. ■

Norm Mort

Editorial

Gradually the club's membership is back on the rise, clawing its way back towards its former glory. It's amazing what not receiving a Blurb or two will do for the memory. Obviously, the lists of paid members in 2 newsletters didn't work, but not getting mail, now that hits hard.

Many clubs are going through the same circumstances. Club memberships tend not to be a necessity in hard times (hard to believe I know). Point to be made here: people get out of a club what they put into it. Maybe not directly or even consciously, but if a person feels they're not benefitting they quietly drop out. Unfortunately, with our Club all of a sudden so many didn't renew, that our membership went from around 80 to just under 40. Now it's on its way back up. Think about the math of these numbers for a minute. Guessing that 25% of club members show up for various functions, we have been used to getting about 20 people reliably showing up to any given meet. Now it's down to 8. Granted the 40 members are the tried & true, died-in-the-wool HogMoggers so are more likely to show up anyway, (well come to think of it, even some of these haven't renewed.) But you can't keep counting on the same bunch to keep the club alive. Maybe there will come a day when we get sick of each others faces, or we decide, well we're friends anyway, who needs to pay money and have an excuse to get together.

Unfortunately, as the make-up of the Club changes, so do their habits. More people are working on Saturdays, more have children growing up with things of their own to do that require their parents attention. Pub nights were popular last year. This year we have trouble getting 5 people together.

With the lack of responses this year John has decided so far to make it a low key Niagara this September. It seems a shame to let this bastion of tradition slide into oblivion, but it's certainly where it's headed.

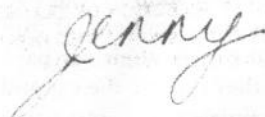
I think club members have to realize that by attending these events or (as self serving as this is,) contributing to the Blurb, those doing the work feel as though they are accomplishing something and their work is appreciated. Niagara has reached this point also - are we in fact providing something people enjoy? Since the Club Executive rarely gets feed back, how are they to know what Club members enjoy or hold dear?

Once again this year our Niagara meet conflicts with British Car Day at Bronte Creek. Since we quite often see more HogMog members at this event & at Classics Against Cancer in June than at many of our own meets, it would appear that the Club enjoys these types of meets, and yet this is one of the things threatened at Niagara due to burn out I'm sure. Flogging the dead horse idea. Is it worth the effort?

Come on people - do something! Feedback really doesn't cost that much - only a phone call or a 42¢ stamp. We'll try not to harass you into getting more involved, but at least at the risk of being very repetitive, let us know what you want, it's the only way you'll get anything out of the club.

We have a fair number of members not from the immediate Great Lakes area, who do not attend our functions, and mainly just receive the Blurb for their investment. If these people wanted to listen just to me, they would write me personally, not join the Club. But with very few submissions, that's almost what they're getting. My views on Club events, my views (or John's) on the state of the club, Peter George's column and articles we choose to clip out of various newspapers and magazines, and those our families send in - (non-paying members for heaven's sake, who don't even get the thing!). I'm sure I'm an illuminating writer, but wouldn't you like a different perspective? I'm quite generous in allotting space, and I'm quite certain people would rather read a piece like Peter George's than look at filler. So what do you have to lose? What are you afraid of - me turning you down?!! I can tell you it's nice when someone says I got the Blurb & I loved your piece! It's also refreshing to read what's going on in other people's garages or areas.

Time to get down from my soapbox, and wish you all a pleasant Morganeering season. Hope to see you on the road!



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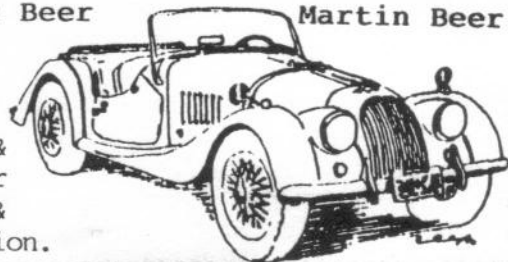
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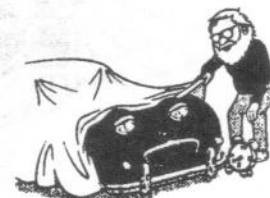
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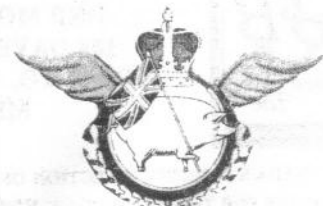
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