

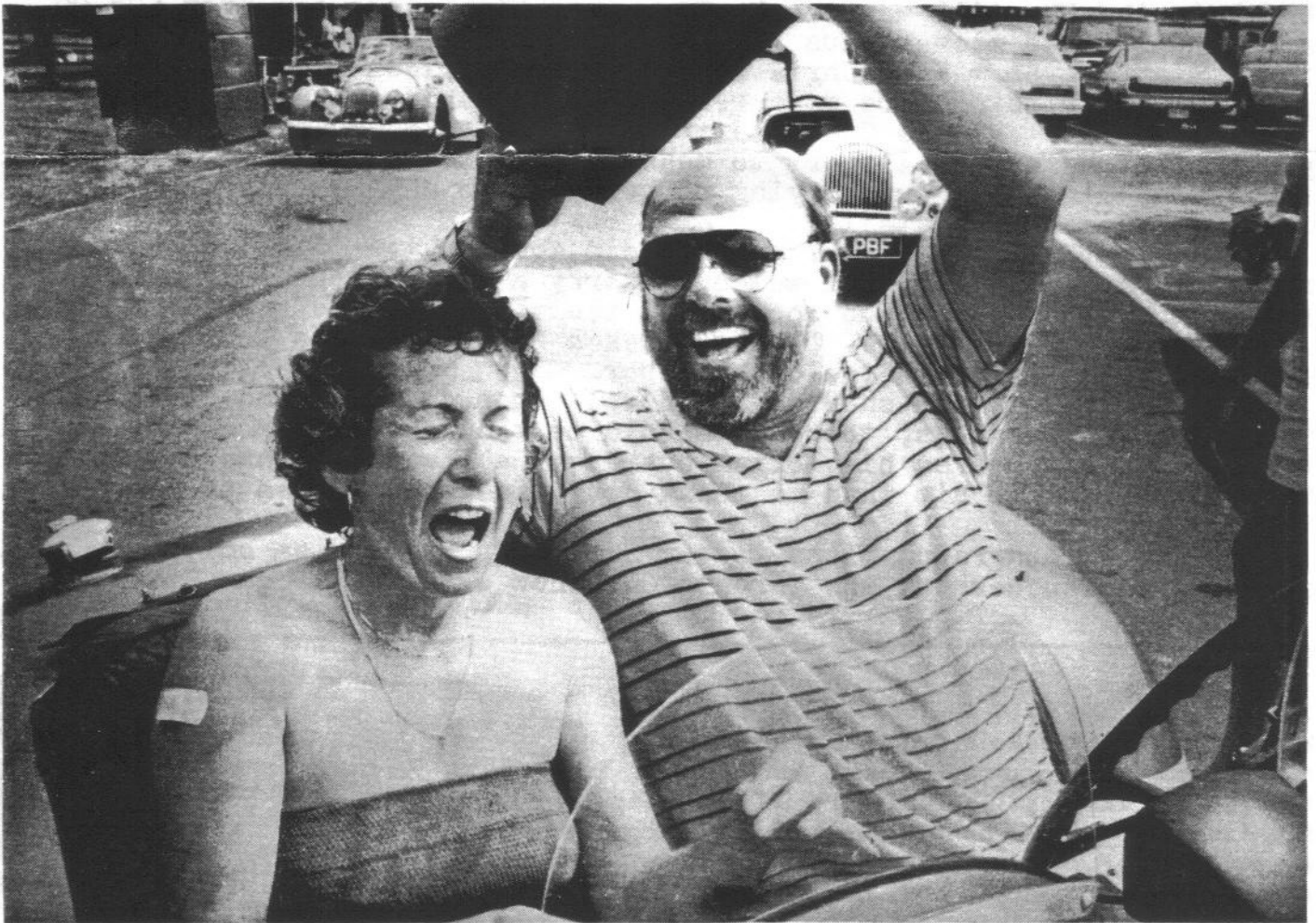
*Did you see the
bruise on Marlies' ^{her}
arm before she
got a bandage on it?*

The Inestimable Blurb

*Wow!
ANOTHER
'ABS' atrocity?*



Morgan Owners Group



*A hitherto suppressed photo of Marlies (left) and ABS (right), recently (and taste-
lessly) published by Rough Rider. A John Sheally II photo entitled "Cooling off
your Morgan, Part II".*



Things seem to have been pretty quiet as is usual for the start of the year, though Linda tells me that our members are giving great response to the dues notice, we had hoped to get together to sort out the membership list but Linda had to cancel owing to a dislocated elbow just aquired, lets hope she is back in form by the time this comes to print.

Pauline asked me to mention she has a stock of badges & pins ready for any going to MOG 84 thinking of attending the badge swap night there so give her a call to place your orders or write, her address etc is on the cover as usual.

While on Mog 84, all bookings seem to be settled now, the revision sheets of events have been sent to all whom I know will be attending, The last chore which I have cleared up this morning is to book our own car rental having checked prices via my Travel Agent plus Chris while there recently also checked them out to confirm the Company we used befor in the UK still was the best as yet, his prices are from £78.00 a week unlimited mieage plus 15% VAT for a Fiesta to £120.00 UM a week for a Sierra 1.6L + VAT, Chris reports rental prices have gone up this year but other things are more reasonable IE meals etc. If any are interested in a car the Co is Court Car Rentals in Coulsdon Surrey and yes he will be at the Airport to meet us, and no I am not getting a deal for recomending him, just trying to help out to any interested. contact me if you need more details.

I note that many of our members did seem to take Doug at his word re making a new member feel welcome, sorry a lot of you didnt make it, for with that excelent Pub room, Pool table, darts, and grub those of us there had a great time, Thanks Derek & Peggy it was a lovely evening, especially the music in the old Jukebox.

Here is hoping this snow and cold will soon clear up and we can take the wraps off our Mogs, though I should mention our BC member in Vernon tells me he has driven his Morgan every day all winter, more power to Bob Walker, rather him than me thank you, mine doesnt even posses a heater.

To finish Congratulations to our Dealer Chris Charles on the excelent coverage and success at the Toronto Car Show with the Morgan Stand.

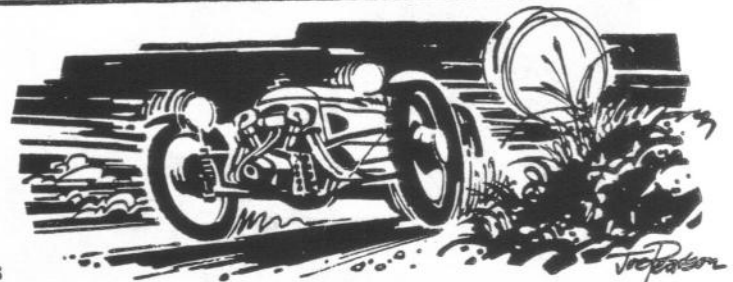
Audrey Beer.

NOGMOG '84

To celebrate the 75th Anniversary of Morgans, NogMog, the Mississauga Group, organised a Morgan Show at the International Centre near the Pearson International Airport in northeast Mississauga. To use up the rest of the space, selected other manufacturers were invited to exhibit their products, and, during the 10 days of the show, approximately 155,000 people attended (not an Alan Sands estimate, by the way). The NogMog executive is mildly encouraged by the response, and will consider repeating the exercise in 1985.

Beet that, Chatham!

John Collins



Brad Patterson beeting it out of Chatham....

A Joe Pearson depiction first published in Rough Rider.



ANNUAL
SPRING RUN

TO NOTTAWASAGA INN
SUN MAY 27

Meet at the "FIFTH WHEEL" stop at Hwy's 401 & 25S at Milton at 10:30 AM for the scenic drive, this year to Alliston, "Potato Capital of Adjala Township". The run ends with lunch at the Nottawasaga Inn at 1:00 PM.

A BIRTHDAY RUN?
HOW AMUSING.

(ALBERT WOULD
HAVE APPROVED.)



SHANNONVILLE



VARAC

The Sixth Annual Vintage Racing Festival Car and Motorcycle Show will be held at Shannonville Motorsport Park, July 28th and 29th. The Car and Motorcycle Show will be held on the last day, Sunday, July 29th.

The show and voting will begin at 10:00 a.m. Sunday with a popular vote for vehicles grouped by decade.

We hope to have special sponsor trophies (last year it was Aurora Cars) for group winners and a participation medal for all entrants. More information on this will follow. During the afternoon races, there will be a parade lap around the track for all cars. The group winner awards will be presented in front of the grandstand following the parade.

Last year we had over 50 sports and vintage vehicles: 48 cars and 8 motorcycles. Our aim this year is to have over 100 of the best vehicles ever built.

Roy Mercer
107 Stevenson Road N.
Oshawa, ON L1J 5M6
Home: (416)725-7866
Office: (416)644-6624

Steve Bodrug
2092 Dickson Road
Mississauga, ON L5B 1Y6
Home: (416)270-0898
Office: (416)457-1618

NOW LISTEN TO US, EDDIE.
WE HAVE NEVER BEEN AMUSED
AT PIPER'S HILL PIG-OUT AND
WE ABSOLUTELY FORBID YOU TO
CAMP OVERNIGHT THERE

THIS YEAR.
IF YOU DO AS YOU'RE TOLD
YOU CAN HAVE THAT WEEK.
END IN PARIS YOU'VE
BEEN PESTERING FOR.



PIPERS HILL PIG-OUT

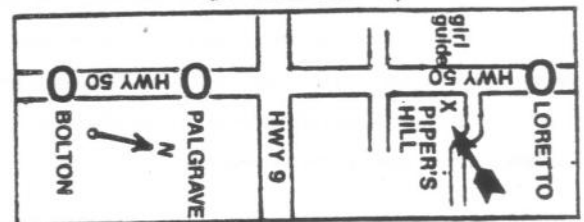
From 2 PM
telephone 416 936 4341

Notwithstanding the predictable complaints from neighbouring farmers, Marlies and ABS have organised a campout for the members.

(Derek Sykes has been invited so he won't complain to the authorities).

Bring your bathing costumes and a contribution to the Potluck Dinner to supplement the traditional Barbequed Suckling Pig.

As usual, the evening will degenerate into a Sing Song in HOG HALL, so bring along your musical accompaniments.



**COR,
THOSE
YANKS
ON OUR
TURF AGAIN!**



GREAT LAKES

MORGAN OWNERS GROUP

NINTH ANNUAL MIDWEST MEET

WHERE: Chatham, Ontario HOLIDAY INN

WHEN: June 15 - 16 - 17, 1984 Friday - Saturday - Sunday

The Holiday Inn - Chatham is located in a lovely Canadian town on the banks of the Thames River. The town offers both the scenic beauty common to Canada as well as the usual sightseeing, shopping, and eating pleasures available in a medium-sized town. The hotel itself is located on a sleepy river and offers docking facilities for both sail and power boats. It is a favorite spot for boaters because of its location and amenities. We will, no doubt, be able to exchange compliments and conversation about our cars and their boats, with the boaters. The hotel has two swimming pools (both indoor and outdoor), plus an exercise/tanning/game room/hot tub/lounging area which is quite pleasant. Bring your suit. Shopping centers are close, as are antique galleries and historical spots. The drive to Chatham along the river is lovely. So come, and enjoy. Registration begins at noon on Friday. The concours will be Saturday morning and the usual cocktail party, banquet, and awards for concours winners will be Saturday evening. If you wish to pick up refreshments for the week-end, the Ammez at the tunnel and bridge have the best prices, so stop on your way over. If you wish to take the scenic drive to Chatham (highly recommended) a map is included. Call Harold Kemetz (1-519-735-9553) if you wish to join the caravan leaving Friday morning.

WE HAVE 35 ROOMS RESERVED FOR THIS EVENT. YOU MUST HAVE YOUR RESERVATIONS IN BY MAY 15th OR THE ROOMS WILL NOT BE HELD.

RAID

BEETMOG RAID ON MID-WEST MEET! CHATHAM, ONTARIO

IN THE NAME OF GEORGE III AND ELIZABETH II,
CHATHAM IS "BEETMOG" TERRITORY!

Having learned that the Great Lakes Group has staked out a claim to the Chatham area, BEETMOG will repulse them, after High Tea, with a Bloodcurdling Raid.

All supporters should muster at 430 King St, W to be led by our Heroic Contingent (the Wimps can bring the water and bandages)

Telephone Brad Patterson at 519 352 5420.

**OH, WE'RE
GOING TO
RAID THEM!
MMM, WE
ARE AMUSED!
(GEORGE
WOULD HAVE
LOVED IT.)**



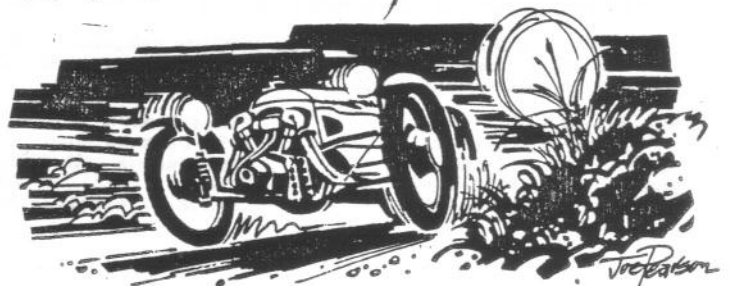
BEETMOG III

SUN AUG 5 at 1:00 PM

A VICTORY RALLY TO CELEBRATE THE BATTLE OF
HOLIDAY INN !

Rally starts at 430 King St W, home of Brad & Sharon, the Chatham Pattersons, and ends with a Barbeque. For details call Brad at 519 352 5420.

NOW, WAS IT 'ONE IF BY LAND' OR WAS IT ...??





Niagara 84

Shady Rest Motel - 4009 River Road,
Niagara Falls, Ontario L2E 3E4

has been booked for Niagara 84.

Clean, T.V., air conditioned and frig in each room to keep
the beer cold.

Cost - Double \$28.00
Twin \$32.00
Queen \$32.00
2 Doubles \$38.00

Rooms are limited, so please book now with one night's deposit
giving first and second choice.

MOTEL MUST HAVE DEPOSIT BY AUGUST 1st, 1984

Fun concours and picnic on the lawn will once more be held at the
Niagara Parks Commission WHIRLPOOL Restaurant - ½ mile up the road
from the Shady Rest Motel.

Registration: Shady Rest Motel
4009 River Road,
Niagara Falls, Ontario, Canada
L2E 3E4



Morgan Owner's Group - Toronto
NIAGARA 84 - Sept. 7, 8, 9

Name: _____

Address: _____

Arrival: _____ Room: 1st choice _____

Departure: _____ 2nd choice _____

Cheque enclosed for \$ _____

Note: MOTEL MUST HAVE DEPOSIT BY AUG. 1st.



NIAGARA 84

Friday, Sept. 7
9:00 p.m. Noggin & Natter, Niagara Parks Commission
Whirlpool Restaurant
River Road, Niagara Falls
Along with Regalia & Registration - Cash Bar

Saturday, Sept. 8
11:00 a.m. Fun Concours and 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.

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. Don't forget to bring your tickets.

Sunday, Sept. 9
10:30 a.m. Meet at Shady Rest Motel parking lot for
a guided tour of scenic Niagara -
winding up with a BBQ
its BYOB & mix

Cost - Registration fee \$12.00 pre-register
\$15.00

Banquet tickets: \$16.00 per person includes wine
tax & tip

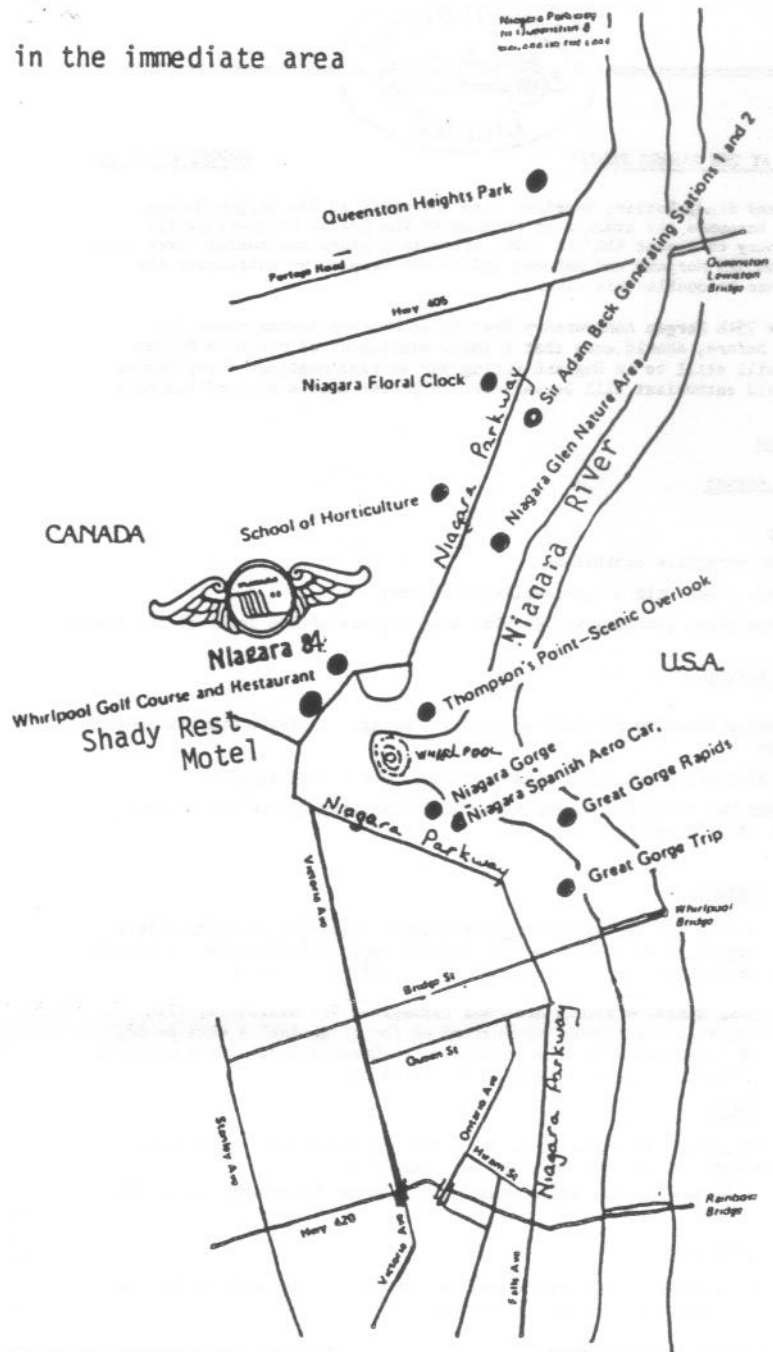
For Information Call - Audrey Beer
416 857-3210

- John Roden
416 682-1125



Morgan Owners Group

Things to do and see in the immediate area



REGISTRATION **Niagara 8 4** REGISTRATION

REGISTRATION FEE: \$12.00 Pre-register \$15.00 @ Door
 BANQUET TICKETS: \$16.00 includes wine
 INC TAXES TIPS



TICKETS WILL BE INSIDE YOUR REGISTRATION UPON ARRIVAL:

NAME: _____

REGISTRATION TOTAL: \$ _____

ADDRESS: _____

BANQUET TICKETS:

HOW MANY: _____ TOTAL: \$ _____

CAR MODEL: _____ YEAR: _____

CHEQUE ENCLOSED: \$ _____

MAKE CHEQUES PAYABLE TO
MORGAN OWNERS GROUP:

SEND TO: Linda Rumohr
16A Phoebe Street
TORONTO, Ont. M5T 1A7



MORGAN MOTOR COMPANY 75th ANNIVERSARY BADGE

The Morgan Motor Company of Malvern Link, England, has announced the production of a special, limited edition car badge, to be made by James Baker of Birmingham, England, to commemorate its 75th Anniversary in 1984.

The badge is quite handsome, in heavy chrome and cream, red and blue enamel, 3½" across and fully 4½" high. It should distinguish any badge bar, and I am sure all Morgan enthusiasts shall want one on their Morgan for the next twenty-five years.

I am pleased to tell you that Peter Morgan has granted us the right to distribute the badge in North America, as well as the identically styled lapel pin, so that those not travelling to England (or preferring to save their pounds for the delights of Malvern Link) may obtain these badges conveniently and for U.S. currency.

Final price has not been determined (most likely \$20 to \$25, \$5 for the pin), but we expect them this Spring, prior to the U.S. meets, so we shall begin taking orders immediately. Write: Win Sharples, 1802 Summit Drive, Haymarket, VA, 22069, USA, so that we can set one aside for you. We'll ship them promptly to you and bill you the moment they arrive.

I've seen one, and they're terrific!



RARE MODEL SURFACES IN HALIFAX

Dear Mr Price, I was recently in Kitchener on business and took the opportunity to look up Chris Charles. He gave me a copy of the "Blurb" which contained your address so here I am.

About a year ago I picked up a 1969 4+4 2 seater with 35,000 miles on it. It's in very good condition, I consider myself lucky to have gotten it. I also have a '74 TR6.

I would like to make application to become a member of the Morgan Club of Canada. I would appreciate more information in this regard.

Are you familiar with any Morgan owners in Atlantic Canada? I know of three other cars in Nova Scotia but to date have not had the time to track them down.

The "Blurb" carried the announcement of the Sept 7-8-9 meeting in Niagara Falls. My wife and I will be driving up for the week-end, so if you need a headcount add 2 more.

I look forward to hearing from you. Yrs try Frank Flinn
2750 Robie St, Halifax NS, B3K 4P2; 902 423 2211.

Editor Comment; I was most interested to read that you have a "4+4" as I have to admit that I have never even personally seen this model. Mr Neville Snivel, the club's self-appointed historian, claims that less than 12 were ever assembled although the factory has never admitted to this.

As to your application for membership, I will leave it up to the committee to decide if this model qualifies. If so, I am sure that our Bursar will contact you. Regardless of the decision, I am sure that Mr Ellman will send you a free copy of this issue of the Blurb, postpaid.

'MORGANS AT THE GARAGE PARTY'

AUGUST 4th & 5th

Melvyn and Sindy Rutter, together with the staff at The Morgan Garage, wish to announce the staging of Morgans At The Garage Weekend, Little Hallingbury on August 4th/5th, 1984. After last years successful event which attracted 129 Morgans and between 350 to 400 people, we anticipate the attendance to double this time.

With the 75th Morgan Anniversary Meeting at Malvern taking place the weekend before, should mean that a large contingent of overseas Morgan owners will still be in England during our weekend meeting. Every Morgan owner and enthusiast will be welcome, so please make a note of the date.

Programme

Sat 4th August

Concours

Paint and materials exhibition

Ploughmans lunch with drinks available all day

Buffet and disco starting at 7pm with awards presentation later in the evening.

Sun 5th August

Convoy drive starting at 10.30 am from the garage, to visit Duxford Airfield Cambridge.

Duxford military show, which will also include a flying display.

Noggin and Natter at The Sutton Arms, Little Hallingbury in the evening, starting at 7.00 pm.

Duxford History

Dates from 1918 and was an RAF Fighter Station from 1924 to 1961. Military aircraft from a BE 2c of 1916 to the present day, including some 20 aircraft from the Second World War, among them a Spitfire and Hurricane. British civil airliners are included in the collection and Concorde 01 will be on display. Ample parking space, a picnic area and restaurant are available, with admission on this day payable to Duxford at the gate. Adults will be £2, children at a reduced rate. The organisers at Duxford have please asked us to mention that no dogs will be allowed admission.

How To Find Us

Little Hallingbury is situated on the A1030, 3½ miles south of Bishops Stortford and 4 miles from the M11, exit number 8.

The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA.
Tel: 0279 725725

Accommodation List

For people wishing to stay overnight, we have a list of local hotels and guest houses which can be sent on request.

Saturday Night Buffet Tickets

We have engaged a professional catering company headed by Mr. Carl Yardley (late of the Hilton Hotel, London) to provide a substantial buffet for the evening revellers. The menu will consist of shell on prawns, Roast Norfolk Turkey, Suffolk ham on the bone, Roast sirloin of beef and poached salmon. A choice of six salads, 3 desserts and coffee to finish will cost £6 per head. Would people please obtain their buffet tickets as soon as possible, so that we may have sufficient time for organisation.



To the Editor,

A PEEK AT THE 'PLUS EIGHT PLUS'

Having decided a trip to England was more practical than a week in Florida, I headed out on 13th March in a snow storm. We went by Air Canada 747B, the cost being close to Charter. If you do not smoke I recommend seat 29D or G on this plane as being very comfy. On arrival at Heathrow grab a luggage trolley it is a very long walk to the Subway (tube). We were not met due to early hour. Rented a Talbot Samba (mini sized car) for 66 Pounds from Kootes which was cheap. Check around on prices as there is some deals, away from the airport.

Went up to Morgan on Thursday afternoon and put in Parts order. They need parts list a day ahead if possible as they are busy. Spent Friday at the Factory sorting out the new cars and specifications for Canada. This included some detail work on upholstery. Took the new Fuel Injected Plus 8 for a short drive in the country. Very quick and manoeuvrable, the new rack and pinion steering is very noticeable at lower speeds. They are now building these cars and I have one ordered for the 1985 Toronto Auto Show. The price is not going to be cheap but it will dust off many high priced luxury sports cars that cost a lot more.

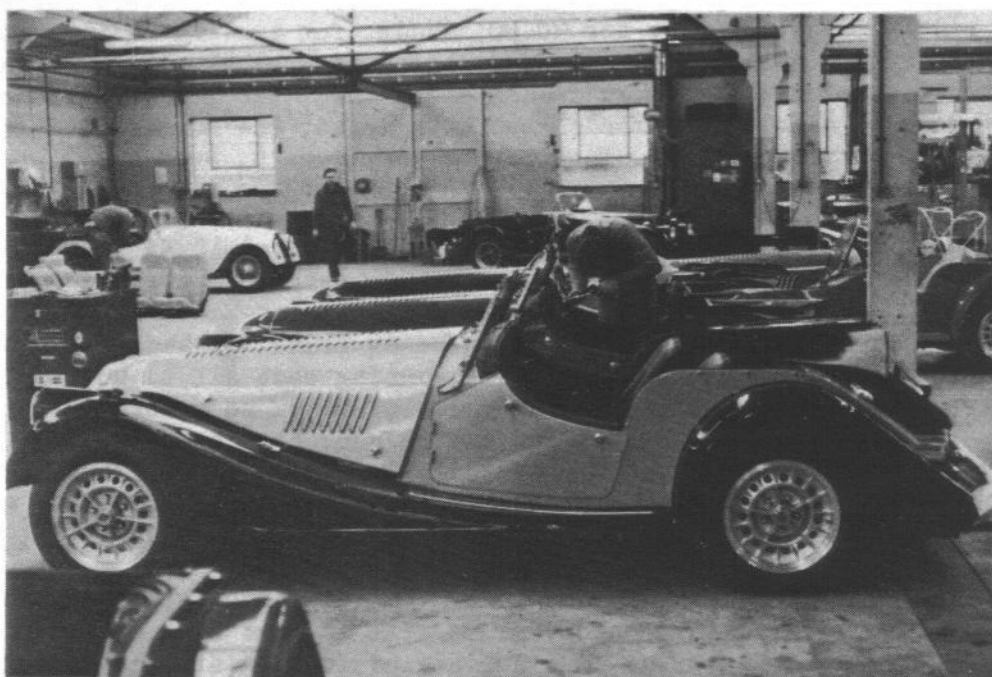
As it was now late afternoon decided to go to Warwick for the night. Bed and breakfast at the Cambridge Hotel with colour TV was 8 pounds. A very nice place with superb hosts. Went drinking at the Roebuck Pub, good sandwiches and cheeses, the locals kept us going to two o'clock behind locked doors which was very pleasant indeed. Next morning after being noisily waken by our Host that it was two minutes too breakfast we went and spent a morning at Warwick Castle. This is really worth a visit as well as a walk around Warwick itself. We had not realized that we left some clothes behind, (our Host really wanted to see us again) so we were to return. Monday picking up Motor Cycle parts and stick on mirrors for Morgans, the Samba suddenly fogged up the Old Kent Road and created a slight traffic problem. The head gasket had let go. Kootes sent out a replacement from Hyde Park Corner and we headed back to Warwick too late for a round trip so had to stay at the Cambridge again. This is not July we were greeted with and given the last room in the house. While waiting for our new car the Sales manager at Smith's Mazda recommended the Saxon Mill, Warwick for a meal. The Cambridge booked us a table after explaining we did not have ties. This was not a problem as it turned out. We had Carvery Buffet and a litre Carafe of wine for 20.00 pounds, for two. As we were the only patrons we were given a history lesson etc along with our meal. It was all so pleasant that we found we had taken two and a half hours for Dinner. Highly recommended but book ahead, the Summer with its setting make it very popular. Then off to the Roebuck, were else. Greeted with July comes early and once more the locals made us welcome.

One of the previous Friday nights group asked if we were going to be having a few ales. Yes we said but not after 10.30. He went off and came back with photos of his TR 3 and Healey Silverstone at Prescott and Shelsey Wash. Some of these being framed he had had to take off his wall. Another very pleasant evening went all too quickly. Next morning back to Kent and surrender of Samba to Kootes. Going down Wrotham Hill on M25 I had to inform Mark he should throttle back from 105 mph as this was a bit fast!!!! We flew out next day to find a snow storm just starting at Toronto International. Believe OH believe it we did not have any rain anywhere we were in England, eight days.

Mark, by the way who was my companion and photographer, was the driver of my 1969 4/4 at Washington. He will be part of C M C from now on, on a part time basis. We left Joe behind looking after the Store. He was rearranging the Parts Department and adding some new inventory.



KITCHENER-WATERLOO Record photo.



MALVERN, 1984



KITCHENER-WATERLOO RECORD photo taken at the Westmount Golf and Country Club, Ontario.



MALVERN, 1984

POET'S CORNER

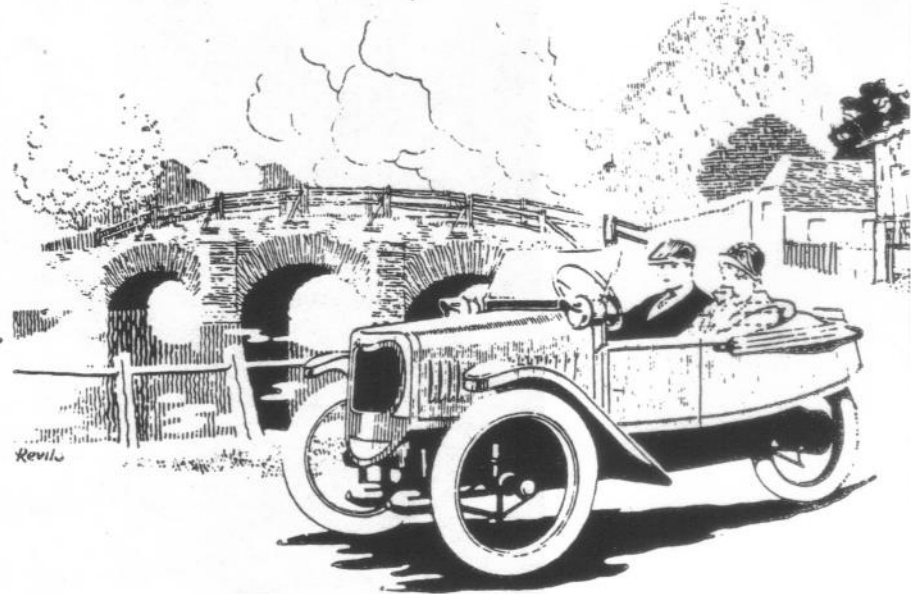
Here is a song to sing, O!
What is your song, O?

T'was brought to fruition
With Mog erudition
And some misspelled Norman-French, O!
We're happy to reprint it without fuss
Though much of it's from the The-saur-us.

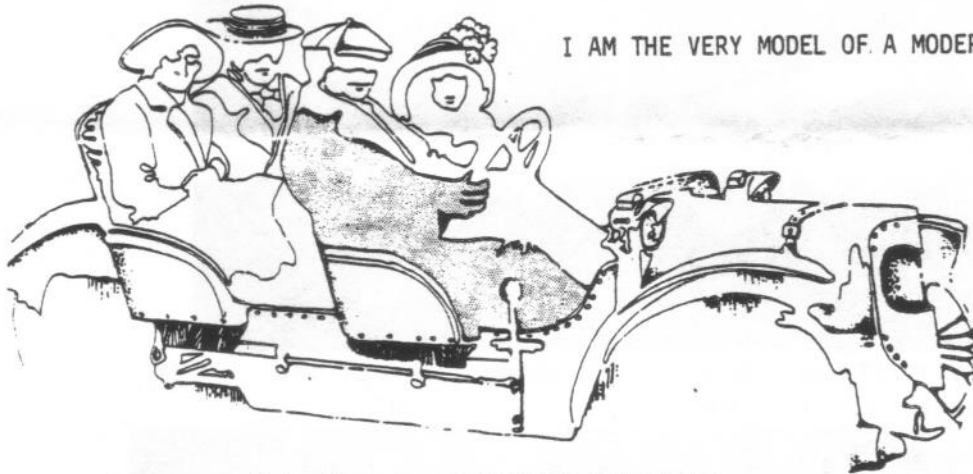
No purpose fell, it scans quite well,
And the rhymes, though forced, trip on
pell mell.

Heighdy! heighdy!
Moggery me, moggery me;

We're happy to reprint it without fuss
Though much of it's from the The-saur-us.



A nice bit o' verse from the Bard of Wombatland
(who owes an apology to Sir William G.) found
in the pages of Rough Rider;



I AM THE VERY MODEL OF A MODERN BRITISH MOTOR CAR

by W. S. Sharples
&
Sir Arthur Sullivan

I am the very model of a modern British motor car
I'm per-fect-ly reliable unless I travel very far
My frame is ash, my wings of steel, or sometimes al-u-min-ium
My engine runs with perfect ease on British rum or gin-i-um
But as for springs, those beastly things, they're totally dispensible
(The Moggie driver's called all things, but hardly ever sensible)
The proudest of my attributes are Lucas'e-lec-ter-icks.....

Hummmmmmm. Lec-ter-icks, lec-ter-icks. That
is a difficult one. What can I find to rhyme
with that? Ahhhhhhhh, I have it!

I'm driven by a lot of folks, but mostly by ec-cen-ter-icks!

Chorus: He's driven by a lot of folks, but mostly by ec-cen-ter-icks
He's driven by a lot of folks, but mostly by ec-cen-ter-icks
He's driven by a lot of folks, but mostly by ec-cen-ter-cen-ter-icks!

I have my charm, although God knows, I've id-io-syn-cris-it-ies
Made women weep and kiddies scream, brought strong men to their very knees
I'm British born and British bred, from aero screen to polished head
A living, breathing thoroughbred, a modern British motor car!

Chorus: He's British born and British bred, from aero screen to polished head
A living, breathing thoroughbred, a modern British motor car!

If parked beside a burnished Rolls by rigger field or cricket pitch
 I us'llly nod quite casually and dip my anti-dazzle switch
 I tolerate the Jag-u-ar, a common car which knows its place
 And Healy on the rare occasions when it dares to show its face
 The Lotus is a charming car, a bit effete, but there you are
 Not ev'ry marque's a hairy beast, to say the least, not TVR
 The Bentley's charm eludes me still, those huge ungainly el-e-phants.....

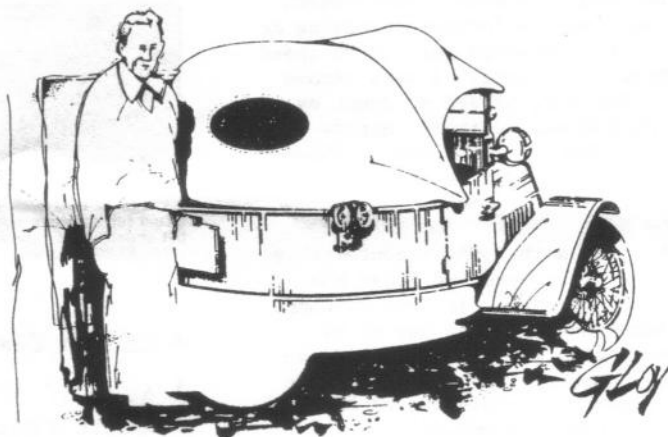
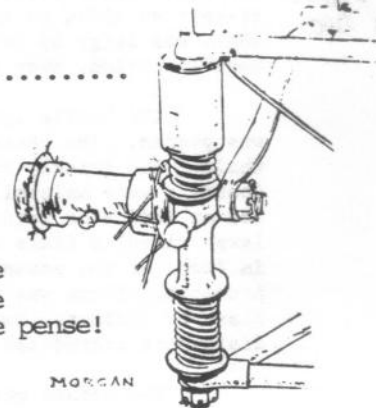
Oh, good Lord, I've gone and done it again!
 El-e-phants, el-e-phants, what the bloody
 hell can rhyme with el-e-phants? Ah!!

As as for teeny Mini's, well, it's honi soit qui mal e pense!

Chorus: And as for teeny Mini's, well, it's honi soit qui mal e pense
 And as for teeny Mini's, well, it's honi soit qui mal e pense
 And as for teeny Mini's, well, it's honi soit qui mal e mal e pense!

I'm quite at home by castle keep, by nunn'ry or distillery
 But every owner's sentenced to the stocks and sliding pillory
 I'm British born and British bred, the car that all the MG's dread
 A living, breathing thoroughbred, a modern British motor car!

Chorus: He's British born and British bred, the car that all the MG's dread
 A living, breathing thoroughbred, a modern British motor car!



I hate the snarling Porsches with their arrogant Teutonic sneers
 I'm quite unawed by Audi's nor am bent by Benz's flippant jeers
 The Citroen, through thick and thin's, the cheerful best the Frogs can show
 Nor would I bank a single franc on any wins from old Peugeot!
 And as for all those products of the Empire of Japan, I fear
 They're just the very thing for ev'ry very common man, my dear
 I see no threat in Lamborghini, Maserati, Lan-ci-a.....

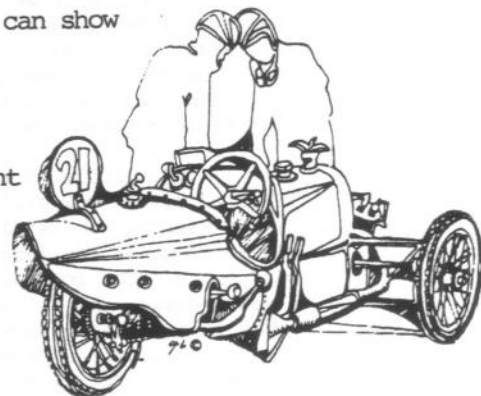
Cor, blimey, I've gone and done it again! Went
 and boxed myself right into the corner.
 Lan-ci-a, lan-ci-a. Dan-ci-a? Chan-ci-a?
 Pran-ci-a? Ahhhhhh, I think I've got it!

At least until the Eyeties build a car a trifle fan-ci-er!

Chorus: At least until the Eyeties build a car a trifle fan-ci-er
 At least until the Eyeties build a car a trifle fan-ci-er
 At least until the Eyeties build a car a trifle fan-ci-fan-ci-er!

I'm known to all, a motor car that's plucky and ad-ven-tury
 My parts have served me very well since the beginning of the cen-tury
 I'm British born and British bred, a living breathing thoroughbred
 My greatest years lie still ahead, a modern British motor car!

Chorus: He's British born and British bred, a living, breathing thoroughbred
 His greatest years lie still ahead, a modern British motor car!



TEEN-AGE
FANTASY
FULFILLED

by Bill
Ellman
(who bet we
couldn't fit
this on two
pages!)

Ever driven a car older than yourself? This is difficult if you're of the same generation as Alan Sands or Reg Beer, but the question was directed at our middle-aged readers!

Recently, I was permitted to drive a car I had admired for a few years. This rakish little devil was six years my senior. My entering this thoroughbred should have been traumatic, with bumped knees and twisted spine--to earn the Midget its "eccentric" label. Entry and exit were easy. The door opened backwards and the seat was where one normally would expect it--not so close to the ground that you needed to fall into it. The steering wheel was large by today's standards but placed at a very comfortable "elbows bent" position, away from the chest.

The little 1250 cc motor spun into life immediately the starter button was pushed. The choke was not needed as she had been parked only a short while. She quickly settled to an almost musical tickover of about 500 rpm. Controls were unlabelled but all were clearly visible on the dash (except for an indicator switch under the dash, added by the present owner.) Two large circular dials were used for the rev-counter, and speedometer, placed in front of the passenger, and two smaller dials were used for amps and oil pressure. There was no temperature gauge. A little red warning light would flash to indicate low fuel level in the huge 13 gallon tank. (The octagonal dials were introduced eight years later, and hidden under the cowling.)

The pedals were very close together. My mind would have been more at ease if I'd worn smaller shoes; however, I did not feel handicapped once underway. They were not placed for heel-and-toe manoeuvres. The clutch action was very smooth, but the gear-shift lever did not "fall readily to hand", partly because this was a right hand drive car. The handbrake was positioned really awkwardly, close to be fire wall, but it was released easily once found.

The car moved out smartly from rest and accelerated with modern traffic from lights and stop signs. She was very comfortable cruising at 50 mph despite a supposedly weak 54 hp. I thus exceeded the intown speed limits without much fuss, luckily too, without any fuzz. I soon became accustomed to driving on the wrong side of the car, helped no doubt by the very positive but easy action of the clutch and gearbox. Ratios appeared appropriate. Two steep hills were taken in third gear. Those four cylinders were eager and quite smooth. The engine was very comfortable at all speeds within her range.

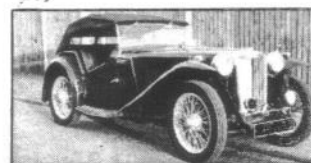
On the four lane black top the ride was surprisingly comfortable and smooth. On a bumpy section of road I suddenly wondered about the amount of tyre reaching the road* There was noticeable lateral movement over the bumps and dips, thus the super-sensitive steering had to be handled with kid gloves. At about two turns from lock to lock, even a finger twitch caused a change in direction. Controlling this light but accurate wheel took much concentration. There was absolutely no free play so you dared not sneeze for fear of crossing the median!

Braking was accomplished by a pedal which transmitted no feel to the sole. The full extent of its travel was only about two inches, so you were either braking or not. It was difficult to moderate the rate of deceleration so that, in heavy traffic, I did not tail-gate! Deceleration under "normal" circumstances was "adequate". You simply would not throw your passenger against the windshield by jumping on the pedal, due to 1945 braking technology and those skinny tyres.

This little Midget is always described as "rakish". The vertical lines of the narrow grille, the tall (nineteen inch), narrow wheels and skinny running boards all add to the impression. Inside, the vintage visual theme is continued. The wiper motor is hung from the top of the windshield. The instruments were lighted externally by two protruding lamps mounted next to the speedo. and rev-counter. The keys hung from their hole in the middle of the dash. The absence of a heater, lack of luggage space and even no fuel gauge were indications that this was not an overweight family tourer. The stares of pedestrians and passers-by indicated, however, that this black spider on the miserly tyres was something very special.

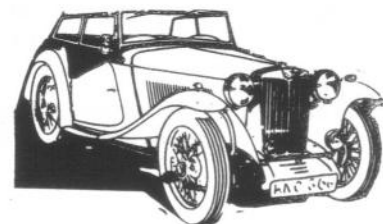
Upon completion of my drive, I parked the little baby next to a pre-War TA Series. The only difference was a four inch wider scuttle-dash in favour of the TC. They really did not have it so bad in the olden days, did they? This particular car, the fifth TC to roll off the line in 1945, was comfortable and performed well. It inspired much confidence. Ah, for those good old days....

Only 170 hours after the post-War class, Chris Charles pointed out that he had left the keys in his recently certified 1983 Morgan. I



1949 MG TC. This is a working car, used regularly, MOT, taxed. Restored approx. 4 yrs. ago in BRG with black upholstery; would suit someone wanting a part worn, but sound, solid, reliable TC. Very good value. £5,250 or offer.

* Editor Comment;
A special design
feature engineer-
ed to minimise
wear and tear
on tyres.



needed no second invitation. The reason I did not steal this fresh racing green little bomb sooner is that the ignition switch is hidden under the dash.

A kick from the starter cranked four eager cylinders into life. At 400 cc per cylinder, this four-banger presents a nice throaty noise, despite meeting Canada's emission standards. Once again, my feet felt too big for the amount of space between the pedals, but that is the car's fault: I only wear size nine, dammit! (I thought it was the Chinese who bound the feet of infants. Did the English import this custom?)

This time Consumer Reports would have rated entry and egress a lowly 1 or 2 on its scale of 5. The passenger and driver entered backwards, dropping to a seat cushion they hoped would be there. You then curled your knees up to your chest, to unfold them below the dash. Is this what the British label eccentric? The Italians probably call it exotic and charge twice as much as necessary!

In this car the shaped gear shift handle and thickly padded steering wheel felt very comfortable.

With a zesty growl from the high-performance Escort engine, I roared into the sunset through the sidestreets of Etobicoke. I felt at ease immediately, despite the vintage seating position—low down with elbows neatly bent to accept the steering wheel so close to my chest. The seats were of the same variety as the more modern Plus 8 models, nice and comfortable.

The tyres were sticky and relatively wide Michelins....and the brakes worked! Steering was light and accurate once past the centre spot, which allowed about an inch of vagueness! On the open road, the 1600 cc motor felt quite torque-y, and surpassed many modern beasts in acceleration. The ride was comfortable and firm—obviously not a Buick, but confidence-inspiring. The suspension was very obviously designed to handle a slalom course as well as the turnpike, and that it would do. This is a sportscar!

Cornering hard proved uncomfortable to the passenger, who was pressed against the side-screen mounting bracket. (Shirley still has not recognized that Morgan and weather-protection are mutually exclusive terms!) The seats held you in place despite the lateral forces: the tyres kept the rear end on track and the car followed all steering input precisely. Despite the traditional Morgan manufacturing methods, there were no rattles and squeaks from the body. Try to say that about your five door Horizon, Mr. Iacocca!

Now for the bad news: every time I indicated a left turn, three tiny wipers would flash by in unison. Right turns slowed them down or even shut them off, if I tried hard enough. But that is what was supposed to happen. You see, the turn signal was on the other little stalk—which also sounded the horn if you pushed it sideways. Mein Gott! A Moggie with steering column stalks, screen defroster outlets which pump warm air, seatbelt warning lights, 5 mph bumpers, labels on all switches.... Are they going to introduce LED digital information systems or electric trip calculators to remind you about maintenance schedules, solid state spark controls or synthetic voices telling you to shut the door?

How do these two cars compare? The TC, of course, would be the ultimate fantasy for every young car nut. Like the busty former beauty queen who went to school with dad, and has maintained her charm and looks, you owe her respect in public. But you treat each encounter with awe; when only the two of you get together, you appreciate her ageless style and savour her entrancing grace while trying to maintain your own dignity. As for a permanent relationship..., how do you explain such things to family and friends?

The Morgan is much younger and obviously more modern, with all the disadvantages and advantages which that entails. It is easier perhaps, since you don't have to explain the head-turning looks or youthful performance, so comparable to the other juveniles in her class. But like the judge's daughter you picked up at the singles' bar, do you want to explain ad infinitum that she has a long and noble pedigree and really is very special?

You make the choice. As for me, I'd take either, depending on mood.

For more information on the MG T Series cars, contact your nearest MG Owners' Club or T Register. If you would like to place your order for a brand new Morgan—probably even with your choice of colour—call Chris Charles in Kitchener, at (519) 743-2491. For a list of busty former sex symbols, call Martin Beer at (416) 925-0640.*



**Editor Comment;*

We understand that current busty sex symbols are not discouraged from calling 925 0640, either.

TECH TIPS

IGNITION SYSTEM

by Jerry Willburn

Tune-up on a MORGAN is really an easy thing to do, and something that can be accomplished by most owners. The total time required is less than a Saturday afternoon and will provide many hours of trouble-free motoring.

THREE MAJOR AREAS

There are three major areas covered in the typical tune-up: Ignition system, Valve adjustment, and Carburettor adjustment.

Ignition is the logical place to start. The ignition system needs attention more frequently than valves or carburation. Also, the ignition settings are relatively unaffected while carburettor adjustment may be affected by both ignition and valves.

FREQUENCY

The "petite tune-up" (or Points, Plugs, and condenser) should be done about every 6 to 8 thousand miles, or once a year. The complete tune-up (ignition, valves, and carburettors) should be undertaken about every other time (12 to 15 thousand miles or every two years).

Before starting you should assemble:

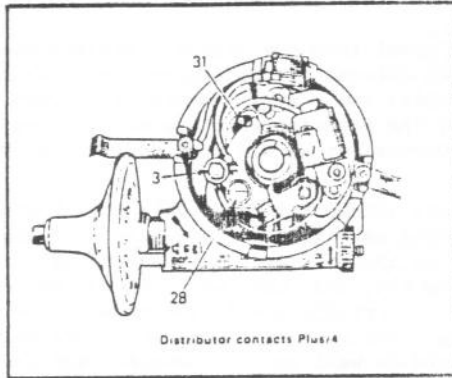
- A. A set of sparkplugs (Champion L10S or L11S for the Triumph engine).
- B. A set of points and a condenser.
- C. A volt meter or a test lamp.
- D. A screwdriver.
- E. A 7/16 wrench and a small "adjustable Witworth" (crescent) wrench.
- F. A set of feeler gauges with a sparkplug gap adjuster.
- G. A sparkplug wrench.

It would be nice to have available, just in case, a distributor cap and a rotor. If you want to be fancy, a timing light can be useful for checking advance.

SPARKPLUGS

First mark the sparkplug wires so that they will go back on the right plug (I know one "Master Morgan Mechanic" who got the Crow for putting them back on wrong and wondering why his car did not run

right). Next, remove the spark-plugs. Check the residue build-up (there could be a lot). It should have a light brown to whitish brown appearance if all is well. A white blistered look indicates that the carburettors are set too lean while a black sooty look is the sign of richness. An oily, soggy look is oil fouling, and might mean that the rings are suspect, but more likely indicates valve guide wear, and too long since that last spark-plug change.



DISTRIBUTOR CAP

Remove the distributor cap, and wipe out the inside with a clean rag. Examine the inside for "cracks". These are not really cracks at all, but are small carbonized lines burned between electrodes which cause one or more sparkplugs to be shorted out. They look quite like cracks at first glance, though. If there are no "cracks" and the electrodes are not too pitted, the cap is okay. Scrape the scale on the electrodes with an Exacto knife or a screwdriver blade. Check the center electrode (black button) by pushing it in and insure that it moves in and out like a pushbutton and is not frozen in the cap. Check that the plug wires, and the coil wire are secure in the cap and are not in the process of falling out. Set the distributor cap aside.

THE ROTOR

Now, check the rotor on the end of the distributor shaft. See that the end is not too eroded from arcing. Again, as with the cap, some pitting is normal. Scrape the scale off with a knife blade or screwdriver. Note that the center of the rotor appears polished from rubbing on the carbon center electrode of the cap. If there is pitting here, the rotor may not have been making a good contact, and the electrode in the cap should be double checked for freedom of move-

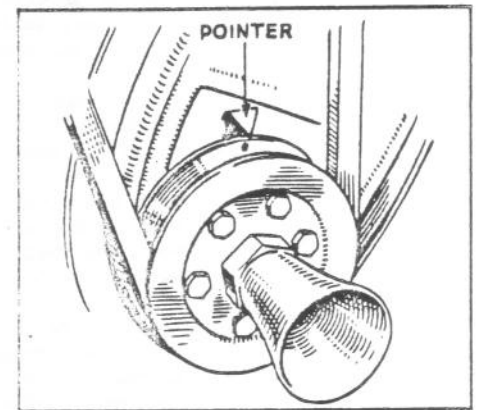
ment. Set the rotor aside.

THE DISTRIBUTOR

Next check the advance mechanism to see that it is not frozen. Grab the shaft that the rotor was on and turn it anti-clockwise. It should snap back when released. If this occurs, the advance mechanism is probably working. If you are really curious it can be checked with a timing light later on. Note that there is a knob on the fender side of the distributor. This is the advance/retard adjustment and will be used to set the timing later on.

Replace the points and condenser. Be careful to get the insulator in the right place on the screw that connects the condenser, coil, and points wire together. A short here will render the points inoperative.

There is a timing mark on the crankshaft pulley. It is a small hole on the inside of the pulley. There is a fixed pointer on the timing cover, on the distributor side of the engine. When these two marks are aligned, cylinders 1 and 4 are at top dead center. With these marks lined up, or nearly so, set the engine so that the fiber rub-block on the points is sitting on the peak of the distributor cam (points fully open). Slack off on the hold-down screw slightly, and adjust the points (by moving the base plate) so that the gap is 0.014 to 0.016 inches. Take care that the feeler gauge is clean and dry - do not get oil on the points. Tighten down the hold-down screw and re-check the gap.



TIMING

To set the timing, rotate the engine so that the hole is about 1/8 inch to the left of the timing mark (viewed from the front). This is the static timing point. By turning the knob on the side of the distributor, set the points so they are just starting to open. Connect either a volt

meter or a lamp from the contact on the side of the distributor to ground. Turn on the ignition switch.

Turn the knob in the direction "R" (retard) until the volt meter reads zero (or very nearly so). The lamp, if used, will be off as the points are closed. Turn the distributor shaft by hand a couple of times, as you did while checking the advance mechanism. This will insure that backlash is taken up. Turn the knob toward "A" (advance) until the volt meter reads about 12 volts (or the lamp is lit). The points will now be open. The timing is now set. Remove the volt meter (lamp).

On the outside chance that the timing was so far out that you run out of adjustment before the timing is accomplished: set the adjustment to the middle, loosen the clamp bolt on the side of the distributor, and move the distributor. Move it anti-clockwise to retard and clockwise to advance. Tighten the clamp bolt,

then fine adjust with the knob. Put a dab of grease on the cam to lubricate the rub-block. Be careful not to get any on the points. Put two drops of oil on the center of the shaft. Replace the rotor!! Replace the distributor cap.

INSTALL THE SPARKPLUGS

Gap the new sparkplugs to 0.030 inches (they should be pretty close out of the box). Install the plugs. Torque to 25 lbs/ft and install the sparkplug wires. Exact torque is not too important on MORGANS, but it is a good habit to get into if you own a car with aluminum cylinder heads.

THE FINAL CHECK

If you have faith, the ignition is now properly set. For ye of little faith, you might wish to double check with a timing light. Put a dab of paint (florescent?) on the pulley over the timing hole, and another on the pointer so that they will show up better. Connect the timing light according to the manufacturers in-

structions, using the #1 (front) cylinder sparkplug wire. Be sure that the cables are not draped into the fan. Start the engine and let it idle at 750 RPM. Point the timing light at the pointer. The stroboscopic effect of the light will make the timing mark on the pulley appear to stand still. The mark on the pulley should be approximately 1/8 to 1/4 inch before (to the left of) the pointer. Rev up the engine and note that the mark moves to the left (more advance). At 3,000 RPM the mark should be about two inches (45 degrees) to the left. This is full advance. Turn off the engine and remove the light.

IT IS NOT RIGHT

What to do if things do not check out with the timing light?

1. Recheck the static timing.
2. Worry a lot (or not at all).
3. Rebuild the advance mechanism - but that is another story.

reprinted from (typeset by Flexible Flyer) Format, February 1984.

Morgan Events Around the World

MAY

from Flexible Flyer

May 6	Rhine MOG Rhinebeck, NY	Jim Nichol (914) 229-5088
May 17-21	Leguna Seca (Morgan is featured Morque) Monterey, CA	Linda Bird (714) 528-3233
May 18-20	POL MOG Morgan Club of Poland, Warsaw, Poland	Kathi Hoffman 4325 Ebenezer, Cincinnati, OH
May 19	Boscobel Tour & Picnic 3/4 Group, Boscobel, NY	Cindy Mitchell (914) 666-3192
May 26	British Car Day at 53rd Highland Games Plus Four Club, Fullerton, CA	Ross Selvidge (213) 747-1412
May 27	Morgans on the Green 3/4 Group, Tenafly, NJ	John Jennings (201) 894-0091

JUNE

June 8-10	Pfingsten Meet '84 Morgan Club Germany, Limburg-an-der-Lahn	Markus Malik Pheinstr. 76, 6200 Wiesbaden, W. Ger
June 9-10	Morgan Monza Meeting Morgan Club Italy	A.C. Macchi Via V. Foppa 6, 20144 Milano, Italy
June 30 - July 4	MOG 14: MCCDC Silver Jubilee Year. Dulles Airport, Chantilly, VA	Dave Bondon (201) 544-8652

JULY

July 27-29	Morgan Motor Company 75th Anniversary Malvern Link, England	Roger Moran (02) 687-6440
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AUGUST

August 4-5	Morgans at the Garage Party Little Hallingbury, England	Melvyn Rutter 0279 725725
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SEPTEMBER

Sept. 7,8,9	Niagra '84 MOG Canada, Niagra, Ontario	Audrey Beer (416) 857-3210
Sept. 21,22,23	Sixth Annual Autumn MOG 3/4 Club, Sallsbury, CT	Robert Mitchell (914) 666-3192

OCTOBER

October 13	Annual Concourse Morgan +4 Club, Century City, CA	Mike Hattem (213) 476-6363
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 * POET'S CORNER *

To marquee the 75th Anniversary of the Morgan Motor Company, Mr. Collins has turned all poetic on us, and has penned a limited (very limited, thank goodness) number of Morganic Verses. To prevent HogMoggers from O.D.ing on bad poetry, we have rationed the number of "masterpieces" appearing in any Blurb!

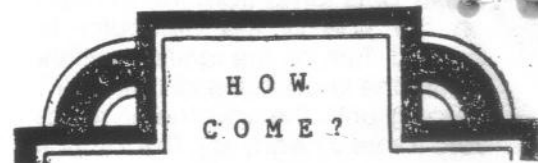
Cars Go

Duesenberg of Connersville in sunny L A
 Darling of the darlings of the silver screen,
 Diplomats and congressmen,
 Debutantes and gangsters:
 Doyen of the classics that the world has seen.
 Proud Hispano Suiza in the capitals of Europe
 Paragon of comfort having style, flair, grace;
 Pride of Prussian noblemen,
 Potentates, princes:
 Praetorian conveyance of a rich, rare race.
 Basic British Morgan, with tattered top and
 sidescreens
 Bumping over cart tracks in the damp, cold days;
 Beloved of civil servants,
 Brokers, clerks and clerics:
 Built even now in Malvern in the same old ways.
 John Collins, with apologies to John Masefield

Home Thoughts From Abroad

Oh, to be in England
 Now that April's there,
 For the sportscar fiend in England
 Breathes the bracing, springtime air
 As the hardtops that had seemed a must
 Just a month before can now be thrust
 Aside, and the tonneau takes a bow
 In England, now!
 And after April, warm May mellows
 The throaty sound of the engines' bellows:
 Hark, to the mighty roar of the red Plus 8
 Which scatters young spring lambs in fields of clover
 As it pulls from a standing start at the old lych-gate,
 And demonstrates that a Morgan, powered by Rover,
 Is simply just too potent and too nifty
 For an old XK 150!
 Sad to say, the winner of this bet
 Was later caught in a hidden speedtrap, set
 In a Morris Minor, painted black
 -Far brighter than this custom Cadillac!

John Collins, with apologies to Robert Browning



As a single (and indeed, eligible young man to the people who know me), I often find myself the object of scorn and ridicule by my married friends. They have so many questions!

They, however, are the ones who should be able to supply the answers to some of my questions...no malice intended. Perhaps you would answer them as advice to the uninitiated and unfamiliar.

If married life is such a bed of roses..

How come you always have to explain so many things to her? You should know by now that women, in the vast majority of cases, do not understand men whose primary hobby is automobiles. If I haven't offended you, ladies, perhaps you could help explain...

How come you can spend a whole day looking at similarly coloured and styled baby clothes, but can't see the point of spending one afternoon at an antique car flea market for some hard to find trim pieces?

How come wives can discuss an endless variety of recipes for strawberry shortcake, yet find any mention of just the cost of engine rebuilding "more boring car talk"?

How come wives always suggest that car magazines should be read at the library to save money, but would like the cost of Vogue and Woman's Day to be paid out of household funds?

How come a woman always passes disparaging remarks when the man of the house wears his elegant white sweater with the discreet Morgan logo, but finds her tacky grey sweatshirt with the two inch high letters, "I sailed the Cayuga II to Rochester", so handy?

How come women find some men's habit of sitting with their stockinged feet on the coffee table so "disgusting and chauvinistic", yet are quick to complain about how finicky men are when you ask them not to sit their metal studded jeans on your newly lacquered fenders?

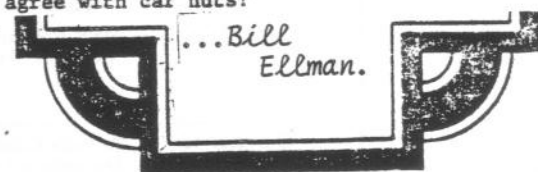
Even when it comes to housecleaning, women have different expectations. They leave rollers, curling iron, dryers, bobby pins and hairnets on the bathroom counter for days on end, but can deliver a twenty minute monologue on why men never put the car wax away immediately after use.

Women expect, even demand, that the bed be made with every crease in the cover or bedspread as sharp as possible, but see absolutely no point to cleaning the spokes on the car before the Concours d'Elegance.

How come all my married friends avoid answering these questions?

How come many insist on selling their lifestyle despite these insurmountable problems?

Sorry guys, misery loves company. Don't try to hide the truth. How come nobody will admit that married life does not agree with car nuts?



PETER R. ECURY

BOSSTRAAT 94 A
3766 AJ SOEST
HOLLAND
TEL. (0 2155) 1 71 03

CHRIS CHARLES CMC Enterprises,
27, Wilhelm Ave.,
Kitchener,
Ontario,
Canada.

NL/Soest, 8th March 1984.

Dear Sirs,

I offer You for sale my MORGAN +4 SUPER SPORTS of 1963 prepared for historic racing over here. The car in fact is an original factory car with a full race 2,1 Litre Triumph engine by Lawrencetune, a close ratio Moss gearbox, lsd., wider wire wheels, alloy body (of course), Knni's on all four corners etc. It proved to be a very fast and reliable car, as we ran it during 1982/1983 in 19 events to win 17 times...2 times ftd's etc. (I must confess that it retired twice due to a faulty petrolpump...!)

The car has been redone to compete in the European championship for 1984, but due to unforeseen circumstances I unfortunately have to sell her...!

I suggest that the askingprice will be UKE 8.500,-= + shipping.

Could You be interested or do You perhaps have or know a customer who might be interested?

I look forward to hear from You in the very near future, further details and photos can be forwarded.

Sincerely Yours,

Peter R. Ecury
Peter R. Ecury.

P.S. The car still can be driven on the road, although a Kenlow-fan has to be fitted to avoid overheating in a trafficjam!

**C.M.C. ENTERPRISES**

27 Wilhelm Street
Kitchener, Ontario N2H 5R7

Phone: (519) 743-2491

THE AUTOMOBILE SHOW

To the Editor
The Blur

This is a note of thanks to all the people who came to the Toronto international Auto Show. I very special THANKS to those who helped man the stand and there by give me a break to grab a bit to eat and a coffee. The information these good people gave out has made it possible to sell some new cars and get the fun ownership across to a lot of new people.

The Stand was a great success thanks to the very kind efforts of all the Beer family who provided Steves Three Wheeler and the clean up of my Green Demonstrator, and Luciano and Melissa Ghislanzoni for the loan of there beautiful pair of Four Wheelers. Richard Nickel designed the Stand with simple flair Morgans were a hit of the show and as a result a Stand will be at the 1985 Show. I hope that we can give some space to the Club to show its Regalia and activities.

Once again THANK you all for supporting me so very faithfully.

Chris Charles.



WINTER DRIVEN CAR IN BC: Bob Walker drives months of the year in his Morgan.

ALL BRITISH FIELD MEET

PORTLAND INTERNATIONAL RACEWAY

8

SALUTES

Sept 1, 2

1984

LABOR DAY WEEKEND ALL BRITISH CAR SHOW AND SWAP MEET

FRI., AUG. 31: SHERATON INN

- Evening: Cocktail Party, video from 1983

SAT., SEPT. 1: PIR

- British Car Display and Show on the Grass
- National points Jaguar Concours
- Special display, Morgan Motorcars
Celebrating the 75th Anniversary of Morgan
- Peoples Choice voting for favorite cars
- Awards Banquet, Sheraton Inn
Guest Speaker: Anantoly Arutunoff

SUN., SEPT. 2: PIR

- All British Swap Meet and Cars for Sale
- All British Rallye; Giant Slalom; Funkhana
- Over 50 Trophies and Awards for Sunday events

ALL BRITISH MARQUES INVITED

Pre-Registration forms available after June 1 from your British Car Club and import parts stores — or Call John Rollin at (503) 295-6278 Day/Evening; or write All British Field Meet, P.O. Box 66536, Portland, Oregon 97266.

- SUN MAY 7 SPRING RUN TO NOTTAWASAGA INN, ONT, starts Milton, see p 3
 - SAT JUNE 30 PIPER'S HILL PIGOUT & CAMPOUT, 2 PM, see page 3
 - JULY FOURTH MOG 14, Dulles, Virginia, call Audrey Beer.
 - JULY 28-29 SHANNONVILLE VINTAGE RACING VARAC see page 3
 - SUN AUG 5 BEETMOG III, Chatham, see page 4
 - SEPT 7 8 9 NIAGARA 84, see special section of this issue
- SOME AMERICAN EVENTS
- JUNE 15-17 MIDWEST MEET, Chatham, Ontario (really!) see page 4
 - SEPT 1 & 2 ALL BRITISH CAR SHOW, Oregon, see page 19
 - SEPT 21-23 6TH ANNUAL AUTUMN MOG, Conn, see page 17
- OVERSEAS EVENTS
- MAY 18-20 POLMOG, Warsaw, Poland see page 17
 - JULY 21 MOG 84, 75th ANNIVERSARY, Malvern, England
 - AUG 4 & 5 MORGANS AT THE GARAGE PARTY, England, see page 8

PRESIDENT	AUDREY BEER, RR #3, Bolton, Ontario, Canada, L0P 1A0, 416 857 3210	BURSAR	(TREASURY & MEMBERSHIP) LINDA RUMOHR, 16a Phoebe St, Toronto, Ontario, Canada. 416 593 6687	EDITOR	DOUG PRICE, c/o 22 St Clair Ave East, Suite 601, Toronto, Ontario, Canada, M4T 2S5 416 967 7816
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THE
BLURB
MORGAN OWNERS GROUP



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

12 _____
34 _____
370 _____

22
1584
POST



to:

Mr & Mrs J. H. Hoven
63 Dunvegan Road
St Catharines, Ont.

This issue's been
taken over by a
coterie of pinko
poets!



WORST
POSSIBLE
TASTE!!