

The Inestimable Blurb

SUCH LICENCE
PLATES ARE ONLY
AVAILABLE IN
CANADA!



PITY
EH?

FOR MORE ON LICENCE,
see page 17.

Morgan Owners Group

NOV 1984

4 - 84

NIAGARA 84 photo

ABS PUBLIC RELATIONS photo





The Morgan 75th Anniversary Meet has come & gone since my last report. an incredible, fantastic week in Malvern, perfect weather and differing reports of from 1000 to 1500 Morgans at Prescott & Eastnor, I have it on good authority the Factory people lost count after well over 1500, the sheer number of 3 Wheelers driven there had to be seen to be believed but will leave the details to those far more interesting to read than I. My thanks on behalf of the Canadians to Roger & Hella Moran, Mark Aston, The Hill's Barry Iles and all the ones not mentioned, the un-named workers who provided us with an un-forgettable 8 days.

Niagara was blessed again with sun, I recieved many compliments from people who enjoyed themselves both as they left and by later phone calls this I now pass on to our volunteers. We had 2 problems, first with only 15 Pre-registered then 45 Morgans & 85 for Dinner. For the benifit of the un-initiated all Banquets and group dinners can only be pre-booked by a guarantee of stated number of Diners, any under and the organisers pay the difference, any over could cause a shortage of food so may be refused. we DO NEED your pre-registrations to adjust our estimated guarantee well befor the date.

Next through no fault of the club the T Shirts did not arrive in time, my heartfelt thanks to all those who placed orders and paid for them, to be delivered later. Though I am appalled by the attitude of some members who showed such ungracious and critical attitude to Pauline Smith regarding this delemma, to those I would like to remind them that these people who work so hard weeks ahead of time, drive miles to organise Niagara for their fellow members are volunteers not to be insulted and critisized or treated as lower beings there for your personal convenience. Our club has held the reputation for years as being the low key fun club with great geniality between all its members so instead of ruining this why not volunteer to do some of the work next Niagara we need all kinds of dependable help during the event.

Audrey Beer.



CHRISTMAS PARTY IN SOHO



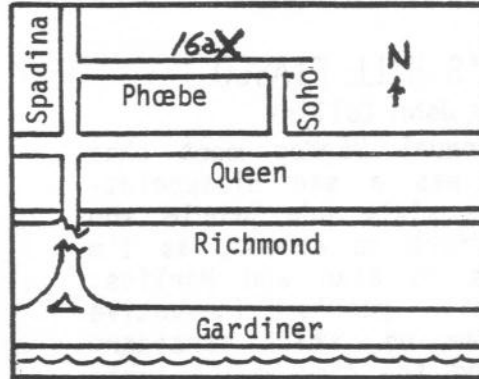
Saturday December 1st at 8pm. The Rumohr's

home has been offered again at 16A Phoebe St Toronto just off Spadina & Queen St W. As with all our meets its Potluck BYOB & mix. best parking is the commercial lot at the corner of Queen & Soho St, then a short walk north to Phoebe St. RSVP to Linda or Brian at 593-6687.



CHRISTMAS IN SOHO

Get off the Gardiner Expressway at Spadina and park at the commercial lot at Queen & Soho (avoid the maze of one-ways)



ANNUAL WINTER BASH

THE SMITHS ANNUAL BEAT THE BLAHR'S

ON MARCH 2ND '85 at 7.30PM

Bring BYOB, MIX & POTLUCK DISH FOR THE BUFFET; LOCATION: Andrew St in Snelgrove just east of HWY 10 on 17 Side Rd. in Snelgrove, for details call Pauline Smith at 846-1521.

SALON

WED DEC 5 8:00 PM

YOUR PASSPORT TO PARKDALE but please confirm date before you come

53 MACDONELL AVE, TORONTO

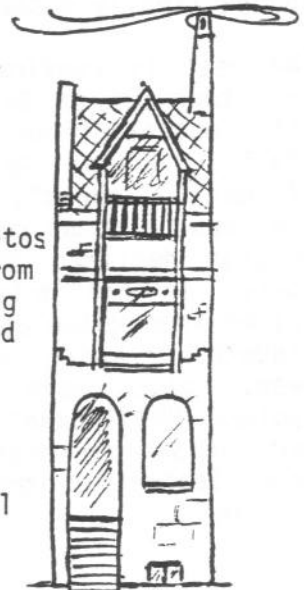
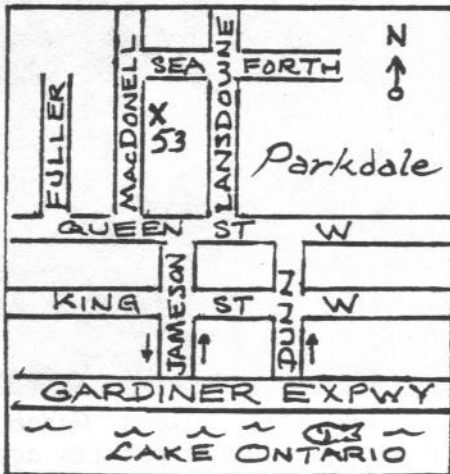
416 537 8568

THE BLURB CAMERA CLIQUE

is holding its Open House to choose photos for next issues End-of-Season review from slides and prints. Any interested Hogmog members are invited. Light repast served IF you RSVP.

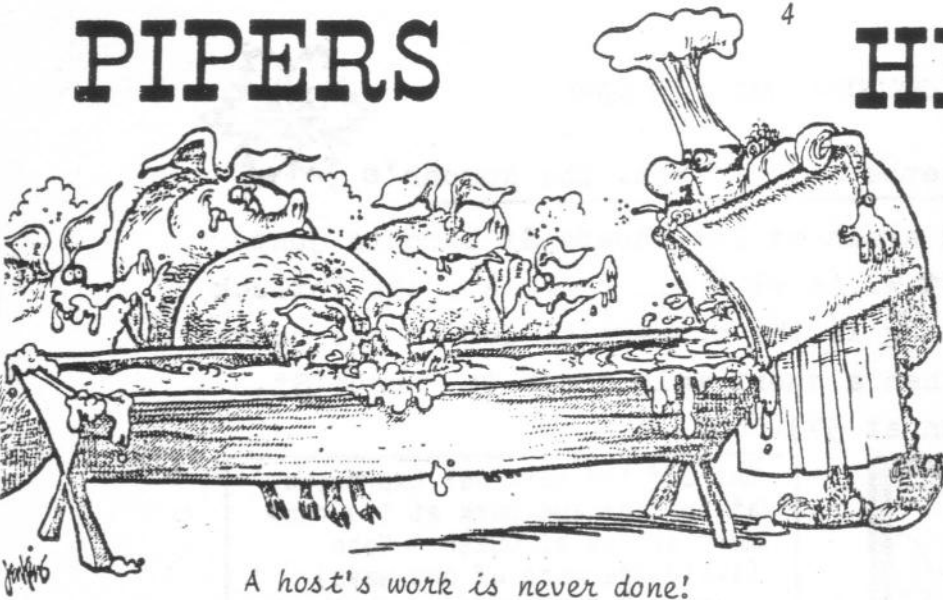
Venue is the new BLURB HQ in one of Parkdale's tiny palaces undergoing the typical total rehab treatment. In case of rain BYOU*. If you can't attend, feel free to mail PRINTS in.

*Umbrella



PIPERS

HILL PIG-OUT



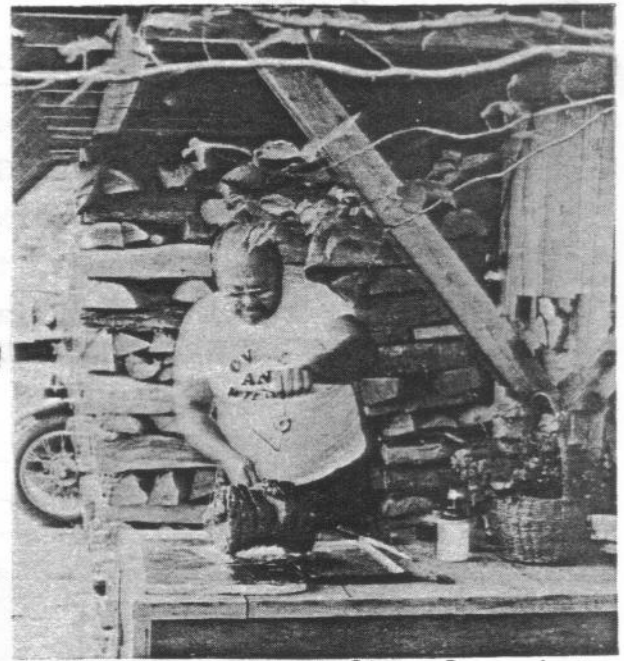
A host's work is never done!

PIPER'S HILL FIASCO

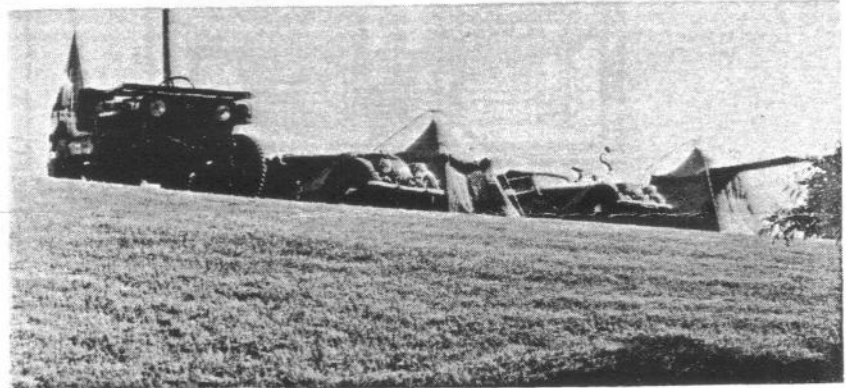
by John Collins

The 76th annual HogMog meet chez Alan Sands was a sad disappointment to the sixty odd people who made the effort to attend, as I'm sure it was to Alan and Marlies. Despite this year's innovative overnight camping, which considerably extended the time guests were present, not a drop of rain fell during the entire event! Some of the regular scroungers, who cannot accept that a Piper's Hill meet is over until it rains, stayed a second night to no avail. A particularly persistent parasite, who shall remain anonymous, would probably still be there had not Blackie, Alan's ageing labrador, laboured up the hill and cocked a leg at his tent. This was accepted as a suitable substitute for the purer precipitation that had been awaited, and he finally pushed off.

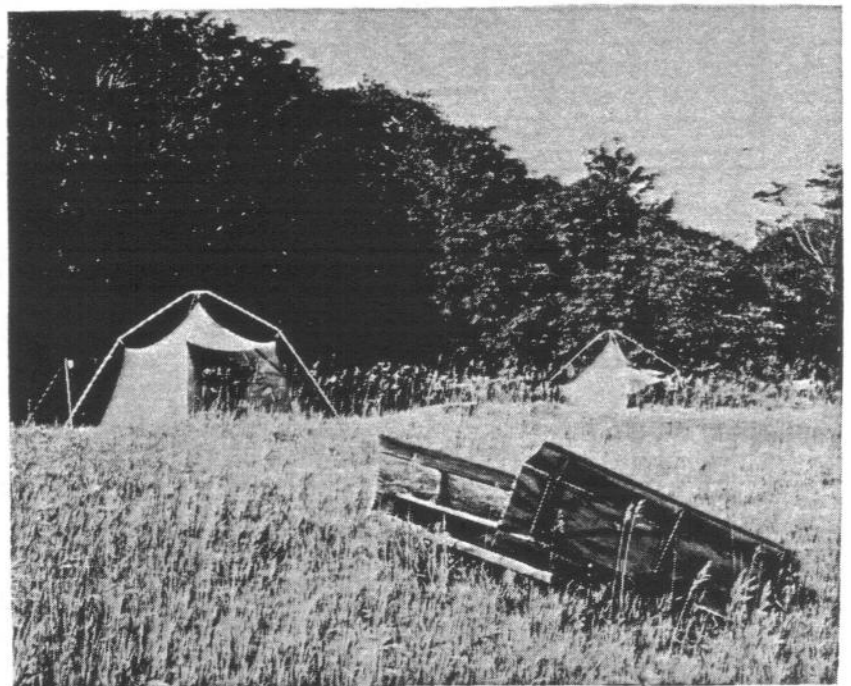
The rest is routine. There was a good turn out on Saturday, June 30, with multitudinous Morgans, Peter Pfahl's, Willys Jeep, a fine old Hillman "lifeboat", a tidy MGTF and the usual plebean conveyances. Most Morgans declined the incline, and parked in the driveway as usual, rather than going up the hill to the ridgetop camping area. Peter's Jeep, plus John Collins's and Luciano Ghislazani's Morgans were made of sterner stuff, however, and were featured prominently on the skyline.



Steve Beer photo



"Prominent on the skyline" Steve Beer photo



An exceptionally early (and rare) Morgan "Gadabout" model in surprisingly good condition for its age.

J Collins photo



steve Beer photo
"A host's work is never done!"



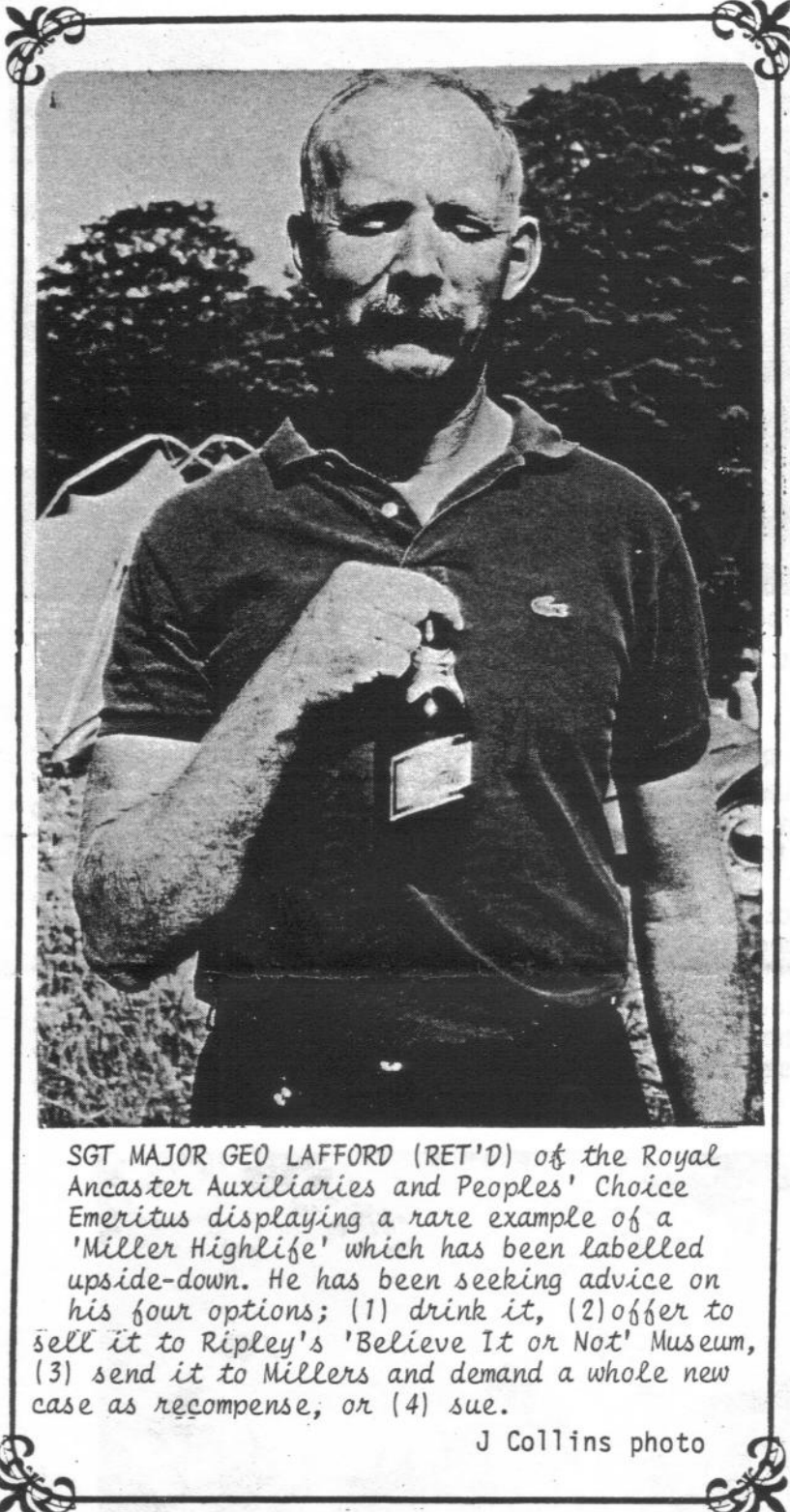
A fine old Hillman "Wizard" known in its heyday as the "Lifeboat" in company of some Morgans.
 Steve Beer photo

Talking of skylines, Alan & Reg's much touted but seldom seen Lazair Microlight made its debut by the pool. The wings have yet to be skinned, but Alan had lots of fun revving up the engines periodically. Both aspiring aviators insisted on wearing T-Shirts inscribed "Wilbur and Oval" on the front, backed up with "We're the Wrong Brothers". Further comment would, of course, be totally superfluous!

Barbecued supper was super, supplemented as usual by Alan's spit-roasted pork. In contrast to earlier years, we were able to sit around after and have the odd drink, knowing we did not have to drive home, but merely climb the knoll. Some of the more athletic attendees danced on the temporary dance floor that Alan had improvised, to music from the stereo system especially installed in the woodshed for the occasion.



J Collins photo



SGT MAJOR GEO LAFFORD (RET'D) of the Royal Ancaster Auxiliaries and Peoples' Choice Emeritus displaying a rare example of a 'Miller Highlife' which has been labelled upside-down. He has been seeking advice on his four options; (1) drink it, (2) offer to sell it to Ripley's 'Believe It or Not' Museum, (3) send it to Millers and demand a whole new case as recompense; or (4) sue.

J Collins photo

Paddy & Diane Weir put in a farewell appearance. They are off to try and introduce medicine to Thunder Bay later this month, but promise to come back periodically for HogMog events. I should think so too, since they have now acquired a four seater as well as the prize winning Plus 8.

Sunday dawned to reveal a cloudless sky. The campers emerged, and breakfasted on Danishes, toast, bread and coffee. The main activity then was to phone the wimps over-nighting under shingles rather than canvas, to see if they were awake. Eventually, a convoy was assembled and we set off for brunch at the Mill at Elora, whose famous gorge looked especially pretty on such a sunny day. The journey there included a brief stop at Henry & Heather's, friends (at least they were) of Alan and Marlies, and owners of the TF. It was decided that we should return there from Elora and dine on barbecued steaks that evening. We did. It was great, and much appreciated. Afterwards, Alan and Henry hammed it up on harmonicas, and eventually people drifted away, those staying until the end moving inside to listen, at considerable volume, to Henry's tapes of Prussian marching tunes, which had been briefly featured earlier at Alan's woodshed disco.

Monday, too, dawned to reveal a cloudless sky as the real hangers on came out to sit listlessly by the pool, and listen to the crows, geese, doves and other unidentified birds that had somehow been overlooked in the somewhat more hectic mornings before. They were fed, and eventually Blackie was dispatched to deliver the coup de grace.

1964 Plus 4 DHC

FOR SALE

Burgundy Metallic good condition
reconditioned front end, transmission,
etc all overhauled

Needs new top.

\$20,000.00 ONO

Chuck Borton
4323 W4st 16th Avenue
Vancouver BC
V6R 3E6

604-224-1906

For Sale: 1964 Morgan Plus 4 Plus. Total restoration.
All work documented with receipts and photos. Left hand
drive. Some extra parts just for Plus 4 Plus.
Ted Glover (214) 867-1122 after 6:00 Texas time.

Prescott Speed Hill Climb

Just for fun, we go with a group of Spaniards and Germans through the countryside of England. When they're not sure of the route and the language is a slight barrier. We got there.

The Prescott Speed Hill Climb (venue of MOG 70) is sponsored by the Bugatti Owners Club. ModSports went around the course, then three wheelers - a 2 hour break for lunch, more hillclimbs, a parade, and Peter Morgan was persuaded to go up the hill to finish the fun.

Back at Great Malvern the Winter Garden evening was the first chance for dancing and dressing up and our group did us proud. It was a really beautiful setting and a good evening.

EASTNOR CASTLE

The Eastnor Castle day of trading, buying, and judging followed. Our Audrey Beer with a twisted ankle (inelegantly acquired) was one of the judges. She must have had a good deal of fun. Cars were at their best. Drivers and passengers were costumed and well turned out.

Chris Charles won a "surprise" trophy for his well seasoned driving skills.

The International Dinner at the Abbey had great food. There were speeches and Peter Morgan was the honoured guest. More badge trading and a German Soda Water Sqirt. All part of the festivities.

The 75th Anniversary of the Morgan was a small part of the history of the Company and it was a good time to be there. See you at the hundredth.



STOP PRESS!

"PIPER'S HILL FIASCO"

(a footnote)

A few hours after ABS reviewed the proofs for this issue of the Inestimable Blurb, Mr Collins 'phoned the editorial offices and in an anguished, even pained, voice requested the following last minute insertion;

Thanks are due to Alan and Marlies.

It's easy to joke - not as easy you might think, mind you - but to end on a more serious note, I'm sure all who attended would want me to convey their sincere thanks to Alan and Marlies, and also to Henry and Heather, for the generous hospitality we all enjoyed. Just owning and driving a Morgan is reward enough (Reg's opinion is not required here!), but, to do so as a HogMogger is to be doubly blessed. We do appreciate that, even if we don't always say so. John Collins



LPI PHOTO

THE MORGAN 75TH ANNIVERSARY

by Joyce Tomsett

For Morgan enthusiasts the Hallowed Land of Malvern beckoned the world to come and, if possible, bring their Morgans Home. AND THEY CAME. Japan, Poland, South Africa, Austria, Germany, Sweden, Switzerland, Spain, United States, and Canada. Organised by Roger Moran from Belgium (who did a "hell of a job") the Out-of-Country members settled into their homes away from home.

The camaraderie started at the "Morgan" Pub. Three days at the bar and sitting on the sidewalk on a beautiful summer evening started the nine day party.

Silverstone proved a bit too far for most people but not for the Germans who had more enthusiasm than the rest of the group put together. Most people went sightseeing to Ann Hathaway's cottage checking out the Morgan's plates. Evening movies. Restoration information. Two film nights. Movie of a Japanese club rally entirely in Japanese.*

The Factory Tour was great. Chris Charles conducted a group tour through the closed factory with the knowledge of someone who just might know a bit about Morgans. The size of the factory fractured quite a few peoples' illusions - the factory is only the size of about 3 small barns. The output is 3 handbuilt cars a week with a 3 year waiting list. Peter Morgan told me the market is much smaller than supposed. People's finances change and their priorities are not the same. Another question - "Why not raise the prices?" - "Not fair to the people who buy after the price change." Nice man.

The Trading of Badges at the Abbey Hotel was fun. The Japanese group was mobbed and they were surprised at the lack of ceremony but entered into the fray with badges flying.

* Editor Comment; Did they run the film back to front?



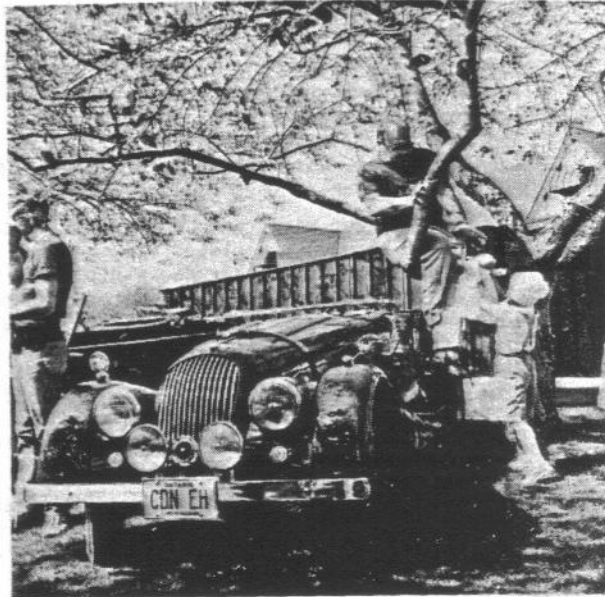
MASSED START
(an exceptionally well attended 'Wake-up Run')

ABS PUBLIC RELATIONS photo



Queenston Heights

ABS PR photo



Young child showing a fine example of the famous foot long Niagara Dew Worm to a highly impressed ABS. It is a zoological oddity that these worms can only be found on the Cdn side of the Gorge. Steve Beer photo



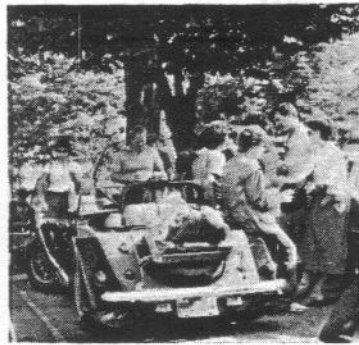
Steve Beer photo



David Sands' "Chameleon" Double Spare +4. ABS PR photo

1984, it will be noted in the history books, was the year of the Liberal leadership contest and the Federal General Election; the year those two "Seconds", Pope John-Paul and Queen Elizabeth accepted Canadian hospitality; and last but not in the least bit least, the year of the sixth annual Niagara HogMog Meet. 1985, surely, will find this a hard act to follow.

The drift south, which started last year when the Banquet was first held at the Whirlpool Restaurant, gathered momentum as the Shady Rest Motel in



S Beer photo

Niagara Falls become the weekend resting place for a substantial number of Moggers. The traditionalists, muttering darkly, remained firmly ensconced in Niagara-on-the-Lake, venturing forth only for the events.

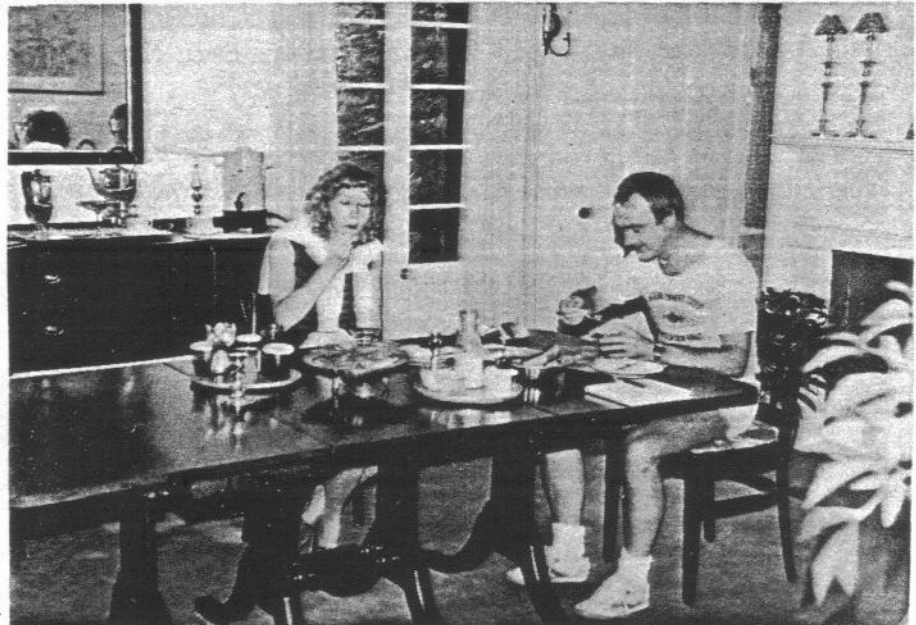
The Fun Concours (Saturday, September 8, 11 a.m. onwards) was once again held before the Whirlpool Restaurant, and attracted 40 or so Morgans, which, over the course of the afternoon, attracted hundreds of onlookers. The weather, which earlier in the week had been dull, wet, overcast etc. etc., once more became co-operative, and was dry and sunny, though not sweltering. Nonetheless, the odd beer or two was judged to be necessary for reasons of sociability.

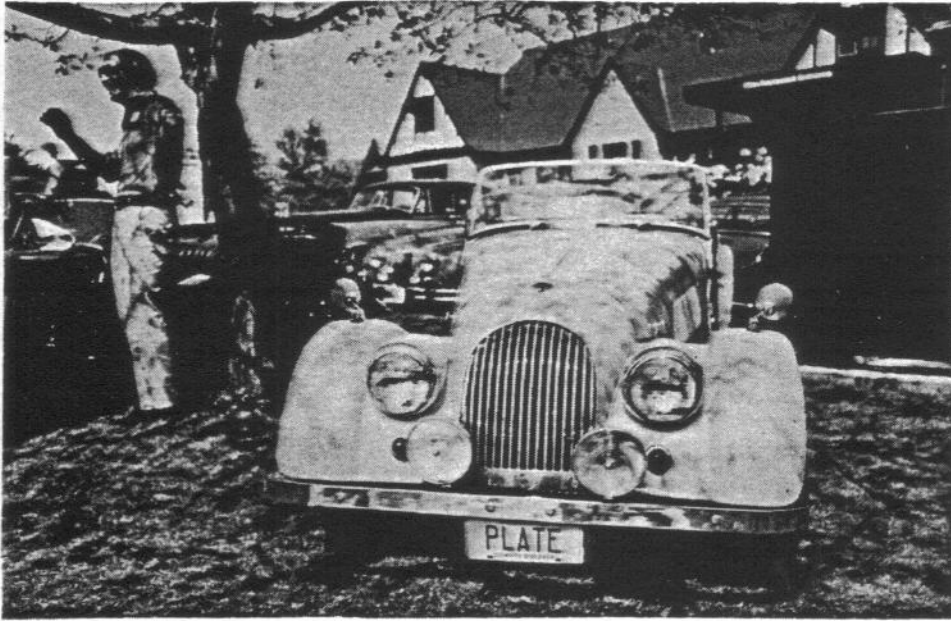
The Buffet Dinner at 8 p.m. once again provided excellent



S Beer photo

Typical N on the Lake Bed & Brkfst; 4 elegant Duncan Phyfe table legs and 2 hairy knobby John Collins legs with 2 Christina legs peeping shyly through. photo provenance unk.





ABS's "Yellow Submarine" 4 str +4. ABS Pub. Rel'ns photo



L to R; Mike Marsalla, Melissa Sands, Eric Sykes, ABS.
Marlies Marsalla photo



value, and was followed by the awards ceremony, MC'd by Brian Rumohr, who demonstrated quite a flair for such a role. The prizes, as usual, were many and varied, and were followed by a showing of "75 Years of Morgans" slides taken in England by Al Isslehard, who shared narration with Steve Beer.

The 7 a.m. "Wake-Up-Run" became a relative "mob-scene" this year, with six car loads of idiots in attendance instead of the usual two. There were even more cars lined up at the Shady Rest for the 10:30 a.m. conducted tour through the scenic Niagara back roads, winding up in Vineland at Nick and Linda Murphy's for a barbecue. Their yard is well shaded by a mature stand of Black Walnuts, but, unfortunately, wind rather than sun proved to be the more dominant of the elements, and a few people received knocks from falling walnuts and/or small branches. A mere nothing, of course, to anyone used to the Morgan suspension system!

Thanks, once again, are due to all those who did the work, principally the organizers, John and Sharon Roden of St. Catharines, and, of course, to the Murphy's for their hospitality. And for the walnuts. I brought a couple away with me for planting so that next time the car needs work, I can put in a burled walnut dash. And if the trees are ready before the car needs work, I just may replace the dash anyway!

John Collins

The ex ABS "Chameleon Green";
L to R; BEMCee's Cdn 'Winter Rally of yore which ABS laid out, early and rare Hogmog badge, British Empire Motor Club (Bemcee) badge, common Hogmog badge, CASC (Bemcee's nemesis) badge. Eat your heart out, Sharples. (Morgans actually entered the W Rally)

ABS PR photo



Mr Collins' declining standards of reportage continue to dismay. Without Mr Beer's photo of his racing 'SS' we would have no record of the alarming windstorm that plagued 'Niagara 84'.

advertisement

FOR YOUR MORGAN	DISCOUNT ON PARTS	FOR YOUR SELF
Bonnet straps	Send for 16-page catalogue (\$1 for mailing)	Workshop manual
Factory floor matting		75th Ann. regalia
Lucas and Girling	Olde World Restorations	Jewelry
Upholstery	York Road & Sunset Lane	Belt buckles
and more!	Hatboro, PA 19040 (215) 441-4151,4152	and more!

75 YEARS OF MORGANS

Article & Photos by John Collins

It was Friday the 13th plus one week when I landed home in England for the big Morgan "do". The sun was out in honour of the occasion (as it was to be until the celebrations were completed), and I was just in time to buy a Car Badge, T-Shirt and Lapel Pin at "The Factory" before a fortnight's shutdown for the summer holidays. I could, of course, have obtained them elsewhere, but, somehow, it seemed right to get them through the little "parts hatch" at Pickersleigh Road. I then wandered around the works for a while, and was fortunate enough to be able to shake the hand that has guided the company since the fifties, as I chanced upon Peter Morgan on the way back to the nerve centre of his vast industrial complex (a little "poetic licence" never hurt anyone* and this was the 75th Anniversary!) The portents seemed propitious for the week ahead!

I returned to Malvern on the Saturday, and found Roger Moran* hard at work in one of the rooms at the Abbey Hotel. Yes, he did have tickets left for the closing International Banquet on Sunday, July 29, so the journey was not in vain. I hung around the front steps for a while admiring Chris Charles's new red 4/4, and eventually the HogMog convoy from Gatwick pulled in. The weary travellers spilled out, stretched, and then ambled into the Abbey; probably after a nice cup of tea.

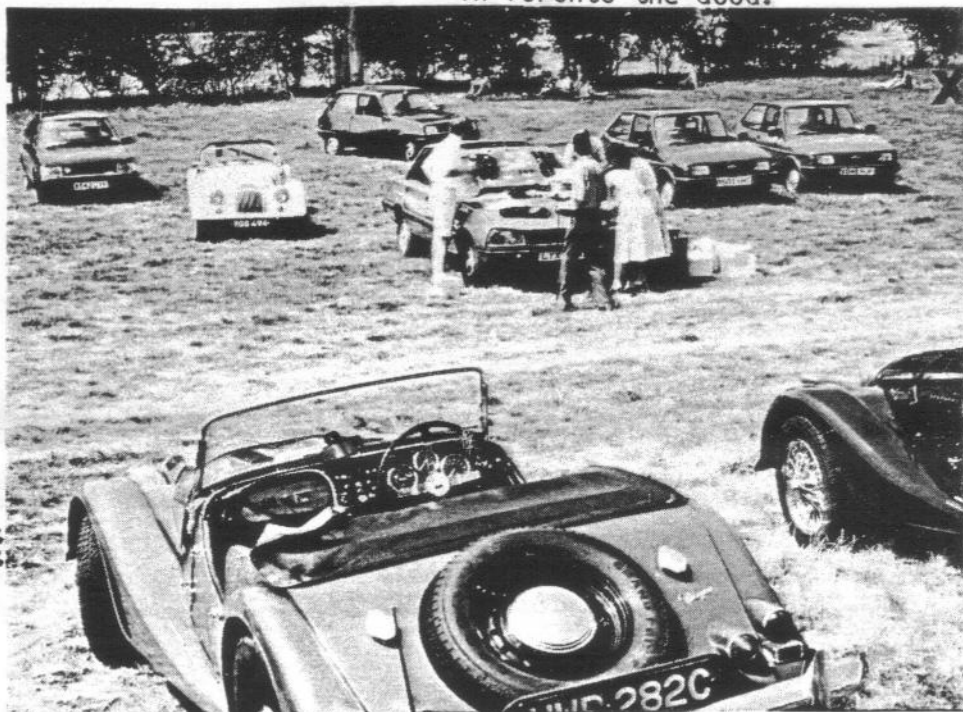
Sunny Sunday dawned, and about 50 Morgans plus a like number of other cars eventually found their way to the Dobbs Hill Farm event in nearby Gloucestershire.

* Editor Comment; Not really? Just check out page 17!

* Editor Comment; It's a pity that generations ago Roger's forebears dropped the "g" in their family name --but that's another story.



The competitive component consisted of an attempt to get around courses marked out on a steep bank on one side of the field, followed by a timed run on the flat over a course delineated by bales of straw, the driver starting the stopwatch before racing to the car at the beginning, and leaping out to stop it at the end. The non-competitive component, at least for some, was to take a casual interest in a couple of European ladies obtaining sun-tans to rather more of themselves than is usually exposed in Toronto the Good.

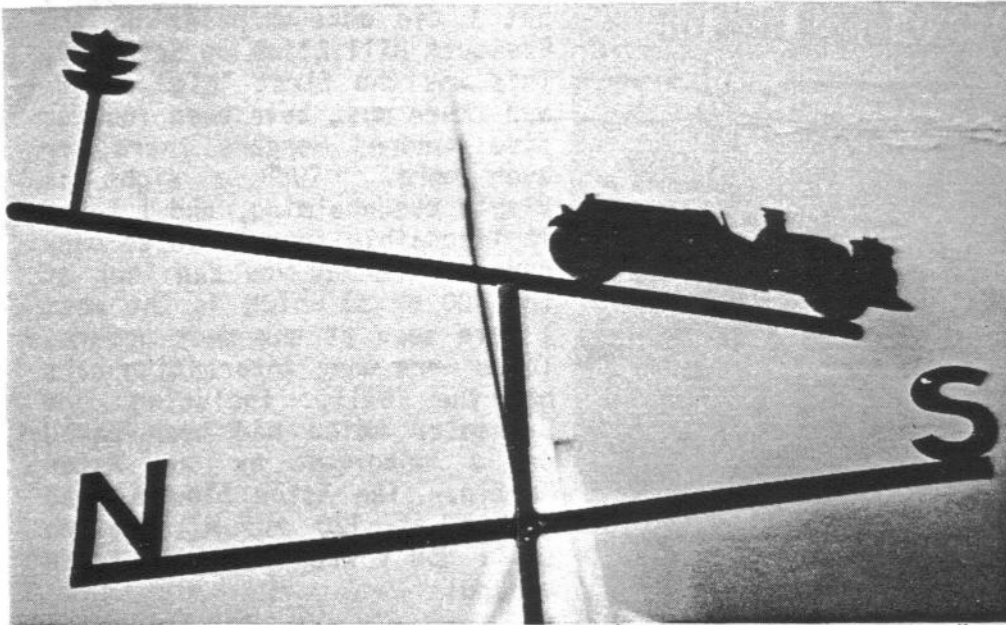


European ladies exposing themselves (see X).
...J Collins photo

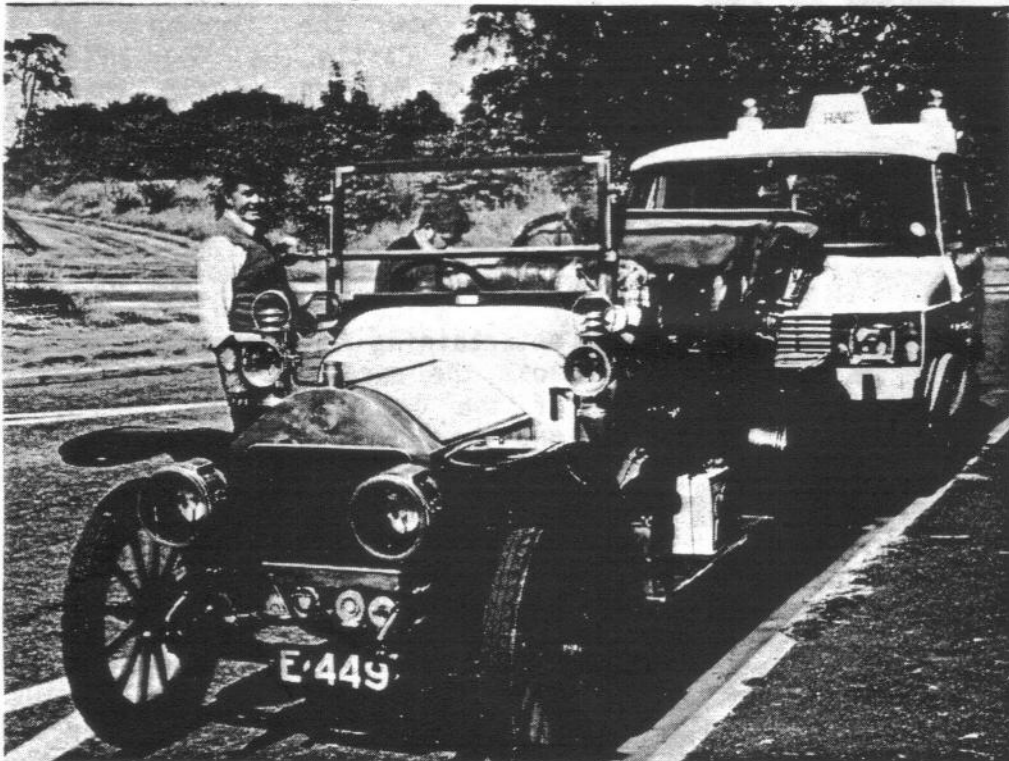
Monday was race day at Silverstone, and 50 or so cars turned out. Fastest of the day was Peter Askew's "modified" 4/4 tipping the scales at ten hundredweight, with Cosworth engine parts and a Rocket gearbox. Peter was getting the bugs out of the car - defective "0" ring on number 4 carburettor; leaking exhaust gasket from cylinders 2 and 3; and, finally, a gearstick which came off in his hand during one of the laps. He did subsequently open it up to 8000 RPM on the straight, though, which was about 145 M.P.H.! MMCII, the prototype Vitesse-engined Plus 8 was also there, and was used as the camera car to shoot Peter's racer for a video being made of the 75th Anniversary.

PUBLIC NOTICE

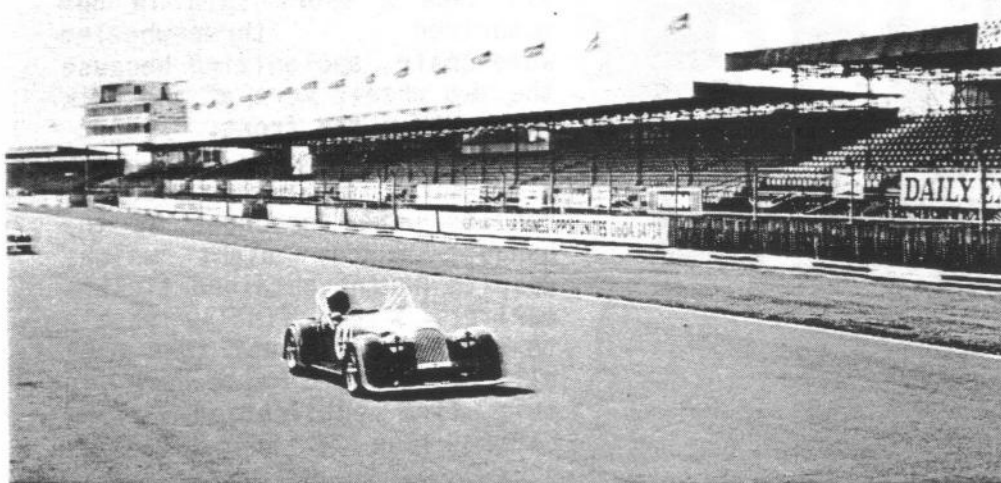
A fund has been established to buy Collins a tele-photo lens. Be sure to make out your generous donation in the Editor's name and send direct to the editorial offices.



Weather vane at "Light Car & Cyclecar Restoration Company"



Dinah the Darracq



Peter Askew at Silverstone

Tuesday was the day for a visit to "The Factory" or to the Light Car and Cyclecar Restoration Company. Having visited "The Factory" on Friday, I chose the latter, and followed Chris Charles since I did not have a map. The place was crammed full of cars in various stages of repair, including one trike that had been especially made for racing at Brooklands. On the way back, I passed an ancient automobile that I'd noticed on the roadside en route, when I was unable to stop since only Chris knew where to go. No longer under such constraint, I could not resist the temptation to take a closer look. The RAC had just finished repairing a puncture on Dinah, a 1911 Darracq, which amazingly enough, had been used for her wedding some years previously by Peter Morgan's daughter. The owner obligingly lifted the bonnet after handcranking the engine, and, à la JAP, the rockers could be seen in operation, since no cover was fitted in those days.

Wednesday was rebuild Information Night. Colin Musgrove spent about an hour describing, with the aid of slides, the restoration of a 1957 Plus 4 found in France near the Swiss border. He then spent about two hours fending off Martin Beer, who had previously purchased some Morgan parts in a transatlantic transaction which had not worked out precisely as Martin had expected. In rebuilding, Colin maintains that the amateur can do a better job than the professional, since he can take as long as he likes without worrying about labour costs. He recommends careful disassembly combined with lots of photos and sketches to aid in reassembly, and advises that cars should not be "over-restored" to better than original factory standards.

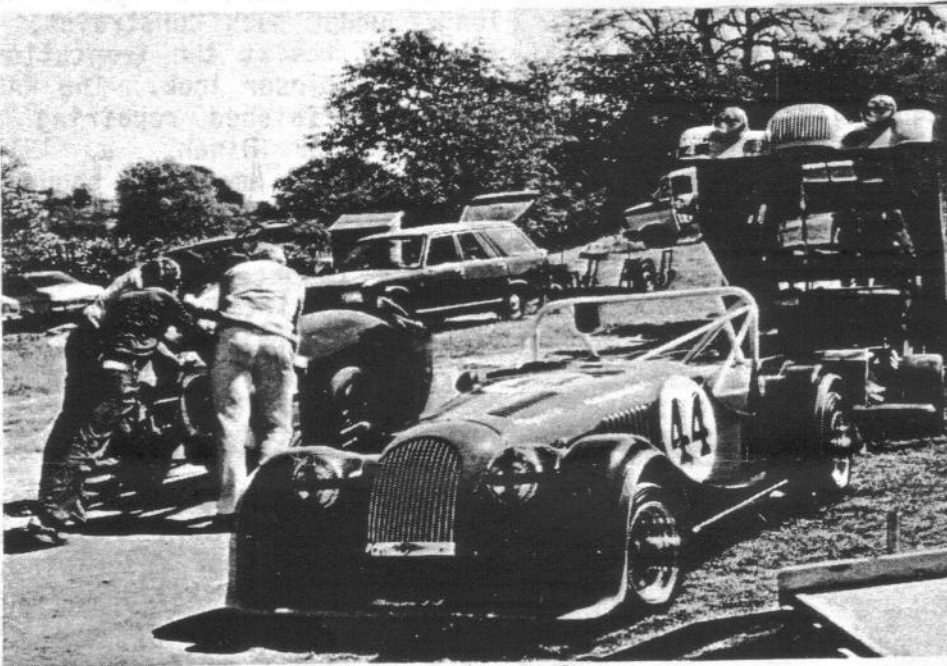
Thursday and Friday were occupied with a picnic on the Malvern Hills and a visit to the Worcester Royal Porcelain

MORGAN & BECK CLUTCHES

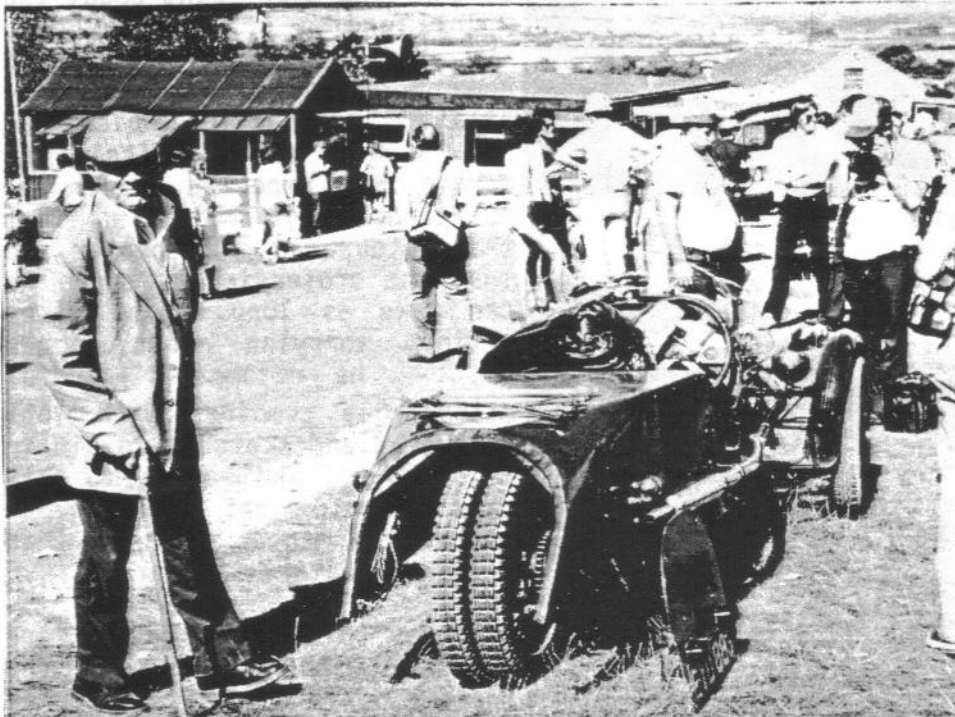
Marlboro British Grand Prix



Silverstone



Askew's 4/4 at Prescott



"Oi used ter 'ave 'un when Oi were just a lad!"

A very early four wheeler

Company, which I did not join, but I did make a point of the Prescott Hill Climb on Saturday. This was the first "big" event, and there must have been four or five hundred Morgans there, or even more. Such a sight is simply overwhelming, and I found it impossible to take in so many cars in the way you can look at the 100 or so which is the most I have seen at one meet before. There were many interesting cars on the hill, including one 3-wheeler which had been paced on a motorway by an Aston Martin. The Aston blew a head gasket at 120 M.P.H., so we still don't know what the trike can do!

The final day, Sunday, July 29th, saw the Concours at Eastnor Castle, a few miles south of Malvern. Again, there were several hundred Morgans present, though the official concours was limited to 100 cars. The judging area was cordoned off, and the contestants drove in two at a time, which made things more entertaining for the spectators. Both the cars and the costumes of the occupants were judged, and there were some interesting outfits. I'm sure People's Choice Emeritus, Sgt. Mjr. George Lafford, would have selected the World War II army uniforms worn by the occupants of one wartime 4/4 - they did look rather fine. A surprise guest in the judging area was Dorothy Morgan, younger sister of the founder HFS. She just watched most of the time, but did take a short spin in her motorized three-wheeled wheelchair, apologizing because the two wheels were at the back rather than the front.

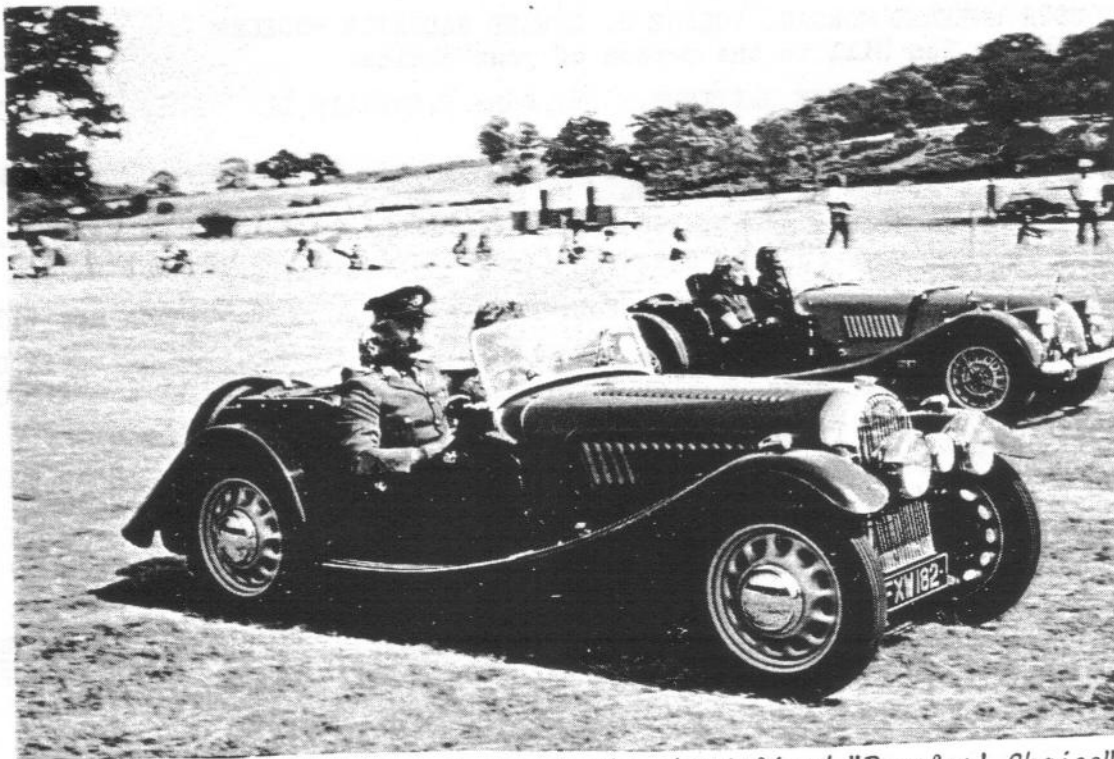
I'm sure all the various results were announced at the banquet Sunday night which, despite having obtained tickets earlier, I was finally unable to attend. No doubt they will all be printed elsewhere in this fine publication. The bottom line is that, to me,

they don't really matter. For many, most, of the people at Malvern in 1984, simply being there was the important thing. It certainly was for me, and I count myself fortunate to have been able to attend. Morgans may be made in 2009, the next significant anniversary, but then again, they may not. Peter Morgan will not be at the helm, Dorothy Morgan won't be there, and those of us still around will be 25 years older. This was the anniversary to commemorate and I shall not be at all surprised if the year 1984 attains a similar stature for Morgan enthusiasts in retrospect as it has achieved in advance, albeit for different reasons, for the readers of George Orwell.

John Collins

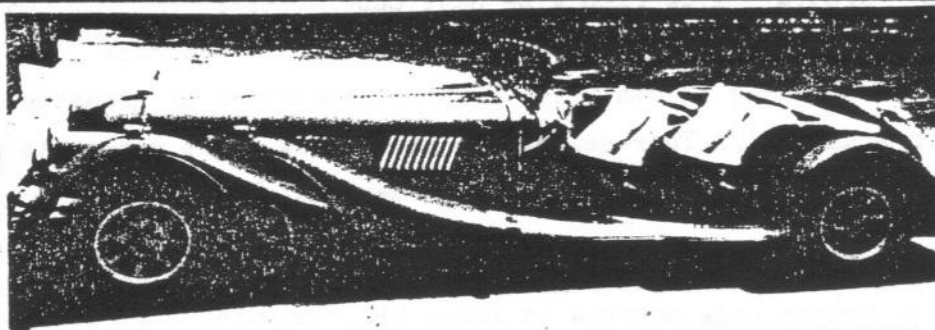


A rare Plus Four Plus at Prescott



A photo to honour Sgt Geo. Lafford, the short-lived "Peoples' Choice"

**MORGAN
POST**

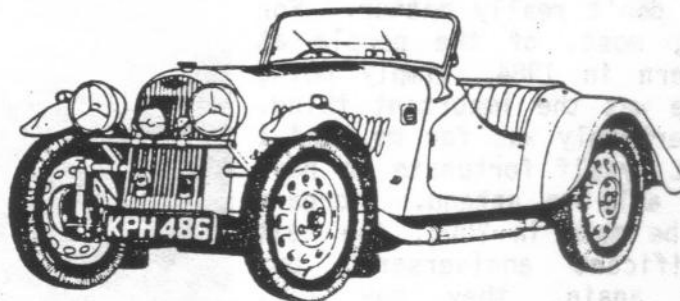


**Zeitschrift des Morgan Club
Deutschland e.V.**

No, this is not the rumoured new Snobmog.

Janet Hill Ventures

Woodfildley Cottage
Brockenhurst
Hampshire
SO4 7QL. England
telephone 05902-2091



NOW IS THE TIME TO START THINKING ABOUT THOSE CHRISTMAS PRESENTS

- COFFEE MUGS Exclusive design of a Three-wheeler & a Plus 8. £1.75 each. £10.00 box of 6.
- COASTERS (DRINK MATS) Six exclusive designs (3 three-wheelers & 3 four-wheelers) Etched on stainless steel, in presentation case. £7.50 a box.
- TABLE MATS Heat resistant plastic. Two exclusive designs. 1939 4/4 Le Mans & 1939 Le Mans and a 4/4 Modsports. £1.25 each.
- CHRISTMAS CARDS "and a MORGAN in a pear tree" exclusive design by Don Jellyman "Seasons Greetings" in nine languages. With envelopes £1.50 for 10.
- BOOKS "THE MORGAN . 75 YEARS ON THE ROAD". Dedicated by Ken Hill to the person of your choice. £10.95
- "THE FOUR WHEELED MORGAN, VOLUME 2, COWLED RADIATOR MODELS" Dedicated by Ken Hill to the person of your choice. £7.95
- "MORGAN. PRIDE OF THE BRITISH". by John H. Sheally II £21.00

MODELS

We specialize in Morgan Models of all types and manufacturers. Collectors models in Kits or Made up, and toys for the children (large & small) are available.

<u>WESTERN MODELS</u>	1/43rd Flat Radiator Plus Four Four-seater.	£22.00, made up; £13.00, kit.
<u>WILLS FINECAST</u>	1/43rd 1932 Three-wheeler Super Sports.	£8.00 Kit only.
" "	1/24th 1934 Three-wheeler Super Sports.	£16.00 Kit only.
<u>B.K.L. (AUTOREPLICA)</u>	(all 1/43rd scale unless otherwise stated)	
1968	PLUS 8.	Kit £9.49 Made up £17.25.
1964	4/4 Four-seater	Kit £9.49 Made up £17.25.
1950	4/4 Flat Radiator Coupe	Kit £9.49 Made up £17.25.
1938	4/4 Four-seater	Kit £9.49 Made up £17.25.
1980	4/4 or Plus 8 (1/86th scale)	Kit £2.40 Made up £4.50.

ALSO AVAILABLE BEFORE CHRISTMAS AND EXCLUSIVE TO JANET HILL VENTURES

1964 PLUS 4 PLUS; 1938 4/4 Two-seater; 1955 PLUS 4 DROP HEAD COUPE;

Prices are expected to be as for all B.K.L. models.

N.B. All B.K.L. models can be supplied in customers choice of colours at £3.00 extra.

- GRAND PRIX MODELS 1/43rd 1962 Plus 4 Le Mans Super Sports. Kit only £11.95
- L/S MOTORIZED KITS (1/16th SCALE) PLUS 8 Competition or Roadster. £12.95 or £15.95.
- POLISTIL (Italy) Ready made 1/16th scale PLUS 8 Competition or Roadster £12.95. each
- MAJORETTE 1/57th scale 4/4 Four-seater (We have a few light greens as well) £0.95p
- TOMIKA 1/57th scale . (latest colour received dark metallic blue.) £1.95

TERMS OF TRADING Strictly cash with order. Add 10% for U.K. orders & 15% for Overseas orders, to cover postage & packing. (minimum dispatch charge is .80p). Cheques and International Money Orders made payable to Janet Hill Ventures. Orders taken.

We know that you have all been waiting for
the last poetic perpetration of John Collins;

LINES WRITTEN OUTSIDE AN URBAN SCRAPYARD

The curfew tolls the knell of passing day
The rush hour traffic goes, and stops, and goes;
Each weary driver reckons up his pay,
And contemplates his supper, and repose.

The autowreckers, too, have had their fill
Of wielding cutting torch mid rust and grease:
A few more final tasks and then they will
Join the caravan to home and peace.

The iron gates are chained and padlocked shut,
The guard dogs are unleashed inside to prowl,
The watchman settles down inside his hut
As twilight signals waking for the owl.

What manner of machines are here entombed,
Awaiting disembowelment and the press?
Hardly ever is a car exhumed
And put back on the road with some success.

Most of them are the common family makes
In which each motorist had placed his trust,
'Til stopped by worn out motor, or failed brakes,
Or winter upon winter's worth of rust.

There also are a few, which, ere their hour
Have with a fellow auto been embroiled,
The collision dissipating so much power
That little worth remained when they recoiled.

They join their elder colleagues in the line,
As decided by insurance and the law,
And, to minimise depletion of some mine,
Are fed unto the mindless metal maw:

•STOKE•
POGES
AUTO
WRECKERS

A monster that is hard to satiate,
And in this effort one would surely hold
That there could not be any other fate
In store for those who cross this grim threshold.

But one in many a thousand, maybe more,
Is sometimes from this bitter fate relieved:
Thus was a 1952 Plus 4
Morgan, several years ago, retrieved.

The "Pock-Marked Yellow" lived to fight again,
Though loud the metal mangler's protest roared!
It's sheltered from the wind, and hail, and rain,
And soon will reappear, fully restored.

So, one, from countless hundreds we could save:
The fate of others must be as it must.
Better this, albeit daunting, grave
Than lingering neglect, and gnawing rust.

...John Collins, with apologies to Thomas Gray
(who once complained that Poetic Licence Sucks,
"Why, he even dropped my best line about
'The paths of glory lead but to the grave!'")

advertisement

Chris Charles

CMC ENTERPRISES

27 WILHELM ST, KITCHENER, ONT



24 HOUR SERVICE TO NORTH AMERICA
BY TELEPHONE (519) 743-2491

**YOUR FACTORY AUTHORIZED
CANADIAN SOURCE FOR
PARTS AND SERVICE**

PLEASE SEND IN TO THE EDITOR:

YES! I very much am looking forward to
reading a long article in the next
issue by HORTENSE on Sliding Pillars.

Signed; _____

75TH
ANNIVERSARY

Some Hogmoggers spotted
at Malvern;

Brian & Linda Rumohr
Sharon & John Roden
Chris Charles
All the Willburns
Ann Walters
Laurie & Ken Rigg
Al Marsh & his lovely
niece Millie
George Watson
Debbie Patton
Martin Beer
Carole & Remo Cigagna
Steve Beer
Barb Rushforth
Reg & Audrey Beer
Mike & Bev Beale
Joyce Tomsett
John Collins

CALENDAR

SAT DEC 1 CHRISTMAS IN SOHO, Toronto, see page 3

WED DEC 5 BLURB PHOTO SALON 53 MacDonell Ave, Toronto
see Page 3 and CONFIRM DATE

MARCH 2 WINTER BASH, Snelgrove, Ont, see page 3

WHATEVER HAPPENED TO THE 'POCKMARKED YELLOW'?

PRESIDENT

AUDREY BEER
RR #3, Bolton, Ontario,
Canada, LOP 1A0,
416 857 3210

BURSAR

(TREASURY & MEMBERSHIP)

LINDA RUMOHR,
16a Phoebe St,
Toronto, Ontario,
Canada. 416 593 6687

New Editorial Offices;
Doug Price
53 MacDonell Ave,
Toronto, Ontario,
M6R2A3, Canada.

CIRCULATION

BILL ELLMAN JR,
21 Harbury Cres,
Don Mills, Ontario,
Canada, M3A, 2G3.

REGALIA

PAULINE SMITH,
General Delivery,
Snelgrove, Ontario,
Canada

THE
BLURB
MORGAN OWNERS GROUP



Editor;
Doug Price,
53 MacDonell Ave,
Toronto, Ontario,
M6R 2A3



to:



DID YOU HEAR
ABOUT THE FIASCO
AT PIPER'S HILL?

**WOOD
GUNDY**

Mr & Mrs J Roden
63 Dunvegan Road
ST CATHARINES, Ontario
L2P 1H9