

jan/feb 90



CANADA'S MORGAN MAGAZINE 

THE PRICE **BLURB**
LESS

THE PREZ SEZ!

9 January 90.

Here's to a great 1990. for all Morganeers.

My heartfelt thanks go to John Collins as he retires from being our Editor the past 2 years, John never wanted the job in the first place, he did it as a personal favour & an excellent job he did too.

My Thanks now goes to Jenny Beer who has agreed to step in & send out any & all information received to our members for the next year at least.

I also take this opportunity to tender my resignation as Prez to take effect December '90. As far as I am concerned it should have been effective several years back, I stuck in as there was not a single offer to take over, so you folks had better get your act together ready to run this club as this time I mean it.

We regret the cancellation of MOG South Weekend in March, the note received from Charlie & Caroline King will explain that. We are only thankful that Charlie, Caroline & the Morgans survived the Hurricane.

Please get those Niagara '90 forms in to me, the Main organizers Jeremy Hamilton & Barry Bott in England NEED THE INFO; I know you never worry about me getting it other years, but this is for them, not me. As far as I am concerned if it aint here in time it aint my problem, I will go & have fun anyway. The deadline is middle of May.

Happy Morganeering,
Audrey Beer.

9 January 90.

MORGANS ACROSS AMERICA

To start off our new year may we wish you all a very Happy Morganeering 1990.

We also seem to have run into our first glitch in organising the Niagara Meet. to Explain further I have asked our Editor to print the contract for the Motel bookings.

To date we have received 12 Registration forms, 10 have the required \$50. deposit for the room in Niagara, 2 came minus deposit, both requesting the badge, now I do not know IF they require a room, or if they prefer to make their own bookings elsewhere. These 2 forms I have returned to the members with the letter printed in the last Blurb explaining the deposit required but we cannot return every entry which arrives minus relevant information.

NOTE: WE CAN ONLY HOLD THE ROOMS UNTIL MIDDLE OF MAY, THAT GIVES US ENOUGH TIME TO GET THE FINAL COUNT DONE & ISSUE THE LIST OF NAMES & CHEQUE TO THE TRAVELODGE. We DO want to know how many will be coming, so if you are sending in the form just to say you will be there, Please put a memo (NO ROOM REQUIRED) on the form. These forms will all be forwarded to England after we have copied out the info.

With regard to the badge, the very first information sheets sent out from the stated the badges would be available only to the participants of Morgan Across America, these badges are designed, purchased & sold only by the British organizers, all I can do is forward requests. I do not even know if attending only Niagara is classified as participating in the Meet. Lets face it that's dropping by to say Hello to a Veteran Morganeer that's driven thousands of miles.

Our next project is to get the Niagara Costs, Schedule, & times, sorted out. There will be a \$25.00 Fee for the weekend plus Banquet etc. To explain to those who have not attended any Meet in the past, the Registration Fee of \$25. is to cover all costs of putting on the weekend, IE: Registration information packets, Trophies, Printing, Dash Plaques or whatever is chosen, plus any & all Hospitality put on by your club in Niagara. It is no different to paying an entrance fee to any event.

In the past we overlooked the paying of the Registration fee for those who didn't bring their Morgan & permitted them to purchase Banquet tickets. YOUR CLUB footed all the bills & accepted the losses. Thereby subsidizing a few of our members. We can not continue to do this, it could put the club into Bankruptcy. In an attempt to keep the costs down we ask you to let us know how many we should cater for in our purchases & bookings, please Do Send Those Forms In;

Audrey

Comfort Inn on The River.

CONFIRMED GROUP RESERVATION

STARTING DATE: August 10 / 1990

#: _____

GROUP NAME: Morgan Group

Comfort Inn on The River

(send dep. to this address)

4009 River Road

Niagara Falls, Ontario

L2E 3E9

OF NITES: (2) Two

ARRIVAL TIME: ?

PHONE: (416) 356-0131

ACCOMMODATIONS: 1 per 1 bed 2 per 1 bed 2 per 2 beds 3 per 2 beds 4 per 2 beds TOTAL ROOMS

OF ROOMS (To be advised.) TOTAL ROOMS 62

RATE: \$90.00 \$90.00 \$90.00 TOTAL PERSONS ?

TOTAL RATE PER NIGHT: \$90.00 + 5% TAX \$4.50 = \$94.50 CND.

TOTAL RATE OF RES: _____ COMMISSIONABLE: _____

COMP. ROOM (S) (1) unless all booked. BAGGAGE: YES _____ NO

COST ROUND TRIP: PER BAG _____ PER PERSON _____

GROUP NAME Morgan Group

C/o Audre Beer

PHONE: _____

R.R. #3

ATT: Audre Beer.

Bowling, Ont

L7E 5R9

DEPOSIT DUE: \$ 50.00 per room DUE AT NO LATER THAN May 31 / 1990

ROOMING LIST DUE: Audre will update as rooms are booked.

CANCELLATION WITH REFUND IF MADE: 7 DAYS PRIOR FOR GROUP NON refundable
24 HRS. PRIOR FOR INDIVIDUAL RES.

FINAL PAYMENT: upon arrival we accept visa/mastercard/American Expre. CASH CAN + U.S.

SPECIAL INSTRUCTIONS: NOTE: IF staying Sunday rate will be \$75.00 CAN + TAX
Please Note if ground floor needed for medical reasons.
We also have (5) non-smoking rooms, (6) of the 62 rooms have one double bed only. The rest have (2) doubles.

CONFIRMED WITH: GROUP DESK AGENT LISA FANCY DATE Oct TIME 24/89 ITIN LF.

CONFIRMATION NUMBER: 1024LF.

NIAGARA REGISTRATION:

DETAILS OF VEHICLES REGISTERED:
AUGUST 1990:

<u>NAME:</u>	<u>TYPE</u>	<u>YEAR</u>	<u>LIC:#</u>	<u>STS.</u>	<u>CHAS. #:</u>	<u>BODY COLR.</u>	<u>TRIM COLR.</u>	<u>COUNTRY</u>
BURMAN EDWARD	4/4	'69	MOG ELB	4	B1830	YELLOW	BLACK	CANADA
PYE E.C.	MX4	---	MX4 854	2	D517	RED	----	CANADA
SHIER RAY	4/4	'66	MOG 404	2	----	GREEN	BLACK	CANADA
'UZUK FRED	4/4	'67	MOGY	2	B1371	SILVER	BLACK	CANADA
COLLINS JOHN	4/4	'68	HOGMOG	2	----	BLUE	BLACK	CANADA
BEER AUDREY	+4	'56	HPK 063	2	3386	BROWN	TAN	CANADA
GEETING ORRIN	DHC	'63	ORG MOG	2	5411	CREAM COFFEE	TAN	USA
STRUTHERS ANDREW	+8	'88	MOG 1	2	R9985	RED	TAN	CANADA
BEER STEVE	+4	'59	<u>618 CXH</u>	4	4126	<u>BLACK</u>	<u>BLACK.</u>	CANADA
BEER MARTIN	4/4	'63	PDQ MOG	2	B811	SILVER BLACK	BLACK	CANADA

EDITORIAL

Here it is - a new year, a new decade, and egad, a new editor of the blurb! Can't say John didn't warn you!

The shoes I have to fill are large ones, and I dare say I'll not even try. I'll print what I have every other month, to be produced and sent out in time for major events. The blurb will be what you choose to make of it - I don't think it's the job of the editor to search around and find filler for each issue. The job of an editor is just that - to edit incoming material for publication.

John Collins promised that his involvement in the club would not end with his stepping down from the editor's podium. He is busy coordinating new meets for us to attend. The first, in February, is a pub night held at the Porker's Stern in Toronto. The second, in May is a spring run, to the Millcroft Inn for brunch. Both should make for some good times.

Many thanks to Peter George for continuing his series of articles. In addition to his contributions to The Blurb, Peter too, is busy organizing our inclusion in the Arnprior Canada Day Celebrations. I think people not planning to attend Mog '90 that weekend should entertain the idea of heading to Arnprior to show support for a new event and a new locale. Nothing is more frustrating than working to get an event of interest going and then have just a few show up.

Speaking of exercises in frustration, please take Audrey's pleadings seriously. The stature of Niagara '90 is and will be such that the inveterate Canadian Morgan Club's flexibility (read what you will) just can not and will not be shown this year. There simply will not be allowances for the traditional lackadaisical behaviour. If you want to be a part of this exciting meet - commit now!

Well on to the fun part (I hope). I'm sure that everyone will find something within these pages engrossing, enlightening, invigorating, inciting, even infuriating. Got any comments? Got anything to add? Send 'em my way - that's why my address is on this thing!

A lot of effort, care and sweat is put into this club; and this publication and in fact the club is here for your enjoyment, information and use. They are what you make of them and can be what you want them to be with a little input.

It seems as if 1990 will be a year full of change and excitement and as a famous WWII poster states ... Let us go forward together!

Enjoy!

Jenny

Dr. Charles J. King

642 Harbor Creek Place
Charleston, SC 29412

Tuesday

Dear Audrey & Reg,

This is to let you know (as if you hadn't suspected) the MOG SOUTH SPRING FLING in Charleston has been cancelled!!! The Sea Cabin condos on the beach were leveled. Maybe next year or so will work out. We were so looking forward to the Canadian group being here - sorry!

We consider ourselves fortunate with "minimal" damage to our new home on the marsh in Charleston. We now have a new roof, hot water heater, furnace, air conditioner compressors, some ceilings, all new paint and wallpaper, new carpets ordered - BUT, both Morgans were in water only up to the alternater (generator) and starter moter. These were rebuilt, all fluids replaced before any wheels turned, and bearings all looked after. Both MOGs said "Thank you for the first attention in a long time" and have been running like a dream ever since. Scared me silly, tho.

Plans for 1990 are rather weak right now - but hope to see you at one of the meets - nerhaps in W. Virginia.

CHRISTMAS GET TOGETHER 89: Once again hosted by Brian & Linda Rumohr, on yet another cold Canadian winter eve. Many familiar faces, and several new ones were huddling together once indoors, getting to know each other, and generally exchanging The Greatest Morgan Stories ever told. Our innards were warmed by both beverage and the pot luck dinner, and we were entertained by the Christmas music upstairs, and videos down.

Among the movies screened was Hand Made and it seemed as though everyone enjoyed watching the goings on in the Hallowed Halls of The Factory. (Maybe they were just remembering summer.)

Once again, thank you Brian & Linda for a lovely evening.

(6)

H O I S T E D

by Peter George

Even after all these years I still remember my apprenticeship days with great fondness. Those days were undoubtedly filled with menial repetitive dirty tasks that any journeyman would have refused but, in my mind's eye, they were exciting days. I slipped into the role of an apprentice very easily for I had spent all my previous summer holidays working in that very same plant. During my first full-time summer there were the usual demands made upon the other apprentices either to get a bucket of wet steam from the boiler house or to go over to the electrical shop for a kilo watt-hour or even go to the tool crib for a putting-in drill. But the pranksters left me alone. I should have been wary but I wasn't. Hadn't I spent two previous summers working with these fellows and hadn't I even shared in some of their gags? So why should I worry about pranks.

Every first year apprentice was initially assigned to work with a journeyman. My journeyman was an old country craftsman called Julie. Julie followed only one creed, which was: "A man is measured by his work." He was a proud, capable man who took pride from a job well done. Working with Julie had many benefits. As a senior mechanic he did not work shift work and consequently neither did I. He nurtured my love of hand tool tasks and finally he willingly showed me tricks of his trade that had taken him years to learn. He was my journeyman and friend for many a year. However, as was company policy, all apprentices rotated on a yearly cycle through the various departments and I moved on.

The second summer of my apprenticeship started off in the small machine shop. The small machine shop differed from the large machine shop by the size of their respective machines. An example of a large machine was the "Bridge Planer Miller". The work table of this planer/miller was 100 feet long and moved its own entire length under a fixed cutter head. This meant that the table bed length was in excess of 200 feet. The small machine shop equipment was of the bench top variety. Not only had I moved on, but I also started shift work. In comparison to the apprentices in other factories, we were fortunate. We worked shift work but we did not work weekends.

This second summer of full-time work started to lazily unfold. There were warm nights, sunny days and marvellous weekends. Then things started to sour ever so slightly. I started to have a bad case of minor annoying car problems. It so seemed that these problems only occurred when I came off of night shift. The first problem I encountered was to find that my car was parked lengthwise between a telephone pole and the pattern shop wall, with no room at either end. Now this is not a serious problem but at 8:30 on a Saturday morning after an early Friday night date and an early Saturday morning work shift, I was not too swift. However, before the plant shut down for the weekend I was able to borrow a forklift and jockey my car free.

The next problem showed a little more ingenuity. Once again it was 8:30 a.m. but now it was a Friday not a Saturday and, as a result of this caper, every Friday for the balance of the summer was known as 'horn day'. As I got into the car that morning the horn started to blare. I hit the horn button but nothing happened. It wasn't many moments before I got out of the TR and as I got out the horn stopped. Every time I got into the car the horn blared. Every time I got out of the car the racket stopped. Finally, in desperation, I pulled out the horn fuse and drove home. Later that afternoon, after a quiet peaceful sleep, I found a little grounding gadget attached to the front shock tower with a makeshift jumper wire leading to the steering column. Removal of this contraption returned all to normal. Maybe in a later issue I can explain this device in complete detail.

Then came the morning when the car wouldn't start. The battery was flat. There wasn't even enough juice to run the radio. A quick inspection under the hood showed that the battery cable terminal had been loosened off and grease applied between the terminal and the battery post. This was quickly fixed. Unfortunately, the battery was still flatter than a doornail. A simple spark test showed the battery had plenty of charge. After much searching I found that the battery grounding strap connection to the car body wasn't as it seemed. There was no longer any grounding connection made. Someone had re-attached the terminal to the car body using rubber washers and a plastic bolt. Once I found this, the problem was resolved. The encounters I have just mentioned showed a certain flair or originality by the perpetrators and a certain resolution by the perpetratee.

However, that was not the end of my troubles. I entered next into the period that I call "Where did they put my car?" Simply stated, I could not find my car in the mornings. There were not two nights in a row that I parked my car in the same place and there were not two mornings in a row that I found my car where I had left it eight hours earlier. The plant was a maze of buildings spread all over. Some mornings I looked a half hour or more before finding my car. Enough of this nonsense, I said to myself. I started chaining the car to the parking lot fence post. This was marvellous. However, one Saturday morning -- problems. I unchained the car, got in, started it, put it in gear, let out the clutch and the car didn't move. Hurriedly I tried to remember if I had, in fact, unchained the car. I had! What was the problem? Someone had put blocks under the rear axle and the rear wheel, passenger side, was just off of the ground. So much for the chain idea.

The summer was now nearing the end as I once again started my two weeks of night shift. The first week passed without incident but the next Wednesday morning the TR was nowhere to be found. Search as I did I just couldn't find it. I decided the only thing left to do was to report the car stolen. As I entered the large machine shop there it was on the back end of the planer/miller table going back and forth as the machining cuts were being made at the front end. Now there is a rule in machine shops, that is: "Once a machining operation starts it doesn't stop until completed." I knew that this machining operation would go on for hours. With that thought I walked out of the plant and across the river to where my grandfather worked, borrowed his car and went home. I met granddad at work that night and we both went home together for supper. At eleven-thirty I was back at the plant and on the way to my work station. I peeked into the large machine shop. All was not well. The planer/miller was idle. My car was still ensconced on the back end of the table and the shop shift foremen were in a huddle. Then they noticed me and I became the centrepiece of the discussions. Apparently, the machining operation was finished at 10 o'clock that morning and then it was necessary to change the work setup. However, the plant riggers had not hoisted the car onto the machine bed, therefore, they refused to hoist the car off. No one would admit to being responsible for this little deed and consequently the TR had stayed there all day. In the end, the only solution that was suitable to all was to have the carpenters and welders build a ramp at the end of the machine and just before daybreak I drove the car out of the shop. There is no need to ask if management continued to turn a blind eye to apprentice pranks.

This little episode illustrates one simple truth, which is: "There is a very fine line between harmless humour and causing senseless embarrassment." If the question has to be asked, "Should we pull the prank?" then the answer must be no!

I would like to stay with pranks and horns for one more article. The title of my next offering will be: "Where is that fool horn?"

In closing, I would like to pass on that Peter St. Michael of Arnprior, one of the Canada Day Car Show organizers, advises that Hogmog is certainly most welcome to attend.

P. George

For Sale

1958 Morgan

Customized by Fred Wood in England

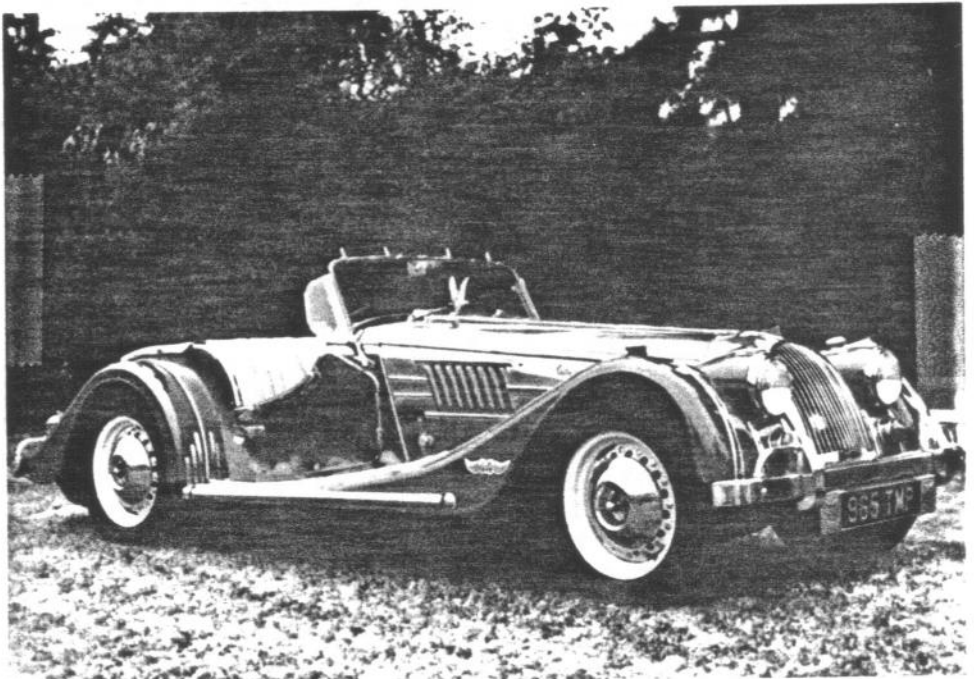
circa 1965 who was an artist, craftsman,
and designer in the automotive business.

After retiring, he spent three years on the
Morgan forming and fitting onto the body
22 guage copper sheeting with 345 Brass
plant onsets. There are 18 English pennies,
copper and silver, souldered on each wheel.

For information contact:

Concours Auto Repair

541 W. Lambert
La Habra, California
90631 USA
(213) 697-4188



FEEDBACK

Edward L. Burman

PO Box 268, Carp, Ontario. K0A 1L0.
Telephone: 839-3041 [613].



Mrs Audrey Beer
RR # 3, Bolton, Ontario.
L7E 5R9.

Dear Audrey:

I enjoyed my most recent issue of The Blurb, which arrived to-day, and was saddened at the long list of people who had not renewed their memberships yet. Coupled with the clear indication of the fact that the club is in some difficulty due to lack of participation on the part of the membership, it seems that these people do not feel that there is any need for a club such as ours. I hope that they find out before it is too late that keeping a club going is a lot easier than starting a new one from scratch! Believe me, I know from bitter experience! They won't know what a good thing they have going for them until it's not there anymore.

As an out of town member, [I live about 35 km west of Ottawa], it is not easy for me to become involved in HOGMOG club activities, but I would like to do so, and am aiming for involvement in 1990 at Arnprior [only 30 km away], Shannonville, and Niagara Falls. In the latter connection I am enclosing a cheque for \$50 as requested, as well as the appropriate registration form.

I have a 1969 4-4 four seater, with RH drive which was brought over here by a couple from Quebec, who had purchased it while they were in England on a two year teaching assignment at Oxford. I bought it in June, after a long search, and used it all summer with only a new muffler and a rebuilt water pump being required to keep me on the road. However, with the onset of winter, the car is now in a large number of pieces, some of them in a spare bedroom [I have a very understanding spouse], while some of the woodwork and metalwork is refurbished, as it was pretty bad under the door sills. I hope to have everything completed by May, with the paint stripped and resprayed. The motor and drive train seem to be pretty good.

My major reason for writing to you is to solicit your help in trying to assemble an Ottawa Valley Morgan Register. I personally know of five Morgans in the area, including mine, but have been told that there are more. I will do all the organizational stuff, but need any names that you might have, or any assistance or suggestions that you can provide.

November 17 1989.

Yours sincerely

(11)

Membership Roster
Ron Lohr

Other Gab

As curator of our membership roster, I maintain a database of the names, addresses, phone numbers and cars of our members. In addition, there is a little flag that tells us whether you are a paid member, non-paid (former) member or a complimentary member. Only the paid and complimentary members are included on lists I produce, such as the labels for the Blurb. Therefore, if you happen not to receive the Blurb, this is probably why. I have, in the past, also produced labels for other clubs in order that they may send you invitations etc. In the summer (after more delinquent members have renewed), I will again produce a list of member's cars for the Blurb. If anyone wishes to contact other members, I can supply addresses or phone numbers.

At last count (Jan 5, 1990) we had 60 paid members, 15 complimentary members and 34 members who had not renewed for 1990. We have several new members. The way renewal works is that you fill in your renewal form and a cheque and send this to Marlies Sands. Marlies then forwards these forms to me and I change the flag in my database to 'renewed'. Sometimes there may be a substantial time lag between when you send renewals and when I get them (such as when Marlies goes on holiday). I update my database immediately upon receipt of information. I have personally received one renewal form and cheque (made out to me). This should not happen (everyone know what a treasurer is?). I had to cash the cheque, make out a new one and forward it to Marlies, costing the Club about 80 cents. I assume cheques and money orders should be made payable to the club, not an individual.

If anyone has a beef about how their name appears on a label or list, or about me supplying their name to other clubs, please let me know. If your car isn't listed properly when I do a car list please supply me with correct information. Many of our member's have not supplied serial numbers with their car descriptions. Presently, I only have room for 2 cars per member but this will probably expand in the near future as we get more multi-morgan families.

Another Mogging year is upon us and my poor Mog is no closer to being finished than last year, for reasons that are mainly financial. My ex-wife is playing greedy. At least my Mog is under lock and key - the chap in The War of the Roses was not so lucky. It hurt me to see his perfectly good Morgan used as 4x4 bait. The poor thing didn't have a chance as the monster truck used it as a ramp to drive into a flower bed. Anyone know what they did with the carcass? I need some parts.

I was reading the Dec 30th Wheels Section of the Toronto Star and came to Jim Kenzie's choices for the ten most significant cars of the 80's. Choice nine (shown below) was a Morgan +4 with a wooden frame and it was mentioned that Canada's Morgan dealer, Chris Charles, could be found in London. Were +4's made in the 80's or even the 70's? And why do so many people have the misconception that Morgans sport wooden frames? Sure the body is tacked to a wooden sub-frame but the rest of the car isn't sitting on 2x4's! And if a leading car journalist can't locate Chris Charles who can?

I remember my own efforts to track Chris down - and I had an idea he was in the K-W area. I first phoned the Jag dealer who didn't know, and then a couple of British Car parts suppliers in Galt and Elmira. The latter proved fruitful but who would have guessed that C.M.C. Enterprises was the Morgan dealer?

Maybe it's time to raise our profile a little by advertising our events in such places as Autodate in the Star and Club News in the Old Car Trader. I believe the services are free. Most other Clubs are doing it. It certainly can't hurt and could gain us valuable new members. And maybe Chris could sell more cars. Why don't we try and join some of the other clubs in their events and invite them to ours? Just something to think about ...



9. The Morgan Plus 4. Any car whose last styling change was in 1954, which still has a wooden frame and whose front suspension dates back to 1908, rates as significant to me. And contrary to popular reports about a waiting list for Morgans, the Canadian importer, Chris Charles in London, Ont, has a couple in stock. Tell him I sent you.

OF RECEDED SEATS & UNLEADED GASOLINE

A year ago in the January 1989 Miscellany, in response to an earlier published article, (Nov/88), a letter appeared, the context of which I have reprinted below.

"Tetra ethyl lead (TEL) was originally added as an octane booster, thereby allowing the same cut of gasoline to be burnt in engines of higher compression ratio without pre-ignition. However, it was also discovered that the thermal decomposition products of TEL, a whitish powder, formed a very useful 'solid' lubricant on valve faces and seats. This in turn minimized 'valve seat recession', particularly on the thermally stressed exhaust valve.

It follows that, as refiners reduce the TEL treatment, valve seat recession may become a progressively greater problem. Fortunately the motor manufacturers anticipated this years ago and started metallurgically 'hardening' their valve seats. Thus it is that virtually all 'modern' engines can switch from leaded to low or zero lead gasoline simply by adjusting the fuel system and timing settings.

The problem occurs with old, vintage engines and some types of specialised farm equipment, for example. The valve seats may not be hardened and the adoption of even low lead gasoline can rapidly lead to valve seat recession.

For those of you without hardened seats, there is happily a chemical solution to hand. Sold by the Lubrizol Corporation in the USA under the brand name POWERSHIELD (Trade Mark). This Government tested, lead-free additive has been shown capable of completely replacing the 'anti-wear' effect of the missing TEL in gasoline."

Throughout the course of the year, reference has been made to both this issue and the letter from Norman Shepherd of Lubrizol Limited UK. This prompted Steve to seek out a supplier here in Canada and they kindly forwarded their brochure. Lubrizol Canada Limited manufactures automotive additives in an industrial scale, and at present does not retail its product in quantities less than a 205 litre drum. Since the recommended treatment rate in petrol is 1000ppm (0.1% Weight or 0.08 point in a 10 Imperial gallon fill), this quantity is obviously rather too much for the private motorist. They did advise Steve that these additives are often available in packages for after market use. One of these is marketed by Canadian Tire under the name Gas Treatment.

Also of interest to old Mog owners (the Mog, not us) is that Shell is marketing a gasoline developed for older vehicles requiring leaded fuel. Results from a test were released in a local trade publication recently, and it showed that this gasoline was by far the best for older engines. Old Autos a few months back also ran an article on Formula Shell gasoline, maybe one day I'll find the article and reprint it. Most Shell stations still have their promotional brochures on this line of fuel and ^{they} can be picked up for the asking.

Calendar of Events

Feb. 15-25	Toronto International Auto Show	Metro Conv. Ctr.
February 21	Hog Mog Pub Night, Porker's Stern, Toronto	244 Adelaide St W
April 22	British Sportscar Flea Mkt., Ancaster	details to follow
May 28?	Spring Run to the Millcroft	details to follow
June 17 ?	Classics Against Cancer, Georgetown	details to follow
July 1	Canada Day Celebrations, Arnprior	details to follow
July 6-8	VARAC Vintage Races, Shannonville	details to follow
August 10-13	NIAGARA 90	details to follow

PRESIDENT	Audrey Beer R.R.#3, Bolton, Ontario, L7E 5R9 (416) 857-3210	EVENTS	Gary Macfarlane, 343,Smith Avenue, Burlington, Ontario, L7R 2T9 (416) 681-0081 941-6420	REGALIA	Joan McDonald, R.R.#4, Box 1078, Tottenham, Ontario, L0H 1W0 (416) 936-3292 936-2092
TREASURER	Marlies Sands, Pipers Hill Farm, R.R.#1, Colgan, Ontario, L0G 1G0 (416) 936-4341 669-6419	MEMBERSHIP ROSTER	Ron Lohr, 62,Talbot Street, Guelph, Ontario, N1G 2E9 (519) 824-9230	REGALIA	Joyce Tomsett, 25 April Gardens, Aurora, Ontario, L4G 4R7 (416) 841-2071

CANADAS MORGAN MAGAZINE 

THE PRICE LESS **BLURB**
..... 82•50

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Material to be considered for publication will have reached the editor by the last day of the month prior to publication.