



# The Blurb



## RIP Paula Farmer

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## Prez Sez



Alan Lytle

Fall is definitely in the air and on the ground. Time for many of us to have a last serious drive and figure out if we made enough miles for the British Car Council award this year. It is 5,000 km you need between April 1<sup>st</sup> and October 31<sup>st</sup>. Details at <http://www.britishcouncil.com>

Out west Ken Miles reports some terrific trips and we envy some of the windy roads in their neck of the woods. For us in Southern Ontario it has been a full year. Many of our events were plane and car related which seems to be a good combo for many of our members. All the events were reported in the new Blurb Lytle, and reprised here with more photos.

We visited the Canadian Warplane Heritage Museum in Hamilton, the Edenvale Air Show and the Brampton Flying Museum with a good turnout for each.

The Sheepdog Shindig with our Jaguar friends

in May gave us a chance to wear our rubber boots and enjoy a BBQ in a Jaguar graveyard. The Fleetwood Cruize in London was an eye opener with a view of the Cadillac collection and thousands of cars from all over. And finally the Milton Toy Run which had weather issues but a good time enjoyed by all. Our annual picnic was on a hot day this year at the Allens and the pool was a welcome relief for some. Yet to come is the AGM and our continuing Pub lunches.

A pretty successful year with one exception. Apart from the overnight in London, we did not have a weekend trip for the club. I hope we can have a volunteer to organize such for 2014 to the north, south, east or west to give us a good run in the moggies and the fun we expect on such outings.

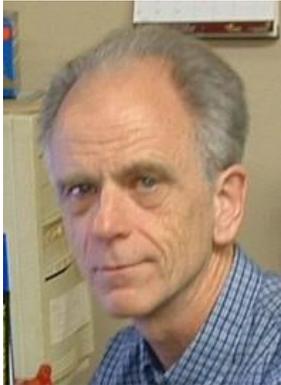
Other good news this year is that we have new members and new cars in the club. I hope you all feel welcomed and plan to help us with our events next year. Keep the cards and letters coming whether they be pro or con. We are a member driven club and can only be as good as your suggestions and efforts make us.

Best Wishes for the Holiday Season, and see you at our next events, and on the road. ... alan





### Editor's Message



David Farmer

2013's events have come to a close, so this issue will recap our summer events.

The weather was scorching hot and sunny for the picnic at the Allens' in July. Equally sunny but not so hot for the Edenvale Fly-in in August and the Great War Flying Museum Open House in September. A week later the Bronte British Car Day was lightly overcast giving us a break from the sun, then the October Toy Run was dark

and foggy but still well attended.

Our intrepid Morganists attended several other events which I will report on in the Winter edition. These events include the Put in Bay race recreation in August attended by the Taylors, with its Morgan three wheeler race, the Cobble Beach Concours where Steve Beer and Alan Sands were prize winners, and the Rockton Auto Jumble that drew four of our members in mid October.

There was another unscheduled event that brought out a crowd from the club. Thank you all who came to give your moral support at the viewing and funeral for my wife Paula who passed away in my arms from a silent heart attack around midnight July 30/31. She did not come out to many club events, her long legs did not fit through my Morgan's short doors very well. But she knew I liked driving the Mog and would always tell me to go have fun.

After going through some of her things I have to share the evolution of the official government photo ID. One, from 1978 when she was sworn in as a Canadian citizen is on her Citizenship Card. The other is the last photo taken of her when she renewed her Driver's Licence last June. Looks like they don't want you to be a happy driver.



### Central Canada Morgan Events

Dec. 15

AGM & Christmas party at the Lytle's, Mississauga

## Start thinking about events for next year!

Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, 12-2  
Check for updates and other events of interest on our web site at:  
<http://morgansportscarclubofcanada.com/events.php>



# Summer Runs

July 14, Picnic



Yes you are seeing double. But if you cross your eyes just enough to make the two images overlap then they will pop out into three dimensions.





**MORGAN SPORTS CAR CLUB OF CANADA**



We found shelter from the hot sun under the awnings and in the pool while our cars got some shade under the trees that line the road.



August 10, Edenvale Fly In



They parked us all together beside one of the sheds, right in front of the aircraft refueling station. Anybody fill up with av-gas before heading home? This next fellow looks like a likely culprit.





There were plenty of other European and North American cars on display



And some, like the Morris 'Not So Minor' that mixed Euro Style with NA power.

Of course being a fly-in there was a great assortment of aircraft; from a little gyro copter to a twin engine WWII bomber, to biplanes and seaplanes.



MORGAN SPORTS CAR CLUB OF CANADA





September 8, Great War Flying Museum  
Planes





Cars





And Motorcycles





September 15, British Car Day  
Bronte Park





**MORGAN SPORTS CAR CLUB OF CANADA**



You remember the ‘clothes rack’ in the last issue of the Blurb? Well Steve Beer’s trike took home the prize for best Morgan at British Car Day, a day after getting 2nd

in the ‘Special Interest’ class at the Cobble Beach Con-  
course.



Photos, Mike McGraw, Glen Donaldson, Dave Farmer



### October 6, Toy Run



The Toy Run deserves some extra commentary. I was enlightened (in spite of the dull drizzly weather) to find it is much more than a get-together to chat with our fellow British car owners but is a fully organized day of entertainment. The first thing to catch my eye were all the people walking around in strange costumes with Halloween still almost four weeks away. These turned out to be Morris dancers of the Orange Peel Morris troupe who focus on the Border style of Morris dance from a region of England that includes where Morgans are built. They had a few youngsters with them, Morris Minors?

The planned tour was scrapped because of the poor visibility so we got two sessions of the Morris dancing. Then lunch was served. All I can remember of it is the meat pie I took from a tray on the table. Delicious from the first to last bite.



The entertainment after lunch was Celtic music played by the combined Georgetown Oakville Celtic Orchestra.

To wrap up the event there were draws for door prizes and a representative of the Salvation Army came to pick up the collected toys.

I headed on home after this but there were others who took advantage of the opportunity to tour the park.





This is definitely an event I will return to.

Thanks to Dave Wood for the pictures on this page.



## THOUGHTS FROM THE WEST Morgans to Montana

On September 4<sup>th</sup> eight Morgan drivers and Ric Macdonald in his Jaguar arrived in Coeur D'Alene to meet with three other cars by friends of Lee Harman (the organizer) to begin the epic Morgans to Montana trip. It was a great start with Lee rushing off to get a new alternator and Ken trying to get his clutch sorted out. Fortunately good luck followed us through the trip after that and mechanical problems were minimal.

The next day we started our journey with a visit to the Nez Perce National Historical Park and a trip along the Lewis and Clark scenic highway to Missoula with amazing scenery and the Lolo pass. Day two followed with a visit to the Daly House which was built in early 1900 and has changed little since. Ken also found a mechanic in Hamilton that could fix the plumbing on his clutch and was finally able to change gear. The highlight of the day was a visit to the Big Hole National Battle Field where the Nez Perce were defeated by the US cavalry. This was followed by a drive to Ennis and a gourmet dinner at a local restaurant. (Virginia City picture)





Day three took us through more fantastic scenery to the Hot Springs at Pray. Most of us had our tops down and weathered the very short but very heavy thunderstorm on the highway to arrive at Pray and soak in the hot springs water. Day four took us to Yellowstone National park

(see picture) where we stayed for two nights enjoying the sites, Old Faithfull, deer, bison, elk, pelicans and so much beautiful scenery(see picture). Nights 6 and 7 were spent in Cody Wyoming where there was the Buffalo Bill Museum, staged shootouts and the infamous Irma hotel. On the second day some of us drove the scenic Bear Tooth highway to 10,947 feet enjoying the steep grades and many U bends. A truly Morgan driver's road.

Day 8 took us along the Big Horn Scenic Highway and the day finished with a visit to Custer's Last Stand at Little Big Horn (see picture) and a



final drive into Billings with dinner at a Mexican Restaurant where servings would have fed an army.

Day 9 took us two different ways with some going the long way to Bear Paw Battlefield and others taking the shorter route through Belt to the old town of Fort Benton where we stayed and dined in the elegant Grand Union Hotel(see picture) that had been painstakingly restored but still had all the modern conveniences.

On days 9 and 10 some of us stayed in Grand Falls and visited the Lewis and Clark Heritage Museum and the Charles Russell Museum and then went on to Glacier National Park whilst others opted to spend two nights in the park, We all drove the amazing Going to the Sun High-



way. Another wonderful driving road, that makes the Morgan really worthwhile. Especially in the sun.

The final drive took some of us on a visit to Steve Miller and others took varying routes through the beautiful countryside up the Bitterroot Valley to Sandpoint and finally back to Coeur d'Alene for a final banquet and a goodbye to the new friends that we had made.

Special thanks are due to Lee Harman who did all the planning and provided us with route maps and instructions and to his three non-Morgan drivers who marvelled that people could get so much fun driving with the top down for 12 days. I think however we may have some Morgan converts.

Lee says that he is planning more trips so plan to join us for the next one.

### FLOG MOG 2013

This year's Flog Hog hosted by the MSCCNC was scheduled to begin in Woodland, CA on Monday Oct. 7 at 3:00. As the drive down from Vancouver would take Pat and I approximately 15 hours including stops, we decided to leave Saturday at noon and spend the evening with our daughter in Seattle. Sunday would be our longest day's drive especially with meeting Bill Button at 9:30 for breakfast in Centralia, WA. Accordingly as Lee Harman would say it was in the cockpit with wheels up at 7:45. After a successful rendez-



vous with Bill and a good breakfast we both left to drive south to be at John and Barbara Burks house in Ashland OR by 5:00. John was one of the originators and organizers of Flog Mog and this was the 20<sup>th</sup> edition.

The next morning, we left the Burks house in convoy going south on the I5 with a few detours to avoid traffic. We made it to Woodland by 3:00 and met the other participants at Reiff's Gas Station which we toured admiring the automobile memorabilia, in particular different objects from different gas brands, before proceeding to our hotel. At the hotel we did what Morgan people do best and that is renew old friendships over a brew, make new friends and

discuss the latest Morgan problems. During this social gathering, we were advised by Dave Sneary that all driver's meeting would at 8:30 AM and we would be out of the parking lot by 9:00 or at our own convenience.

At the driver's meeting we got the plans for the next three days and it sounded really good. Three full days in the cockpit and it was nice weather. The first day we were going to Quincy via Oroville and the directions were great until half of us got lost including some of the organizers. In true Morgan fashion we figured out the problem and returned on the route we came for 15 miles (don't you wish Lee) and then made up time getting into Oroville close to schedule for



a wonderful lunch. After lunch we left for Quincy where we were to spend the night and have a barbeque at the hotel. It was a great night and the food was good. Of course we all bought our own food and cooked it ourselves. Once again we left early in the morning with a modified route this time as the National Park was closed (dysfunctional government) and head for a long days drive around Lassen National Forest not through it. The temperature was great but three hours later it got cold and suddenly there was snow on the ground. Finally we stopped for lunch and that gave everybody a chance to warm up. Most people cut the drive

short in the afternoon and headed back to Quincy for a banquet at a local eatery. The final day we took a different route to Oroville for lunch and this was a great Morgan run. In less than 10 miles I did at least a 100 shifts.

Flog Mog is a great event, great driving, great roads, great people, and an event that you should do once in your life. Remember it is annual and held in October every year. Pat and I will go back even though it means driving for 15 hours each way.

Ken Miles



## The Summer of C6639 – (with apologies to Brian Adams)

When we last wrote about Gabby's Morgan, spring was on its way and GEES MOG or chassis C6639 was just emerging from a safety and service at CMC. It was a lovely clear, crisp, dry day when we drove her home with the top down and the tonneau cover on. Despite the 9C temperature, I stayed warm and got many smiles and thumbs up from other cars. My only regret, or error, on the trip home was not pulling off the QEW sooner so that Gabby could take over and enjoy a longer drive home. The trip down Walkers Line is one that Gabby shall never forget as she got to drive her Morgan. The car ran great and was smooth, steady and comfy – no shakes or shimmy - and 5<sup>th</sup> gear was just about 3,000 rpm on the highway.

The April meeting was GEES MOG first club event and also saw our first back seat passenger as we gave Don Allen a lift home after the meeting. Yes, the top was down and the sun was out and Don enjoyed the view from up high as we drove along the Lakeshore. Although Don & Cathy did own a 4 seater for a little while, Don had never been a back seat passenger. It is comfy back there and, as long as you keep the top down, lots of head room. Top up, I do believe it would be for children or furry friends.

Ancaster Flea market was the Morgan's next big day out and I was allowed to drive her solo – well o.k. I had requested permission to drive 24 hours in advance and Gabby once heard Ancaster described as smelly old car parts on tables so had zero desire to attend. There was one small condition attached - that I would have to go with the top down. It was sunny and dry but a tad chilly at 4C so out came the ski jacket and toque, etc., and away I went grinning from ear to ear. I was toasty until the Main St exit on the 403 when my nose was getting cold, but thankfully soon we were up the mountain and exiting at the fairgrounds before the cheeks got cold. I think GEES MOG was the sole Morgan at Ancaster and the car show in the parking lot was a great way to start the season. The Club may want to consider hosting a table at next spring's flea market as the show becomes more social and less about smelly car parts.

Later in April, Gabby drove us to the Brave Souls Rally at the Warplane Museum and then, in May, to the sheep dog shindig which were both good events giving us excuses to keep on driving and learning. We even had a top putting up session at the shin dig dinner as it was getting cold for the drive home. What a great bunch the Morgan club is as we had the top up in no time flat with lots of assistance. Once we got on the highway heading home, Gabby did comment that there was a draught by the passenger sidecurtain..there was a long pause then lots of laughter as we enjoyed our first top up drive of

the year with 3 of 4 sidecurtains in place – imagine a draught in a Morgan.

Our first failure of the season occurred enroute to the sheepdog show as we were happily cruising along the 403 admiring how relaxed the 5<sup>th</sup> gear makes highway trips and thinking that the 4 speed cars may be jealous of our lower revs. Must have been 'pride cometh before the fall' as no sooner had I said that, the speedo needle was resting at 0 where it would remain. Turns out the end of the cable broke after 28 years but a quick call the following week to CMC found one in stock. I then had an excuse to go for a lunchtime drive and get the cable plus see what cars were in the shop. The new cir clip pliers from CTC almost cost the same as the cable but at least now the tool chest is ready for those pesky wee clips.

June was a pretty good month with a quick trip to England and an excuse to order the two-eared Morgan spinners for the wire wheels. If I have to clean all 72 chrome spokes, then I want the full wire wheel look and to heck with continental hubs. Plus, some carpet and binding was ordered to use to replace the missing 3 pieces of footwell carpet. A previous owner had used drywall screws to hold CTC floor mats in place so these were not long for our Morgan world.

It was a warm, humid July day when Gabby took a neighbor and the Morgan for a run to Lowville for a nice lunch. Remember those days when it was 42c with the humidity and even the daily car did not like the heat. Well, they had a great drive there and almost made it home when GEES MOG rolled to a stop a few kilometers from home. Phone call coaching and tests were tried but nadda could resume the trip. So Gabby got the next part of initiation into the old car hobby and had the 'joy' of a CAA flatbed ride home. Of course, the next day I went into the garage and the wee beastie fired right up and sounded o.k. I cleaned the carb and the new fuel filter and replaced a piece of fuel line to be safe and wondered if the hot temperature and some cool fresh gas had upset the car. The next few weeks we stayed close to home and gradually tested the car and tried to see if it would repeat.

September 8<sup>th</sup> saw me on another solo drive – there were/are some who say I have driven more than Gabby – one of the neighbors files reports when I take the car out and it is getting expensive to keep him quiet – but this time I was clear. I had a great trip up and did winding back roads and really enjoyed all the Morgans and people and planes, etc. Plus, it was awesome seeing and hearing Dave and Pauline's Trike start up and come to life. I was only about 20 minutes from home and had just gazed across the burlled walnut dashboard and marveled at what a lovely old car she was and how well C6639 was running when 'gulp, gasp...' she was sucking air again and we rolled to a halt. Thank goodness



Morgans are light and have little rolling resistance as I pushed her around the corner and spent the next 3.5 hours enjoying the outdoors. O.K., so I was also waiting for the CAA, playing around under the bonnet asking: what? why?, and troubleshooting with the herd of cows

British Car Day was C6639 or GEES MOG day of redemption as she proudly carried us to the field and back top-down, Gabby at the wheel, Aggie and Whinnie harnessed in the back seat along with some nutter in goggles and a helmet doing the royal wave. (Well, you do



that had come to the corner of the field to admire the car. She would start and run then die as soon as you tried throttle or a long idle...hmm. Monday a.m. she was back on a flatbed – thank goodness for CAA Plus- and on her way to CMC for a quick visit hoping to emerge for British Car Day. Turns out that dirt was clogging the carb's main jet so the fuel tank came out for a cleaning, a new fuel pump replaced the original with 28 year old rubber bits, and a second fuel filter was added before the pump. Thanks to Steve and Martin and crew for getting her done along with their Trike and the other cars wanting to make Bronte.

Gabby and I picked up C6639 after dinner on Wednesday just as the storm warning loomed for Halton. We put the top up (2<sup>nd</sup> time this year almost habit forming) and in went the rear sidecurtains as Gabby did the dash to the Shell station at Mayfield and Airport Rods to get the ethanol free gold gas. I followed in the "Aero" 370Z with the a/c on and the i-pod keeping me entertained while Gabby had the exhaust note and fuel needle dancing near empty to amuse her. They made it safely to Shell and as I filled the Morgan up, Gabby asked for water as her mouth was dry. I hugged my wife and welcomed her to the world of old cars, broken bits, flat bed rides and now dry mouth as you hope to complete a journey for good gas and no breakdowns. We 'almost' got home before the big rains came and Gabby enjoyed top up, wind wings out, wipers doing a good job and very little spray in the sides of the car. I was saddened as I saw those nice clean wires in the rain...arghhh.

sit above the windscreen back there). The car was waxed and polished and all chrome spokes were extra clean – Q-tips can be a Morgan owner's best friend. Trivia time but did you also know that there are 72 louvers on the 4/4 bonnet? Ahh Zen and the art of Morgan cleaning. It was great sitting on the field and enjoying being part of the 26 or so Morgans at Bronte and good clean living paid off as we got home before the rain came. Then again, it never rains on British Car Day.

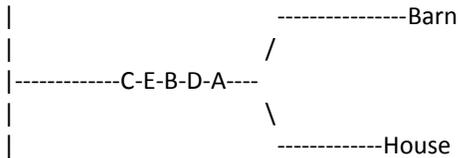
The summer of C6639 has been a pretty good one and we have done almost 2000km this year -far more than the average of 860km per year would suggest for GEES MOG. We love the car as it is fun, handles well, sounds great with the sports exhaust (2500 to 3000 rpm is my fav.), and never fails to make people smile and give thumbs up or ask "what is it?". True we do pay more attention to the road surfaces and avoid bumps which could cause bruises. The front end tends to gently follow the contours of the road while the solid rear axle does remind you at times that it has a frame nearby. We do agree with Ken and Judy Wightman that driving a Morgan at night is pretty cool – watching the dash lights and the turn signals flashing on top of the wings...ahh, let's hope for a warm fall. So, yes, we own a Morgan and, no, we have no regrets about our choice not even after Ted very kindly gave us rides in his new +8. Yes, it has that V8 burble and power we shall never have in a 4/4, but for a real sensation of speed, maybe a Trike would be a better second Moggie....hmmmm.

Gabby & Glen

# The Morgan Mystic

The Mystic is taking a break as I haven't found any more Morgan related puzzles.

Here is the answer to The Spring Run



How do you direct the cars in these manoeuvres to get them in A,B,C,D,E order?

The rule to follow after the first car is backed into one of the lanes is, if the next car should end up in front of the previously backed car then back into the same lane otherwise back into the other lane. Driving forward whichever car should end up in front of the two that can move goes first.

After the first back-up we have:

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C-E-A ---Barn
B-D -----House

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First forward shift:

B-C-D-E-A

Second back-up:

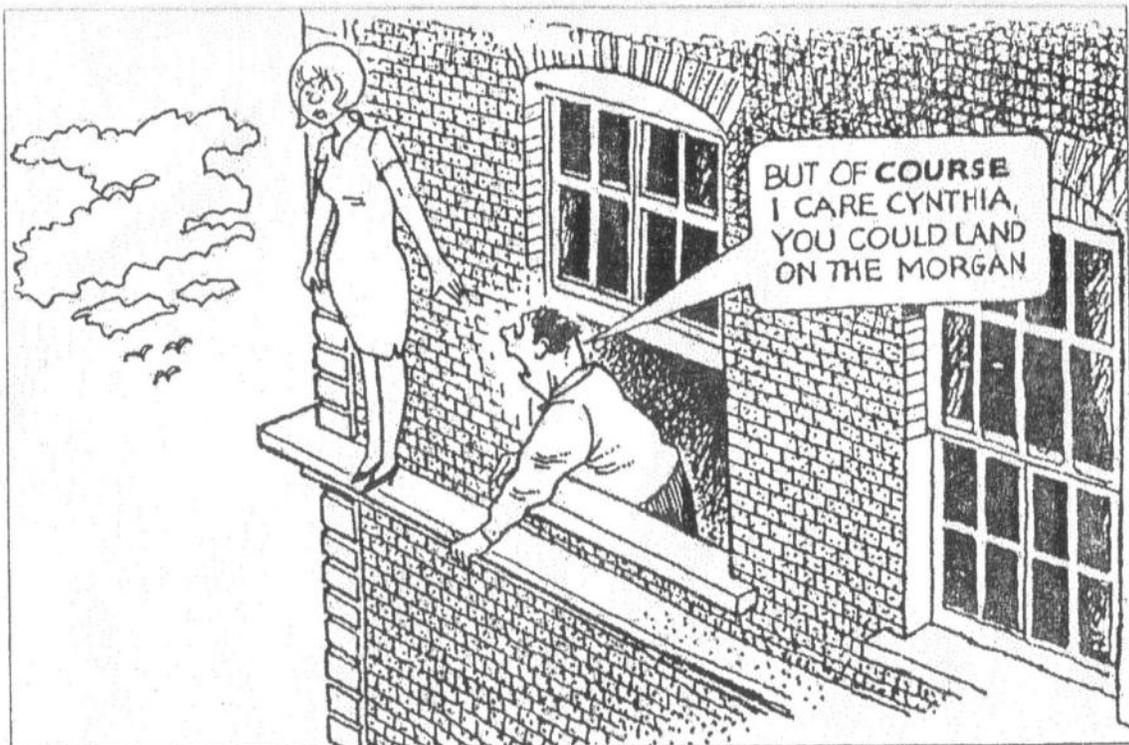
```

A ---Barn
B-C-D-E -----House

```

Second forward shift:

A-B-C-D-E



DES JENSON



**MORGAN SPORTS CAR CLUB OF CANADA**



The Brays got into a convoy of Ford Model A's on the way home from the Great War Flying Museum.





Morgan Oasis Garage  
Hoodsport, Washington

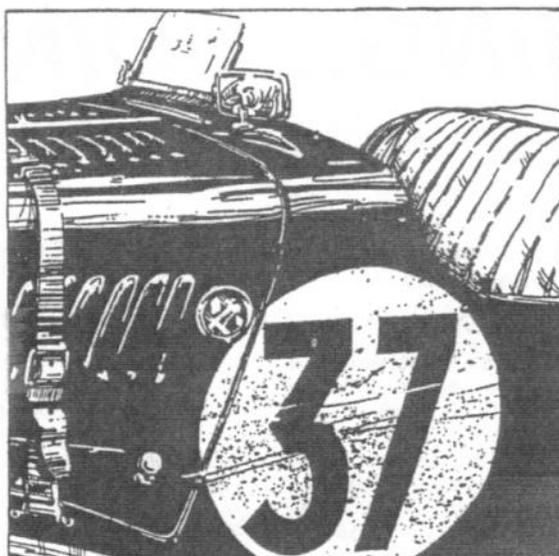
#### Friends

The other day I had to remove the fuel gauge segment from the cluster and send it to MOMA in Albuquerque ( 505-766-6661 ) to be rebuilt as it wasn't working and I'd bet it's been dead longer than Elvis. In eight days it is rebuilt and back in the cluster in my dashboard.

Once the gauge segment is screwed to the back of the cluster, there are two wires to connect. The wires are attached to posts on the back of the gauge, and of course the two nuts for these posts were carefully put in a marked jar while the gauge was away being rebuilt. When I went to attach the wires one of the nuts twirled on sweetly, and the other didn't fit at all. In fact it wasn't the correct size nut at all and had been wrong on the day I bought the used cluster. It was of course an English thread. My box of English fasteners didn't have anything that small. The nut was a quarter inch across the flats so a quarter inch wrench was the tool to spin it on and off. A No. 6/32 nut would not go on the post so it was definitely not an American sized nut. For about a half an hour every nut I could find was tried, and nothing would fit. This was a Saturday so I couldn't even get on the horn to find a nut. Don't even think of finding a Limey fastener in Shelton or even Olympia, WA.

Meanwhile I'm beginning to go into a rant when I think about what other likely Limey stuff is lurking in the shop. In no time at all I discover a spring coupling ( Morgan Spares Part No. 300 908 ) that connects the throttle shafts of the two carburetors. Each of these couplings has two small bolts and nuts that are a quarter inch across the flats and glory be the nut is the exact same size as the post on the back of the fuel gauge.

Perhaps this may help you one day when the nut has dropped in the footwell and can't be found, and I hope it will encourage you to buy a few silly pieces at swap meets that you'll "never need".



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## Regalia

	
<b>Embroidering Only</b>	
<b>Badge \$7.88 incl. taxes</b>	<b>Wings \$4.73 incl. taxes</b>



Show your colours, with our Morgan club embroidery. Bring the item you want decorated to a meeting and we'll get it to Sharon our regalia official.

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 Morgan(s) owned:  
 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
 Colour(s): \_\_\_\_\_  
 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
 Colour(s): \_\_\_\_\_



Membership fee \$25.00\* for the year. Payable January 1st of each year.  
\*Canadian \$ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:  
Mrs. Cathy Allen,  
201 Penn Drive,  
Burlington, Ontario  
L7N 2B6,  
(905)-634-4704

### MSCCC Executive

**PRESIDENT:**  
Alan Lytle  
905-822-1606  
[alanlytle@sympatico.ca](mailto:alanlytle@sympatico.ca)

**TREASURER:**  
Cathy Allen  
905-634-4704  
[dallen1@cogeco.ca](mailto:dallen1@cogeco.ca)

**SECRETARY:**  
Brian Hawkins  
905-273-5542  
[hawkinsb@sympatico.ca](mailto:hawkinsb@sympatico.ca)

**BLURB EDITOR:**  
David Farmer  
905-278-3219  
[d.farmer@sympatico.ca](mailto:d.farmer@sympatico.ca)

**WEBMASTER:**  
David Farmer  
905-278-3219  
[d.farmer@sympatico.ca](mailto:d.farmer@sympatico.ca)

**DIRECTORS AT LARGE:**  
Ray Stevens  
905-659-6366  
[rstevens11@cogeco.ca](mailto:rstevens11@cogeco.ca)

Colin Bray  
416-698-0336  
[cjbray@geology.utoronto.ca](mailto:cjbray@geology.utoronto.ca)

**REGALIA:**  
Sharon Roden  
905-892-6907  
[jsroden@vaxxine.com](mailto:jsroden@vaxxine.com)

**WESTERN SCRIBES:**  
Ken & Pat Miles  
604-576-8036  
[kengmiles@telus.net](mailto:kengmiles@telus.net)  
(NOTE - new email address)

**DOWNUNDER SCRIBE:**  
Vern Dale-Johnson  
[vern.dalej@bigpond.com](mailto:vern.dalej@bigpond.com)

**CLUB LIAISON:**  
Colin Bray  
416-698-0336  
[cjbray@es.utoronto.ca](mailto:cjbray@es.utoronto.ca)

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