

Inside . . . Celebrating 75 Years Of Public Mischief!

**The
Inestimable
Blurb**



August
1983
3-83



“ABS” Commemorative Issue/Get Your Dues In!

Greedy Canadians In Washington

The Canadians were well represented at MOG 13 in Washington DC at the MCC-DC well organised meet, congratulations to you all on the hard work you all did to give us such an enjoyable weekend.

I only hope we will still be welcomed back after all those trophies we walked away with, and grabbing my space may I put in a special congrats to my sons who came home with 3 each, plus Barb as Steve's navigator adding her 2, I'm a real proud Mum with you both, getting 1st & 2nd in the Modified & 33 class Autocross, now will you please stop this blasted sibling rivalry;; so OK you'r both good drivers.

Apathy

I only wish my high could have lasted a bit longer than 4 days after returning home, but I was soon brought down to earth on finding our membership has dropped to 59 this year. Our Editor has the quick list I have typed up of these members, that does not cover the cost of printing the Blurb which is well subsidized by Sheldon & Liz as it is, let alone the mailing costs, if I could put my finger on the reason I might feel a little better about it, as then I could make plans to change anything the members disliked but all we seem to receive is apathy. The only reason we will not cancel the Niagara meet owing to lack of funds is the fantastic response on the sale of our pins & badges this last 6 months, that also is no consolation as 60% of those sales were OUTSIDE Canada to the US, Germany, Japan, New Zealand, Australia, France, England, Holland & Belgium, the few remaining ones will be on sale at Niagara.

With great plans ahead for MOG 84 to celebrate the 75th Anniversary in Malvern, great enthusiasm all over the world to be there, I sit here contemplating reverting the club back to cheap copies of meet announcements with no real Blurb with photo's etc, no more club regalia plans, no more Niagara meets, all due to no more funds to finance these plans, WHAT DO YOU WANT FOR OUR CLUB? AT LEAST CONTACT US TO LET US KNOW: write to me, complain to me, but PARTICIPATE: my address in case you have forgotten is-Audrey Beer R.R.3. Bolton Ont LOP 1A0. If you think your club exec is doing a lousy job then tell me; demand our resignation; a new election; shiv me git; but get off your butts & either support us, contact us, DO SOMETHING:

Audrey Beer.

"\$12 isn't much"



1983 Membership

J. Armstrong 5744 Pierson Rd Fayetteville NY 13066 USA
 A. Beer R.R.3. Bolton Ont. LOP 1A0
 S. Bridges 59 Westgate Park Dr. St Catherines Ont. L2N 7E6
 R. Bateman R.R.3. Langton Ont. NCE 1G0
 F. Bates 104 Runnymede Ave. Jenkintown PA. 19046 USA
 H. Beale 12728 Riverside Dr. E. Tecumseh Ont. N8N 1A3
 J. Bigler 2124 N. Hudson Ave. Apt 302 Chicago Ill. 60614 USA
 J. Collins 7550 Langworthy Dr. Mississauga Ont. L4T 2R9
 J.W. Clark Box 1071 Niagara-on-the-lake Ont. LOS 1J0
 L. Clark 25 Silverspring, Apt. 1106 Scarborough Ont. M1V 1K9
 M. Champagne 685 Chemin Hemming Drummondville PQ. J2C 1N6
 W. Doherty 490 Beacon Cr. Sarnia Ont. N7B 2B9
 J. Ellman Jr. 21 Marbury Cr. Don Mills Ont. M3A 2G3
 C. Fink 2608 W. 45th St. Minneapolis MN. 55410 USA
 L. Ghislanzoni 64 Kingsway Cr. Toronto Ont. M8X 2R7
 C. Geisselman 11302 Edgewater Dr. Cleveland OH 44102 USA
 M. Hamel 1000 St Louis, Terrebonne PQ. J6N 1K1
 T. Hooker Box 256 R.D. 1, York Haven PA. 17370 USA
 D. James 402 Capri Cr. N.W. Calgary Alta. T2L 1B2
 C. Lindsey 52 Third Ave. Ottawa Ont. K1S 2T8
 G. Lafford 100-14 St Georges Crt Hamilton Ont. L8K 6H2
 H. Irwin 656 Dunbar Rd Kitchener Ont.
 K. Lumb 65 Sunrise Hill Bedford N.S. B4A 1B3
 N. Murphy R.R.1. Box 16 Vineland Ont. LOR 2E0
 G. McDowell 2334 Cliff Rd Mississauga Ont. L5A 2N9
 R. MacFarlane 343 Smith Ave. Burlington Ont. L7R 2T9
 G. Garner/J. Cohen 1134 Montello St. Brockton Mass 02402 USA
 A. Marsh 2854 Connecticut Ave. # 24 Washington DC. 20008 USA
 P. Mathewman 31-6225 Judique Dr Mississauga Ont. L5N 2G4
 B. Norgate 5 Aylesford Dr. Scarborough Ont. M1N 1L6
 B. Patterson 430 King St W. Chatham Ont. N7M 1G3
 F. Peabody 307 Känniworth Ave. Toronto Ont. M4L 3S9
 D. Price 22 St Clair Ave E. Suite 601 Toronto Ont. M4T 2S5
 D. Price Mrs. R.R.1. Colgan Ont. LOG 1G0
 G. RAYMAN 21 Hyde Park Cr. Thornhill Ont. L3T 4X8
 P. Rich P.O.Box 268 Millikin Ont. IOH 1G0
 P. Rivers-Bowerman Canadian Coastguard Ships Box 1000 Dartmouth NS
 D. Ross 65 Southport St Toronto Ont. M6S 3N6
 B. Rumohr 16A Phoebe St Toronto Ont.
 C. Rose 105 Sharon Cresc. Sault Ste Marie Ont. P6B 4J5
 J. Roden 63 Donvegan Rd St Catherines Ont. L2P 1H9
 A. Sands Fipers Hill Farm R.R.1. Colgan Ont. LOG 1G0
 D. Sands 87 Truman Rd Willowdale Ont. M2L 2L7
 R. Shier Limehouse Ont. LOP 1H0

C. Simmons 630 McKenzie Ave. North Bay Ont. P1B 7E4
 W. Sullivan 255 Niagara St Winnipeg Man R39 0V1
 C. Scott 36 Grosvenor St London Ont. N6A 1Y5
 M. Syrowy 221 Brant Ave. Brantford Ont. N3T 3J3
 G. Spahr 711 Haines Lane Springfield PA 19064 PA USA
 H. Walters 201 Vanderpool / 74 Houston TX 77024 USA
 C. Watson 153 Roxborough St. E. Toronto Ont. M4W 1V9
 P. Whitworth R.R.3. Manotick Ont. K0A 2N0
 P. Wier 2 Kellog St Toronto Ont. M9Z 4C7
 H. Winterburn 2577 Lincoln Rd Windsor Ont. N8W 2R7
 H. Wemyss 2413 Ontario St. Oakville Ont. L6L 1A7
 B. Walker 188 Magnolia Dr. Hamilton Ont. L9C 6Y4
 R. Walker 3009 31st Ave. Vernon BC V1T 2G7
 G. Watson 96 Naughton Dr Richmond Hill Ont. L4C 4M8
 C. Cigagna 101 Kennedy St W. Aurora Ont..



ABS cutting off delinquent members from the BLURB starting NEXT ISSUE.



Mog Touraine



24 et 25
septembre
1983



IN THE HEART OF THE LOIRE CHATEAU COUNTRY

Looks like a sumptuous and salubrious affair and worth attending if only to get the clever brochure.

Contact J-C Frot, President, Morgan Club de France, 5 Square des Marronniers "La Muette", 78150 Rocquencourt, France. (Blurb editor has some info as well).

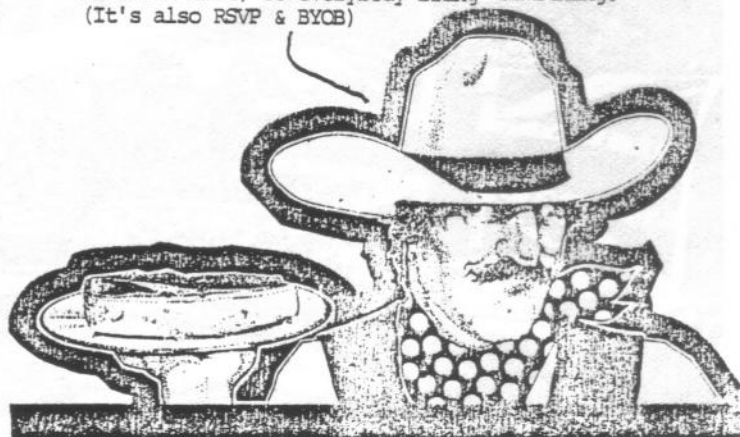
THE SEVENTH ALL BRITISH FIELD MEET PORTLAND OREGON SEPT 3 & 4 BRITISH CAR SHOW AND SWAP MEET SALUTE TO BRITISH COMPETITION CARS

PORTLAND INTERNATIONAL RACEWAY
Contact Dwight Smith, President, MOG Northwest, 503 642 1774,
2694 SW 196th Ct, Beaverton, Oregon, 97006.

Bolton Bash

SUNDAY AUG 14, 2PM

We hold it each year as a "Lost & Found" for all the towels, Sunglasses, & cameras, etc that you always leave behind at Piper's Hill. It's Pot Luck, so everybody bring something. (It's also RSVP & BYOB)



BARBECUE COUNTRY



contact Audrey Beer in Bolton

"A SORT OF PIPER'S HILL IN GOOD TASTE"



5th Annual Autumn Mog

Limerick Connecticut
near Salisbury

SEPTEMBER 24, 25, 26

contact Marion Thompson 201 654 4516

Niagara On The Lake

Oktoberfest Oct. 2

At the historic "White House", Etobicoke's own 'Mini-Mimslyn' off the East Mall between Eglinton and Rathburn. It's a landmark that's well named - you can't miss it. (Regard the East Mall as an east service road for Hwy 427). Audrey Beer for details 857 3210.

HOSTED BY PETER AND DOROTHY PFAHL.

BUT CHECK FIRST WITH AUDREY IN CASE PETER HAS TO SWITCH THE VENUE TO HIS OTHER HISTORIC HOME IN OLDE OAKVILLE!

CHRISTMAS IN SOHO SATURDAY, DEC 10, EVENING.

In trendy Soho, off the Queen West Village, in Brian and Linda Rumohr's new Victorian townhouse. 16A Phoebe St, Toronto, 593 6687. Phoebe St is 2 blocks north of Queen, between Spadina and Soho St. Get off the Gardiner at Spadina and head for maze of one way streets

An Odyssey To Bedford Hills, New York, The Home Of The Editor Of The 'Morganeer'



Above; obscene photo which includes the 'Black Whale' in foreground but not showing its unique lines to its usual disadvantage (it's better known in Canada as the 'Hunchback').



The Canadian Version, Eh! Bed Mog 83

The Official Blurb Bed Spread

Photos by the authors whose request for anonymity we respect and understand.

It was on a sunny Dominion Day morning (30°C) the Pattersons, Shiers and Wemyss met at Yonge and 401 for the grand trip east to New York City. We started quickly and came to a halt just east of Toronto. It was stop and go from there to New-tonville. This was a good test for Morgan radiators (The MG ran at 180°F).

A more pleasant part of the trip was our peninsular tour through Prince Edward County where we were greeted by a Canada Day celebration at Picton. We had the first of many beer breaks at the Fireside Lodge after being almost gored by a white Cadillac convertible with Texas longhorns.

We took our first of many ferries to get back to the Mainland. We passed by the following inns of incarceration; Collins Bay Pen, Millhaven Pen and Kingston Pen and the Royal Military College. After a ferry trip to Wolfe Island and another ferry to the American Mainland, we were on our way east to be welcomed by a Kiddie's parade at Three Mile Bay.

There were no more celebrations until we arrived at Tupper Lake where we were greeted by a sensous, voluptuous braless innkeeper who had difficulty making change (we didn't count it).

Next morning we headed south on a beautiful drive through the Adirondack Park. We loaded up with beer and wine at Brewster to prepare ourselves for Sunday and Monday.

We knew we had arrived at the Mitchell estate in Bedford Hills, New York, by the Yankee Mog sign on the front wall. We immediately settled in and drank up Sunday and Monday's supplies. We enjoyed a delicious meal cooked on the barbecue and baked C.D. (Cindy's Delight). We also met the infamous Tore² and his lovely wife Claire.

On Sunday we were treated to a fiddling festival³ at Cross River. We had been warned by the infamous Tore that there were a lot of freaky people¹ around but we didn't notice anything extraordinary. We, however were questioned after about our Bed Mog T shirts and were interviewed by the local newspaper.

On Monday, July 4, we found out we had no water pressure in the 5,000 gallon water tank. While Bob sought out an unpatriotic plumber, Brad's Morgan and Ray's M.G. underwent minor radiator repairs. (Mike's Black Whale needed no repairs whatever - it knows that if it dared breakdown it would be abandoned on the spot).

On Tuesday we visited New York City with Scouter Bob as our guide. He took us to all the points of interest from the Empire State Building to Central Park. That convinced us we needed a return trip.

On Wednesday Bob left for Miami, the Pattersons left for a castle in the Finger Lakes and we went to the Morgan Inn in Pleasantville, Connecticut where we had sumptuous cuisine. We drove through Greenwich and saw the Atlantic. Our tour took us through treelined winding byways that reminded us of Devon and Kent.

We parted on Thursday and headed south to Tarrytown. The Sleepy Hollow Road appears unchanged for the last hundred years - an excellent road for a tour. The restored Philipsburg Manor gives one an insight into the history of the New York area.

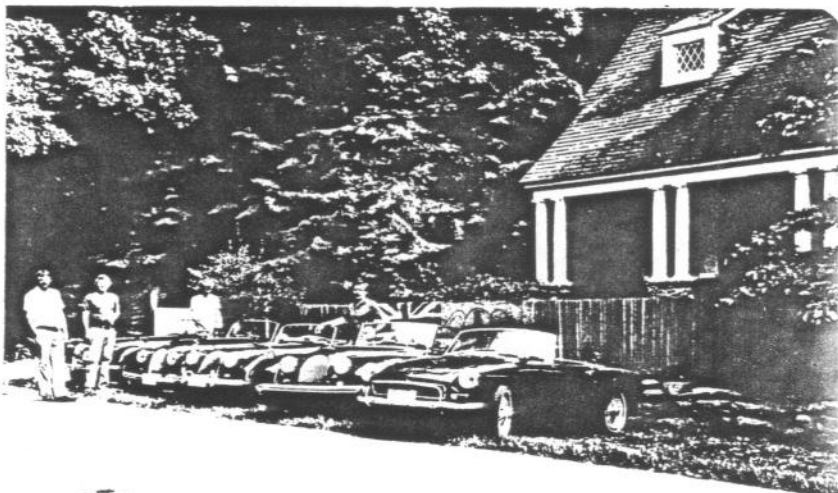
We went north along the historic Hudson to Ossining to see the prison, the fourth one on our trip. We crossed the Bear Mountain State Park en route to Highway #17, the most scenic four lane highway we've ever crossed. We spent the night at Ithica home of Cornell University and hockey scholarships. On our way north we visited the Wagner Winery on Seneca Lake. The winery tour and wines were excellent in comparison to that of the Brotherhood Winery which we neglected to mention earlier out of courtesy.

The rest of the tour was without incident until we reached the border where the Shiers were submitted to their usual search, while the Wemyss considered carrying on up the Queen E. with their contraband. The evening ended at Bronte with chicken wings "Buffalo Style".

The trip was most enjoyable, but what made it a beautiful holiday was the hospitability of Cindy and Bob and Claire and Tore and all the friendly New Yorkers we met along the way.

Editor Comment;

- 1 You just called it 'Dominion' Day.
- 2 ALL Tories are infamous
- 3 Don't be so snide; Stratford was just a fiddling festival in its early years.
- 4 There. You see? It's just like Stratford.





Morgan Owners Group Niagara 83

Friday Sept. 9

8:00 p.m. Noggin & Natter, Roden's Bar,
63 Dunvegan Road, St.Catharines
Bar open till 1 a.m. along
with Donalita & Registration

Saturday Sept. 10

11:00 a.m. Fun Concours & picnic on the lawn
at the Niagara Parks Commission
WHIRLPOOL Restaurant on the Niagara
Parkway. Look for the "Morgan Banner".
Bring your picnic lunch or buy a light
lunch in the English Pub.



buy a light lunch in the English Pub.

11:30 a.m. Judging starts for the Fun Concours

7:00 p.m. Cocktail hour on the patio of the Whirlpool
Restaurant overlooking the 18th hole

8:00 p.m. Buffet Dinner followed by Awards and Noggin &
Natter and special guest. Don't forget to
bring your tickets.

Sunday Sept. 11

10:00 a.m. Gymkhana - place to be announced later.
After gymkhana there's a BBQ - its BYOB & mix

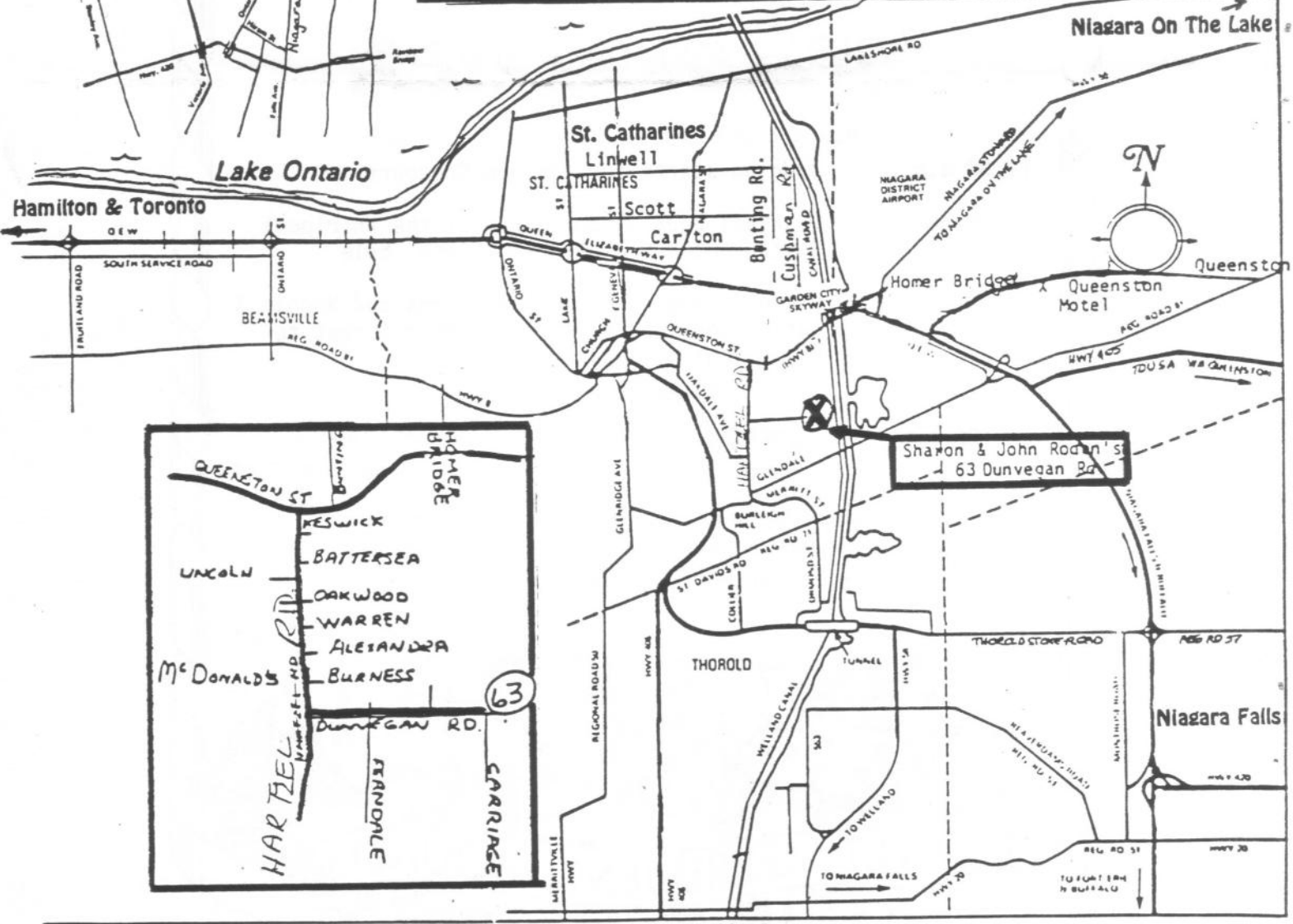
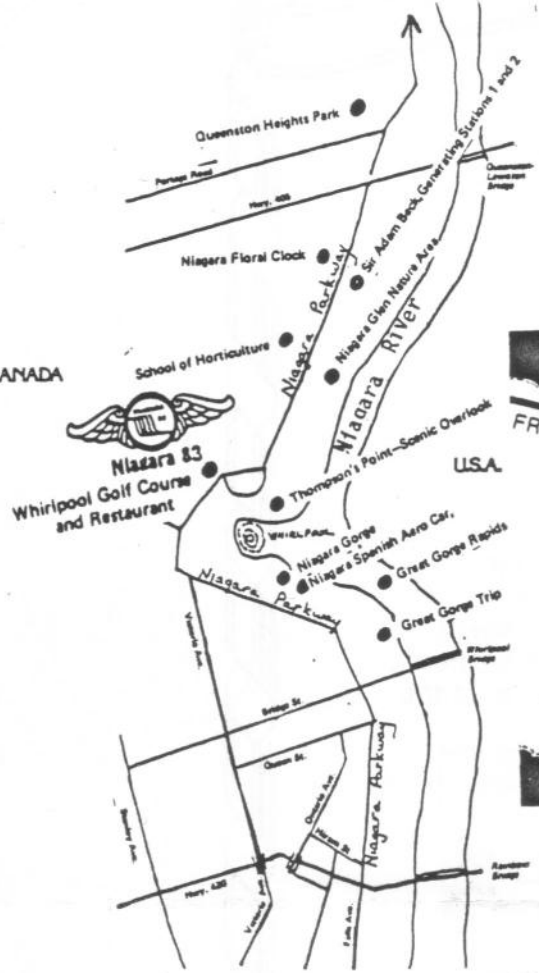
Cost - Registration fee : \$15.00 includes Pub Nite
Banquet tickets: \$12.50 per person

For Information Call - Audrey Beer - John Roden
416 857-3210 416 682-1125

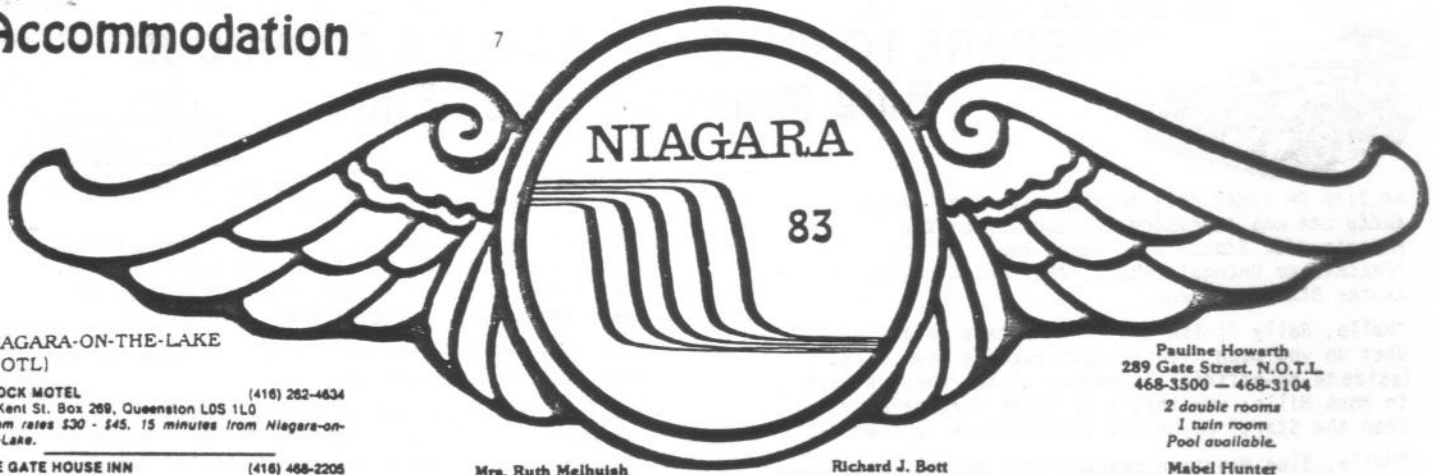


Niagara-on-the-Lake

Niagara On The Lake



Accommodation



NIAGARA-ON-THE-LAKE (NOTL)

BROCK MOTEL (416) 262-4634
25 Kent St. Box 269, Queenston LOS 1L0
Room rates \$30 - \$45. 15 minutes from Niagara-on-the-Lake.

THE GATE HOUSE INN (416) 468-2205
142 Queen St.
Quaint country inn. Minutes from theatre & restaurants. **\$45.00**

THE OBAN INN (416) 468-2185
160 Front St. 468-7811
A charming inn nestled on the shores of the Niagara River. **\$49.00**

PILLAR AND POST INN (416) 468-2123
King and John Streets
A friendly, historic Country Inn with over 50 fireplaces, pool and much more. Conference facilities 20 - 200.

PRINCE OF WALES HOTEL (416) 468-3246
8 Picton St., P.O. Box 46
A beautiful old Victorian Hotel - 94 rooms, elegant dining room, an intimate lounge, a complete recreation & health spa. Comprehensive meeting & convention facilities. **\$70.00 & up**

QUEENSTON HEIGHTS MOTEL (416) 262-4513
R.R. #1, Hwy. 8A
Niagara-on-the-Lake LOS 1J0 **Approx. \$40.00**

THE ROYAL ANCHORAGE MOTOR HOTEL (416) 468-2141
186 Ricardo St.
Dining facilities, banquets, private parties. Room rates \$40 - \$45.

SOUTHLANDING INN (416) 262-4634
21 Front St., Box 269, Queenston LOS 1L0
Room rates \$55 - \$65. 15 minutes from Niagara-on-the-Lake.

Peter H. Biebrach
5 The Promenade N.O.T.L.
468-4451
1 bed sitting room - twin beds plus double sofa bed, sleeps 4, private bath & entrance garden, very quiet.
1 single room - 39" continental bed, share bath, rollaway also available.
Unlimited tea & coffee.

Nick & Mary Janzen
R.R. #2, East & West Line, turn left onto East & West Line, 7th house on right, white with black roof.
468-3569
3 double rooms,
2 bathrooms to share
Pool available
Breakfast optional - \$2.50 per person

Lynda Kay Knapp
390 Simcoe Street, N.O.T.L.
468-3935
1 twin sitting room
1 bachelor apartment with twin beds

Mrs. Helen Koppert
Hwy. #55, Virgil, ¼ mile past stop light in Virgil, blue house with cream shutters & door, left hand side.
468-7039
3 double rooms
1 twin room
Breakfast included.

Brian & Sharon McVanel
139 Victoria Street, N.O.T.L.
468-4033
1 double room
1 twin room
Entire 3rd floor suite with a private bathroom, air conditioning.

Mrs. Elizabeth Maplesden
308 Victoria Street, N.O.T.L.
468-7572
1 twin room with private bathroom, private entrance
Breakfast optional.

Erna Dirks Rowe
26 Lagoon Road, Group 12 (off Firelane 2 by lake) (on the Lake)
468-7305
1 double room, king size
1 double room with additional single bed
Breakfast included.

Mrs. Ruth Melhuish
275 Victoria Street, N.O.T.L.
468-2020
2 single rooms
1 twin room.

Mrs. Middleditch
85 Castlereagh Street, N.O.T.L.
468-3976
1 double room with private bathroom
1 single room.

Mrs. McBrain
Wylwood House
R.R. #5, Group 19
468-2218 - 935-1999
2 large queen rooms with baths en suite
1 double room
1 twin room
Continental breakfast.

The Old Bank House
(Mr. John Teeter)
10 Front Street, N.O.T.L.
468-7136
2 double rooms, suites
2 twin rooms
Breakfast included.

Elizabeth Rempel
R.R. #3, Niven Road
468-2285
3 double rooms
Air conditioning
Country home
Breakfast optional.

Arlene Marian
433 King Street, N.O.T.L.
468-3409
2 double rooms with sofa beds in each
1 with twin beds.

Mrs. S. Theil-Lewandowski
17 Colonel Butler Cr., N.O.T.L.
468-3517
1 double room
2 single rooms
Breakfast \$2.50 per person.

Richard J. Boff
315 Victoria Street N.O.T.L.
"Manderley"
468-4065
1 twin room
1 double room
Breakfast included.

Doma Guesthouse
(Jean & George Poltschuk)
75 Mary Street, N.O.T.L.
468-4059
2 twin rooms
1 queen room with private bathroom
Air conditioning
Breakfast included.

R. M. Hamilton
3 The Promenade, N.O.T.L.
468-4487
1 double room with bath en suite
Air conditioning
Light breakfast

Muriel Herrier
402 Johnson Street, N.O.T.L.
468-7888
2 twin rooms
1 queen room
Private bathrooms & shower
1 studio room with private bathroom
Air conditioning
Breakfast included.

Mr. & Mrs. Otto Hiebert
275 John Street, N.O.T.L.
West of Mississauga Street
468-3687
1 double room
1 twin room, bath & shower shared
Breakfast optional.

Mrs. Curlena Hill
80 Front Street, N.O.T.L.
468-7789
1 double with additional single bed
2 double rooms
2 bathrooms
Continental breakfast.

Pauline Howarth
289 Gate Street, N.O.T.L.
468-3500 - 468-3104
2 double rooms
1 twin room
Pool available.
Mabel Hunter
318 Victoria Street, N.O.T.L.
468-3047
2 twin rooms
Light breakfast.

E. Twible
334 Johnson Street, N.O.T.L.
468-7406
2 twin rooms
1 double room
Air conditioning
Pool available
No children.

Mrs. H. Walker
333 William Street, N.O.T.L.
468-2957
1 double room
2 twin rooms

Patricia & Bruce Watson
89 Queenston Street, Queenston
262-4816
1 twin room
2 double rooms
1 room with private entrance
Central air conditioning
Breakfast included.

Arnold Wiens
189 William Street, N.O.T.L.
468-2091
2 double rooms
One with bathroom.

Margot Veress
207 King Street, N.O.T.L.
468-3043
1 large room with double bed, bath en suite
1 twin room with additional bathroom.

Dietlinde Witt
341 Dorchester Street, N.O.T.L.
468-3989
1 single room.

BOOK EARLY

TICKETS FOR THE SATURDAY NIGHT BANQUET MUST BE ORDERED NOW.
THEY WILL NOT BE AVAILABLE AT DOOR.

Cut & send →

REGISTRATION **Niagara 83** REGISTRATION

REGISTRATION FEE: \$15.00 includes Pub Nite
BANQUET TICKETS: \$12.50 per person
INC TAXES TIPS

TICKETS WILL BE INSIDE YOUR REGISTRATION UPON ARRIVAL:

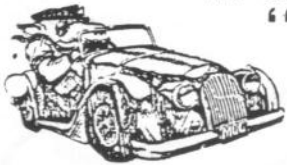
NAME: _____ REGISTRATION TOTAL: \$ _____

ADDRESS: _____ BANQUET TICKETS: _____

CAR MODEL: _____ YEAR: _____ HOW MANY: _____ TOTAL: \$ _____

MAKE CHEQUES PAYABLE TO CHEQUE ENCLOSED: \$ _____

MORGAN OWNERS GROUP: SEND TO: MARY SHIER
LIMEHOUSE ONT.
CANADA LOP 1H0



"PREPARE TO UNLOAD" RALLY & BARBEQUE

Blue Mountain Week-End

MAY 28 & 29



At 2:30 PM (just half an hour after the first rally car was scheduled to depart from the Piper's Hill Start) the 'phone rang at the 'Prepare to Unload' chalet, the Finish point in the Blue Mountains.

"Hello, Rally Finish and Headquarters here... What do you mean 'You're lost outside Mono Mills!?' (aside to co-official "Somebody claims they're lost in Mono Mills; why that's 20 miles further away than the Start! Maybe you should speak to them.")

"Hello, Blue Mountain Headquarters on the line. What seems to be the problem?... No, there can't be a mistake in the instructions. We never make mistakes. ... Never mind the last rally... I did not quite get your last name... There are other cars lost too? They were following you? That figures! You say they started to follow you after they found a mistake in the instructions? I'm sorry, I can't hear you for the noise... You say a green Morgan just raced past for the fifth time? Same direction each time!?... You

want panic, instructions all the way to Blue Mountain! We'll hold on, let me get Harry."

"Walters speaking. Where *is* Mono Mills exactly? ... You sure are lost. ... TEN OTHER CARS??" (aside 'We'll never live this down, especially when ABS hears about it!') ... Let me check the map..."

"You know, Harry, I never did get his name but I'm sure the voice is familiar."

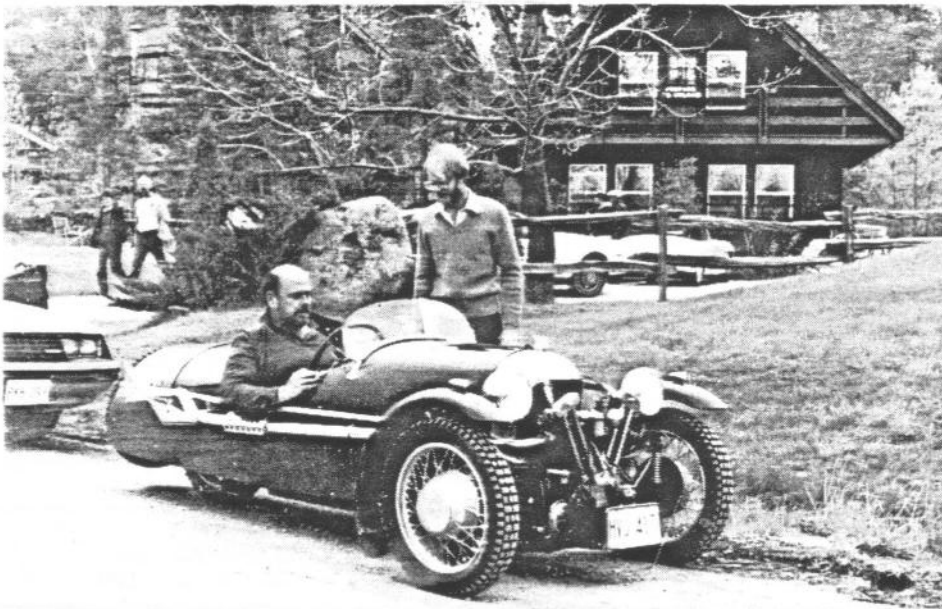
"... and then turn left at the next corner. Oh, Ann wants to know who's calling " ('Ann, I can't hear his name - there's too much noise of engines revving and bird noises.')

"Bird noises? BIRD NOISES! Harry, that's ABS on the line! I should have recognised his voice. HANG UP, Harry! It's a collect call and we're not paying to hear his awful bird imitations".

click

"Remind me to grind glass in his barbeque sauce."

"Don't bother. He'd thrive on it."



Lost in Mono Mills? Reg and Audrey Beer rallying in the red Presidential Suite which has just acquired a Gothic Perpendicular grille.

Photos by Marlies Missalla

An understandably concerned Steve Beer looking at his newly acquired Morgan Barrelback MX4 and wishing that he hadn't left the ignition key in it before ABS insisted on sitting in it 'just to see what it feels like'.

Late in the afternoon the rally cars turned into the local Funny Farm, the single check point which was more of a Happy Hour than anything. The check-point official appeared to be an inebriated pig in a top hat. The *parc ferme* was for one half hour and those teams that were able or could remember anything and left on time moved up in the rally standings. Now Tim Shier, being 9 and not a heavy drinker, got his driver to the car early and so finished the rally in fourth place. Not bad, considering that Tim didn't join the car to navigate until several miles into the rally.

Our hosts, Ann and Harry Walters, too long absent in Texas had laid on the "Sometimes Annual Prepare to Unload Rally and Blue Mountain Weekend". This year they prepared a superlative steak barbeque at their "Prepare to Unload" chalet at the foot of the Blue Mountain. Avid skiers will instantly recognise the exhortation "Prepare to Unload" and perhaps hazard a guess at the namesign's provenance. Having wetted their whistle only hours before at the checkpoint set up by Claude and Pat Bucheau, Hogmoggers were ready to dig into the spread.

Ray Shier slipped away to take the offspring to their grandparents nearby. In the interval the editor drove Mary Shier over to the lakefront motel that had been booked for the Weekend. Mary booked in first as *Mrs Shier* and the (until then jovial) innkeeper was visibly upset when the editor booked a separate room. The innkeeper was thought to utter "Inverted pervert wierdo" and he wouldn't give up until he had them in adjacent rooms. Perhaps it's just as well that David and Pauline Smith didn't stay at that motel.

Sunday morning dawned latish as Hogmoggers stumbled over to the Prepare to Unload for the traditional Bloody Mary breakfast. By secret arrangement the hosts had organised a surprise inaugural demonstration of Limehouse Promotions *Septic Gas Converted Morgan*. In one stroke Chris Charles' CMC Enterprises new 4/4 model was upstaged! For the demonstration Paul Rich's newly septic gas tank converted Flat Rad was on hand. The only flaw in the planned demonstration was discovered almost too late. As the chalet had been unoccupied for almost two years the septic tank was empty. However Ann rushed into Collingwood and bought up all stocks of rhubarb barbeque sauce and by late in the first evening the septic system was full to overflowing.

And after a scenic drive in the Blue Mountains and the apple plantations on the plateau we had lunch at in a former mansion in Thornbury. Brian and Linda Rumohr were awarded a pair of engraved pewter tankards for their outright rally win (they claim it was their first rally). Paul and Edie Rich won a Flat Rad 'Goodman Loy' poster similar to their own car, the *Septic Sizzler*, with their second place. Ray and Mary Shier slipped into 3rd place just ahead of son Tim in the Fuego.



Editor participating in demonstration to lend credibility



Our thanks to Ann and Harry Walters and all who helped them for this nostalgic weekend - especially Audrey Beer and Claude and Pat Buchreau (sp?), our hosts at the Funny Farm.



Hogmog Heroes And The Wilderness Wimps Ottawa Whitewater Rafting

Photos by Marlies Missalla



Photo sessions for posterity and/or bereaved.

After a grand expedition last year, ABS organised carloads of Morgan owners for a weekend of white water rafting down the Ottawa River. After much debate he booked 2 rafts out of Beachburg ("White Water Rafting Capital of Canada") with Wilderness Tours who assured him that their organisation had the best runs.

On arrival Friday at the Wilderness campsite, the writer was greeted by the Rodins who asked why ABS hadn't arrived. ABS had told us to look for Peter McCowan's huge and futuristic GM campermobile. On checking in we were assured that the Sands party was already encamped behind the latrines. But all we could find was the white early sixties Vauxhall Cresta of Rose and Peter Whitworth from Ottawa. It finally transpired that Whitworth had left word with Registration that ABS could find them there. Late in the night the McCowanmobile rolled in after hours of lurching along twisting logging roads ("this looks like a cute road here on the map, Peter"). They had delayed their stately progress to let ABS disconcert Lakeview with a nostalgic ramble through the corridors and dorms of one of his old private schools; "Well, would you look at the crummy way they fixed this wall I smashed with my BSA".

Eventually all the Beers made it, the intrepid Audrey having risen from her sick-bed just to come and watch. She was determined to rest as much as possible before facing the return trip on those logging roads. At least she would have company in the disabled stockbroker, John Collins, who was nursing a torn knee cartilage.

The first day was a lark. As the water was still high, the whole group could be accommodated on a large motorised floppy orange rubber raft. We progressed safely through the tricky Colosseum Rapids. It even looked safe enough for a torn cartilage and Collins joined in. Of course, those at the front got thoroughly jiggled and soaked at each set of rapids and it was noted that some wimps always chose the comfort of the stern.



The first day was a lark.

The second day would be the real test. To psyche everyone up, Wilderness had an all-night party to divert our fears. So encouraged by the partying and scantily-clad dollies, one young Hogmogger stripped to the waist for serious prowling. Returning noticeably disappointed to the Hogmog base, he had his friends paint "FREE" on his back. Encouraged with this ambivalent advertisement, he disappeared for hours.

After dawn photo sessions, the Hogmog Heroes told the Wimps to get their own raft and the latter slinked away and found a discard - old #58. Generally the Wimps kept their distance and let the Heroes through each set of rapids first. Their occasional boldness was rebuffed by fierce water bombs and boarding parties.



Whitworth fights off an Heroic assault.



Heroes head straight into the Hydraulic



Wilderness Tours photo (provided bare hours after the taking)

Sometimes there were delays to let other rafting groups through. The "OWL" company has sleek "rigid" Avon rubber rafts which apparently have their advantages in certain conditions. But in other cases the rigidity works against them and in one of the more formidable rapids the passengers walked a portage - this may have reflected the strong currents this year and the tragedy at the McGarvin rapids the previous week. The rapids that were portaged by OWL required slamming broadside into a massive rock at a bend halfway through the chute in order to get it into a safe channel for the lower stage.

The climax of the day is always the great multi-channelled McGarvin. The danger (apart from great rocks and convulsed water) lies in the great "Hydraulic" at the bottom. The Hydraulic is formed by a vast hole in the riverbed manifesting itself as a reverse undertoe. By dint of strenuous paddling through the upper stages of the rapids, rafters hope to escape this hydra. Otherwise the surface of the water pushes the raft back into the foot of the rapids until it fills with water and capsizes. The first rafts through (the Heroes, not being fools, watched to see how not to do it) all stuck in the Hydraulic. When their attempts to break out would

prove fruitless and the water level in the raft rose, a safety line would be thrown out to them and all the able bodies on shore would pull the line in.

One of the Wilderness rafts just ahead of the Heroes started down the turbulent east channel (favoured by Wilderness and shunned by other groups) bouncing off rocks and plunging helplessly into the Hydraulic. While the lifeline was being thrown the raft capsized and the McGarvin was dotted with human heads bobbing in the waves that whipped them downstream. One soul hadn't fastened the life jacket properly and that unhappy creature was rescued by a guard in a kayak.

One of the pleasures of the day was to watch the guards dance their kayaks about in the rapids. One amateur kayaker, without a life jacket, was thrown from his kayak and rescued midstream by a passing raft.

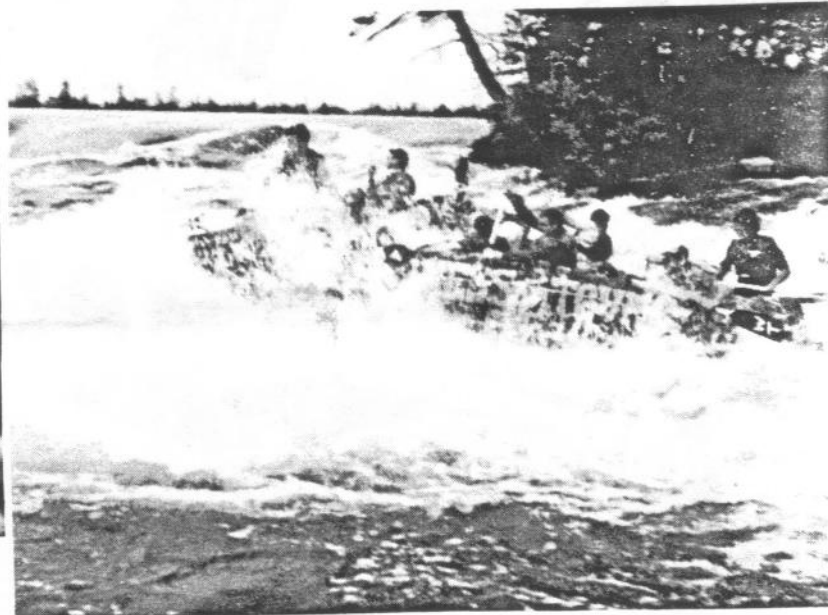
Well, this accident at the great Hydraulic simply whetted* the Heroes' appetites. After words of encouragement to the wilting Wimps, the Heroes hopped into their raft and paddled fiercely into the main course of the chute and straight into the jaws of the Hydraulic. They were somewhat disappointed to escape with such promptitude (half hoping to capsize) but their success gave no end of encouragement to the Wimps.



A Wilderness raft attacking the Hydraulic



Hogmog Heroes setting off for the McGarvin.



Trapped in the Hydraulic

The majority of the Wimps decided against a portage and cautiously allowed their rubber coracle to be pushed out of their quiet eddy. As gradually they got sucked into the mainstream some of the team were observed to be paddling frantically in the direction of the shore. But it was to no avail; indeed it cost them the momentum for escaping the Hydraulic. The Wimps struggled in their water-filled raft in the eye of the Hydraulic, paddling with unaccustomed determination. (Fear is a great motivator). Even the Heroes were cheering for them. Just as things looked completely hopeless the Wimps launched one final desperate effort and shot clear of their trap. Disguising their surprise and chagrin the Heroes clapped and exclaimed "Well played. Well played." (but felt downright cheated of the chance to see Wimpeheads bobbing about the rocks).

Late in the afternoon we all reached basecamp with its beach, kayaks, and windsurfing. We watched videos of the previous day. Some stayed over that night while others headed home.

Our thanks to ABS for organising the weekend which was huge fun. Next year we'll lay on extra rafts for more Morgan types. *If the Wimps can do it; so can you!*



Capsizing into the Hydraulic

*Editor Comment; Puns come under Editorial Licence.



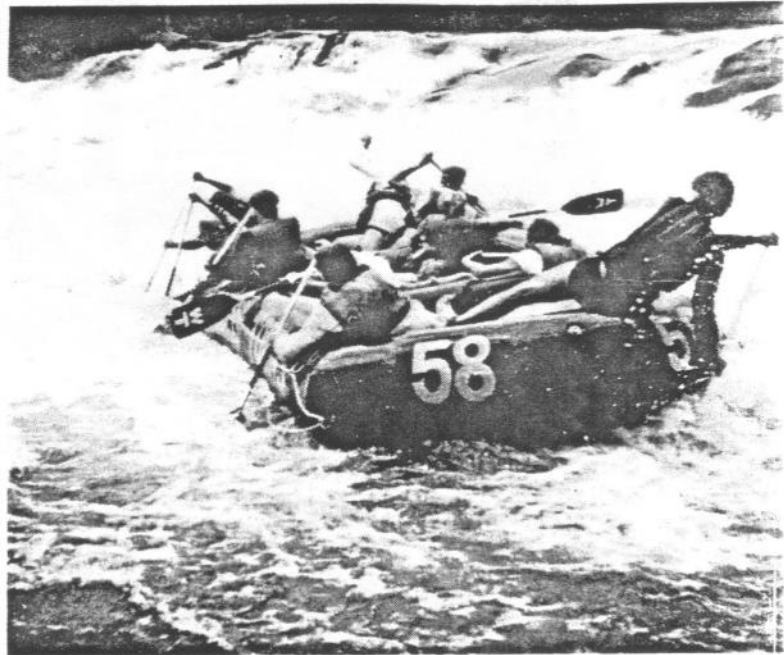
Wimps delicately descending the fearful McGarvin. (The raft had slipped into the main current while the Wimps were debating whether to shoot or portage the rapids. Some of the portagists can be seen attempting to paddle upstream.)



Wimps plunging into Hydraulic.



Lifeguard waiting to throw lifeline to confused Wimps who are frantically looking for it on wrong side of their sinking raft.



Flailing Wimps fighting the McGarvin Hydraulic



Hardy Hogmoggers Cooling off after the McGarvin. (Left to Right) (Reg Beer, Peter Whitworth, Martin Beer, Editor, ABS, Steve Beer)

The Morgans Of Stoke Lacy

By Kit Foster, from an article in 'Morganeer'

Malvern has been a Mecca for Morganeers for most of this century. The original Mog was created there, of course, in the workshops of Malvern College, and owner-enthusiasts are still welcome at the Works on Pickersleigh Road. The area Morgan dealer is up the road, and travellers can quench their thirst at "The Morgan", a Whitbread's pub on the Worcester Road offering real ale. There were Morgans long before there were Moggies; but they were ecclesiastical rather than mechanical; and Malvern was then still far in the future. Our story begins not here, but over the border in Herefordshire.



Morgan Pub, Malvern, photo Gord Watson

Henry Morgan LLB became rector of Stoke Lacy in 1871. British villages typically arise from the parish in a mingling of church and state which reminds one that the Church of England is just that. The village of Stoke Lacy lies ten miles northeast of Hereford in the land of cattle, apples, and strong cider, not far from the Welsh border. The industry of Stoke Lacy has long been that of the land. Symonds Cider and English Wine Company has operated there since 1727, and the farms raise cattle, sheep and hops. Henry's son, Henry George, followed his father's footsteps, becoming curate to his father. George, as the younger Henry was called, took up residence at Moreton Jeffries Court, the manor house of the neighboring parish of Moreton Jeffries; then, as now, allied with Stoke Lacy. It was there that Henry Frederick Stanley was born on August 11th, 1881. Shortly before his death in 1886, Henry Morgan began semi-retirement and George succeeded him as rector of Stoke Lacy, a position he would hold for fifty years. The elder Morgan continued to assist his son, in effect reversing their roles. It is not certain just when the younger Morgan moved from Moreton Jeffries to the rectory at Stoke Lacy, but certainly by 1887 Harry, as the family called the third generation Henry, and his younger sisters, Ethel and Freida, were in residence there. Dorothy, the youngest, was born in Stoke Lacy in 1891.

Harry Morgan

Harry was sent off to boarding school at Marlborough College; but it was recognized early on that a theological career was not in the cards for him. His father secured a place for him at Crystal Palace Engineering College. While at



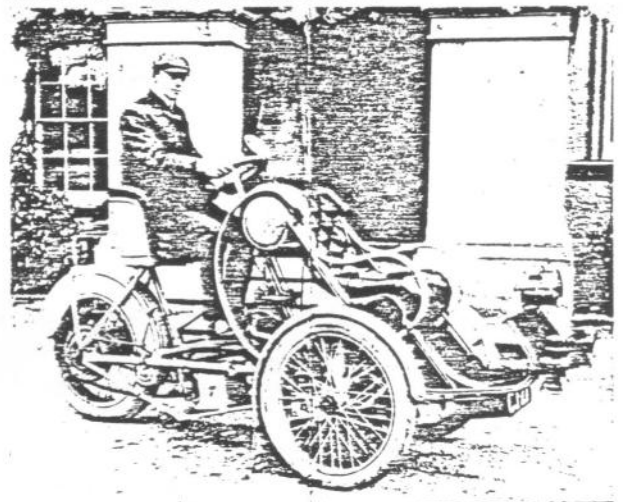
Morton Jeffries Court, birthplace of 'HFS' (Harry) Morgan. photo Kit Foster

Crystal Palace he earned a name for himself in bicycle racing, piloting a machine of his own manufacture.

At the age of eighteen he came under the tutelage of Mr. W. Dean, Chief Engineer of the Great Western Railway Works at Swindon. He worked his way up in the railway establishment and latterly worked as a draftsman for seven years. The transition from bicycle to steam locomotive was not an irreversible transformation. Along the way, Harry became acquainted with the motor car, hiring a 3.5 hp Benz from a Mr. Marriot, the first motor trader in Hereford. On his first solo, he lost control on the hill leading down to Stoke Lacy, resulting, fortunately, in no damage to himself; but it took 28 pounds to fix the Benz, an amount staked by his father. It took Harry three years of saving to pay it back!

Eagle Tandem

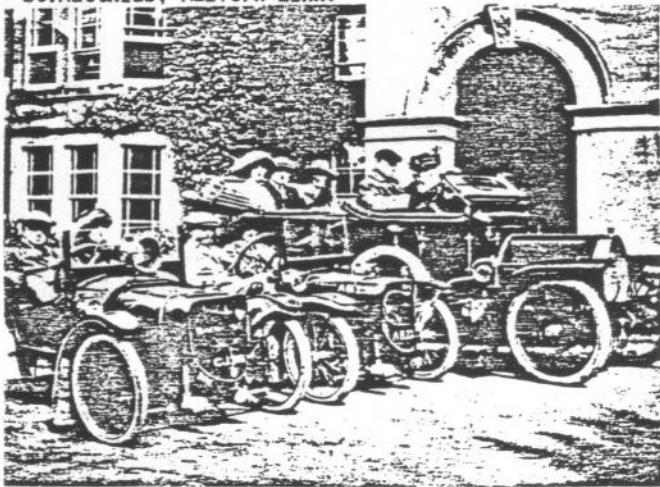
But the bug had bitten, and Harry's goal was a car of his own. His first was an odd three-wheeled contraption known as an "Eagle Tandem", so called because the driver sat directly behind the passenger — his elevated perch enabled him to see the road ahead. An eight horsepower, water cooled deDion engine propelled the single rear wheel. This and a second car, a seven horsepower, two cylinder "Little Star", bolstered his dreams of a vehicle of his own manufacture.



HFS outside Stoke Lacy Rectory on his Eagle Tandem. (Morgan Motor Co)

Deciding that the locomotive was not his cup of tea, Harry Morgan left the Swindon Works in 1906

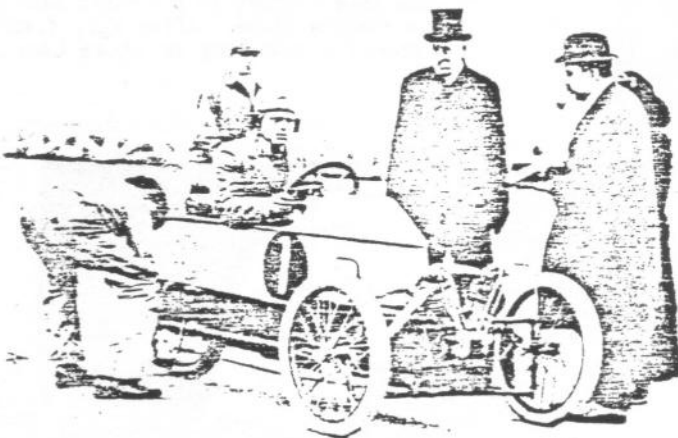
at the age of 25, and opened a garage in Malvern Link where he was an agent for Wolseley and Darracq, and ran a successful bus service. Three years later he had created the prototype Morgan three-wheeler; but the story of that and the succeeding cars has been well told by others, so we won't repeat it here. In 1912 he married Hilda Ruth Day, daughter of the late vicar of St. Matthias, Malvern Link.



'Stoke Lacy did not return to tranquility'
The Morgan family pose at Stoke Lacy. L to R;
HFS & Ruth in their famous 1912 trials car,
Dorothy in centre, Prebendary George & Mrs
Morgan. photo Morgan Motor Co.

Ecclesiastical Fervour

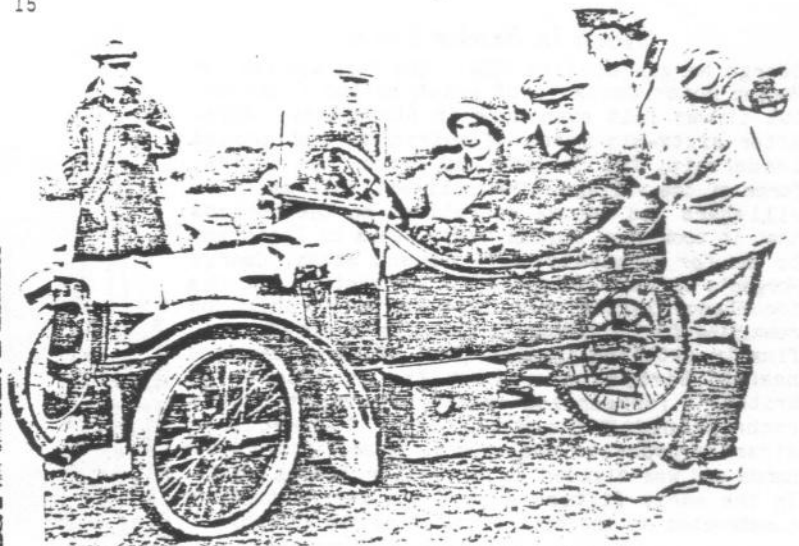
Despite the fact that Harry had taken up residence in Malvern, Stoke Lacy did not return to its former tranquility. He and Ruth would motor swiftly in on Sundays for church and dinner at the rectory, reporting on the week's successes in trials and manufacture. In a manner uncharacteristic for a clergyman, George Morgan took up the cause of the three-wheeled motor with great fervor. He was skilled with the pen, and often made the press the beneficiaries of his prose which championed the car at every opportunity. Peter Morgan fondly remembers his grandfather as a very charismatic person: "Even the children enjoyed his sermons."



George Morgan in top hat gazing fondly at son Harry who had just covered 30 miles in one hour at Brooklands. front cover of 'Cyclecar'

Dorothy Morgan

Of Harry's sisters, Dorothy was the most enthusiastic about the Morgan car. Her first car was a 750cc JAP-engined racing machine, received on her twenty-second birthday. She described it as "running out of breath on hills", though its



George Morgan with his daughter, Dorothy.

successor, CJ1348, with a 670cc Blumfield engine carried her to a gold medal in a timed ascent of Birdlip, the spectacular hill east of Gloucester. Dorothy participated in many other competition events of the early days, both as passenger for her brother and as a driver in her own right. CJ1348, now with an eight hp JAP engine, earned her another gold medal in the Midlands Light Car Club's half day trial from Birmingham in 1914.

Harry's other sisters married -- Ethel to William Cowpland, and Freida to George Hinings -- and moved from Stoke Lacy. In later years Dorothy recalls entertaining her neices and nephews by tying the steering wheel of her Morgan to the extreme lock and letting them ride in circles in the rectory garden with the engine at tickover!



Dorothy Morgan to-day with author, Kit Foster.

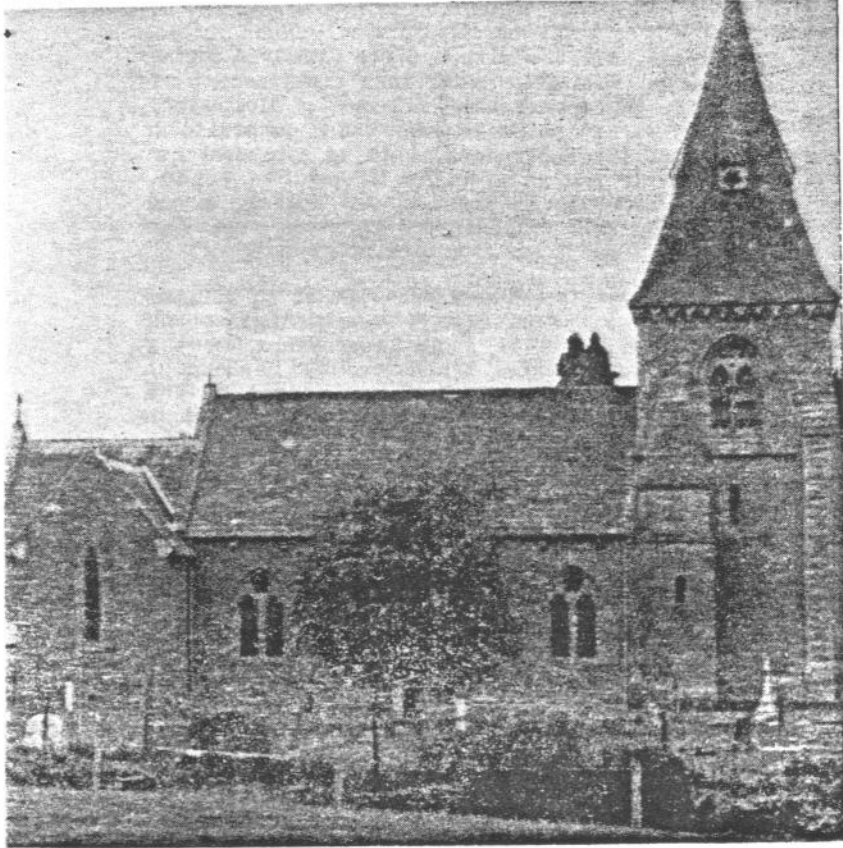
I asked Dorothy Morgan whether she has always driven Morgans. "No," she replied. "my brother thought a sports car did not befit a lady, so he offered me a choice of a Ford, a Hillman, or a Standard. I chose the Standard, which pleased him as he was a good friend of John Black, head of Standard. It was a Standard Flying Nine; but I sold it during the war when petrol was unobtainable. I haven't had a car since."

Sloth In Stoke Lacy

George Morgan died in 1936. The loss was felt at Morgan Motor Company, of which he was Chairman, but it was felt even more in Stoke Lacy, where, after sixty-six years of spiritual and social leadership, the Morgans had become the central force of the village. One resident told me. "The villagers had become so reliant on the Morgans that it took them another forty years to learn how to do for themselves." Edward Bevan, George Morgan's curate, succeeded him as rector; but his incumbency lasted only three years. Dorothy, the remaining family member in Stoke Lacy, moved away, finally settling in that part of Worcestershire nearest Birmingham, which the architects of Britain's reorganized county government blandly rechristened "West Midlands". The rectory, directly opposite the church, passed into private hands and was divided into smaller living units. In the early fifties a new, smaller rectory was constructed on the hill overlooking the church.



Stoke Lacy to-day (left and above) photo Foster.



Death Of Morgans

No Morgans live in Stoke Lacy today, nor does any one of the present residents there drive a Morgan. Prosaic "Minis" and "Hillmans" are the order of the day, though Bill Symonds' black Bentley is a common sight in the village. The church is well kept — the community rallied to restore the bells in 1980, and they are currently raising funds to replace the roof. The Morgan family continues to support projects such as these, in recognition of their long-standing ties to the village; but their visits are understandably infrequent. The Morgan presence endures, however: H.F.S., Ruth, his parents and grandparents lie in Stoke Lacy churchyard, beneath a modest but imposing memorial.

Subaru Opens, Morton Jeffries Closes

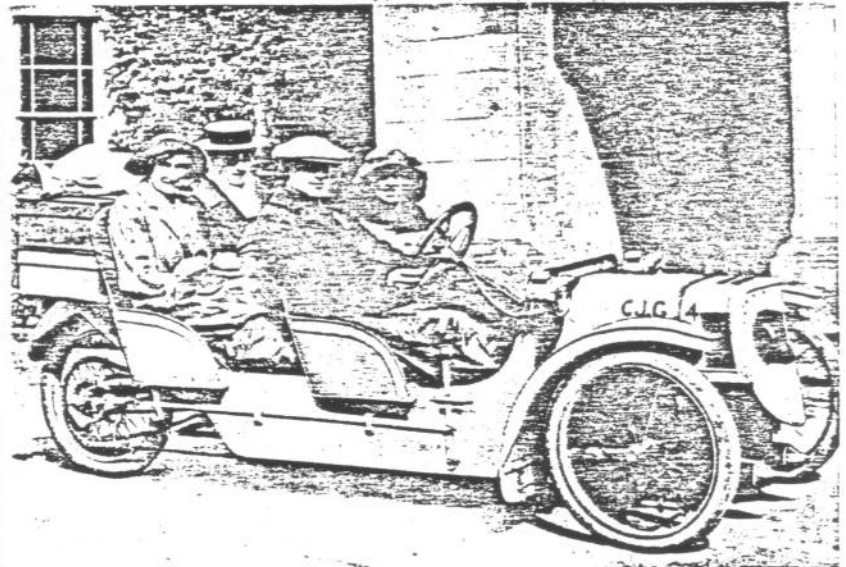
Outwardly the village has changed little since the Morgans' time. The "commercial" center at the top of the hill is comprised of the post office and village shop, and Symonds Cider Works operates in the time-honored fashion. Next door, Stoke Lacy's pub, "The Plough", offers Herefordshire's contribution to the real ale campaign, Penrhos

bitter. The Plough garage ushered Herefordshire into the harsh realities of the seventies with the area's first Subaru franchise. Modern public housing ("council houses") completes the upper section of Stoke Lacy; while below, the school lies dark and idle, save for occasional use as a village hall. Children now attend the modern Burley Gate School, three miles away. The new rectory overlooks Stoke Lacy church at the bottom of the hill, where next-door the Old Rectory is home to three families — its coach house has been converted to a dwelling too. Up the lane is the internationally-renowned herb garden where Madge Hooper has practiced her horticultural arts, farming and teaching for forty years. The church at Moreton Jeffries was closed last year ("made redundant" as they say), in an economy move. White-faced Hereford cattle and woolly sheep dot the landscape of open fields which surrounds the village center.

Placid Village

Cars speed by on the Bromyard-Hereford road, the only distraction in the otherwise placid village. Few of their drivers, in a hurry to get to the city, even realize the chapters of motor history that began here. But Henry Frederick Stanley Morgan must take some comfort in the rapid pace of traffic past his resting place. After all, didn't he introduce sporting motoring to Stoke Lacy so many years ago?

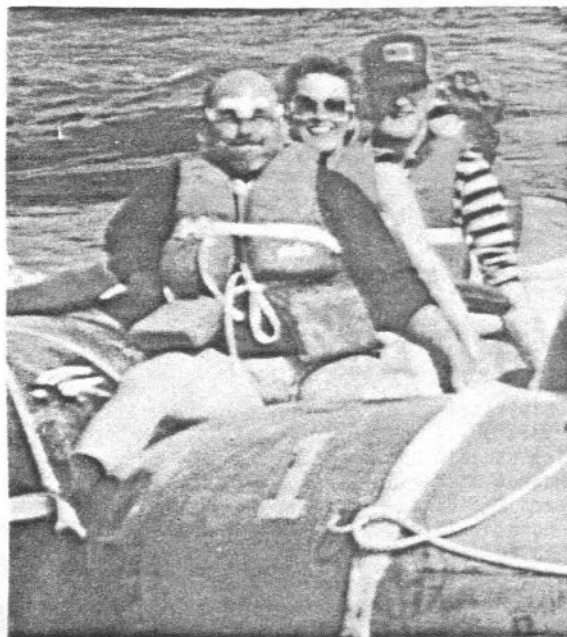
L to R; Dorothy Morgan, G Day, HFS & Ruth at Stoke Lacy, 1912, in prototype 4 seater.



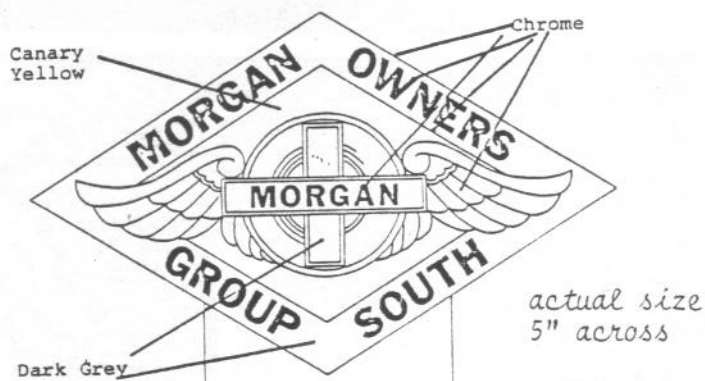
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The Morgan Owners Group South (U.S.A.), which draws its participants from Georgia, Alabama, North and South Carolina, Tennessee and Florida, has designed a club badge which will be made available to Morgan enthusiasts worldwide without a requirement of membership in MOG South. The badge is now in the process of being manufactured by James Baker in Birmingham, England, who is the manufacturer of most Morgan badges. The badges will arrive in time for MOG 13 at Dulles Airport on July 1.

The shape of the badge is unique among Morgan badges, and the club was actually required to purchase a diamond stamp to obtain the design, since James Baker had never produced a badge of this design. The colors used on the badge are also exceptional ones among Morgan badges. The badge has a dark grey border and a canary yellow interior. All lettering, as well as the Morgan wings and the edges of the badge, are chrome. All of the total of 100 badges will be consecutively numbered on the front of the badge from 001 - 100. The Club does not plan to re-order once this supply is exhausted, so one should not delay in placing an order promptly.

The cost of the badge is \$22 in the United States (which includes shipping costs) and \$27 overseas (bank draft in American dollars). The badge will also be available in trade for any other Morgan Club badge not now in stock by the club producing the badge, if the exchange badge is in good condition: Anyone interested should send his check or exchange badge to MOG South, c/o Homer Deakins, 3920 First Atlanta Tower, Atlanta, GA 30383 (U.S.A.).

Letter From Maid Of The Late Jessica Jellico?

Dear Editor

You are no friend of me. Why you tell me lady to make me work me day off? I waie d--- rears long to hang her.

You make big mistakes in picture how to. I not tell you where. I do not like you.

I have friend mail this far away.

I give you not me theme

"No Name", eh?

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THE ORIGINAL "LIMEHOUSE" Rollbar
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Morgan protective
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Durable and water-
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price is \$50.00.

Contact Liz or
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NOTES ON *Stoke Lacy*

Anglo Saxon readers will need no telling that *Stoke*
is an old word for farm.

Chris Charles

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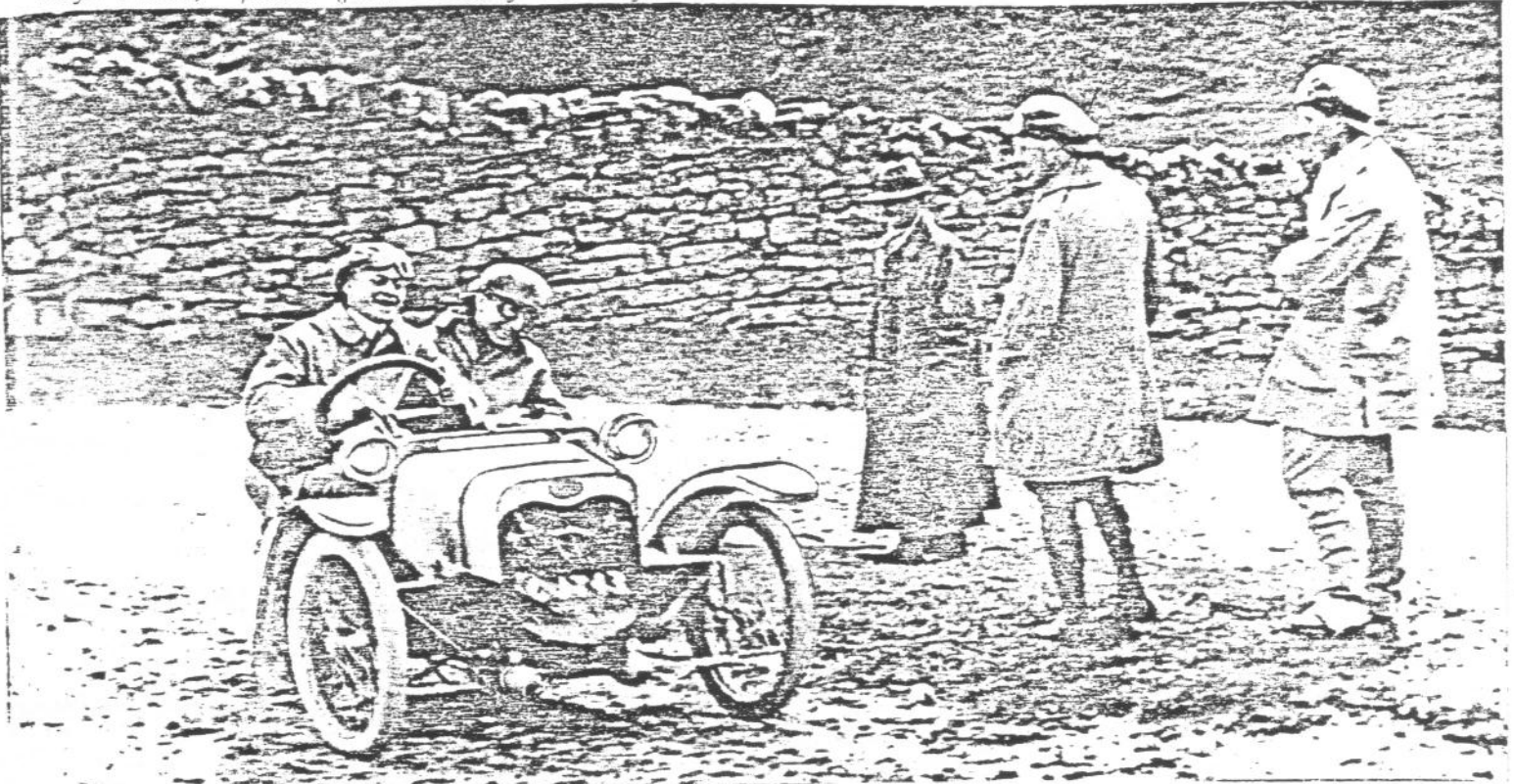
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The Morgans Of Stoke Lacy

We are indebted to Mr Kit Foster for his research on
Stoke Lacy which appeared in the New York 3 / 4
Group's *Morganeer* issue 2-83. Not being certain how
his photos would re-reproduce we augmented his article
with photos culled from *Morgan Sweeps the Board*
by Alderson & Rushton (Gentry Books, London, 1978),
Morgan, First & Last of the Real Sports Cars by G H
Bowden (Dodd, Mead & Co, New York, 1972) and the fac-
tory's own *History of a Famous Car*. Gordie Watson
supplied a 1983 photo of the *Morgan Pub* in Malvern.

First & Last really got the Morgan publishing indust-
ry started and needs no introduction. Less well known,
perhaps, is *Morgan Sweeps the Board*, the definitive
racing history of 3 wheelers replete with excellent
and hitherto unpublished racing photographs.

EDITOR'S ALL TIME FAVOURITE PHOTO OF A (NON-DROPHEAD) MORGAN
HFS Morgan bringing his *Ranabout* round the steep
rough corner on Arkengarthdale Hill; A.C.U. Six
Days Trial; photo from *Factory History*



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We wish to thank the Editor for his gracious participation.

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GOES LIKE STINK!!

Montreal Morgan

Therefore, I would appreciate receiving an application form together with the names and personal data of any member registered with your club and residing in the Montreal region.

Yours truly,

Marc Bourgeois,
1000, Churchill Road,
Town of Mount-Royal, Quebec,
H3R 3B6.

Dear Doug: From Colin Musgrove's back "Moggie", I was happy to learn of the existence of a Morgan owners club in Canada. Being an enthusiast owner of a 1969 Morgan Plus 4, I would be interested in joining your club and eventually setting up a section for the Montreal area.



HOLLYWOOD CHAPTER OF SNOBMOG Tragic Misadventure

Sad to relate, the heirs of Jessica Jellicoe are already fighting over her Snobmog only days after she was strangled by her SNOBMOG scarf which caught in the wheels on the way to Morgans on the Lawn where she was to be guest of honour. Police declared that it was a clear cut case of "misadventure". However Hollywood fashion columnists note with suspicion that the scarf was 3 times as long as specified in the May 83 issue of the Inestimable Blurp, the Morgan world's arbiter of fashion.

We extend our condolences to the kin who get cut out of her will.

France

Joel Di Neilla, Clos de la Haute Causse, Notre Dame de Grau, 34300 Agde, France.

Mister, I have a Norgan (sic) 4-4, 2 seats, year 1970 and I'm a member of the Norgan Club of France. I would like to know if it will be possible to send me the badge of your club. Your way to pay will be mine. I live you to decide, and I'll pay the taxes and stamps to send it. I'm thanking you very much in advance.

Dear Sir, I am presently serving in the Cdn Navy on exchange in the U.K. I have just purchased a 1962 Morgan 4/4 2 seater and intend to import it to Canada this summer.

Would you please forward information with regards to joining the M O G and any other hints you might have prior to importing. The car has just recently been rebuilt with a "wings-off" respray. It was purchased through Libra Motive in London.... Lt N Jolin, HMS Orpheus, BFPO Ships, London, England.

Editor Comment; A quick check in 'Janes' (we don't accept just anybody in the club) indicates that HMS Orpheus is the nuclear submarine made famous by the musical "Orpheus in the Undersea" so successfully revived in the West End last season.

CALENDAR

AUG 14 (SUN) BOLTON BASH, Bolton, Ont Audrey Beer 416 857 3210
SEPT 9 10 11 NIAGARA 83 REGISTER NOW & BOOK MOTEL EARLY
OCT 2 (SUN) OKTOBERFEST Etobicoke, Ont A Beer 416 857 3210
DEC 10 (SAT) CHRISTMAS PARTY Soho, Toronto Rumohr 416 593 6687

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SEPT 3 & 4 7TH ALL BRITISH MEET Portland Oregon
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SEPT 23 25 5TH AUTUMN MOG, Limerock, Conn
Marion Thompson 201 654 4516

EUROPEAN EVENTS

SEPT 24 25 MOG TOURAINE France see inside

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THE
BLURB
MORGAN OWNERS GROUP



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



Look Matey, Pay Up Yer Dues, Fast!

to:

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

