



The Blurb



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Prez Sez



Alan Lytle

Prez Sez

This is the best Morgan time of the year. The summer has been a little cooler than normal in the East, but we have had some good runs and look forward to the annual picnic on the 24th of August. Just a week after Pebble Beach!

I read an article in the Sunday New York times today about the Pebble Beach event. [http://](http://www.nytimes.com/2014/08/17/automobiles/collectibles/to-preserve-and-protect.html?_r=0)

www.nytimes.com/2014/08/17/automobiles/collectibles/to-preserve-and-protect.html?_r=0

One of the most exclusive parts of the Concours D'Elegance is the inclusion of "16 original, unrestored entries". The article comments on the fact that the owners have to "walk a fine line between repair and restoration"

in the attempt to have an original car. Many of us in the MSCCC will be pleased that it is now in fashion to have a car that shows its age and is not the result of a mega dollar restoration. We can polish up our patinas and be done with it!

For those who were not able to travel to California for the event, we have our own in Ontario on September 13th and 14th. The second annual Cobble Beach Concours D'Elegance will be held on the 18th fairway of the Cobble Beach Golf Resort Community near Owen Sound. <http://www.cobblebeachconcours.com/> for details and possible date changes.

In the next couple of months we will be getting ready for the AGM. It is not too early to think about volunteering to join the Executive in one role or another. We can use your help and as we start thinking about our 50th anniversary in 2017 there will be a lot of fun stuff to get involved with. If you think the time is right for you, please give me a call or email.

If there is little response, I may set the tried and true nominating committee (Al Sands) loose on everyone! Enjoy the rest of the summer and keep at least three wheels on the road ... alan

MSCCC Picnic ... Sunday August 24th . 3PM ... BYOB

At the Lytle's this year ... Please bring an appetizer, salad or dessert.

Swimsuit not essential, but if the weather is good the pool will be open!

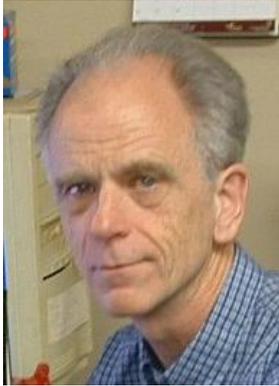
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alanlytle@sympatico.ca

Please RSVP



Editor's Message



Dave Farmer

at least 50 ways to find a Morgan in our gang.

Bryan Tripp has set up a Face Book page for the club.
<https://www.facebook.com/morgansofcanada>

Something new this issue, Letters to the Editor! It's handy to get feed back to help give direction to the efforts. The one topic that I have received positive feed back on before were articles about how different people got their Morgan. I have some short anecdotes from a few people but not yet enough for an article. Send me a note about your Morgan purchase, whether there were problems to over come or everything was boringly easy. There are

This is a marketing tool to make our presence known to a wider audience. Any of you who use Face Book or have family that do, check it out and 'Like' it. And if you have a picture to share send it to me, I'll pass it along to Bryan.

We have a full issue this season. In fact I left some stuff out. It'll be used later when the driving season has slowed down. There were seven events to report including two non-club events. It's nice to hear about other things we do in our Morgans. One report is pending, I'm looking forward to seeing it for the Fall issue. I missed one of the events because I was off to London to see the Monty Python Reunion show at the O2 in July. And BTW, went over to Malvern Link to tour the MMC factory. That is reported in the 'Pickersleigh Pilgrimage' article. Glen Donaldson has submitted a report on Gabby's Morgan and comments on some tools and safety equipment. Finally, since Mr. Cuthbert J. Twillie mentioned his Plus Faux in his letter to the editor, I reprinted the page about it from his 'A Yank at Malvern' pasting in the recent pictures he sent with his letter.

Letters to the Editor

Dear Mr. Farmer

Thanks for the Blurb, and thank you for all the work getting it out. The wooden +4+ I hope to see more of as in your other models.

I began reading the 4 seater article by David Wells mostly 'cuz I think they're a great way to enjoy the sport with another couple. Then; VIOLA ? He converts to a Volvo engine.

I once toiled in the bowels of a Volvo, Triumph, Saab dealer in Seattle and I always suspected those Volvo engines would do very well in a Morgan. The old TR engines are ,indeed wonderful, and are good strong pullers, But the Volvo is just a bit more engineered, especially the 5 main crankshaft. Then add Bosch electricals and you have a lovely old, reliable Morgan.

Also he did mention "A Yank at Malvern" so he must be an intellectual.

Fondly Cuthbert

P S Pix of the old Plus Faux (see Morgan Oasis. ed.)

WOW Sir David,

Thank you for sending this, what a pleasant surprise. Cuthbert's material is great, full of good humour and great practical tips. His material is always entertaining and a pleasure to read. He has a very good way of describing the experiences so they make a very good mental picture (in colour) of what he is doing.

I also consider that his audience covers a very wide spectrum of people (knowledge) who own or love Morgan cars.

There are complete newbie's like me and people who have owned and loved them for decades. Some with little or no hands on and others with varying degrees of skills. It is surely a real talent to be able to engage and make it interesting for all groups without one or the other half falling asleep!

He is also a great engineer, actually making his own Morgan body and with VW mechanicals..now THAT must have been a challenge (thanks for the pics), I bet the end result was enjoyable and fun/reliable to drive....even if the engine sound comes from the (other) end!!



I admire such practical input as Cuthbert has and really enjoy that he wants to share it with likeminded people.

As for my own experience, I could not have thought about my project, let alone complete it, without the kind of encouragement and tips I found in Cuthbert's interesting book.

It is probably not good manners for me to contact him directly, but if you are in email contact with him please free to forward this to him if you think it is appropriate....with my thanks.

*Thanks again and Best regards
david (wells)*

Alan and David

Browsing the net, I found a hoist/lift for Morgans at \$1795 USF.

<http://ezcarlift.com/gallery/morgan/index.php>

Anyone in the club with limited garage height may be interested in this.

Possibly something for David's Blurb.

Rob Fournie





Central Canada Morgan Events

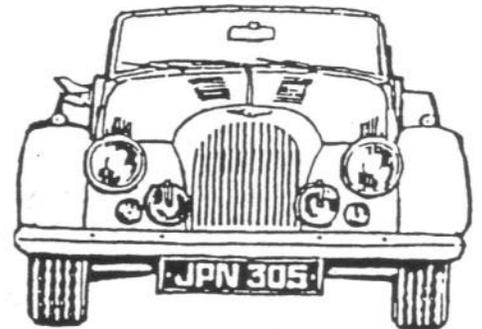
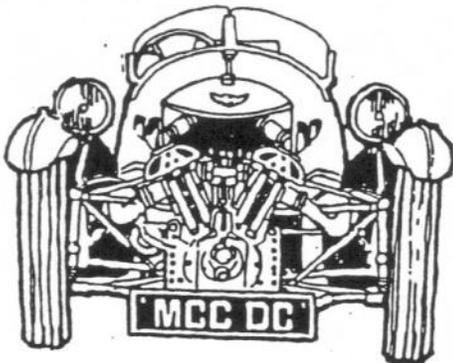
Aug. 24	Picnic at the Lytle's
Sep. 21	British Car Day, Bronte Park
Oct. 5	Toy Run, Milton
Nov.	
Dec. 7	AGM/Christmas Party at the Allen's

Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, 12-2

Check for updates and other events of interest and maps to the events on our web site at: <http://morgansportscarclubofcanada.com/events.php>

Make your interest known to the event's sponsor or the executive. And if you know of other events that might interest the rest of us let us know. For instance:

Aug 29—Sep. 1	Steam—Era, Country Heritage Park, Milton
Oct. 18	Last Blast Fall Steam up, Simcoe County Museum
	Minesing
Oct. 19	Rockton British Car Flea Market





Spring and Summer Events

Thornbury Weekend

Colin Bray is working on a report. Meanwhile here are some pictures from Alan Lytle.





Shiny Side Up

Bryan Tripp invited me to this fly-in and car show at the Guelph airport on June 15th while the gang was up at Thornbury. The hosts were the “Tiger Boys”, airplane enthusiasts who have restored de Havilland Tiger Moth aircraft and others. I would have enjoyed a guided tour to hear more about what they are working on. The work shop is crammed to the rafters with models, sections of full sized planes, etc. Two of the hangars hold large scale (1/2 size?) models of planes. The aircraft on the taxi way came in all sizes.

Bryan sent his father up for a flight in a Tiger Moth, I believe the price was \$70. And there was an aerobatics display by a radio controlled model plane for our entertainment.

The car component of this event was quite small, but there was a good turn out of Ford Model ‘A’s. A gorgeous Model T made a brief appearance. And quite a number of motorcycles of recent vintage. Oh, and two lovely Morgans.

D.F.





MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA





Glory Days

I heard three reports on this event, none of them positive. It was poorly attended and, therefore, not at all interesting. David Wells had built four cars for the soap box derby and his cars swept all positions from first to last. There was no competition. He tells me the entry

fee was waved as they took plenty of pictures to use to promote next year's event.

The organizers also do the very well run Port Perry car shows so I assume this is just teething pains and future editions will be better attended.

D.F.

Embroid Highland Games

The day of the Highland Games was a lesson in not paying attention to the weather man. The forecast was dark and stormy. The weather radar the night before showed a huge storm covering the state of Michigan and its animation showed its centre heading straight for Embro. It would have passed by 9am but I would have to drive through it on the 403. Up went the hood and side screens. Next morning the radar showed the storm was veering north, I encountered just a short shower on the

drive. After a five minute down pour about 9:30 the sun came out for the rest of the day. Expecting rain I wasn't prepared for sun so the next day I was recovering from too much of it. There was just so much to see I never thought of getting out of the sun.

Kathy and Alan Lytle, Mary and Ray Shier, Rob Fournie, and I made it to Embro. The Shiers brought some friends from the Kincardine British Car Club. Your editor missed this photo-op because he was running around some place else. Running fast enough to be first





in the 60 to 65 year age group in their 10 Km race.

Meanwhile a couple of super models were posing with my Morgan and the Shiers'.





MORGAN SPORTS CAR CLUB OF CANADA



Rob Fournie announced that he is down to one flat rad car.
Morgan, Colin Bray had just bought his Series 1 project





Meanwhile the highland games events were on. In the morning there was judging of highland dance and of

individual musicians then about noon the bands massed for a parade.



In the heavy events ring we saw:



Throwing the Weight

Throwing the Stone.





Hammer Toss



Women's
And men's





And the Caber.

Across the market lane was the tug of war pit. I think this team won it. They looked like all of their legs were connected to the same nervous system. Every move was synchronized so the impact of eight strong stomps would shake the opposing team.





There were also a demonstration of border collies herding sheep. And there must have been more individual pipe band competition coming later. I found a band practising around my car. Note the high tech tuning of the drones by computer.

I bought a Scottish meat pie for lunch on the market lane. But forgot to go back for some of their mouth watering pastries.

Definitely worth the drive to Embro.

D.F.





Halton Hills Run

Glen Donaldson took one of Gabby's cycling runs she uses in her triathlon training and adapted it to a Morgan run. We met up at the new Starbucks at Dundas & Walker's Line in north Burlington then headed north

For future runs like this I'm going to wear the Garmin runner's watch I bought in June. Its GPS is not for telling you where you are or where to go but records where you have been. Back at your computer you can then upload the trip and the software will display it on a map. If I also wear the heart rate monitor I can judge how excit-



and west into the hills. We paused for a while in Dundas to wait for the last cars in the group who had been right behind me at the start, but I hadn't seen them after the first left turn.

I got caught by a red light on a one-way-at-a-time bridge. Thankfully the Lytle's held back so I could catch up as I did not have an navigator.

ing the route was.

At the end we (including the lost sheep) returned to Walker's Line and a pub for lunch. D.F.



MORGAN SPORTS CAR CLUB OF CANADA





Kincardine Blues Fest

The Shiers reported sighting another Morgan here.

A lovely 61 DHC owned by Mike Malone of Port Franks (south of Grand Bend along Lake Huron) I remember his name faintly from the past. He has photos of the Beer family and Chris Charles from the 70's he says.

Thought you would be interested. He bought the car

from a guy in Detroit many years ago.

There were 32 British cars parked on Queen Street last Saturday. Weather was perfect.

Cheers

Mary

I wanted to go to this event, I've never been to this corner of Ontario yet. But my daughter made other plans for me and instead I was off to England. Ed.





Lindsay Brits in the Park

Queen Victoria arrived at noon sharp to inspect the cars.



The other Morgan..... A 68 - 4 seater with Volvo engine belongs to David Wells from Lakefield. It took first in its class and beat out the Sunbeam Tigers which were the featured marque.

M.S.





Pickersleigh Pilgrimage

Our pilgrimage started on July 11th with my daughter, Heather, getting a ride to catch the bus that was replacing the train that she had booked but was now cancelled. (Major stress) But the roads were good and I picked her up at the local GO Train station in time to feed her (and my son Aaron and I) before driving us to Pearson to catch the red eye flight to Heathrow. After a major march we found the commuter train to Paddington. A two stop ride on the tube got us to Notting Hill. Then a short walk to the B&B located where Notting Hill Road becomes Holland Park Avenue.

I won't recommend the B&B. We took it because it was cheap and in a handy location. It was also located where all the emergency vehicles are funneled when going east/west during the night. With hot sticky weather we had to leave the windows open, so a sound night's sleep

was out of the question. But pilgrimages are not supposed to be easy.

Monday the 14th we took the train to Malvern Link where the station is a shorter walk away than my closest bus stop at home. A few minutes after we registered at the visitor's centre on Spring Road behind the factory, our guide Robert called us together to start the tour. He began with a talk about the company's history, some safety instructions, and introduced us to his catch phrase, "Its exactly the same as ____, but completely different." Then he took us over to the factory grounds.

First stop was at several Morgans parked at the back. Some I believe were left outside from the centenary celebrations the previous day. This is the 100th year MMC has been using this factory.





This Aero SS with the cut away body was on display at the Geneva Auto Show. He pointed out some other models as we passed them on the way to the front build-

ing facing Pickersleigh Avenue. Inside were some of the company cars like Peter Morgan's +4+.





There was also a specially painted Three Wheeler, “The Grim Reaper” done in a spooky theme. Even the space frame chassis was painted to match. You cannot get this



personalized service off an assembly line.

The second building from the road is where the car construction begins, with the assembly of the rolling chassis. Turning one of these bonded aluminium chassis into something that looks almost drivable but with no creature comforts.

This one is for the new Plus 8.





While the rolling chassis is under construction in building two its body tub is being built in building five.





The competed wooden body tubs are carried up to building four where they get their aluminium skins.



Then the rolling chassis and the body meet in building three. A chain hoist eases the rolling chassis down a short ramp.

Now one man is responsible for one car, installing its wiring harness, attaching the body and fitting the wings, cowl, and bonnet.







Now that the car's body is all together they roll it across the lane to the paint shop and take it all apart again.

As it is painted the seats and interior finish are prepared. Then it is reassembled and taken to dispatch for final inspection.





MORGAN SPORTS CAR CLUB OF CANADA



The popularity of the Three Wheeler has made its works area crowded. So it has over flowed into the Aero SS shop.

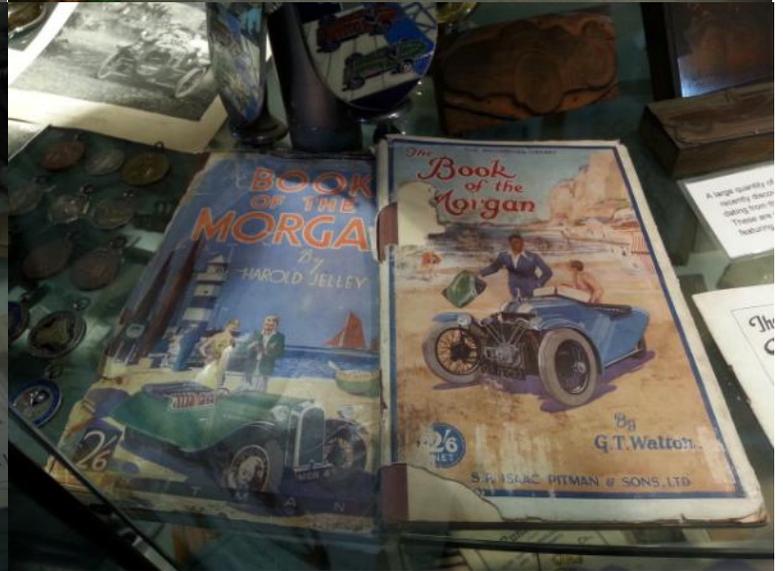




MORGAN SPORTS CAR CLUB OF CANADA



On returning to the visitor's centre we went through a small museum.





The exit from the museum brought us back to the staging area for the tours and the commissary where we got a bite to eat. I chatted with Robert and showed him some pictures of my wood models of Morgans and asked if there might be plan drawings I could use to start on a +4+ model. He spoke with Martyn Webb, the com-

missary where we got a bite to eat. As it turned out only a hour later than planned.

We stretched our Morgan experience into Tuesday with a visit to Harry Gibson at London Morgan. A posting I read on Mog-group the Friday we left was my introduction to him. We had a good chat and I left loaded with brochures, a couple of copies of MOG Magazine, a couple of post cards, and his business card. When we were packing I could not locate his card. At home I flipped through the brochures and magazines. I emptied the camera case I'd had at his shop. No sign of his card. August 9th I went on the club outing to the Edenvale Fly-in and while reaching for my reading glasses case on the floor of my Mog I found the missing business card, and another pair of reading glasses that had been missing for ages. Looks like another anecdote to add to my "My Morgan is a Good Luck Charm" story. (Blurb Summer 2013)

D.F.



pany historian, who is supposed to be getting back to me about it.

With an hour to kill before our return train we stopped in for a pint at the Baker's Inn, took some friendly ribbing from the locals about liking Morgans and had a chat with Maggie May.

Across and up the street at the train station is where the adventure began. The train signal lines had been accidentally dug up so our direct train to Paddington was not going to show. Finally a train to Oxford arrived, we took that. Then in Oxford, after a half hour wait a train to Paddington





Garage Fumes....

Hope everyone is having a great summer and there are lots of top down Morgan drives to look back on during the cold dark winter season. Gees Mog had a nagging clutch engagement issue again this spring which after much head scratching and testing of theories I gave up on and shipped the old girl off to Bolton for a little therapy. Happy to report that Martin & Steve found the root cause of the problem as rust in the clutch and that is why the clutch would not fully engage until the car was good and warm ie: after having been driven for 10 or 15 minutes all was well, but before that she was worse than a 'Moss Box'. Thought is that the rubber clutch boot on the bell housing is not as firm as it used to be and it is also missing the internal 'C' clip that helps to hold it in place. {Fun fact the Ford CVH cars have a cable clutch and fancy rod linkage system and not the more common hydraulic systems that the TR and Cortina engine cars have.} So these two items must have allowed water/moisture into the bell housing and the rust on the clutch began. With much searching and some help from the CVH consultant in the MSCC UK I am pretty sure I have found a new rubber boot and new spring clip from Retro Ford International in England as it is the same as a type 9 gearbox used in the 4 cylinder Capris' in England. One is currently with Postman Pat and we hope to try it out soon – until then the old boot is sealed in place to keep us safe from puddles and downpours and to avoid having to pull the engine and gearbox again to get to the clutch.

This Morgan free time got me to thinking that maybe I should put fingers to the keyboard and share this information so that other Morgan owners with the newer CVH engine could check their boots and clips before they had an issue. And then the grey matter kicks in and I think well there are a few other ideas or things I have done these last few months that may be of use to fellow members. First up as most of you will know Gab-

by and I have a four post garage lift which lets us park the Morgan and Spitfire on my side of the garage while Gabby's daily driver lives on the other side of the garage, now before the heckling and lynch mob starts a stirring about this radical idea of a daily car in the garage let me explain. The daily car is really just in there when I am not playing with the old cars in the garage – as that side of the garage works as the place to wax, polish, tinker, fettle etc etc with the fun cars or even the daily cars. As working on a car on the lift side is fine when one is there, but with two you need more space. The Lift is something that really is a fantastic garage accessory as it lets you do service and repair or painting and 'de-patinaing' at a much easier height. Why just last week I was happily sitting underneath the Morgan cleaning up the suspension and painting the chassis to make her last for many years to come. David Farmer mentioned in the last Blurb that he was thinking about a lift to make servicing the Morgan easier after seeing the new two post lift at the CMC Shop tour in March so I can only say that I agree but that I like the drive on drive off of the four post lift.

Next up in my garage is the little shop stool I got recently at Canadian Tire – you see them on wheels and they are about one or two feet high and you think what good is that? Well they are great as I can zoom around the cars while waxing or polishing without kneeling on the garage floor or getting up and down. Heck there is even a tray underneath to hold supplies or tools or refreshments. Plus it works the lower leg muscles as you scoot on down the floor so exercise and car work all in one





shot. Just imagine how you can sit and admire each spoke of the wheel as you clean and polish them.... Gabby has even been known to borrow said stool when cleaning her bike in the garage.

The floor covering on the fun car side is also a neat item that others may wish to consider – it is a 8’x19’ piece of rubber flooring that came from Canadian Tire or Costco and you just rollout on the floor and have an instant floor cover. It is easy to wipe clean if you spill anything on it and no worries about moisture coming through the concrete floor in the off season. The diamond plate pat-

Morgan floor. Thankfully gone are the old carpet floor mats that the previous owner had held down with dry-wall screws.

And my final little garage thought is about fire extinguishers and what we carry in our cars old or new. I think I put one in my Spitfire 30 years ago after a guy at a gas station told me about his friend who had a Spitfire that caught fire and he just had to watch it burn. We had smoke from a wire recently and luckily all was dealt with quickly and without any damage while the car was warming up in the garage. This got me wondering about



tern is not that tall that the garage stool has any issues rolling around on it. Our neighbors spent a fortune on having their garage floor cleaned and epoxy coated only to find out that a few years later the hot tires were peeling the finish, after 6 years we have some discoloration where the 370Z use to rest it’s chubby tires but all else is well.

Did you know that some Canadian Tire stores and Home Depots carry some fasteners that are very similar to the fasteners that are on the tops, tonneaus and boot covers of our Morgans? If your store has those tall grey bins where you can buy screws, washers, nuts etc. by the piece and place them in wee plastic bags take a look around and see if they have a piece you may need to replace. I found these after ordering 4 turn fasteners to secure the new carpeting I had cut and bound for the

the best type of extinguisher to have in the car and a friend in the business recommended getting the newer clean agent type of extinguishers. This uses a gas that puts out the fire and does not leave the white mess and residue to clean up after the older style of extinguisher. They are a little more expensive up front and while I hope we never need it at least we have it on board ready to go.

Hopefully some of these items were of interest and may come in handy in the future, my next quest is to come up with an air freshener for the garage so that I can quickly mask the scent of old cars starting or paint and thinners and avoid the question ‘what have you been doing in the garage now...’

Glen Donaldson



Morgan Oasis Garage

Friends

I built this car out of desperation, thinking I'd never find a Morgan. And I'd always wanted to build a car. In this case building meant a body, 'cuz you can drive a VW in chassis form, with the body removed. There wasn't any engineering to do except move the pedals and shorten the shift rod. All these tasks were perfected during the Manx, Baja era, and you can buy brackets to accomplish this work.

I removed the body from a '68 VW Beetle and built a wood bodyframe to resemble a Drophead coupe'. I skinned the frame with .040 aluminum, bought the fibreglas front wings from Don Simpkins, made the rear wings out of fibreglas myself.

It has an engine near a hundred ponies and weighs 1525 lb. This gives an extremely respectable power to weight ratio, and it is a lively performer.

An aftermarket anti-sway bar up front and a camber compensator in the rear make a good handling package.

It could almost stay with Jim Jessop's hot 911 Porsche. OOPS, I said a naughty word.

projects
MOGWAGEN + FAUX
A Cuthbert J Twillie CREATION





British Car Council of Canada **3rd Annual Toy Drive Run**

We would like to invite all British car owners and all members of British car clubs to join us

When: Sunday, October 5th, (rain or shine)

Where: The event will take place at the **Country Heritage Park in Milton, Ontario, starting at **9:00am**.
(enter at the South entrance off Tremaine Road)**

What you get: Everyone in a British car, gets free admittance to the park. (normally: \$8). Each person will be given a ticket for several mid-afternoon door prizes. The first 100 people to register, will be given tickets for morning tea/coffee and a doughnut. Also, a ticket for a bowl of homemade soup, a bread roll and a dessert after the optional scenic run returns. The park staff have very kindly given permission for us to use the old Ford garage, with its antique petrol pumps, for photo opportunities with our cars.

This year we'll have entertainment supplied by the Oakville/Georgetown Celtic Fiddle Orchestra, and the Orange Peel Morris Dancers.

Cost: We ask that you bring a new, unwrapped gift for a child or a teenager, which will be collected as part of the Georgetown Salvation Army Toy Drive.

The onsite caterer will have some extra food for sale, but The Country Heritage Park is a lovely spot, and so you may want to pack a picnic.

Tour Master, Paul Dullaert, has organised an optional, but highly recommended, scenic drive through the Fall colours of the Niagara Escarpment (duration of about 70 minutes) to leave at mid-morning.

When the tour returns, we'll have lunch, draw the prizes and the rest of the afternoon you'll be free to explore the park and the historic buildings and enjoy the entertainment.

Please plan to attend; this will likely be one of the last events of the driving year!

So let's give some less fortunate children here in Ontario a great Christmas!



Membership Application / Renewal

Name: _____
 Spouse: _____
 Address: _____
 City/Province: _____
 Postal Code: _____
 Email Address: _____
 Tel. Home: _____ Business: _____
 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:
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