



THE PRICE LESS BLURB



NOVEMBER/DECEMBER 1991

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“.....and a *Morgan* in a pear tree”.



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because of the usual hectic holiday season, there will be no pub nights for December or January. See you in February

THE PREZ SEZ!

Niagara '91 has come and gone, and, in my personal opinion was one of the more enjoyable of what are always enjoyable events. It was moved two weeks later than is traditional, and though it cannot be claimed that the weather was perfect, it was not bad. Friday was a little frigid, but the clouds cleared early on Saturday afternoon, and Sunday was indeed a sun day.

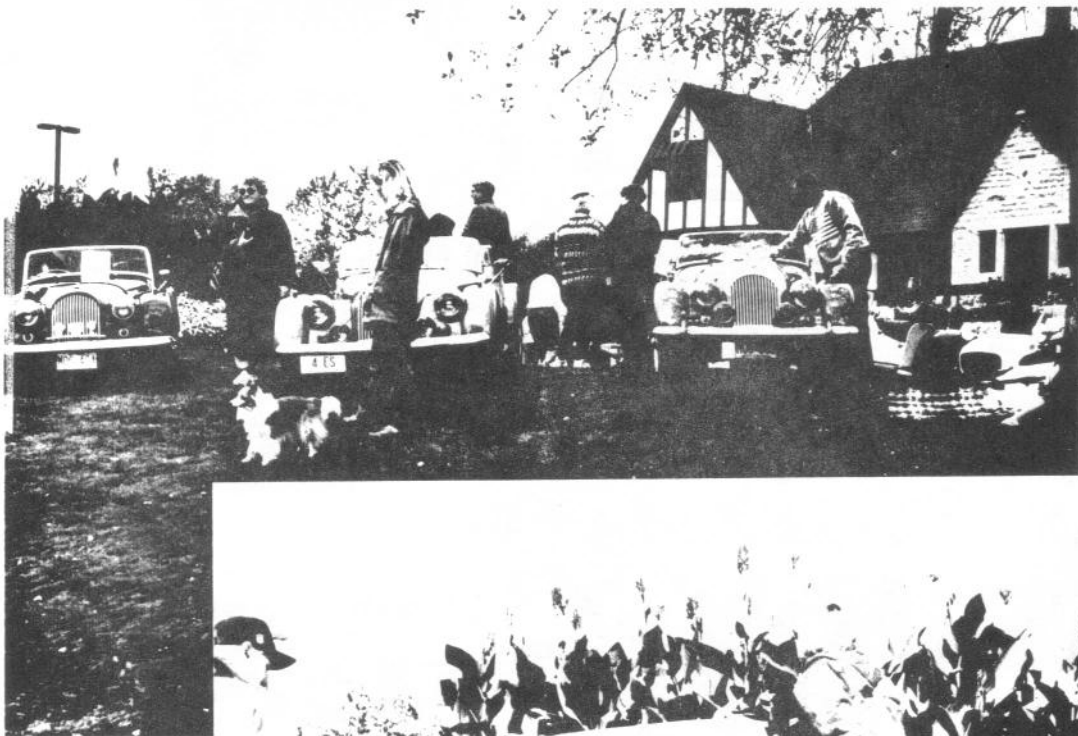
The change in date did allow the Western New Yorkers to come along without conflict with Watkins Glen, and five of their Morgans brought the total to twenty two by my count, well below last year's atypical attendance for Morgans Across America, but up nicely from the all time low of thirteen in 1989. In response to my suggestion to the Western New York group that they consider hosting the event occasionally, they propose a joint attendance at Watkins Glen for 1992. I believe, on reflection, that we should support this initiative, but as well as not instead of "Niagara". Consequently, I believe we can now consider all options for our big annual event for 1992, including different dates and venues. Personally, being somewhat of a creature of habit, I'm quite happy to continue with Niagara - if it ain't broke, don't fix it. Others feel we are in a bit of a rut - always a problem with sliding pillar suspensions - and need a change. There is lots of lead time, so please make your views known.

The organization this year went very smoothly, thanks to the efforts of Nick Murphy, and the Morgans (I will not try and apportion credit among the family members, since I believe persons other

than Brian made significant contributions, but allow that to be an internal family affair). Lynn Kuzyk provided as much by way of regalia as the tight fisted president thought appropriate, so that back orders had to be taken for the popular collectors edition of the NIAGRA 91 (sic) tee shirts. The option was given for those back ordering to have the above or the correct spelling! Dave Smith led the judging, ably assisted by Bob Tescione of Western New York, and Linda Murphy. Brian Rumohr brought his usual touch of humour to the awards ceremony, deferring briefly to Dave Smith for the inaugural presentation of the "Doug Price" Trophy, which was accepted in her absence for Audrey Beer by Steve, Jenny, Martin and Donna. Thanks are due also to Ray Shier for locating and obtaining the trophy, as well as suggesting the criterion for awarding it, namely that it be for a person, not a car, and to John and Sharon Roden and Nick and Linda Murphy for their hospitality on Friday and Sunday respectively.

The "Healey Challenge" autocross held on the Saturday afternoon was, somehow or other, and I'm not asking lots of questions, won by HogMog. The trophy was graciously accepted, and our traditional Christmas Party hosts, Brian and Linda Rumohr have agreed to find houseroom for it, so those attending on December 14 will be able to admire this evidence of Morgan superiority. Those who do not attend, of course will not. To all of you, best wishes for 1992, whatever it holds. 1991 was, I believe, a pretty good year for the Club.

John Collins.

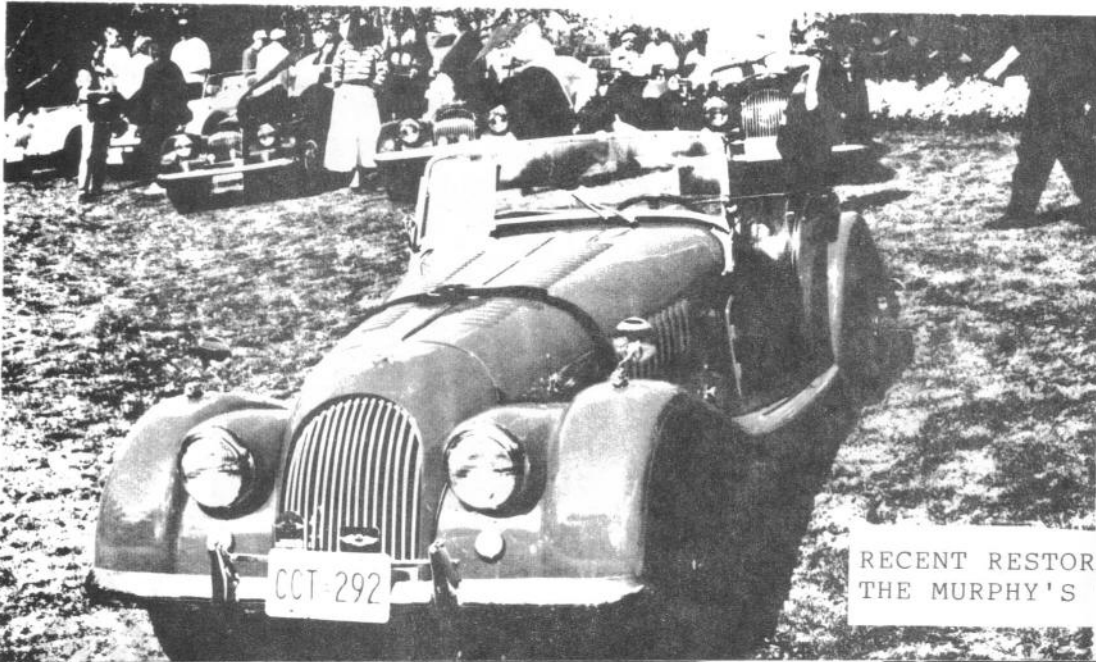


CONCOURS



ALL PHOTOS:
V. DALE-JOHNSON
J. BEER

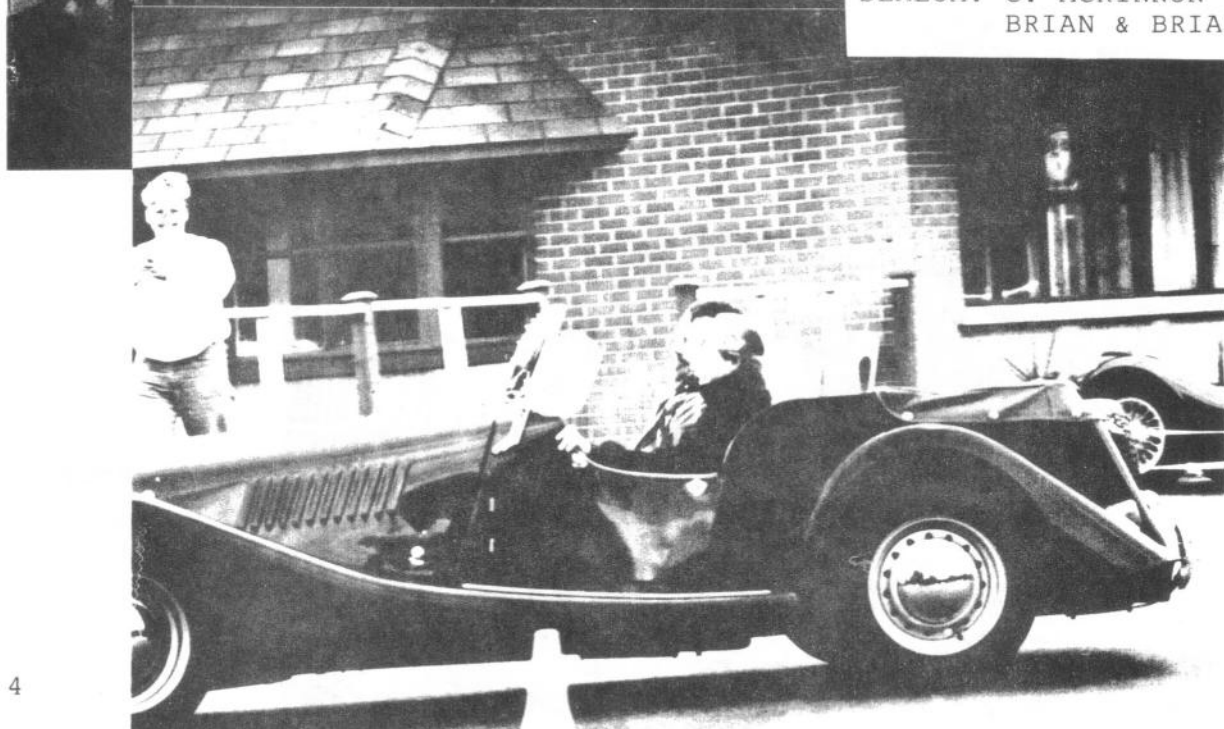
NIAGARA 91



RECENT RESTORATION, CONCOURS FIELD
THE MURPHY'S "NEW" +4



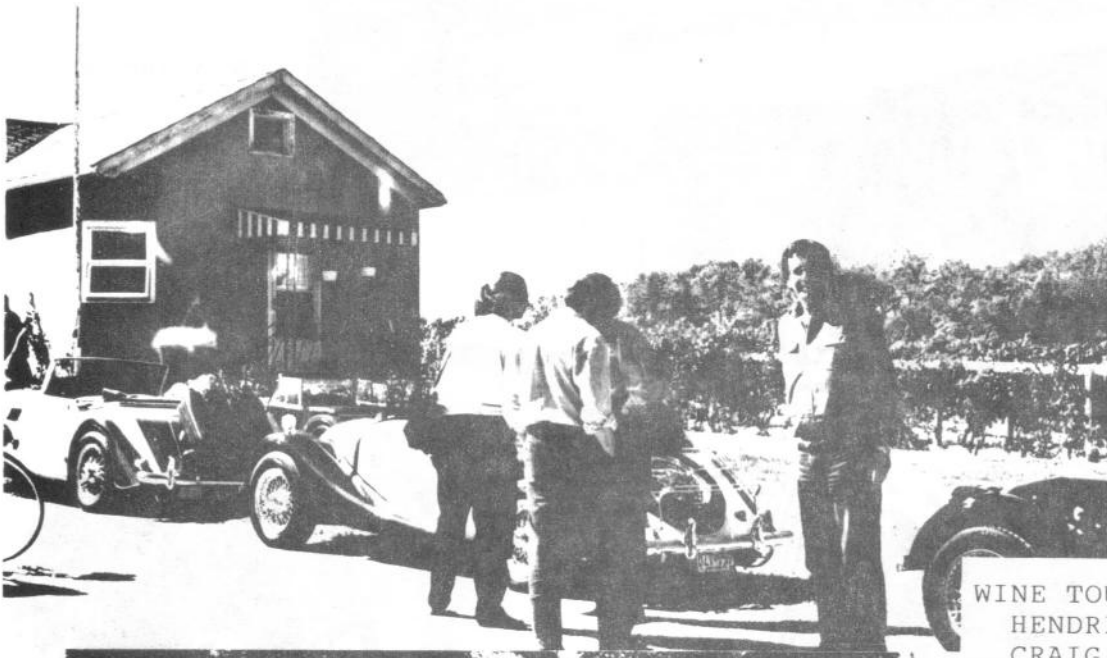
SLALOM: C. MCKINNON
BRIAN & BRIAR MORGAN





SLALOM: P. PFAHL
J. COLLINS ACCEPTING AWARD
FROM IAN MARS
THE GANG AWAITS THE NEWS





WINE TOUR VINELAND ESTATES:
HENDRICK & SHELLEY RENS,
CRAIG & TINA DAVIS
THE GROUP & THEIR CARS
THE GROUP & THEIR CARS



I'M READY...I GOT IN ON A SEAT SALE!
GOODBYE ECKHARDT, AND ALL THE BEST
TO YOU, FROM HOG MOG.
photo & captions, M. Shier



Dear Fellow Clubmembers.

Sorry I missed seeing you all in Niagara, the first Meet Reg & I have failed to attend since it started, come to think of it this Meet was also to be my first to sit back & enjoy as a participant rather than a volunteer, was looking forward to the new aspect of it too.

The reason for our not attending, as many of you now know was an exceptional one, they canceled our booked flight on the Concorde, Toronto/Heathrow for the 27th of Sept. & gave us the option of Concorde a week earlier on Friday 20th or 2 far lesser enjoyable options, we chose to go the week earlier. (found out later they took the plane for the British Golf Team attending the US Tournament).

We met Steve & Jenny in England on our last evening there, they had driven to Southampton to bid us farewell as we sailed off on our return trip home via QE 2.

During dinner with them I naturally asked how was the Niagara Weekend, Great, weather good, decent turn-out, enjoyed the Autocross, Banquet was good as ever, & from Jenny "oh, they had a new trophy this year, The Doug Price Award," That struck me as a great idea. I was then told who the recipient was. (But did they have to hide it under 5 weeks of mail & backlog of office work waiting for me.)

I feel very proud to accept this Award & I Thank the Judges for choosing me as its first recipient, I treasure it & it will have a place of honour until next September.

I do think this is a fitting memory for Doug, we worked together, agreed, disagreed (mainly about fiscal restraint) laughed & planned for the club for 12 years or more, until Doug's health made it impossible for him to carry on his job as Editor & later to attend any functions.

Doug returned to Toronto after a few years in England & Ottawa back in early '72, the same time as I joined the club, at that time Dave Smith, Mike Galuch & Norm Hendricks shared the honour of being the organizing Exec. that was when we would pass the hat around at the February Bash at the Smith home in Bramalea to cover the cost of stamps, the newsletter was a typed page sent out only when required & reproduced by anyone with access to any system of copy machine.

In a short time Doug transformed it into his inimitable "Blurb" & it was going out on a regular basis. Among the many things he did to build up the Toronto club was to take every single licence plate number from every Morgan he saw, get the address & add them to the membership list. In those days one could obtain the name of the owner by just phoning in the number.

Doug returned from Morgan 70th Anniversary Meet in England full of plans for a loose International Morgan affiliation after having long talks with Roger Moran at the time of the first International Dinner there. He added every club address he had obtained there to our current list of US clubs receiving complimentary Blurbs. He also changed my Title from US Liason to Overseas Liason. (Jeez I'm back where I started from come to think of it.)

The first Niagara Meet held in Sept '79 was just a group of Morganeers getting together for a weekend suggested by Doug & Al Isselhard, big ideas abounded as to what we should do but we didn't even have the funds to pay for the dash plaques we had made, they were on credit as was our first badges.

When I saw Doug in the spring of 1990 I asked him to please try to get to Niagara for the MOA Meet, he promised to do his best to be there, he couldn't make it, if anyone deserved to see that International group assembled here in Niagara it was Doug but it was not to be.

He gave the club his full enthusiasm, taking it so far as to assemble a Blurb for printing from a Hospital bed after having brain surgery, he was unable to drive his Morgan after that.

I only saw him once more in the fall of '90, he passed away while we were out of Canada last winter so I did not have the opportunity to show my respects by either attending his funeral or including my thoughts in the next edition of the Blurb.

I appreciate having this opportunity to share some of my memories with you about Doug & the work he did to help bring this club from its infancy to an accepted world wide Morgan Club. I have enjoyed being part of it all & Thank You all again for the honour of presenting me with the Doug Price Award.

Mudsey Bee

TAKEN FROM SUNDAY MIRROR
OCT 20/91

Gerald's lucky yellow streak



Fast work – winner Gerald with his £26,000 Morgan
SUNDAY Mirror reader Gerald Banks once won a competition with a bright yellow battery-driven car he designed and built for £3.50. Last week at the London Motorfair, a bright-yellow Morgan Plus 8 sports car worth £26,000 was the PRIZE as Gerald, 65, won our Explore Britain With Shell competition. Gerald, a retired garage service manager from Solihull, West Midlands, drives a Mini 1000 and boasts that he has never paid more than £40 for a car.

Bill Sullivan
226 Winchester St.
Winnipeg, MB R3J 2E3
(204) 832-1060

I have Morgan 4/4 Series II? (small Ford) back axle 40/9 ratio complete with wire wheel splined hubs & drums. In fair condition. Willing to trade for Morgan bits.

SUMMER MEMORIES



MISS CANADA WITH R. SHIER & J. COLLINS' HOGMOG AT MOHAWK RACEWAY
J. Collins photo



C. MCKINNON'S POOL PARTY
CENTRE: Linda Rumohr, Marissa Dale-Johnson, Craig & Nichole Davis
BOTTOM: Crowded 'round the Barbie:
J. Collins, F. Kuzyk, A. Beer,
T. Davis & M. Beer.
V. Dale-Johnson photos

Rust is Also a Four Letter Word

Is corrosion a thirty-five cent word for rust. The answer is no. When we hear the word rust mental images of paint blisters weeping brown coloured ooze or brown jagged edges of door skin bottoms readily jump to mind. This is rust. Corrosion is rust but is more subtle and less visible. Our car's electrical system is under this attack of corrosion.

The "wiring" in my old 3/4 G.M.C. was simple, basic and reliable. The catch word here is reliable. It was simple and the demands made upon it were fundamental. There were two wires to the rear: running and brake lights. There were two wires in the interior of the cab: gas tank sending unit and dome light. Five wires went to the front: front lights, (parking, high and low beam) and to the horn. And there were four remaining wiring groups, : engine sensing, ignition, charging and under the dash. This "wiring" I could sketch out on the back of an empty cigarette package in a matter of minutes. The wiring system from my TR-3 would take several more minutes to detail. However the electrical, electronic system in the family car would be all but an impossible task.

The need for electrical wiring corrosion protection increases dramatically from simple almost rudimentary wiring to complex electrical-electronic systems.

Anti-lock braking, selective load levelling, anti-theft devices, traction sensing and control and finally driver/occupant courtesy comforts are all exotic vehicle enhancements that totally rely on repetitive non-compromised electrical signals.

Unfortunately if/when water gets into an electrical system and corrosion starts, system reliability is questionable and operational failure is a distinct possibility. The problem starts with any exposed wire becoming susceptible to moisture.

Moisture travels through a wiring harness by capillary action or "wicking" and by a pressure difference. Now this moisture can be simple water and the water initiates galvanic action or this moisture can be a salt solution and the result will be aqueous corrosion. Let's look at these terms separately.

Capillary Action

The wire in an automotive wiring harness is a multi-strand composition. By its very nature moisture can travel through its entire length by capillary action. Capillary action is just fluid movement. This fluid movement is dependant upon the type of liquid (surface tension) and extent of free/open space between the surfaces.



Pressure Difference

We all should remember from our High School Days the theory of Temperature and Pressure as purported by Messrs Charles and Boyle. Simply stated it is that, "As temperature rises in a sealed container the pressure rises or conversely as the temperature drops the pressure drops." In a car, the passenger compartment is this sealed container.

Now imagine for a moment you have just driven home on a wintry day. The interior of the car which was warm now slowly cools. And with this cooling the passenger compartment pressure drops. This pressure drop or difference will be measured as a vacuum from one end of an exposed wiring harness in the engine compartment to the other end of the same harness in the engine compartment. And if the engine compartment end was exposed to moisture the vacuum or pressure difference would draw this moisture into the harness. And this moisture would/will start corrosion (galvanic action).

Galvanic Action (Corrosion)

Galvanic action occurs when two dissimilar metals are joined by an ion or electron conducting medium. (Water is just such a medium) And by it's very nature of construction and installation, a wiring harness is most prone to galvanic type corrosion.

Aqueous Corrosion

Aqueous corrosion is still an ion or electron exchange. However instead of two dissimilar metals and moisture there is only one metal and the moisture. The difference now being that the ion exchange is between the conductive solution and the metal. A road-salt solution is an excellent example of just such conductive liquid. These examples of galvanic and aqueous corrosion are based upon the theory of "Metal Nobility" (relative chemical stability) and chemical Electron Transfer both of which to explain thoroughly would serve no purpose. But let me state this. As electrons migrate from one substance to another, the substance that gives up the electron slowly disappears. The substance that accepts the migrating electron chemically changes.

Moisture and the newly formed electrolytic substance as mentioned above wrench havoc with the electrical system. You will notice them as radio hum, erratic readings from electrical gauges and maybe even non-functioning electrical circuits.

The only way to ensure the integrity of electrical systems is to protect all exposed/open electrical connections from moisture. You could seal them with silicone caulking or even heat sensitive shrink wrap. But protection is a must! I will leave you with this thought. You must do what you must do, with what you got, the best way you know how.



OCTOBER PUB NIGHT - THE GEORGE & DRAGON

Intrepid Morganeers made their way to the George & Dragon in Georgetown on Oct. 13th. Most came by Morgan; some by Mazda. The "George" is a proper pub (as rated by our 17 year old friend from Kidderminster, and he should know), serving a good selection of British ales good pub grub. President John & Sonja, Lynn & Fred Kuzyk, Shelley & Hendrick Rens, George & Samantha Lafford, Eckardt Seimsglueck & Ray & Mary Shier enjoyed an evening of chit-chat. Niagara was discussed & photos passed around. Plans for next year's meet were even discussed. This may have been the last pub night with the Morgans for those who can't stand the cold or the insurance rates.

R. & M. Shier.



NOVEMBER PUB NIGHT - THE GEORGE & DRAGON

Municipal election day in Ontario saw few people turn out at the poles, and at pub night. As was predicted in the previous write up, there were no Morgans present as not only was ^{THIS} the day to exercise /exorcise our franchise, but it was also relatively cool & drizzly. Six people were in attendance to watch the results of the various areas appear on the TV, and to discuss other important matters. Reg & Audrey Beer, Ray & Mary Shier, & Steve & I braved the elements and drove out to Georgetown. After discussing the various ramifications of the local elections, conversation moved on to England and various modes of transporation to and from there.

Samples of food and ale were tried, and the verdict was good. Unfortunately, to some the elections didn't turn out that way.

J. Beer.



CHRISTMAS BASH

DECEMBER 14TH 1991

7:30pm

HOSTS: BRIAN & LINDA RUMOHR

16A PHOEBE STREET, TORONTO

RSVP: 593-6687, BYOB, & POTLUCK

EDITORIAL

Another relatively fine year is coming to a close. I say relatively because although the Morgan is still in one piece (more or less) my A to B Mazda isn't. It seems everything possible has landed on the hood of the car since June. It's only 2 years old and has in its short life, suffered more damage than my 30 year old Mog. (Well that I'm aware of.) I somehow think that if an apple fell on the Morgan, the apple would be sauce, not the other way 'round - of course, no doubt more paint would flake just thinking about it.

The year however has been a good one for the club. we've had lots of enthusiasm and events and although some old members have let their dues lapse, others have joined to help fill the gap. I hope this wave continues into next year, as it looks like Lynn is filling our calendar already. Of course, not all of the executive will be the same, as our President, John Collins, has already said that he will be stepping down. Over the next few weeks, give some thought as to the direction of the club, and perhaps how you can help the club along.

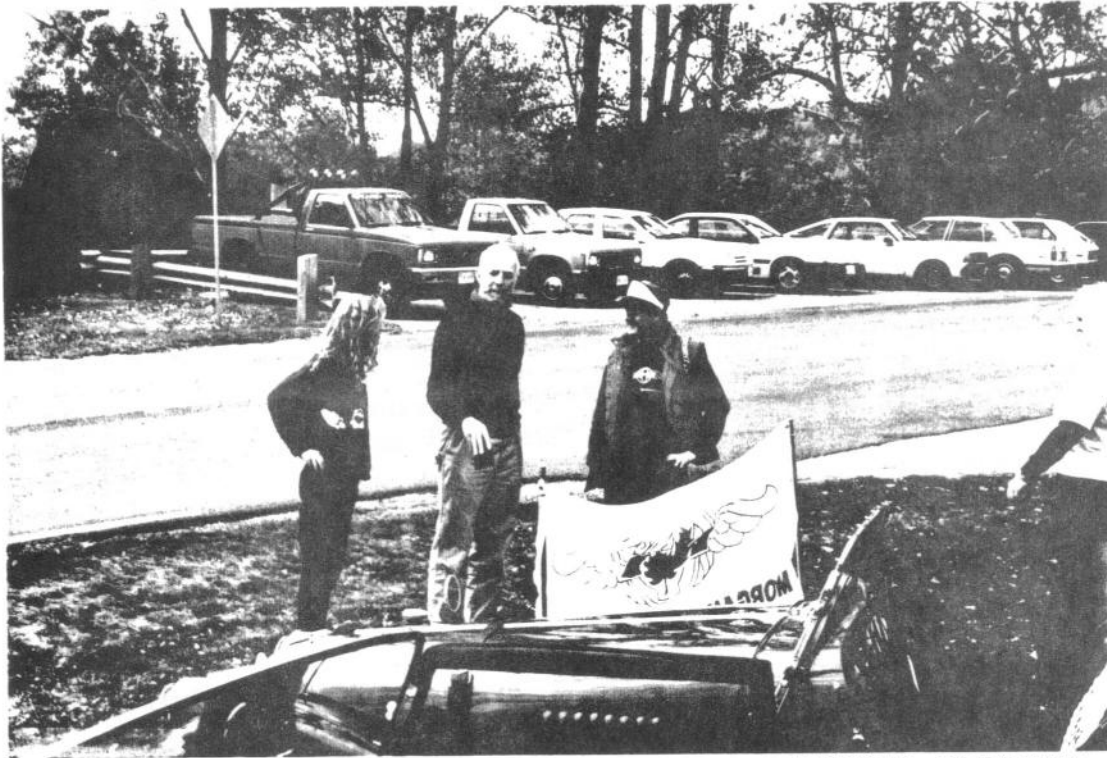
Hope to see you at the Rumohr's, and all the best for the holidays, and '92.

Jenny

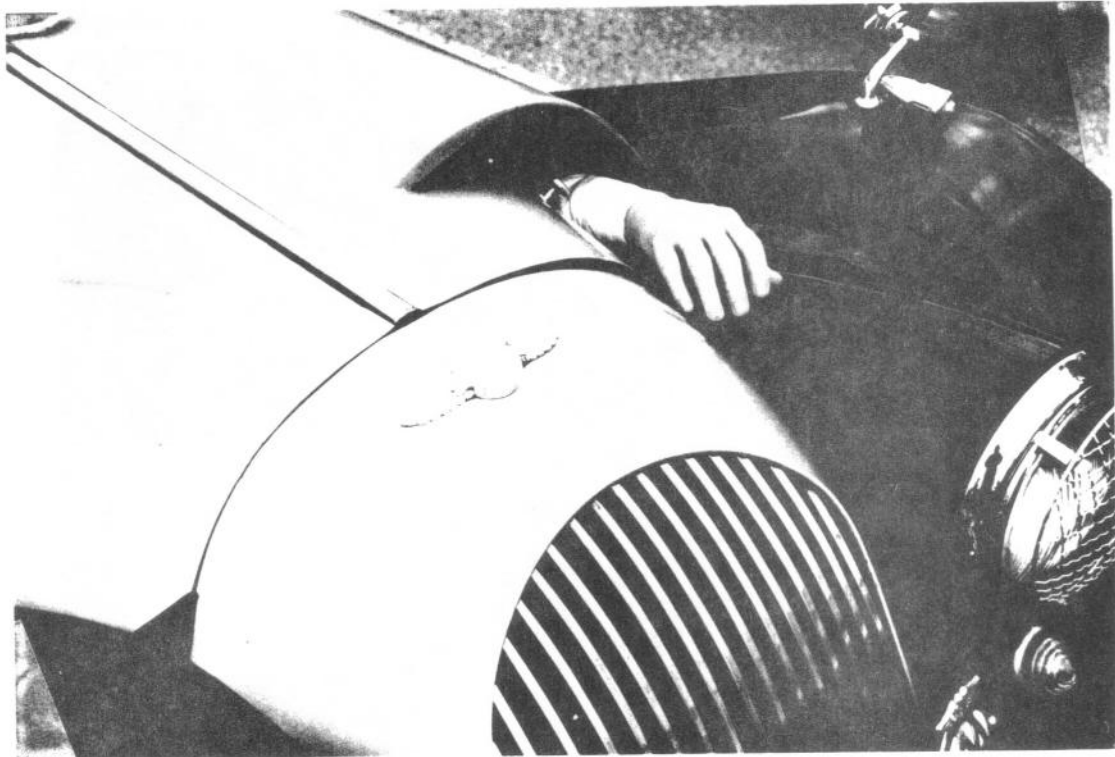
MORE NIAGARA PHOTOS.



BRIAN MORGAN MANS THE BOOTH.



GEORGE LAFFORD & DAUGHTER SAMANTHA
WITH JOHN COLLINS SURVEYING THE CLUB
BANNER



WAS THIS A HURRIED REPAIR JOB ON THE
KUZYK'S MOG? COME TO THINK OF IT, HAS
ANYONE SEEN FRED SINCE?

MEMBERSHIP RENEWAL



NAME: _____
SPOUSE: _____
ADDRESS: _____

TELEPHONE # HOME: _____ BUSINESS: _____

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

MEMBERSHIP FEE: \$15.00 FOR THE YEAR: _____

PLEASE MAKE CHEQUES PAYABLE TO: TORONTO MORGAN OWNERS GROUP

MAIL TO: CRAIG DAVIS
39 DEER VALLEY DRIVE
BOLTON, ON
L7E 2E6

CANADA'S MORGAN MAGAZINE 

THE PRICE LESS BLURB



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