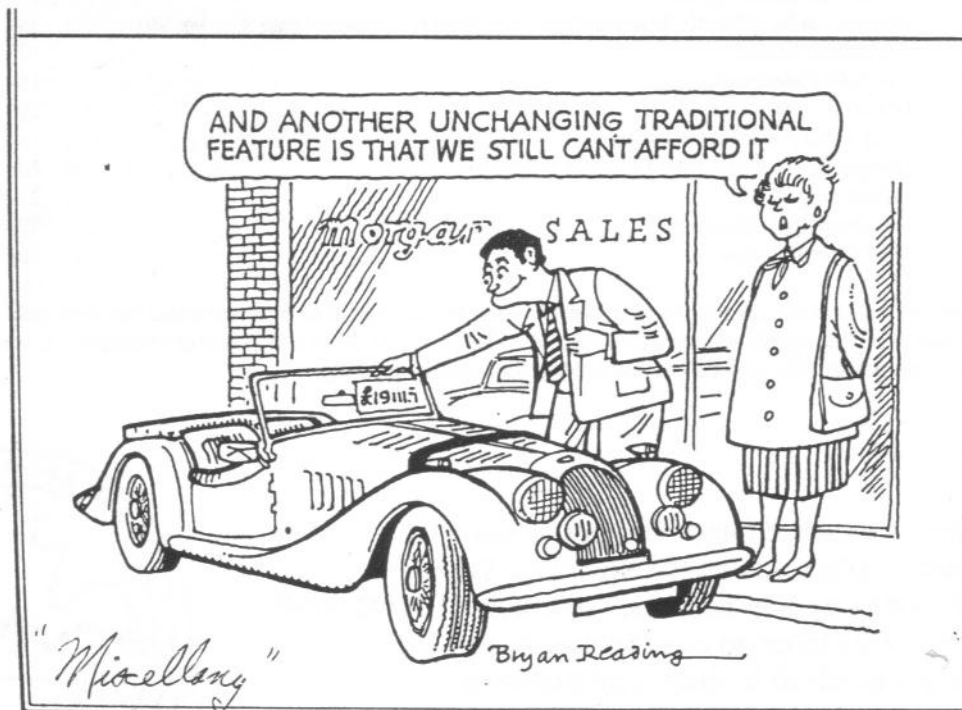


# THE BLURB 4-95

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



	<b>Prezs Sezs</b>		3
Jun 18	<b>CLASSICS AGAINST CANCER, V. Dale-Johnson</b>	Georgetown, Ont	4, 5
Jun 21-25	MOG 95 INTERNATIONAL, V. Dale-Johnson	New Forest, UK	6, 7
Jun 30-Jul 4	MOG 25 MCDCC (to follow)	Malvern, Penn	19
Jul 9	CARRIAGE CLASSIC, Lynn & Fred Kuzyk	Caledon, Ont	3
Jul 16	"SUMMER RUN", Fred Kuzyk	Limehouse, Ont	8, 9
Aug 3-6	VINTAGE RACES	Waterford Hall/Meadowbrook Hall, Michigan	19
Aug 12	4th ANNUAL BOTHWELL CAR SHOW -- Old Autos -- (800) 461-3457		
Aug 16-Sep 20	WESTERN ADVENTURE (MOA)		
Aug 18-20	VINTAGE RACES	Laguna Seca, Calif	
Aug 20	<b>BOOT N BONNET BRITISH CAR SHOW (GoMoG)</b>	Kingston, Ont.	10
Aug 20	WHEELS FRESH AIR CRUISE	Malton, Ont	10
Aug 26-27	<b>VINTAGE RACES, CHRISTIE SPRINTS</b>	Ancaster	11, 19
Aug 27	<b>MOGGIES ON THE GRASS (GoMoG)</b>	Ottawa, Ont	
Sep 1-4	VINTAGE RACES	Limerock, Ct	
Sep 8-10	<b>MSCCC FALL GETAWAY, Tobermory Lodge</b>	Tobermory, Ont	15, 16
Sep 8-10	VINTAGE RACES	Watkins Glen, NY	
Sep 14-18	BRITISH INVASION	Stowe Vermont	
Sep 17	<b>BRITISH CAR DAY, Bronte Creek Prov Pk</b>	Burlington, Ont	13
Sep 22-24	AUTUMN MOG (3/4 Morgan Group)		
Sep 22	<b>DEADLINE FOR 5-95 BLURB</b> (Sept-Oct)		
Oct 8	<b>FALL TOUR (GoMoG)</b>	Ottawa area	
Oct 15	<b>MSCCC TOY RUN</b>	Golden Horseshoe, Ont	3
Oct 15	<b>NOGGIN &amp; NATTER at the Kuzyk's</b>	Burlington, Ont	3
Oct 29	BRITISH AUTOJUMBLE, International Centre	Malton, Ont	
Nov	<b>MSCCC POLAR BEAR RUN ??</b>		
Nov 22	<b>DEADLINE FOR 6-95 BLURB</b> (Nov-Dec)		
Dec 2	<b>MCSCC CHRISTMAS PARTY at the Kuzyk's</b>	Burlington, Ont	
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The above listing contains events that may be of interest to you. All those in **bold** print are either our own club events, or ones that as a Club we try to support with our attendance. Some dates and events are tentative. If you would like more information than provided in this publication, contact the editor.

Quick note:

With apologies to the Editor, I've made minor changes to this edition to incorporate an article (Page 13) on the **Specialty Vehicle Assn of Ontario (SVAO)** written by Ray Spencer, the Editor of RAG TOP for their summer 95 edition. This threat to our "hobby" is real -- we urge all Morganeers to get involved in their local historical auto organizations to prevent anti-hobby legislation on our vehicles, and our supply of "parts cars".



## THE CO-PREZ SEZ

Anyone in pictures? As some of you 4 seater people know, I passed on the info that a movie production, "Father Goose", was looking for that kind of Morgan. We've learned through the grapevine that they were interested in one car but rumour has it they've settled on a pick-up truck instead! Almost the same! Oh well, that's show business! If this is false and someone has gotten the part, let us know!

At the end of May, our car was in a parade in Etobicoke. Although they liked the car, they assigned us the local NDP candidate, as the dignitary in the car. It wasn't our fault! A few boos were received but no rotten food was thrown at us!

Classics Against Cancer was well attended. A hot day but we had our spot by the creek. The club held a 50/50 draw and Audrey Beer was the lucky winner of \$13. Congratulations! The club's half will go towards some special items.

We attended the London British Car Show on June 17 and received first in the Morgan class! This may have been a hollow victory, as we were also the only Morgan! The London Club's own Morgans were absent. Unless the competition increases, we'll continue to garner by default.

The Morgan Summer Rally has been run and was fun. Well done to Ray & Mary Shier! Those that attended experienced a challenging, scenic rally akin to those that were staged many years ago. For the amount of work that went into this wonderful event, it would have been nice to have more cars & competitors! Detroit iron is always welcome! A report appears in this issue.

Craig & Tina Davis, and Lynn Kuzyk attended Carriage Classics on July 9. A wonderful variety of carriages, cars, dog trials, and other distractions. I understand the judging was somewhat questionable but this isn't the only time, or event, this has happened this year. Oh well, that's (car) show business!

We've gone out to a few cruise nights to promote the marque. It's astonishing how many folks aren't aware that Morgans are still in production. If you happen to run into someone that's interested in the cars or the club, pass it on. Every organization needs new blood and today's neophyte could be tomorrow's Executive Member.

Congratulations to Tim Bailey & partner, of the MG Car Club of Toronto, for their fine finish in the Great North America Race. A lofty undertaking that inspires the imagination! Well done, "Spirit of Toronto".

### UPCOMING EVENTS OF INTEREST

- Aug 3-6: Vintage Races & Morgan concourse in Michigan. Contact Martin or Steve Beer. (905) 857-3210.
- Aug 19: Healey Club Boat Cruise on Georgian Bay. We believe this is still on. Contact Lynn (905) 336-0251.
- Aug 20: Boot N Bonnet British Show in Kingston. Change of venue this year. Contact Brian or Linda Thomas (613) 542-8110.
- Aug 20: Toronto Star Fresh Air Fund Cruise. Proceeds sends kids to camp. Over 500 cars. Woodbine Race Track. Call (416) 869-4620.
- Aug 26-7: Vintage Sprints at Christie, in Flamborough. New this year, club members can race against others! More info in this issue or contact Cheryl McCune at (905) 721-9743.
- Aug 27: Moggies On The Grass, in the Ottawa area. A GOMOG gathering & BBQ. Contact Phantom Farms (613) 256-4280.
- Sept 8-10: MSCCC FALL GETAWAY in Tobermory. See the updated info. Reserve today & contact Lynn (905) 336-0251.
- Sept 17: British Car Day at Bronte Creek Park, Oakville. Call (416) 693-8983.
- Oct 15: MSCCC TOY RUN. Please mark this date down. It would be great if we can get every available Morgan out. Others can also help too. Contact Lynn.

## Classics Against Cancer, June 18/95

Vern Dale-Johnson

What is turning into one of our key Ontario MSCCC events, the annual Cancer Society "Classics Against Cancer" auto show displayed over 380 cars this year. The MSCCC was very well represented with 11 member groups present -- Martin and Donna Beer with their brand spanking "new" 1935 F-type 3 wheeler on it's first outing, honoured with a spot under the marquee but honourless when it came to trophy time; Audrey & Reg Beer, Rick & Wendy Andrews, Ray Shier, Tim & Carol Clark, John Leseuller, Lynn & Fred Kuzyk, Graig & Tina Davis with daughter Nicole, Vern Dale-Johnson with daughters Kimberly and Tanya all with their Morgans; Steve, Jenny Beer with son Trevor in their "tin top"; and George Lafford with daughter Samantha in a classic BMW sedan.

On the "import field" along with the 9 Morgans including the F-type were 24 others in class including Rolls Royce's, Jaguar XKE's and sedans, Healey's and a Healey "wannabe" kit car, Lotus 7, Caterham 7, MGB's, MGA's, a MG Midget, Mini Cooper S, Triump TR3, Mercedes 250 sports, Porsche 911, George's above mentioned BMW, a Volvo 164, Datsun 240Z, and a Rover. Several others were lost on the field including an Austin Princess with an identity crisis (RR grill and Bentley plate!), Riley, early Daimler sedan, Daimler WW2 scout car complete with machine guns and ammo trailer, and a 4 door Prefect converted to a 2 door street rod with HP X20, tire width X5 and ground clearance  $\sqrt{6}$ .

When it came to trophies, a newly restored 58 Healey took first, and two immaculate XKE's - 70, and a 69 -- took 2nd and 3rd place trophies. No award for the F-type! Was this something to do with the judging of vehicles under the marquee together?? Superb day and great way to support the *Cancer Society* -- over \$29,000 net of expenses, twice the highest previous year -- enjoy Father's Day, and get a look at a great variety of vehicles we don't normally get the opportunity to see.

See you again next year (you'll probably find me, as usual, behind the camera!)



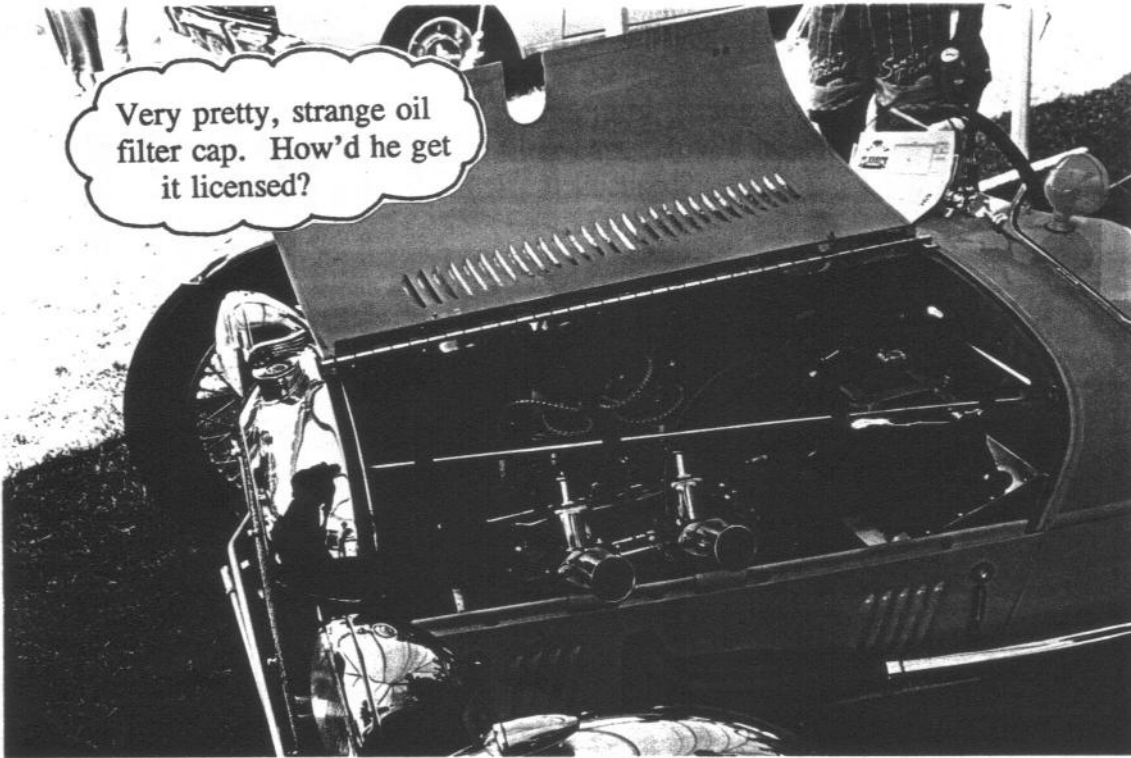
33 cars on the import field, 9 Morgan's including:  
Audrey Beer's +4, Lynne Kuzyk's 4/4, Vern Dale-Johnson's +4  
John Leseuller's +4, Ray Shier's 4/4

"Classics" June 95

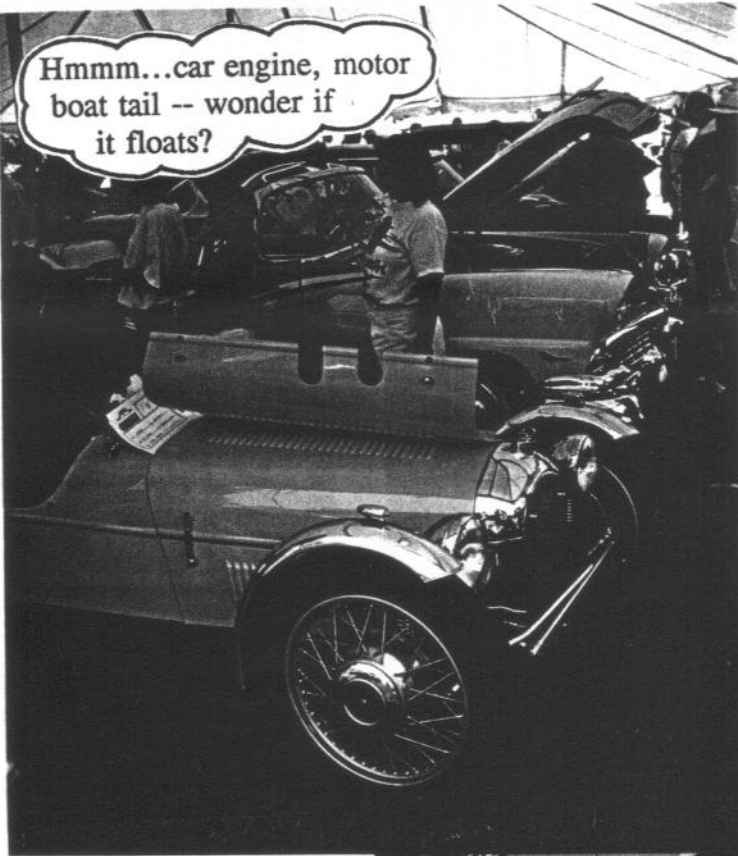
Vern Dale-Johnson photo



Very pretty, strange oil  
filter cap. How'd he get  
it licensed?



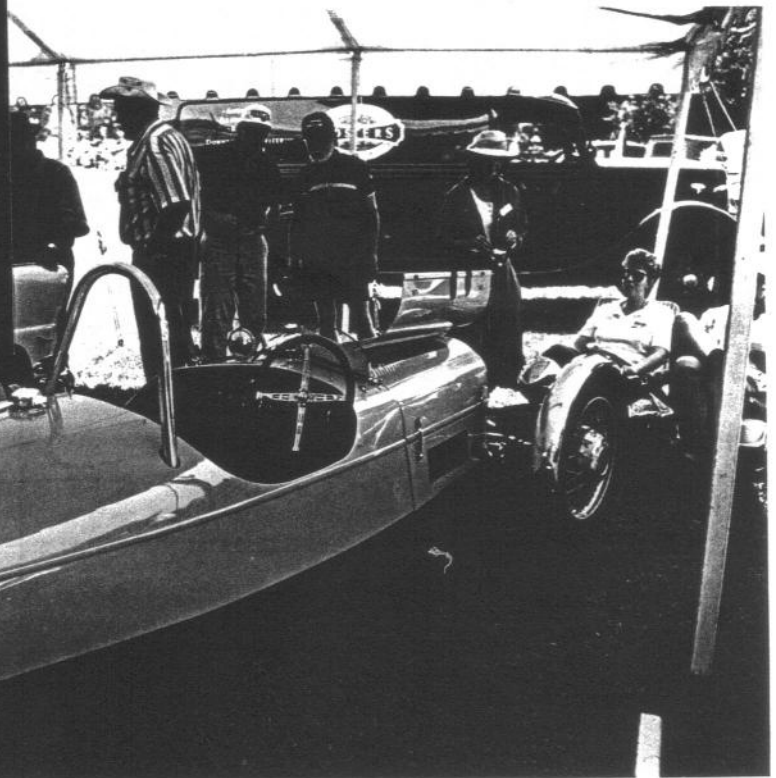
Hmmm...car engine, motor  
boat tail -- wonder if  
it floats?



Martin & Donna Beer, 1st outing  
of their "new" 1935 F-type.

"Classics" June 95

Vern Dale-Johnson photo



## MOG 95, New Forest, England

Vern Dale-Johnson

Back in February, while preparing for our visit to England and Scotland, I realized I could just squeeze in the last day of MOG 95 at the Beauieu estate. A little more thought suggested I hang the coot and rent a Morgan from Wykeham's for 4 days for Marissa (age 7) and I would be alone in England as we waited for Amanda to finish her business trip to France. With this set, we were off the evening of June 23, arriving in London early on Saturday for the quick ride to Wykeham's to meet James Taylor. Needless to say it was a cool overcast morning! After the preliminaries, including insistence we would drive with the hood down and promising #1 daughter in return if the car returned damaged, we were off to Wantage, just south of Oxford, to recover at least partially before catching up with the rest of the Morgan crowd.

What a blast! This was a new Zeta powered, 5 speed, 4/4 wide body in aluminum with sports seats. After getting to know the car on the A3, we were onto the secondaries on our way up to Wantage, blasting along their 8 foot lane widths with the "copse" just off the far side wing, or with walls of foliage towering above us on each side. The occasional sheep to keep us on our toes, and the occasional lorry bearing down on us to challenge the security of our Tilley's. The car was beginning to fit, great power, responsive steering, brakes that actually haul you down quickly, and a suspension/fire system to let you reel in corners -- even with their bumps -- with ease.

We were staying with my Dad's cousin and his wife, now in their early 80's. Like my father, Vernon (yes, namesake) loves the outdoors and his son's adventures so it did not take long for him to convince me I could sleep anytime and this Morgan looked very forlorn parked in the drizzle so off we went for a blast around White Horse Monument, Stonehenge, and back for late afternoon tea. For once I hadn't even made my normal "first day" turning error (probably because their numerous roundabouts keep you pointed to the correct lane even though they are unnerving, especially when multi-lane wide and some @\$\$#%?&\$ insist on taking you on the right side as they dive for their exit when you're heading for the next exit around -- remember #1 daughter is promised if this car has anything more than stone chips!).

The next day, up early and on the road to Beauieu. As we needed room for 4, I followed Vernon and Shieia in their Vauxhall, again through the secondary roads down towards Southampton, arriving at MOG 95 mid-morning. We were met there by their son Simon (former Triumph TR3 and MG Midget driver) and his family. A quick tour around the facility confirmed the promise of "2000 Morgans expected" was very close to reality. The main field was packed with over 1000 cars from across the UK and Europe. Many more cars were distributed between the concours field, the camping field, and the general parking lots. Most were 4 wheelers but every model was represented somewhere -- including Harper's magnificent +8 DHC and (see photo) a 3-wheeler pedal car. Many of the cars -- and accents -- were German, French, Italian, Belgian, and Dutch.

After a double tour of the spares stands (hello from Melvyn Rutter and Christine Taylor), a run through the regalia booths (hello from Janet Hill -- she reports Ken is doing just great after his

recent surgery), and a visit to the MSCC registration desk to meet Christine Healey, and to the factory booth (hi from Mark Read) we spent time at the National Motor Museum where Lord Montagu has done a superb job with a facility to exhibit a century of motoring heritage, including several (including Bluebird and Sunbeam) record holders. Lots of discussions with other owners as usual. Miscellany will give us the details of the competitions.

As the day rolled into early evening, Marissa (and self) were feeling a bit "lagged" so we parked and made the run back up the secondaries to Wantage. Marissa navigated in her sleep for Vernon, and Shieia smiled for an hour and a half as we blasted back through the woods. Seems her sons weren't the only ones to drive the MG's, Triumph's, etc! Net result, we may have another owner in England (Simon), as he can't be outdone by his brother who is campaigning a Westfield 7 in one of the hillclimb series.

Monday morning Marissa and I were off early for the run up to Malvern, arriving in the early afternoon. I thought I was prepared for this first visit to "The Factory". Not so, even though you understand the way our cars are built, and the openness of the factory and staff, I was impressed from reception through to the parts counter ("Yes, a walnut dash can be ordered, but not with locking glove box" -- I'll have to talk to Reg). Different points stick with those who visit -- for me it was the new rear telescopic shock mounting system ("Yes, you can retrofit to a mid 60's 4 seater"); for Marissa it was the cacophony from the metal shop, the riot of colours in the paint and dispatch shops, and the trim shop -- clean, quiet, and look at those ladies sew!

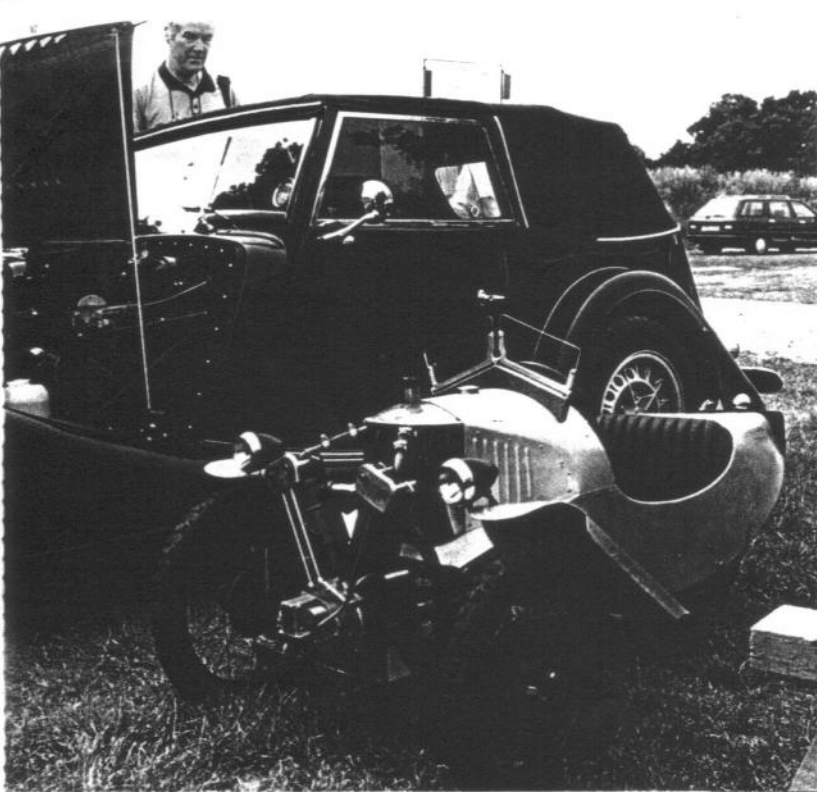
Needless to say, a busy place right after MOG 95, so we did some Malvern Hills touring instead of prolonging our visit and called it an early evening. Day 4, our last day with the Morgan, was a drive back along the secondaries through Stratford, Buckingham, and across to Little Hallingbury to visit with Melvyn Rutter and Christine. Overnight and then back to Wykeham's by 10:00 to drop off the car -- just over 550 miles. Lots of bugs, a few stone chips but no damage! Recommendations? Do it! Attending a MOG meeting in England is definitely a high - my regrets we weren't able to do the whole event. Renting a Morgan? Do it! We only live once and blasting through the UK in a Morgan, on roads where it has been developed is worth every penny. In a few years I'll be trying to convince Amanda we need to do the tour again. MOG 96 is scheduled for Himley Park, near Birmingham (& Malvern) July 18-22.

By the way the rest of the trip? Well, the fellow from Budget felt as Morganeers we understood machinery so he bumped us two classes from an Escort to a Mondeo V6, 24 valve with 5-speed. This gave Amanda a few more grey hairs and me a new respect for Ford -- the next 10 days and 1900 miles were also a blast!

### Late notes:

Alan Morgan, our Western Scribe and owner of A. Morgan Car Rental Co Ltd has been forced to suspend his operation due to financial needs -- ie, he has sold his 4/4 and has his +4 up for sale (nice 59 4-seater). Our regrets, Alan -- hope to soon see another Morgan in your driveway.

Welcome to several new members from GOMOG (Greater Ottawa Morgan Owners Group) -- Andrew & Linda Grant, Malcolm & Suzanne Brown, Greg & Cathlyn Kaufman, Claude Jacques and Edward Burman. Apologies to others who may have joined recently -- will catch the next issue.



Harper's unique +8 DHC and 3-wheel "pedal car"

MOG95, Beaulieu



Marissa Dale-Johnson with Vernon & Shiela Gaylard at their cottage in Wantage.

MOG95, Beaulieu

Vern Dale-Johnson photo



Marissa Dale-Johnson with part of the field at Mog 95  
( No, the +8 wasn't our rental! )

MOG95, Beaulieu

Vern Dale-Johnson photo

## SUMMER RALLY RESULTS

F. Kuzyk

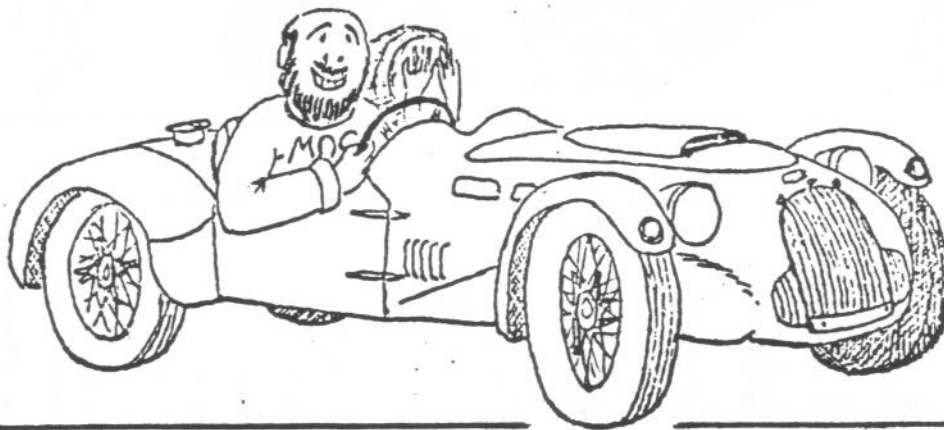
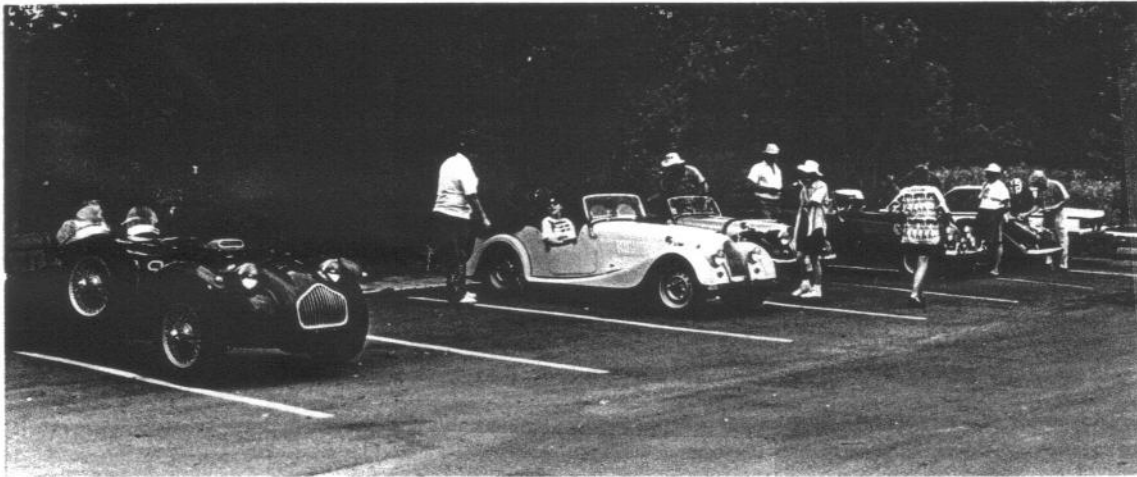
A warm but cloudy day on July 16. The drivers & navigators made their rendezvous at the Milton Dickens. A little sustenance before embarking. Except for Alan Sands who arrived late and thus only had time for an ale (this was all he required). There was some surprise that the event would start on time! Being that it was many years since the club has staged a rally, the Prez's took a Der Fuehrer stance, in that the "trains would run on time". Rally Master, Ray Shier, was ready to assemble the cars, then a slight delay. It seems that the "Red Miata" team of Nigel & Joan Birch discovered that their brand new car decided to swallow its only set of keys in its boot! The novice vehicle no doubt was reluctant to participate! Numerous attempts to gain access to the subject trunk were unsuccessful, including the removal of a plate behind the rear seat. At least we now know how to access the fuel sender on a Miata! Enter Nyal Wilson to the rescue! Nyal the gentleman he always is, volunteered to drive Nigel home to retrieve the second set of keys waiting at home in the dealer packet. Meanwhile, gentle-people start your engines!

The remaining teams were issued their maps & "panic" envelopes, then dispatched at timed intervals. Leading off were Vern Dale-Johnson and navigator Brian. The "heavy crew" in the Allard (Alan Sands & Derrick Sykes) were engaged in a "battle of the sexes" against spouses Marlies Sands & Jeannie Ramirez, in the "mellow yellow" Morgan. Fred & Lynn Kuzyk were next, followed by Mary Shier and her navigator Curtis Carr. The first leg took us through pretty sections of Milton, Burlington, and included the infamous bit of road at Rattlesnake Point. The format was relatively easy: odometer readings were listed for the clearly indicated turns, and the questions were fairly straight-forward. One question required information from a tombstone for the answer. Some teams didn't figure out that you had to stop at a cemetery (ourselves), while other teams were just reluctant to shoe-horn themselves out of their vehicle (whether by fear or lack of energy). Another query required the teams to determine which famous wrestler lived at a certain address. A few teams bunched up here while they made their attempts. Nothing visible at the gate. A check of the mailbox revealed a Sears catalog but no mailing label. Some of us suspected that the first team must have removed it! Dirty pool, what! We decided to drive up the long lane towards the mansion. We put the car quickly into reverse once we found a sign indicating the presence of guard dogs! We'll guess at this one!

Eden Mills was the end of the first leg. Here most of the crews enjoyed a pit stop. The Red Miata, as well as Nyal's van met up with us at this point. Although they missed the first part, spirits were again high. As for the Al Sands "all male" contingent, they did not appear while the rest of us were there. Nigel & company reported that the Allard was spotted going the wrong way on a couple of occasions, whilst they were on their "key" mission. The second leg of the rally was indeed challenging. The instructions consisted of a couple of pages of line drawings which listed un-named roads, bridges, and rail crossings. This necessitated that the crews be able to count! Turns were not shown, except by de-cryption (or is it deception?). If the next item listed was say a cross road, and in reality it was, then you continued straight. However, if a road was shown only on the left on the map, and in reality it was a cross road up ahead, you would make a right turn, thus "leaving a road on the left". Got it? Few did! This got tricky in small hamlets, as you could easily miss a street, take a wrong turn, miss questions, and get lost. Many did. Lynn & I were accompanied by Nyal, as he was happy to follow us and enjoy the scenery. We never saw any others during this scenic tour of Bellfountain, Norval, Cheltenham, and other unrecognized places! Finally, we found "Beautiful Limehouse" (the last question) and also the rain. With the torrents, lightning, & poor visibility, my navigator lost it and we had problems finding the Shier's home. Over 3 hours and some 140 Km, we had arrived!



Everyone else, save red Miata, were already there. The Allard was nicely tucked into the garage, so I suspect that they had thrown in the towel some time ago. Some drinks and also some debate that Ray had missed a street. Vern's crew claimed a new road leading into an unfinished sub-division should have been illustrated, as this messed up their calculations and had them driving aimlessly in said subdivision. They had also opened their "panic" envelope by "accident" to see what was inside (nice try guys). In all cases the Rally Master is correct! It turns out everyone opened their emergency envelope except ourselves and the Birch's, thus disqualifying themselves! Nigel & Joan Birch received the "Universal Skeleton Key" Award for their perseverance and overcoming of obstacles to finish the event. Alan Sands' crew received the "booby prize" award for being hopelessly off-course. The award is a compass with emergency whistle, so next time they can whistle for help, if they can't read the compass. The battle of the sexes was won by the ladies! Lynn & Fred received the "MSCCC Rally Master 1995" trophy, despite allegations of a "fix" Lynn was pleased to have it! Ray Shier was the winner of the 50/50 draw and received \$10.50. Mary and Ray served up a bountiful spread of BBQ burqs, sausage, and all the trimmings, followed by wonderful desserts. Rain forced us to move indoors but the camaraderie continued almost till dark. Our heartfelt appreciation goes out to Ray & Mary for all effort that went into staging this fabulous event. Ray went over the route several times to get it together, even sending son Tim on it to see how it worked. Thanks again. We hope we can do another! By the way, the wrestler was Tiger Jeet Singh!



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TYPICAL ALLARD DRIVER TRYING TO "PASS" AS A MORGANISTE

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Intrepid rallyists, drawing courtesy of Doug Price and the Sept 79 issue of **THE BLURB**



**Sunday,  
August 20,  
Woodbine  
Race Track**

9:30 A.M. to 2:30 P.M.  
Rain or Shine

*An Exhibition  
of Over 500  
Nostalgic Cars!*

**Featuring  
The Coca Cola  
'59 Classics**

- Goodie Bags for the first 1,000 show cars
- Hourly Draw Prizes
- Pony Rides
- Children's Entertainment

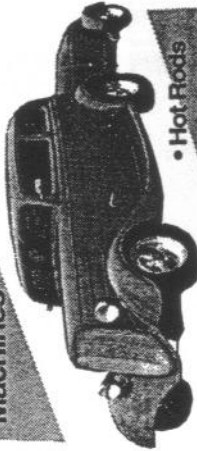
**\$10 Per Car**

Show Cars or Others  
Each adult receives 1 Free Clubhouse pass  
to the Woodbine Race Track

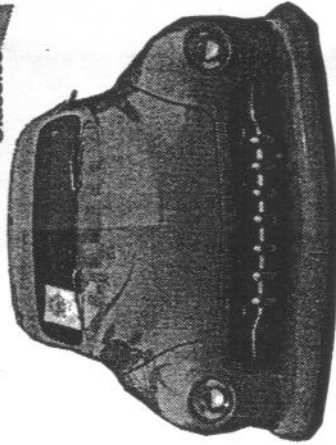
All proceeds to  
The Toronto Star Fresh Air Fund



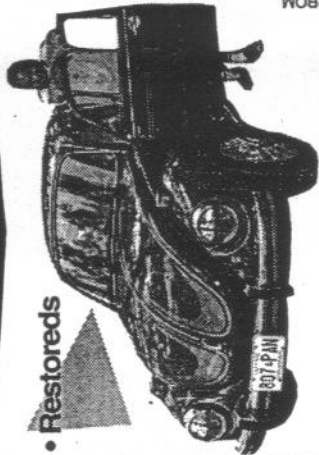
• Street  
Machines



• Hot Rods  
• Antiques  
• Classics

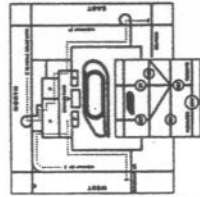


• Restores



0711 / 8406 FROM

Presented by



**THE TORONTO STAR**

**THE BOOT 'N BONNET CLUB'S  
6TH ANNUAL  
BRITISH CAR DAY**

TO BE HELD

SUNDAY

AUGUST 20TH

KINGSTON CITY PARK - NOTE CHANGE O  
LOCATION

10:00 - 13:00

AWARDS AT 2:00

PARTICIPANT'S CHOICE JUDGING

GAMES OF SKILL

BBQ

**COST: \$8.00 PER CAR  
(INCLUDES BBQ FOR 2)  
FOR INFORMATION CALL**

**613 542-8110**

BRITISH CAR DAY '95  
PREREGISTRATION

I/we will be attending

(Name/names)

Marque/Model & year of vehicle

Please send this registration form, along with your cheque for \$8.00 made payable to "The Boot 'n Bonnet Club" to 307 Union Street, Kingston, Ontario, K7L 2R2.



## the Vintage auto Sprints at Christie

### Vintage racing cars and motorcycles return to Christie Conservation Area for the third year

The **Vintage auto Sprints at Christie III** is scheduled for August 26-27, 1995, at the Christie Conservation Area on Highway 5 near Hamilton, Ontario, less than an hour drive from Toronto.

This weekend of family fun and old-time entertainment features guest celebrities along with the sights and sounds of pre-war Bugattis, Jaguars, Model T racers, MG's, Alfa Romeos, Aston Martins, Morgans, Frazer-Nashes, Nortons and Ducatis roaring over a one-mile course.

A new feature for the weekend will be Club Sprints. Every Ontario-based car/motorcycle club may enter 10 cars for timed runs on Saturday with the finals on Sunday for the "Inter-Club Challenge Cup."

In addition, there will be car club and vintage motorcycle displays, historic wooden boats, a WW II "flypast" by the Canadian Heritage Warplane Museum, club concours d' elegance, picnics, jazz bands and tea by the lake.

Competitors and guests are encouraged to wear period costumes for the weekend, adding to the old-time atmosphere.

Ticket prices remain at \$10 a day (children under 12 free). Special competitor, car club and corporate packages are also available.

For more information, or for competitor, club gathering and club sprint and corporate packages, call 905-721-9743 or fax 905-721-1394.

### the Vintage auto Sprints at Christie III

88 Erskine Avenue, suite 2402  
Toronto, Ontario M4P 1Y3



## the Vintage auto Sprints at Christie

### CHRISTIE III FACT SHEET

**WHAT:** The third annual Vintage Auto Sprints at Christie

**WHERE:** Christie Conservation Area  
Highway 5, 10k west of Highway 6 (Ancaster, Ont.)

**WHEN:** Saturday, Aug. 26 and Sunday, Aug. 27, 1995

**HOW TO GET THERE:** **From Toronto:** Hwy. 403 or Queen Elizabeth Way to Hwy 6, north to Hwy 5, west 10K to entrance

**From London:** Hwy. 401 east to Hwy. 403 to Hwy. 29, north to Hwy. 5, east 1.5k to entrance

**From Hamilton:** Hwy 403 east to Hwy. 6, north to Hwy. 5, west 10k to entrance

**From Buffalo:** Queen Elizabeth Way to Hwy. 403, west to Hwy. 6, north to Hwy. 5, west 10 k to entrance

**ACTIVITIES:** Timed sprint runs over a one-mile course, club sprints competition, car club and vintage motorcycle displays, historic wooden boats on the lake, a WW II "flypast" from the Canadian Heritage Warplane Museum, a club Concours d' elegance, picnics, jazz bands, tea by the lake.

**VEHICLES:** Pre-war racing cars and motorcycles such as Bugatti, Jaguar, Model T racers, MG, Alfa Romeo, Aston Martin, Morgan, Frazer-Nash, Norton, Ducati

**TICKETS:** General admission \$10 a day (children under 12 free)  
Special competitor, car club and corporate packages are also available

### CONTACTS: The Vintage auto Sprints at Christie III

88 Erskine Avenue, suite 2402  
Toronto, Ontario M4P 1Y3  
Tel: 905-721-9743  
Fax: 905-721-1394

# Specialty Vehicle Association of Ontario

Ray Spencer - Editor

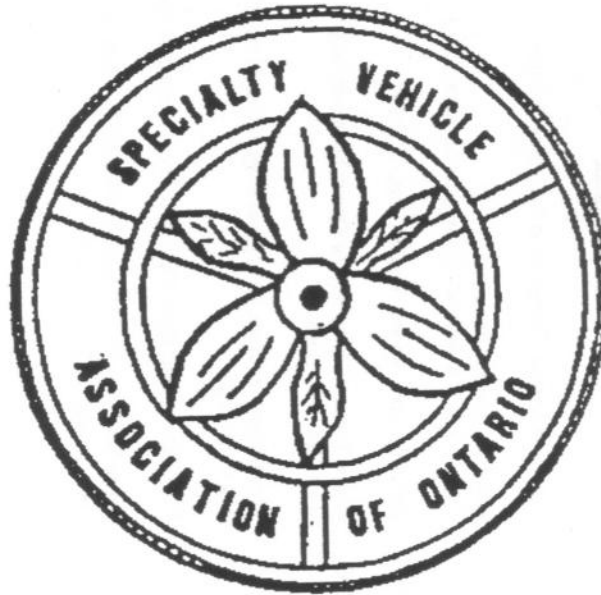
The SVAO continues to build its mission and is working towards our mandate to establish the demographics of the collector car community of the province. To this end a listing has been compiled of clubs in Canada with an Ontario focus (over 200 so far) and clubs with a National focus (approximately 100 so far). These will become, hopefully, the active participants represented by the SVAO.

With the formation of the newly elected Conservative government we will be establishing new contacts to carry forward our mandate to guide them in all matters of interest to or that impact upon the collector car members and organizations. Additionally we will be establishing the monitoring of government initiatives that may impact our hobby.

Currently 19 clubs have joined the SVAO. The TTC has not officially joined however our executive has approved the \$25 registration fee and I will be delivering that cheque this evening.

We have rerun an article from the Toronto Star on the emission test centre. Bob Patterson, and Bruce Stewart from the SVAO have taken a number of "unlikely" vehicles to the centre for testing and have reported back that the staff at the test centre are very friendly, cooperative and would welcome a visit from a representative group. Further to this they have written the test centre and requested their feedback on the operation, failure rates and an overview on the entire program. This will be published in the next *Ragtop*.

Regarding the upcoming British Car Day, the SVAO will be present (meaning I will be there) and we will be soliciting input on the Confidential Survey. I cannot overstate the importance of the establishment of this database to the car collector. Regarding the survey, here are some preliminary



results: Miles driven per year - 1600, Cost of restoration - \$8,250, Cost of Licence, Insurance, Fuel, Oil and Cleaning Materials per year - \$2,275, Overnight Accommodation - \$370. This is only a sampling and only represents approximately 400 cars but, as you can see, there is a considerable revenue flow to the economy as a direct result of our "hobby". This database will be invaluable in the support of our position to counter any "clunker" legislation.

Jerry Miller of the Hunta Museum wrote Anne McLellan, the Minister of Natural Resources of Canada to express his opposition to the Vehicle Scrapping Initiative. Following is the Minister's reply: "At their last joint meeting on February 20, 1995, federal and provincial ministers of energy and environment approved Canada's *National Action Program on Climate Change* (NAPCC) which sets strategic directions for Canada in responding to the climate change issue. The Action Program describes new areas of action, particularly a new climate change voluntary challenge. There is no reference to the Vehicle Retirement initiative.

The Vehicle Retirement measure was only one of the more than 80 options that were considered by ministers for inclusion in the NAPCC. The measure does not call for mandatory scrapping of all pre-1977 vehicles. The Measure is, in fact, described as a financial incentive to accelerate the retirement of the oldest, most polluting vehicles from the road."

There is more to this letter, including the assurance that if and when the Vehicle Retirement option is given serious consideration as a greenhouse gas reduction measure, we can be assured that interested stakeholders will be fully consulted.

Having said all this, it appears the direction may be more focused on "parts cars" than restored vehicles. This, of course, presents another dilemma in that it reduces or eliminates parts availability and potential "restoration projects".

Ottawa Morgan Owners Group

# GOMOG

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Andrew & Linda Grant

Barbara Green

Sigrid & Bill Hough

Peter Hurst

Claude Jacques

Greg Johnson

Greg & Cathy Kaufman

Rebecca Kaufman

Ron Keenber

Peter & Marlene MacLaren

Shannon Lee Mannion

Dr. Edward Pye

1979 +8 Silver/Blue

1967 4/4 Red

1967 4/4 4Str White

1970 +8 Blue

1960 +4 DHC Black

1958 +4 Two Tone Beige

1956 +4 Red

1972 4/4 4 Seater

1959 +4 Burgundy/Black

1956 +4 Cream/Brown

1968 +8

1970 4/4

1969 +8 Red

1933 3 Wheeler Red

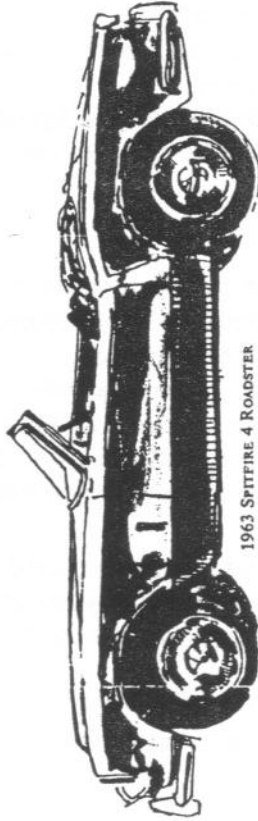


THE TORONTO TRIUMPH CLUB PRESENTS



*The*

## 12th Annual British Car Day



1963 SPITFIRE 4 ROADSTER

**WHEN:** Sunday, September 17, 1995

**WHERE:** BRONTE CREEK PROVINCIAL PARK, OAKVILLE, ONTARIO

**TIMES:** GATES OPEN AT 10:00 AM. VOTING ENDS AT 2:00 PM, AWARDS AT 3:30PM.

**WEATHER:** RAIN OR SHINE...IT HAS NEVER RAINED ON BRITISH CAR DAY

**FOOD:** BRING A PICNIC...OR...ENJOY THE CATERER

**FLEA MARKET:** BIGGER AND BETTER THAN EVER BEFORE

**AWARDS:** PARTICIPANTS CHOICE, DOOR PRIZES, ETC.

**INFORMATION:** TORONTO TRIUMPH CLUB  
P.O. Box 39 Don Mills, Ontario M3C 2R6  
OR CALL INFOLINE AT 416 693 8983

THE LARGEST GATHERING OF BRITISH CARS IN THE COUNTRY  
OVER 750 CARS LAST YEAR, ALL MARQUES WELCOME



## Morgan Clubs of North America Combined Event Calendar

### Every Month 1995

	<b>Plus4</b>	<u>4th Fri.</u> Board meeting hot line 310-285-4722
	<b>Plus4</b>	<u>2nd Mon.</u> General mtg. @ Lakewood, CA hot line 310-285-4722
	<b>MCCDC</b>	<u>1st Tue.</u> Noggin @ Charlie's Place McLean, VA
#	<b>MogNW</b>	<u>3rd Thur.</u> Midlands Centre social meeting Bob Nelson 360-387-3241
#	<b>MogNW</b>	<u>3rd Tue.</u> Southern Centre social meeting Heinz Stromquist 360-573-6582

### August 1995

	<b>MogMog</b>	TBA Dennis Heagney 713-467-8364
	<b>Michigan</b>	Meadowbrook MI Concours & Vintage races Larry Moss 810-540-3733 days
	<b>MOA II</b>	start: Morgans over the West Steve Roake 415-864-2260(w)
	<b>Plus4</b>	Board Mtg, Laguna Seca Vintage Races Doug Taber
	<b>MinnMC</b>	Austin-Healey Morgan Picnic Ray Petry Cambridge MN
	<b>Plus4</b>	Laguna Seca Vintage Races Doug Taber, hot line 310-285-4722
#	<b>MogNW</b>	Morgans over the (North) West Coos Bay, OR thru WA, BC to Banff, AL
#	<b>MogNW</b>	Mt. Rainer tour, picnic, w/ European Mogs the Dices 206-746-5198 / Wellingtons 206-747-5940

### September 1995

	<b>Plus4</b>	Palos Verdes Rallye Greg Rickard or hot line 310-285-4722
	<b>MOA II</b>	continues: Morgans over the West Steve Roake 415-864-2260(w)
#	<b>MidMog</b>	British Car Day, Kansas City KS Bob Peters 913-341-3169
#	<b>MogNW</b>	Portland All Brit Field Meet
	<b>MSCCC</b>	Fall Weekend in Tobermory Lynn Kuzyk 905-336-0251
	<b>MinnMC</b>	Classic Motorbooks 1/2 price & car show Oselola WI
	<b>3/4</b>	Autumn Mog @ TBA
#	<b>MogNW</b>	Whistler, BC Run Ric Macdonald 604-938-8086

### October 1995

	<b>MinnMC</b>	Fall drive and end of year party
	<b>MogMog</b>	Annual TEXMOG wknd TBA
	<b>Cantab</b>	Morgans at the Point V West VA Win Sharples 703-554-2211
#	<b>Plus4</b>	Planes, Trains & Morgans Norm & Betty Kear
	<b>MSCCC</b>	X-mas Toy Run for charity Lynn Kuzyk 905-336-0251

### November 1995

#	<b>Sat 11</b>	<b>Plus4</b>	Culture Cruise Garrett Capune or hot line 310-285-4722
#	<b>Fri 17</b>	<b>Plus4</b>	Board Mtg Carolyn & Fred Klein

### December 1995

	<b>MogSouth</b>	Christmas Party Lance Lipscomb	
	<b>MogMog</b>	Annual Progressive Dinner TBA	
	<b>MSCCC</b>	Christmas Party Lynn Kuzyk 905-336-0251	
#	<b>Sat 2</b>	<b>MogNW</b>	Annual Holiday Banquet Heinz Stromquist 360-573-6582
#	<b>Fri 22</b>	<b>Plus4</b>	Board Mtg Ross Selvidge

### TBA 1995

	<b>MogSouth</b>	Fall Event Lance Lipscomb
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### January 1996

	<b>MogMog</b>	12th Night Party Penn & Margarida Williamson 523-5214
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# indicates new or changed entry

printed: 03/30/95

## Tobermory Update -- MSCCC Weekend Sept 8-10/95

As of June 11, another group has booked all chalets (9) and all cottages (5) for Friday, September 8th, at Tobermory Lodge. Those desiring these accommodations are encouraged to book them for Saturday Sept. 9, ASAP! Friday night may be possible, if there's a cancellation, ask. These units are rustic but have the advantage of a fridge, stove, more room, and have 2 or three bedrooms (and pull-out couch in living room). The ground floor motel rooms are NOT recommended. We have 10, 2nd floor rooms above the Lodge reserved (rooms # 44-54). These rooms are the newest. While not Holiday Inn, they are better than at Bala. One peculiarity, they do not have full-size dressers.

For those wishing an up-scale ground floor room, 10 rooms are available at the adjacent facility, the Grandview Motel. This Motel has a Dining Room and also has an excellent view of Tobermory Harbour, and is very close to the activities at Tobermory Lodge.

The Lodge also has a nice view. The food and dining room are excellent, as is the indoor pool & sauna. There is an upstairs bar, as well as outdoor pool, sauna & hot tub.

RATES: Tobermory Lodge (519) 596-2224.

Lower Chalet, 2 bedrooms: \$76/night (for 2) + \$8 each additional adult.

Upper Chalet, 3 bedrooms: \$92/night (for 2) + \$8 each additional adult.

2 bedroom cottage: \$79.20/night (for 2) + \$8 each additional adult.

3 bedroom cottage: \$88/night (for 2) + \$8 each additional adult.

2nd floor room: \$50/night single. \$65/night double.

RATES: Grandview Motel (519) 596-2220.

(all ground floor rooms)

Queen-size bed: \$58/night (includes continental breakfast).

2 double beds : \$68/night (includes continental breakfast).

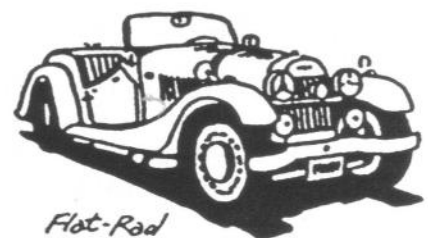
Mention Morgan Club, when booking. Please remember to send registration forms to Lynn. Fee increases after August 15th.

**Make your hotel reservation in now!**

**Return your event reservation to Lynn Kyzuk now!**



*Beetleback*



*Flat-Road*







# SCUTTLEBUTT CORNER

By Hellen Hogmog

First of all, it is with great pleasure that I announce the pregnancy of Donna Beer. I always knew that father Martin Beer had the right stuff! It has been suggested that perhaps Donna may consider playing the part of a fat elf for the Toy Run! Santa Claus was another possibility! At any rate, the Beer clan will shortly consist of a six pack with TWO chasers!

Speaking of pregnancy, at another club's meeting recently, with regards to a certain Morgan in the parking lot, your author overheard a waitress remark that she would, although already pregnant, "gladly have [the owner's] children for that car"! Well, I believe the subject vehicle belongs to Rick Andrews! I don't know if he's open to bids but methinks he should consult with wife, Wendy, before accepting this offer!

Although I missed this act, I can confirm that Craig Davis did indeed perform on stage with the group "Men Without Hair" (they are for real, I kid you not!) at Classics Against Cancer in Georgetown! I'm told they sang a Beatles tune. Why Craig was chosen to join them is a matter of artistic speculation, but the band said he was a "natural", whatever that means!

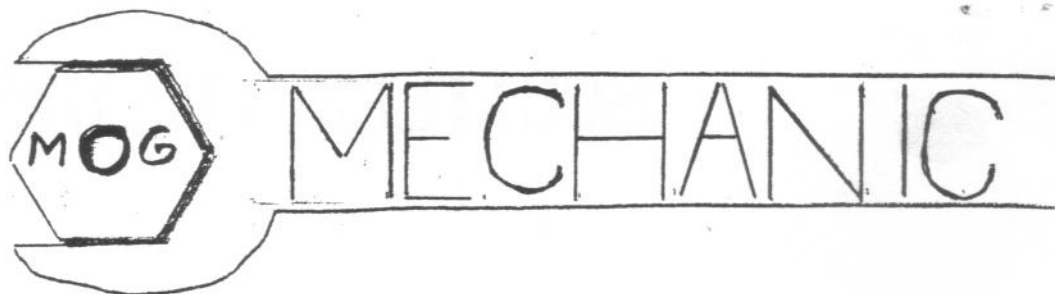
I hear that Martin Beer is organizing a round of golf during the Tobermory event. Based on those who are "game" thus far, the "four-some more-some", this venture could easily be termed the "battle of the roto-tillers"! They'll surely leave their mark on that course!

After returning from a stay at their cottage, Ray & Mary Shier discovered that their freezer was frozen solid due to the door being left ajar by one of their progeny. I believe they are still chiseling ice, so there will be no shortage of crushed ice after the Summer Rally! Also by that date, the mountain of laundry created by the same progeny may be reduced to a molehill!

If Audrey Beer was absent from said Rally on July 16, she will be excused for it is her birthday & she has finally reached the age of majority - 65 annum! If she would rather do something special on her birthday than experience a rough ride in her Moq, she is old enough to make that choice! By the by, Reg's birthday is July 17th, but I'm not at liberty to divulge his age, partially because I don't have enough fingers and toes to do the arithmetic!

Your author has learned the "secret of Sonia's scarf". Have you wondered why Sonia always wears a particular scarf covering her hair while Morganeering? It has been revealed that Sonia had given John a choice. She can either spend all evening combing out knots from her hair, after a run, or have sex. John thus presented Sonia with the gift of the scarf! Solomon could not be wiser!

# THE



**Q :** Is the lighting system on Morgans properly fused?

**A :** Yes and no. Lucas systems on later cars (circa 1970) having a four fuse, fuse block or holder, are completely protected. However, the earlier cars having only two fuses, are only partially cared for. Consult a wiring diagram for your vehicle in publications such as the "Morgan Four Owners Workshop Manual" or Ken Hill's "Completely Morgan". One fuse is solely dedicated to the horn circuit, while the other protects circuits such as: the instruments, wiper motor, the signal and brake lamps. BUT headlights, tail-lights, side lamps and fog lights are not protected! Presumably, Lucas systems never develop shorts in these areas! You can verify this by removing the fuses on your Mog and see if there are still active circuits. If everything isn't electrically dead, you could have a potential problem. What's the solution? You could have a professional install a later fuse block and wire-up the unprotected circuits, or simply visit Radio Shack and get an in-line fuse holder, splice it into the lighting switch wire (brown with blue stripe) and voila! Safety! If you're familiar with American cars of the same vintage, you probably know that they have a circuit breaker incorporated in the light switch, so you may find this lack of protection unusual. What size of fuse is needed? Well, since watts = amps X volts, then amps = watts/volts. You could add up the wattage on all the bulbs, divide by 12 volts and thus find a fuse with a slightly higher amperage. Or you can use a fuse with a slightly lower rating than the capacity of the smallest gauge wire in the circuit. Say the smallest wire in the circuit is 14 gauge. Referring to a chart, the current rating for that wire is 17.5 amps max. So a 15 amp fuse should give peace of mind. Just like at home, you don't want to be over-fused. The two fuses in a car recently were 35 & 50 amps. The 50 amp fuse on the horn circuit would not have blown, had there been a short, as the wires would have fried long before! 50 amps requires a much heavier gauge wire than what is installed. Something around 20 amps should work in your applications. Recently, I encountered a burnt-up turn signal circuit. This was due to someone having added a wire from the ignition switch to the fuel gauge. This had the nasty effect of bypassing the fuse when the ignition switch was on! All of the accessories were "hot" even with the fuse removed. This situation existed for years and it had taken a short & some burnt wires to discover it! So check your car out if it has a checkered past. Another tip: a three prong plug for a low-beam headlight makes a nice quick disconnect for a turn signal flasher, replacing the three single connectors.

Are hardened valves & seats needed on your engine? Controversy exists on this issue. While older engines were designed for leaded gasoline, the expense of upgrading these engines to prevent valve seat recession with un-leaded gasoline, doesn't seem warranted. Having spoken to an engine machine shop that has built countless engines in the years since un-leaded has been the only choice, they have seen little of this phenomenon. Unless your engine is meant for strict high output racing, it shouldn't be a concern. If you want these items in an engine you're building, it wouldn't hurt but the money may best be spent on something more tangible, such as: larger valves, porting, etc.

EDITORIAL:

Not much new, just a few additional bits:

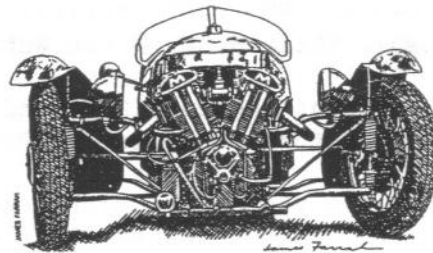
There will be write ups for MOG25 & Waterford/Meadowbrook in the next issue.

Christie Sprints (Aug 26-27):

This year there will be a new feature, the Club Sprints, in which Ontario based car/motorcycle clubs may enter 10 cars for timed sprint runs on Saturday with finals on Sunday for the "Inter Club Challenge Cup". The emphasis is NOT on speed but on consistency over the 1 mile course. If there are not 10 cars in a group, the cars may be combined with other clubs to make up runs of 10. On the Saturday entrants will get 1 practice run & 2 timed runs. The driver that has the 2 most consistent runs will advance to Sunday's finals. The winner will be decided with the same format as run on Saturday. Each club vehicle entry is \$55.00 Cdn. & includes 1 driver pass, 1 crew pass & more goodies. A full entry will cost \$135.00/car & includes passes & goodies. This is for the weekend of racing as a competitor, not for the Club Challenge. Lunch, dinner, tea tickets & accommodation are available. The entertainment will be a WWII flypast by the Canadian Warplane Heritage Museum, Club concours, afternoon tea, vintage motorcycle displays, historic wooden boats, regalia sales, artwork & more.

Please try to come out, this event has been really enjoyable, the park setting is gorgeous, with lots to see & do even for those not so interested in vehicles or racing. For those at all interested in the idea of taking their vehicle along the course, please remember that this is not a high pressure all out event - you basically run what you bring, heck, you could probably even borrow a helmet - you don't need a racing suit or a roll bar. - what's stopping you! Let's try to get a group together and have some fun - come on, all you former autocrossers from the various MOGs or Niagaras! For further information, Ken, Jeremy, Peter, Paul, Ian and a few Niagara autocrossers that come to mind: Henrick, John, Brian, Alan... For any further information, contact either myself or Steve at home, or Martin & Steve at C.M.C.

CLASSICS AGAINST CANCER: The Canadian Cancer Society is to receive in excess of \$30,000. Returns from this show topped all previous, with 390 cars on display, and about 5,000 people attending the show. The gate receipts nearly doubled last year. Since the first year \$92,000 has been raised, so including this year the amount will be \$122,000. Congratulations & well done!



***Morgan Sports Car Club Canada "DOUG PRICE AWARD" Nomination:***

*I would like to nominate \_\_\_\_\_ for the Doug Price Award as the "most enthusiastic member" of the Morgan Sports Car Club of Canada" because (print in 25 words or less...)* \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

*Your name:* \_\_\_\_\_, *member of the MSCCC in good standing,* \_\_\_\_\_/95.

*Send nomination, at any time, to MSCCC Past - President, Audrey Beer. Nominations close at the end of November 95. Decisions will be made by the executive based on club members input.*



## THE MORGAN SPORTS CAR CLUB OF CANADA

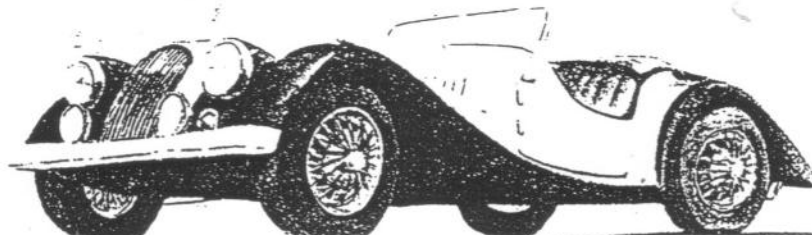
While Morgans were successful in competitive events in Canada during the 1950's and early 1960's, the idea of a Canadian Morgan sports car club didn't occur until 1962. At that time, 18 Morgan owners gathered in Toronto. However, it was felt that the "Morganeers" should stay with their existing general sports car clubs.

The formation of our club occurred in 1967, when Doug Price spotted two parked Morgans and chatted with the owners. As a result, a meeting was arranged at Al Sands' farm, north of Toronto, which was attended by 12 Morgans. Thus the Toronto Morgan Owners Group was born. By 1968, some 25 cars had been traced, joint meetings were arranged with the Great Lakes Group in Detroit, and an effort made to form a group in Vancouver. By 1978, the club membership had risen to 89 and events were well supported.

The club newsletter, "The Blurb", is published about six times a year and helps to unify the members who are scattered throughout the country. For years, the club was known as "HOG MOG", reflecting our Morgan Owner Group's affiliation with Toronto (Hog Town). While most of the active members, and most of the club's activities take place in the Golden Horseshoe area, our members have participated in Morgan activities throughout the continent and overseas as well. Through our affiliation with the large Morgan Sports Car Club of Britain, we are part of a world network of Morgans clubs.

For many years, the club's premiere event was the annual Fall Weekend at Niagara Falls. These weekends featured fun concourse, driving tours, a banquet, & fellowship. This event reached its zenith in 1990, when Niagara was the the end point for Morgans Over America. MOA was a grand expedition of European & American cars that drove across the continent. From 1992 on, the Annual Weekend has been staged at different locales. Last year it was Muskoka, this year: Tobermory. Since 1994, the club has re-named itself The Morgan Sports Car Club of Canada, to better reflect it's history as the only organized Morgan Club in Canada. To Commemorate this event, a new car badge was created.

While in the past, many members were interested in competition, today the club is more active in social events: meets, driving tours, car shows, Christmas parties, etc.; as well as with the preservation & restoration of older examples. The club exists to foster the mutual interest of car owners & enthusiasts, and has provided information to potential purchasers. The club has a close association with the Canadian Morgan Dealer and with the factory in Britain. We enjoy ties with other Morgan groups: in Western Canada & the Ottawa area. In addition, we are affiliated with the British Car Council, an organization representing the British single & multi-marque clubs. Currently, dues are \$20 per year. For further information on the club, contact: Lynn or Fred Kuzyk, 1305 Ester Drive, Burlington, ON. L7P-1L2. (905) 336-0251





**MEMBERSHIP RENEWAL:**

NAME: \_\_\_\_\_  
SPOUSE: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TELEPHONE# HOME: \_\_\_\_\_ BUSINESS: \_\_\_\_\_

**MORGAN(S) OWNED:**

MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_  
MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_  
MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_  
MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_

MEMBERSHIP FEE \$20.00 FOR THE YEAR: \_\_\_\_\_

PLEASE MAKE CHEQUE PAYABLE TO: MORGAN CAR CLUB OF CANADA  
AND MAIL TO: LYNN & FRED KUZYK, 1305 ESTER DRIVE, BURLINGTON, ON  
L7P 1L2



Order your MSCCC badge today!

**1995 CLUB EXECUTIVE**

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Sharpenwessel  
Teching Temple,  
Teching, Tibet (at the moment)  
Phone: none  
Duties: to be delegated per  
availability  
Fax: not a hope!