



THE PRICE LESS BLURB



SEPTEMBER/OCTOBER 1991

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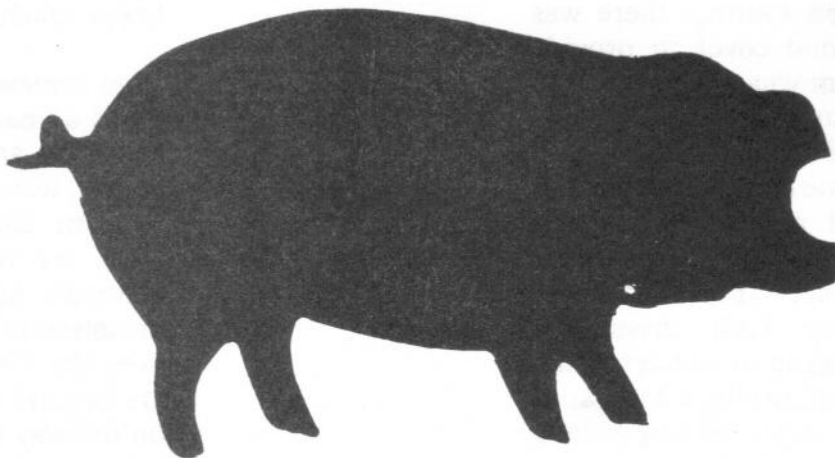
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THE PREZ SEZ!

Last weekend, for the first time in a long time, I went out for a spin in my Morgan for no reason other than to enjoy the drive. The weather was pretty close to what I regard as perfect for open touring: there was just enough cloud cover to provide some relief from what was otherwise a little more sunshine than is good for my skin if I'm out all day, but it was certainly warm enough that the breeze created as the car slipped through the air was a welcome cooling influence. I quite enjoy getting out for such drives on occasion, and began to wonder, if the prime purpose of owning a Morgan is to get out and enjoy it, why belong to a club?

Now I know that all kinds of people own all kinds of cars for all kinds of reasons, and not all belong to clubs. But, on reflection, it is surprising that there are, perhaps, more clubs based on car ownership than on other kinds of ownership. When did you last attend a meeting of the Maytag Washing Machine Owners Group, for example? There must be a reason, somewhere, why this is so, though I in no way pretend that I understand it. This Morgan Owners Group has existed for almost 25 years or 30 years, depending on how you wish to define the start date, and, like many other organizations, has had its ups and downs. In terms of the activity of members, we are in a quieter period than I can remember a few years ago, but that is not necessarily a bad thing.

I think, from time to time, about the work involved in organizing events. In practice, there is little difference between organizing, say, a Niagara for 20 cars or for 50 cars, and as long as the people doing the work do not

become disheartened if attendance does not continue to increase, there is no harm done. Things come and go in cycles, and interest can often pick up once again after a period in the lower reaches.

I am somewhat more optimistic than I was a year ago. In 1989 we had 13 Morgans at Niagara. Last year, of course, was the most heavily attended Niagara since the event began in 1979, as it was the final leg of Morgans Across America. This year promises to show a modest increase over the 1989 levels, so, perhaps we are beyond the trough, and interest is on the way back up. More important, however, is the fact that we, as a club, now have an enthusiastic events person in Lynn Kuzyk, who does not seem to lose heart if only a small turnout is achieved. This augurs well for the future, as does the commitment shown by those fulfilling the other functions, as listed on the back cover of Jenny's never-ending stream of Blurbs.

As I have mentioned on many previous occasions, I believe a healthy club is one in which there is competition for the privilege of contributing through service in one or other of the volunteer positions. Though nothing firm has been decided, we may well be fortunate once again to enjoy a Christmas Party some time in December, and that, sporadically, and in HogMog's case therefore traditionally has been the place where aspirants to high office have received the support of their fellow members, or, more likely, lack of opposition. There will be at least one vacancy this year, as I agreed to only one year as President. Ask yourself, is there anything I would like to do for my club?

JUST THE TICKET!

Form 102 Provincial Offences Act	Formule 102 Loi sur les infractions provinciales	OFFENCE NOTICE AVIS D'INFRACTION
PROVINCIAL OFFENCES COURT PROVINCE OF ONTARIO	COUR DES INFRACTIONS PROVINCIALES	
YOU ARE CHARGED WITH THE FOLLOWING OFFENCE VOUS ÊTES ACCUSÉ DE L'INFRACTION SUIVANTE		
On the <u>26</u> day of <u>JULY</u> 19 <u>91</u>	Time <u>7:45 P</u>	<input checked="" type="checkbox"/> M
NAME / NOM: <u>COLLINS JOHN</u>		
ADDRESS / ADRESSE: <u>7550 LANGWORTHY DR. MISSISSAUGA ONT. L4T 2R9</u>		
DRIVER'S LICENCE NO. / NUMÉRO DE PERMIS DE CONDUIRE		CVOR / ICVU <input type="checkbox"/>
SEX / SEXE: <u>M</u>	BIRTHDATE / DATE DE NAISSANCE: <u>23 08 44</u>	PLATE NO. / N° D'IMMATRICULATION: <u>HOGMOG</u>
	PROVINCE: <u>ONT.</u>	MAKE / MARQUE: <u>MORGAN</u>
AT/A (Indiquez l'endroit): <u>KENFORTH DRIVE AND CONVAIR DRIVE, CITY OF MISSISSAUGA</u>		
DID COMMIT THE OFFENCE OF / VOUS AVEZ COMMIS L'INFRACTION SUIVANTE: <u>NO SIGN - "RIGHT HAND DRIVE VEHICLE"</u>		
CONTRARY TO / EN CONTRAVENTION AVEC LES DISPOSITIONS: <u>THE HIGHWAY TRAFFIC ACT OF ONTARIO</u>		
SECTION DE L'ARTICLE: <u>45</u>		
NOTICE: WITHIN 14 DAYS OF RECEIVING THIS OFFENCE NOTICE YOU MAY CHOOSE ONE OF THE OPTIONS ON THE BACK OF THIS FORM IF YOU DO NOT WANT A CONVICTION TO BE ENTERED AGAINST YOU AND PRE-PAYMENT ENFORCEMENT WILL FOLLOW.		
DANS LES QUINZE JOURS DE LA RECEPTION DU PRESENT AVEZ VOUS POUVEZ EXPRIMER L'UN DES CHOIX QUI SONT INDIQUEES AU VERSO DE CETTE FORMULE. SI VOUS NE LE FAITES PAS, VOUS SEREZ CONSIDERE COMME AVEZ COMMIS L'INFRACTION ET LE PAIEMENT DE L'AMENDE DEVRA ETRE EFFECTUE.		
Signature of Issuing Provincial Offences Officer Signature de l'agent des infractions provinciales	Officer No. Agent de police n°	Unit Groupe
IF YOU PLEAD NOT GUILTY THE TRIAL SHALL BE HELD AT / SI VOUS PLAIDEZ NON COUPABLE, LE PROCES SE TIENDRA A PROVINCIAL OFFENCES COURT/COUR DES INFRACTIONS PROVINCIALES MISSISSAUGA, ONT.		
SET FINE (including costs) <u>\$78.75</u> AMENDE DETERMINEE	IF YOU WISH TO PAY THE SET FINE SHOWN, SIGN THE PLEA OF GUILTY ON THE BACK AND FORWARD YOUR PAYMENT AND THIS NOTICE TO THE ADDRESS OF THE COURT SHOWN ON THE BACK OF THIS INVOICE.	SI VOUS DESIREZ ACQUITTER L'AMENDE DETERMINEE INDIQUEE ICI, SIGNEZ LE PLAIDOYER DE CULPABILITE AU VERSO ET FAITES PARVENIR LE PAIEMENT DE L'AMENDE ACCOMPAGNE DE CET AVIS AU TRIBUNAL DONT L'ADRESSE FIGURE AU VERSO.
PROVINCIAL OFFENCES OFFICERS ARE NOT ALLOWED TO ACCEPT PAYMENT OR DOCUMENTS FOR DELIVERY TO COURT. LES AGENTS DES INFRACTIONS PROVINCIALES NE SONT PAS AUTORISES A ACCEPTER LA REMISE D'UN PAIEMENT OU DE DOCUMENTS POUR LES REMETTRE AU TRIBUNAL.		
Date of offence / Date de l'infraction: Day: <u>JUL</u> Month: <u>July</u> Year: <u>1991</u>		

On July 26, 1991, at approximately 7.45 pm, I was instructed to pull over in my Morgan by a police officer. The usual pleasantries having been exchanged, I enquired why I had been stopped. He indicated that, since my car is a right hand drive model, a sign so indicating must be affixed to the back thereof. I explained that I have been driving it in Ontario since the summer of 1972, or approximately 19 years, and police officers have stopped the vehicle on a number of occasions over that period, but had never told me of the need for such a sign. He produced a loose leaf folder containing a summary of the highway traffic act, and the entry for Section 45 did contain a reference to a sign "Right Hand Drive Vehicle".

He indicated that no charge would be laid if I corrected the situation within 48 hours, which, being a law abiding citizen not wishing to squander \$78.75, I readily agreed to do. I mentioned in passing that, to the best of my knowledge, no Morgans in the club had these signs, though a number were right hand drive models, and he asked me to apprise owners of the legal requirement in this regard. I once again readily agreed to do so, and this submission to the Blurb fulfils that promise.

I did appear at the local police station the next day with the freshly manufactured sign in place, and was assured that the ticket you see on this page would be embellished with the word "CANCELLED", and that would be the end of that.

A few days later, I was over chatting with Ray Shier, who asked why the new sign had appeared. I gave him the longer, more boring version of what you have just read, and his response was that no such sign was needed as long as electrical or mechanical turn indicators are fitted to the car. He mentioned that Mike Wemyss had been issued a ticket for this offence a few years ago, had fought the matter in court, and had the case dismissed.

Naturally this caught my attention, so much so that I actually spent money, and bought my very own copy of the Highway Traffic Act. Sure enough, it would appear that no such sign is needed on my particular Morgan.

As a service to members, I reproduce below the relevant sections of the Act. Those with right hand drive vehicles may wish to carry a photocopy in the glove compartment just in case they run into a situation similar to mine. This is a rather arcane part of the rules of the road after all, and police officers are human too. They may not always know more than the summary they often carry tells them.

SECTION 45

Every vehicle that is equipped with a right hand drive shall, **unless it is equipped with a mechanical or electrical signal device** as described in subsection 122 (5), have prominently displayed on the rear thereof, in bold face letters of not less than 50 millimetres in height and of a colour which is in contrast to that of the vehicle, the words,

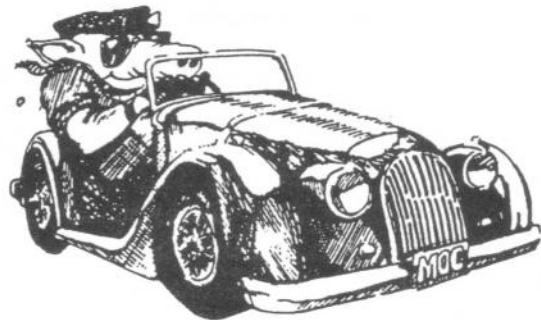
"RIGHT HAND DRIVE VEHICLE".

The bold lettering is my addition.

Subsection 122 (5)

A mechanical or electrical signal device shall clearly indicate the intention to turn, shall be visible and understandable during day-time and night-time from the front and from the rear of the vehicle for a distance of 30 metres, and shall be self-illuminated when used at any time from one-half hour after sunset to one-half hour before sunrise.

The usual caveats apply, namely that I may have made errors in copying the material, and that my source is only a reference consolidation, whereas the official copy of the act must be consulted as the final authority. The message would seem to be, though, that the law was probably enacted when hand signals were the norm, so that the position of the driver had more relevance than is the case today. Proud owners of the really old models may be legally required to display a sign, but those of us driving "nearly new" 1968 Morgans will not run afoul of the law if we continue as before. Meanwhile, for those owning the older classics, what am I offered for a hardly used second hand "Right Hand Drive" sign?



John Collins.

Scheming Sam

By: Peter George

Tom Randall passed away quite suddenly last week. There was no history of heart problems in his family, but nevertheless, he died of a massive heart attack. Mom and I spent the remainder of the week and most of the weekend with Uncle Sam. The friendship of Sam and Tom had spanned more than fifty years, and to each, the other was more a brother than a close friend. The two of them were closer than some brothers I have known.

The fraughts of Public School were faced together. The joys and awakenings stirred by High School were shared together. The commitment of apprenticeships were respected together. And both served their country in the War. Sam was in the ships and Tom carried a rifle.

At the end of the war life very quickly returned to normal. There were the week long hunting and fishing trips, Saturday night into Sunday afternoon card games and the frequent Buffalo Saturday nights. Nothing had changed except Tom had found enough time to court a girl and get married. Tom's marriage was a happy one. Tom and his new wife settled down and started to build a future. Tom had a good job, they had put a down payment on a house, and the baby was due in early spring. And finally, not forgetting, there was always a place set at their table for Sam because Sam was also a member of their family. Life went on smoothly until after Christmas and the holiday season. Then things took a turn for the worst. The baby couldn't wait until spring, he had decided to arrive early, and by doing so brought his own special brand of problems. Mom can explain exactly all the complications but I would rather just mention that in spite of concerted medical efforts Mother and child did not survive. Tom was devastated. Sam was in a daze. Each tried to comfort and console the other but Tom turned to the bottle.

Today's article was to be on automotive corrosion but with the recent passing of Tom Randall I thought I'd like to firstly explain why Sam and Tom only drank tomato juice while watching the regular Friday night hockey game at the local hotel which is called Kenny's Barn and to reveal the secret of the "Passenger Steering Wheel Car".

After his wife's death Tom started some serious drinking. He would go from work to the hotel, drink until closing time and then drive home to an empty house to take up where he had just left off. Sam was virtually unable to do anything to stop him. Then Sam had a bright idea. He would try shock treatment. Next, Sam discussed his ideas with a young mechanic from the local garage.

Due to demands upon my time I can not finish this tale of the Passenger Steering Wheel Car in my usual manner. However I will detail the important facts as an epilogue.

Epilogue

Kenny Barnes

Local garage mechanic who was the doer for Uncle Sam's drastic measures. It was Kenny who moved the steering column of Tom's car to the passenger side when the car was parked outside the hotel. Sam and Kenny had so altered Tom's old 1948 Chev to permit this change to be rapidly and easily done. And it was Kenny who a few years later was badly burned working late in the garage when the gas furnace exploded.

And it was Kenny who used his compensation money to buy the town's only hotel and changed it's name to Kenny's Barn. And finally it was Kenny who made sure that tomato juice straight-up was always available at no-charge to certain friends.

Tom Randall

Tom Randall had lost his wife and infant son and had turned to drink to forget his pain. But he seemed to notice that once drunk things started to appear to be reversed. Whenever he drank the steering column of his car would be on the passenger side and the door keys to his house would not work.

Sam

The man who had enough feeling and compassion to stop a good friend from drinking himself to death by taking drastic measures.

Drastic Measures

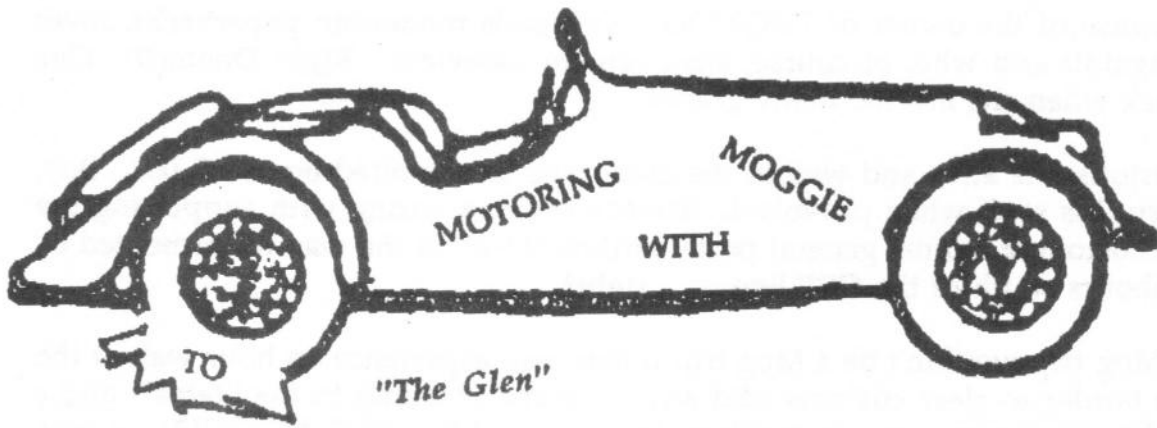
Tom was to find out that certain things always taken for granted would change after he had a drink or two. Things would change that he couldn't explain nor accept and eventually he would blame "the booze".

Postscript

It has been many years since Liz Randall returned home from Toronto to "keep house" for her older brother. Mom and I started to wonder what Liz would do next, but we don't have to wonder anymore. Sam was over at the Randalls last night having supper.

August at Sharkeys

A new venue and new faces! August saw the pub location move to Sharkey's by the Water in Oakville. Sure looks different than when it was the Riverside! Food's different too! A pleasant change, not like the last change at the Duke, that's for sure. Steve & I were the first to arrive, with John Collins arriving shortly after. Others to join in our evening of fun were George & Marylou, Brian & Brenda, Ray Shier and new member, John Baker who joined in even after the last night at the Duke! The food was good as was the cool refreshment, although no special beers. After a few hours of merriment, we departed, sure to return next month.



Dear Audrey,

Four Mogs decided to take a Safari to "The Glen"! The caravan of eight enthusiasts (Jenny, Donna, Steve, Martin, Aggie, Dave and Moggie), loaded with such vital necessities as a portable cellular phone, SSSSUP....ER muffins, clothes steamers, an Eclipse, bowling shoes and coolers full of ice ready and waiting in anticipation to cross the U.S. Border for duty free goodies, headed for Watkins Glen hell bent for leather.....we knew pizza was just around a corner as well as accommodation fit for queens and kings not to mention Hogmoggers!

It should be noted that Moggie feels she has finally come of age.....the caravan asked her to lead the way (crazy fools!) and at times follow the pack (trusting blokes!).....she guesses it was either to pick up the pieces of MOG 062, PDQMOG and 608CXH (check out this personalized licence plate!) or there was a plot-a-foot to lose her in their dust.....sorry guys not with a Lawrence-tuned engine.....

Watkins Glen (commonly referred to as "the Glen" by those in the 'know') is really quite impressive. The Vintage Grand Prix held on September 6 - 8, 1991 featured a very exciting reunion of the Formula 1 cars, a two-hour enduro, eight SVRA classes in spirited competition as well as an antique car show. You might have guessed that MOG 062 tried to sneak his way into the show in a futile attempt to garner a spot in the parade lap. NO TICKY, NO GO!

Several Canucks including Nancy Turnbull, Ron Goldsack, Mike Beale and the fabulous Baker boys gave the Yanks a run for their trophies. Moggie noted that at least three members of our illustrious convoy were part of the pit crew for Goldsack, attired in such finery as (can you believe it) bowling shoes, a motley black Morgan cap that may have been better off staying in the Pacific and a tattered and torn quasi-designer overall. Red shirts should be tucked in! A special thanks from the entire 'fleet' is extended to Ron (Lotus) Goldsack for his hospitality at Pierce's. Oh! By the way! Most of the HOGMOGS lived up to their reputation and pigged out on those scrumptdelicious desserts. Of course Moggie showed the only dignified restraint. OINK! OINK! White wine was the eventual downfall of one

what
happened
to
Peter ?
(Ed.)

female spouse of the owner of PDQMOG, who reads mammoth paperbacks, loves the loo (again!) and who, of course, shall remain nameless! Right Donna?!? One funny chick when she has too many grapes!

Patriotism is alive and well in the entourage as exhibited by MOG 062. Boy, can he strut his stuff when provoked. There's nothing wrong with supporting the Canadian custom of annual general postal strikes; it's all in the way it's presented by our neighbours south of the GST line.....right?

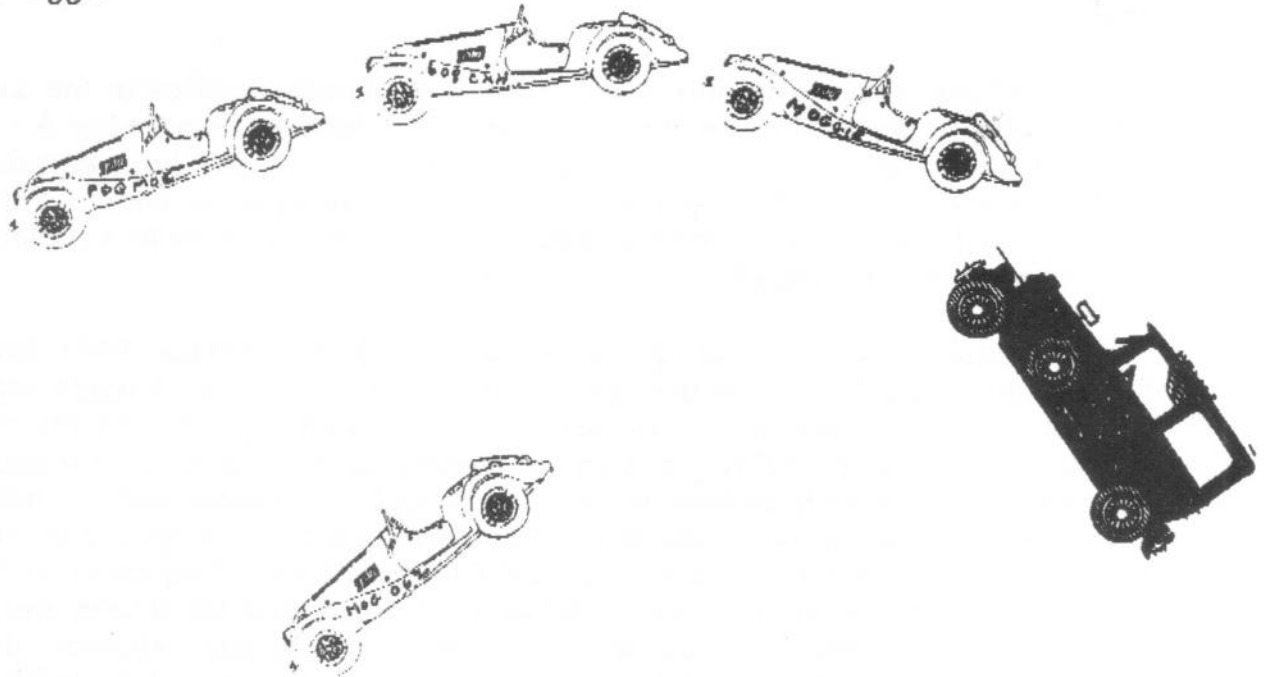
A Mog trip wouldn't be a Mog trip unless you experience an hour wait at the Canadian border to clear customs (did anyone leave anything in the States?) and a finale at Prudhommes, namely another flat.....NOPE! NOT MOGGIE! It was PDQMOG this time! A nail in the Yamees! LARDY, DARDY, DAR!!! A 'quick' meal, a traffic jam to calm the nerves, and straight home to Frank, Remi and Fluff! Quite a catty bunch!

Moggie is pleased to report that MOG 062 brought more socks this time (or so he claims), still sleeps with his steering wheel, the T.V. was behind the door, beds squeak, and bowling shoes just don't cut it! And you were all "Super Sports" this weekend.

Happy Morganeering

Maggie

Moggie.



THE BLORB
JENNY BEER
39 GUEST ST.
BRAMPTON, ONT.
L6W-1T9

JULY 23, 1991

DEAR JENNY,

HERE IS AN ITEM I WOULD LIKE PRINTED IN THE NEXT
BLORB. EVERY THING IS A GO FOR "MOA" '93. I JUST
COMPLETED THE CANADIAN PORTION, AND THE SCENERY EVEN
IMPRESSED ME. (AND I LIVE WITH THE MOUNTAINS ALL THE
TIME).

SO START YOUR PLANNING NOW, LOAD UP A CAR CARRIER
FULL OF MEATS, AND COME AND TOUR GODS COUNTRY!

BEST REGARDS,
R.F.A.C.
DAVE GARD

MORGANS UP AMERICA 1993 MEXICO TO CANADA

Following the phenomenal success of Morgans Over America 1990, an international committee was formed by Morgan enthusiasts in the U.K., U.S.A. and Canada to organise future adventures in North America.

We are proud to announce 'Morgans Up America 1993', when a maximum of 20 European cars will be transported to the Los Angeles area in the summer of 1993. Having met up the U.S.A./Canadian contingent, we will drive together, south to Ensenada in Mexico, then north via the Grand Canyon, Bryce and Zion National Parks, up through Yellowstone again, for those who did not believe what they had seen in 1990, and on up to Glacier National Park and "the road to the sun". We then cross into Canada for Banff and Lake Louise, eventually arriving in Calgary in time for the stampede. Then it's back to the coast at Vancouver and the drive south via Seattle, making a detour to the Mount St. Helen's volcano area, before finishing the adventure by driving down the Oregon and north Californian coast, through as many giant Red Wood trees as we can find, to arrive exhausted in San Francisco about 30 days after the start.

Having organised M.O.A. 1990, we've learnt a lot, so some simple rules must be laid down from the onset. All cars must be in excellent mechanical condition, correctly greased (Richard Jordan), and have perfect cooling systems, including water pumps (Roy Palm). All passengers must have a seat this time, no more 2 seaters with 3 people! No threewheelers, it's simply too long and too hot for them, and no small children for the same reasons. All European cars will be transported to and from the U.S.A. together, and all participants will fly out and back together, there will be NO split groups. As a matter of interest, the average cost of M.O.A. 1990 was £6,000/car + 2 passengers inclusive. Final dates and itineraries have yet to be decided, but if you are genuinely interested in this adventure let one of the three committee members know by writing, (enclosing a large s.a.e.), with details of your car, number of passengers, telephone and if possible Fax no. to:-

For U.S.A. participants:
Steve Roake, 2260 Market Street, San Francisco, California, 94114, U.S.A.

For Canadian participants:
Dave Gard, 2127 22 Ave.S.W., Calgary, Alberta, Canada T2T 0S6

Dear Moggie;

I really appreciate your open "Thank You" letter in the last Blurb, nothing like a bit of gratitude after offering assistance to a friend to make one feel really warm inside.

I can assure you I definitely did put due consideration into choosing your escorts for your trip to Ohio. you mentioned "Fun" mechanical assistance, meeting people, Fun, & getting home in one piece.

All requests were adhered to. I cannot recall any mention of "rational or uneventful" being a requisite, heck these same two escorts have been taking Reg & I for a 'ride' for more years than I can remember so I certainly knew that all contingencies were covered.

Happy Morganeering,



Audrey.

Sign up at 12 to get car job

by **ROB PERKINS**

IT TAKES nearly as long to get a job with sports car maker Morgan as it does to own one of the company's exclusive machines.

The firm, whose buyers have to wait eight years for a hand-built car, now has more than 800 people from all over the world wanting work.

Many have been waiting years, including one youngster who applied when he was just 12. He was finally taken on as an apprentice four years later.

Works manager Mark Ashton said: "Patience is very much a virtue for anyone wanting a job."

Only one or two jobs a year fall vacant, usually when one of the 130-strong workforce retires, and most weeks 20 more applications land on Mark's desk.

"It can be as frustrating waiting for a job as for one of our cars," he said.

Craftsmen and managers from as far as Japan and Germany are attracted by working on one of the world's most famous roadsters.

Desire

Morgan is also one of the few firms unaffected by the crisis gripping the motor industry. It has never laid off a worker and pays some of the best wages in the industry, with craftsmen earning around £300 a week.

Mark said: "The car itself draws a lot of the applicants, but there is also the desire to learn a trade rather than just be another worker on a production line."

Morgan makes between 450 and 475 sports cars a year at its plant in Malvern, Worcester.

Former ICI boss Sir John Harvey-Jones warned the company in his Troubleshooters TV programme that it was too old-fashioned to thrive - but it still manages to make a 10 per cent profit each year.

The two and four-seater cars sell from £16,100 to £26,000 for the top-of-the-range Plus 8 3.9 fuel injection model.

CONTRIBUTED BY

P. VAN MULBREGT

Contributed by E Elizabeth Collins

WIN THE MOTOR FAIR MORGAN!



Morgan sports cars represent Britain at its best. Traditionally built with craftsmen's loving care and attention to detail, the Morgan's classic sports car lines are instantly recognisable in a world of Euro-wedge vehicles. And while every one of these cars is special, our first prize in this "Explore Britain" With Shell competition is unique. This is a one-off champion, built specially to appear at this year's Motor Fair.

Based on the Morgan Plus Eight range, which could cost you more than £25,000 at list price, it is powered by a 3.9 litre all-aluminium V-8 engine. Everything from its aluminium body panels and leather bucket seats to its five-speed gearbox and zinc-protected nuts and bolts is personally checked for quality. This prize car also comes complete with 12 months road tax and £1,000 worth of Shell Advanced petrol.

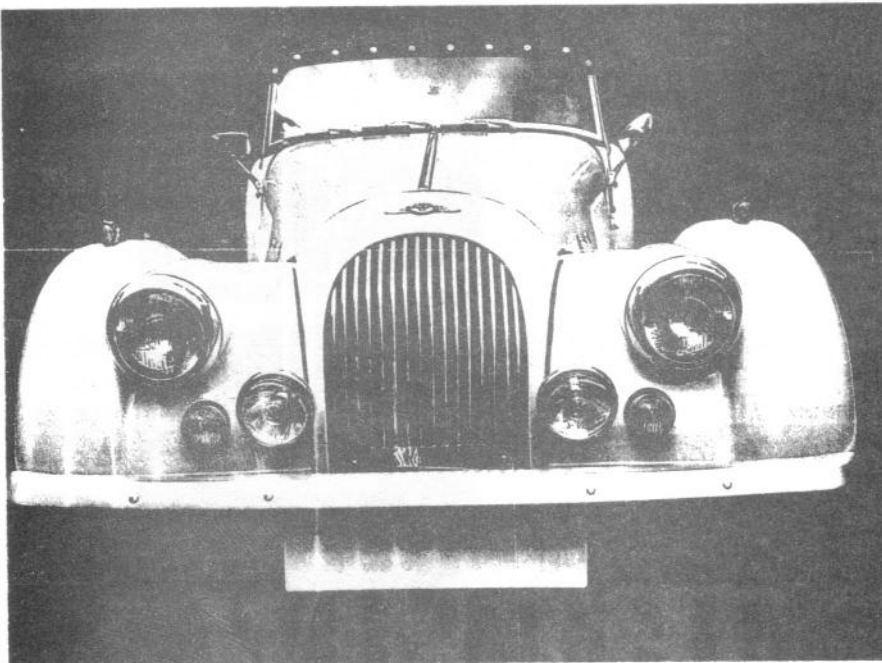
There's no better car for exploring

Britain's scenic routes and great attractions, from historic houses to wild-ride theme parks. After all, Britain has some of the most beautiful towns, cities and countryside in the world. And to help everyone discover what this country has to offer Shell, which has encouraged happy motoring for more than 90 years, has launched their "Explore Britain" promotion.

The first stop is your nearest Shell garage where you can pick up the free "Explore Britain" Leaflet listing more than 100 places to visit, including sea life centres, caves and dungeons, railways, museums and stately homes.

If you fill up with Shell Advanced Fuel or top up with Shell Oil you can also start collecting "Explore Britain" Vouchers which add up to great gifts to help you travel - maps, guide book, audio tapes and entry passes. You get one voucher with every £6 worth of fuel purchased or 1 litre of Shell oil - but order next week's *Sunday Mirror Magazine* now to be sure of getting your FREE Starter Voucher! ■

There's an eight-year waiting list for a Morgan Plus Eight, but our prize car, in a special yellow livery, could be yours after this year's Motor Fair. You could soon be exploring Britain in style with Shell - the byword for smooth motoring for more than 90 years.



FIRST PRIZE Worth more than £26,000. A unique sunshine yellow Morgan Plus Eight sports car built specially for this year's Motor Fair, plus £1,000 worth of Shell Advanced fuel

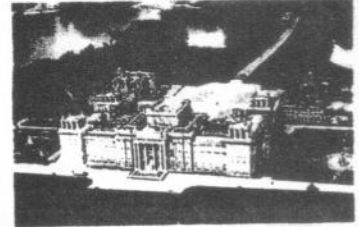
30 SECOND PRIZES each of £100 worth of Shell Advanced fuel

200 THIRD PRIZES each of Britain on Country Roads the essential guide for fun touring

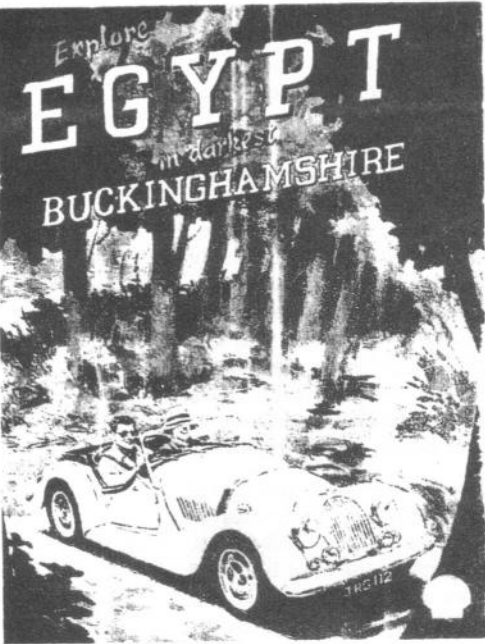
PLUS! 100 RUNNERS-UP will each receive a Shell Explorer Pass worth up to £5, giving a free entry to any one of 130 attractions nationwide



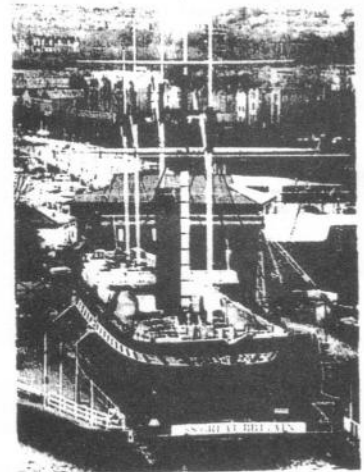
HOW TO ENTER: With the help of the Shell "Explore Britain" leaflet, available free at all Shell petrol stations, answer three simple picture questions correctly - the first two are published below and the remaining one will appear in next week's *Sunday Mirror Magazine*.



1 What is the name of this famous stately home and what map number is it on the Shell "Explore Britain" leaflet? Is it:
 a) Blenheim Palace
 b) Buckingham Palace
 c) Edinburgh Castle



DON'T MISS NEXT WEEK!
 See your Sunday Mirror Magazine for the final competition question, your special entry form and a FREE Shell "Explore Britain" Starter Voucher to help you on the way to super free gifts.



2 This is the SS Great Britain. In which city can you find it?

Complete the entry coupon which will appear in next week's magazine and send to Sunday Mirror/Shell Competition, 33 St John Street, London EC1M 4AA, to arrive by August 30, 1991, the closing date. The winner of the first prize will be the sender of the first correct entry drawn. Remaining prizes will be allocated in order to the senders of the next correct entries drawn. Standard *Sunday Mirror* rules apply. The Editor's decision is final.

A SEPTEMBER NIGHT ON THE WATER

Boy, it's getting dark early now. Tuesday Sept. 10 found us venturing southward again to visit Sharkey's in Oakville. The fun was already in progress when Steve & I arrived, with Lynn & Fred, Brian & Brenda, John Collins, & Eckardt firmly established around the table, diligently discussing upcoming Niagara. The drink of the evening appeared to be a mini "tidy-bowl" (imagine a blue margarita) but it was only Lynn who was adventuresome, Fred followed later. Ray Shier joined us later in the evening. Definitely the topic of the evening was Niagara and the work & goodies that have gone into it. After lots of chatter, we wound our ways home.



Redeemed by
Morgans
Morgans

Just when you thought, "What am I going to do the first weekend in October?", a beautiful answer presents itself.

An Art Gallery you say?? "You're Kidding!" HOLD ON! This is not some stuffy old run-of-the-mill place. This is the private, spectacular, **CHRISTINE MARSHALL STUDIO/GALLERY** in the Albion Hills just north of Bolton. Sitting on a 25 acre hilltop with a fantastic view of the surrounding (rally) countryside, this is the perfect setting for **CHRISTINE MARSHALL, "CANADA'S FIRST LADY OF WILDLIFE ART"**, to create and exhibit her exclusive art.

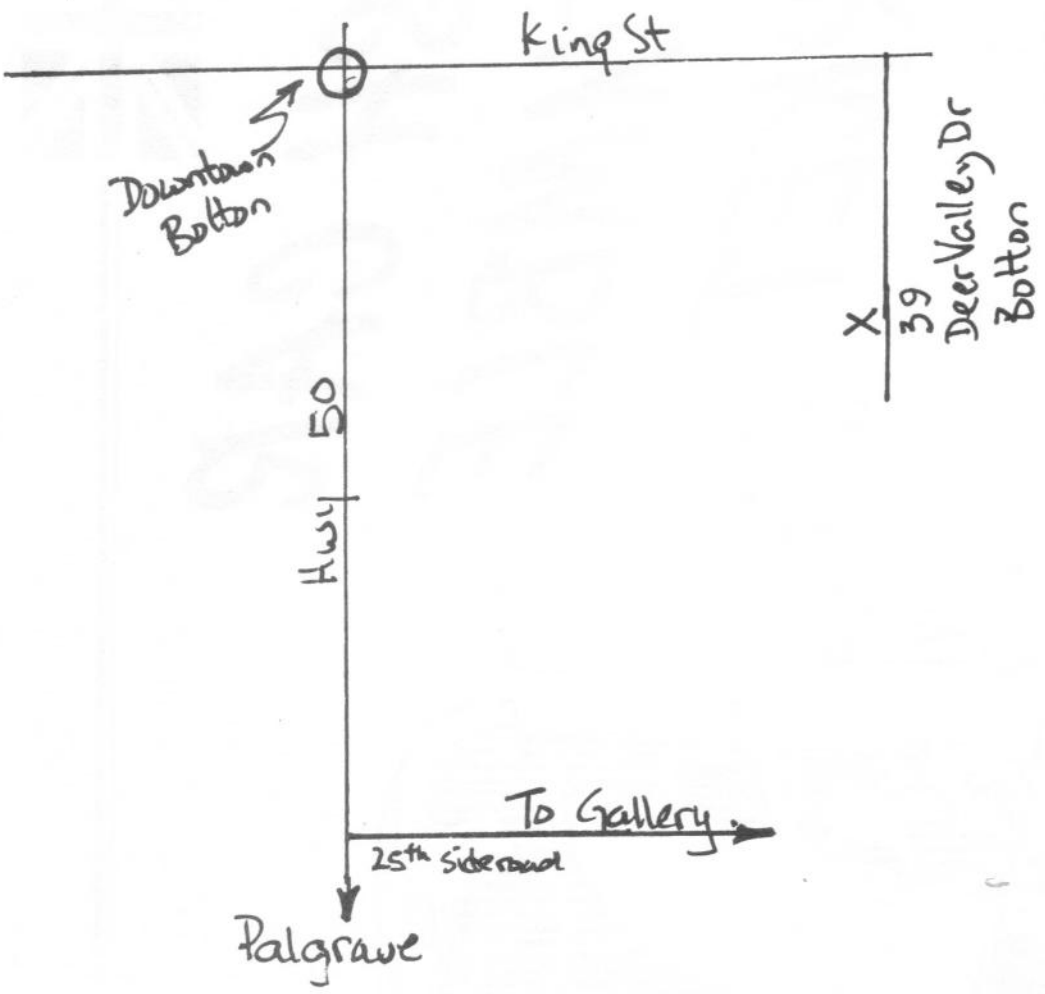
We've persuaded Christine Marshall that her Art and our Morgans have much in common. Both are **FIRST IN THEIR CLASS**, beautiful and rare, and both inspire a proud and loyal following. She has declared Saturday October 5th 1991, **HOGMOG DAY!!** Just when the Fall Colours (for which the Albion Hills are famous) should be at their peak. She will open her Studio/Gallery and its grounds to us from 1:00 to 3:00pm, she will personally conduct a tour of her collection and gallery.

Please plan to join us for this completely different event. The gallery will serve refreshments, there is ample room for both parking for our Morgans, and for socializing. The entire event is complimentary. We will leave our house, in Bolton at 12:30pm, a map is attached. To be fair to Christine Marshall and the gallery staff, please let me know right away if you can make it. Telephone (416) 857-5542

We will be there, will you?

Craig & Tina

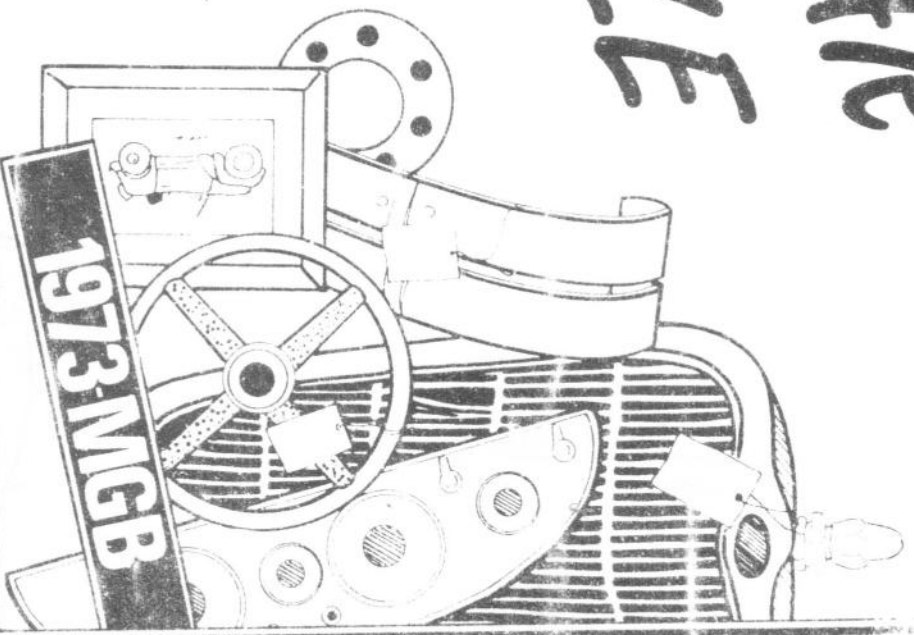
p.s. The gallery is mailing an information package describing Christine Marshall to all "Local Morganeers"





BRITISH CAR AUTOMOBILE FLEA MARKET

SPONSORED BY:



Sunday, October 27, 1991

10:00 a.m. to 4:00 p.m.

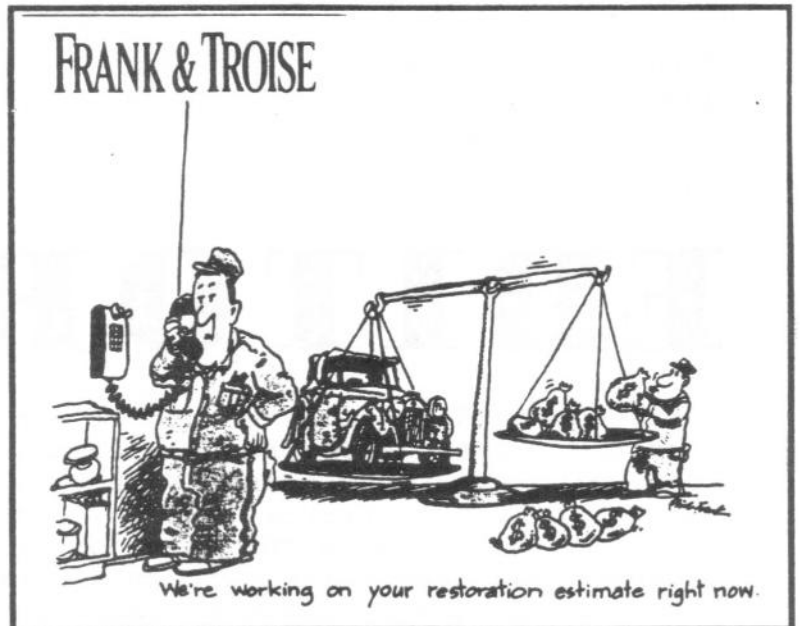
Admission \$3.00

All Marques
Represented



MEMBERSHIP LIST

Andrews, Geoff	Ajax, ON	Pye, E.C.	Cobden, ON
Andrews, Rick/Wendy	Ancaster, ON	Rens, Henrick/Shelly	Oakville, ON
Baker, John/Linda	Oakville, ON	Rocha, Armando	Toronto, ON
Banham, Don/Donna	?	Rigg, Ken/Barbara	Niagara Falls, ON
Batterbee, Michael	Toronto, ON	Rivers-Bowerman, Patrick	Kings County, NB
Beer, Audrey/Reg	Bolton, ON	Roszell, Rand/Patricia	Hamilton, ON
Beer, Martin/Donna	Etobicoke, ON	Rumohr, Brian/Linda	Toronto, ON
Beer, Steve/Jenny	Brampton, ON	Salsberg, Barry	Toronto, ON
Browning, Mike	Toronto, ON	Sands, Al/Marlies	Colgan, ON
Buck, Don/Barbara	NY/FLORIDA	Schapero, Richard	Willowdale, ON
Burman, Edward/Margaret	Carp, ON	Shier, Ray/Mary	Linehouse, ON
Cameron, Don	Islington, ON	Siemsgluss, Eckardt	Toronto, ON
Casey, Morley/Miriam	Manotick, ON	Skeat, Chris	Toronto, ON
Clark, David/Ellen	Toronto, ON	Smith, Dave/Pauline	Beamsville, ON
Collins, John	Mississauga, ON	Smyth, Rob	London, ON
compass, Michael/Barbara	Etobicoke, ON	Stainless Steel Muffler	Brampton, ON
Dale-Johnson, Vern/Amanda	Toronto, ON	Stapleton, Dr. Kelly/Chery	Cambridge, ON
Darvill, David	Aurora, ON	Stokes, Trevor/Sylvia	Chatsworth, ON
Davies, Michael	Toronto, ON	Struthers, Dr. Andrew/Susan	Bathurst, NB
Davis, Craig/Tina	Bolton, ON	Sullivan, Bill	Toronto, ON
Donaghue, Paul	Hamilton, ON	'toft, Bill	Toronto, ON
Drew-Smith, Tom/Kathy	Cambridge, ON	'turner, D	Mississauga, ON
English, Bob/Helen	Erin, ON	Warbis, Frank/Joan	Welland, ON
Fink, George	Minneapolis, MN	Watson, Colin/Barbara	Toronto, ON
Flavelle, John	Pembroke, ON	Wheeler, Michael/Donna	Avon Lake, OH
Frohn-Nielson, Thor/Deb	White Rock, BC		
Fuller, Paul	Toronto, ON		
Gard, David/Laura	Calgary, AB		
Ghislanzoni, Luch/Lilli	Toronto, ON		
Grant, Andrew/Linda	Chrysler, ON		
Hall, Mike/Carol	Mono Centre, ON		
Harvey, Stu/Maria	Toronto, ON		
Hough, Sigrid	Vanier, ON		
Jacques, Claude	Orleans, ON		
Johnston, Miles	Pickering, ON		
Kaufman, Greg/Cath	Woodlawn, ON		
Kosower, Rafi	Toronto, ON		
Kuzyk, Lynn/Fred	Burlington, ON		
Lafford, George/Marylou	Ancaster, ON		
Lant & Co. Ins	Don Mills, ON		
Lawson, Don/Maire	Ridgetown, ON		
Leseelleur, Tom	Oakville, ON		
Lindsay, David/Anne	London, ON		
Lohr, Ron	Guelph, ON		
MacFarlane, Gary/Sherry	Burlington, ON		
MacLaren, Peter	Ottawa, ON		
Marsh, Al	Washington, DC		
McDonald, Joan/David	Tottenham, ON		
Moffat, Bob/Emily	North Bay, ON		
Moon, Tony	Toronto, ON		
Morgan, Brian/Brenda	Jordan Station, ON		
Murphy, Nick/Linda	Vineland Station, ON		
Pearcey, Keith/Daya	St. George, ON		
Pfahl, Peter/Dorothy	Toronto, ON		



OCTOBER/NOVEMBER PUB NIGHTS

The idea of crawling pub nights has taken off like wild fire - get your suggestions in! The next two will be held at the George & Dragon in Georgetown. Imported beer and ales will be flowing, and folks bring your darts. The evening will start around 8pm. The George & Dragon is located at 7 Main Street North (Highway 7) at Guelph Street.
Hope to see you there!

MONO CLIFFS INN

When we left Bolton, the skies were almost clear & sunny, however, the closer we got to our destination, the worse the skies looked. We re-grouped in the parking lot of the Mono Cliffs Inn and after introducing Mike Hall, we wandered into the dining room. Many delicious sounding items were on the menu, and without delay our orders were taken, and the food served shortly after. Towards the end of our lunch, the heavens opened and it poured and poured. Thankfully the staff at the Inn were on their toes, and Mike came and told us just as it was starting to rain, so everyone had a chance to prepare their vehicles as best they could to weather the weather.

There were just under 20 people in our group, and when we finished our meals, we toured around the Inn, and then sat back down to wait out the rain. Gradually it subsided and we all departed.

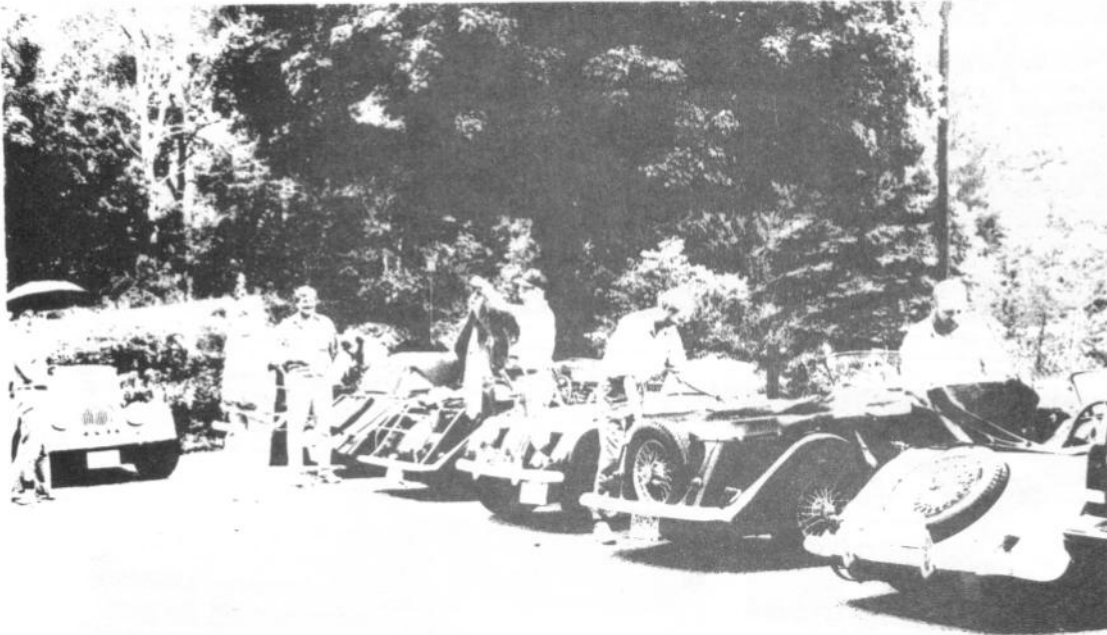
Thank you Mike & Carol for ensuring a lovely time. Now that we all know how to get there, I'm sure many will find their way back.

JB

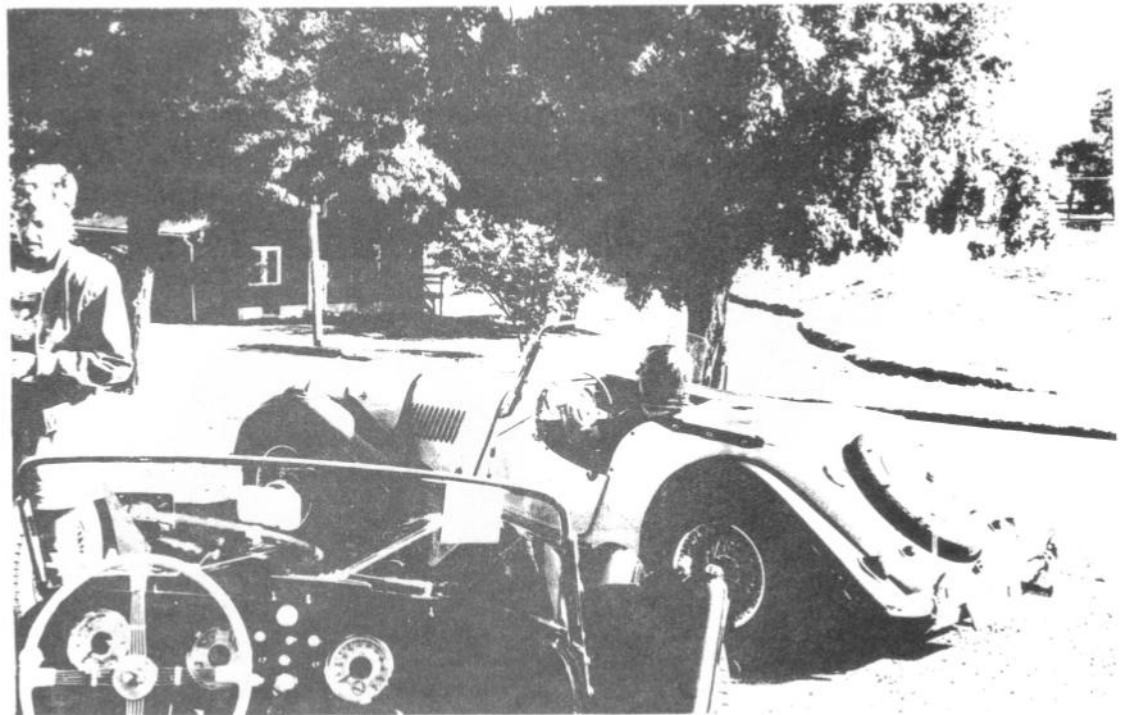
EDITORIAL

It seems hard to believe that it's time for Niagara again. Another summer is coming to a close, and we still have many club events to hold our interest. There seems to be a lot of new interest in the club, many new members, and lots more events for us to go to, and the way our weather has been going, who knows how long we'll have our cars on the road. It's also great to see how many people are sending in things for the blurb. Both John & I even have spies in the UK sending us goodies. Well, hope to see you at one of the events soon.

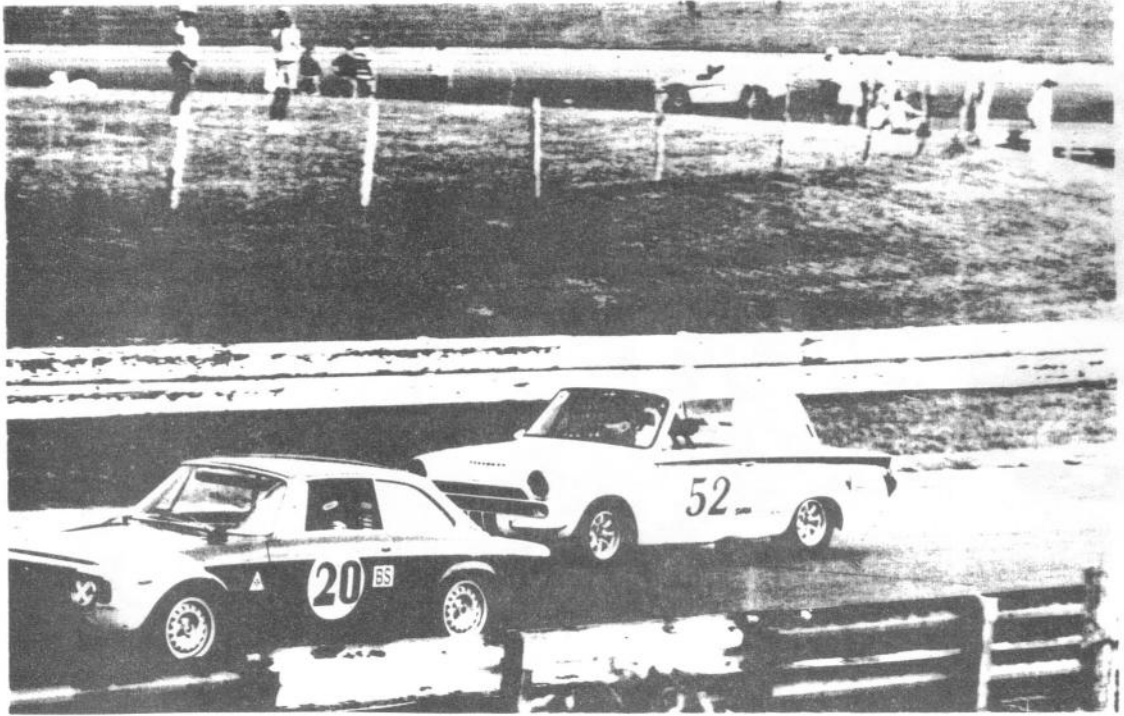
Jenny



FASTENING DOWN THE HATCHES, MONO CLIFFS INN



CAROL AND PETER OUTSIDE THE FALLS MOTEL, WATKINS GLEN, NY



RON GOLDSACK AND HIS MIGHTY CORTINA AT THE GLEN



DAVE, MARTIN & STEVE, PART OF RON'S PIT CREW, THE GLEN

MEMBERSHIP RENEWAL



NAME: _____
SPOUSE: _____
ADDRESS: _____


TELEPHONE # HOME: _____ BUSINESS: _____

MORGAN(S) OWNED: MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____

MEMBERSHIP FEE: \$15.00 FOR THE YEAR: _____

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THE PRICE LESS BLURB
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EDITOR:

Jenny Beer
39 Guest Street
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(416) 453-9304



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