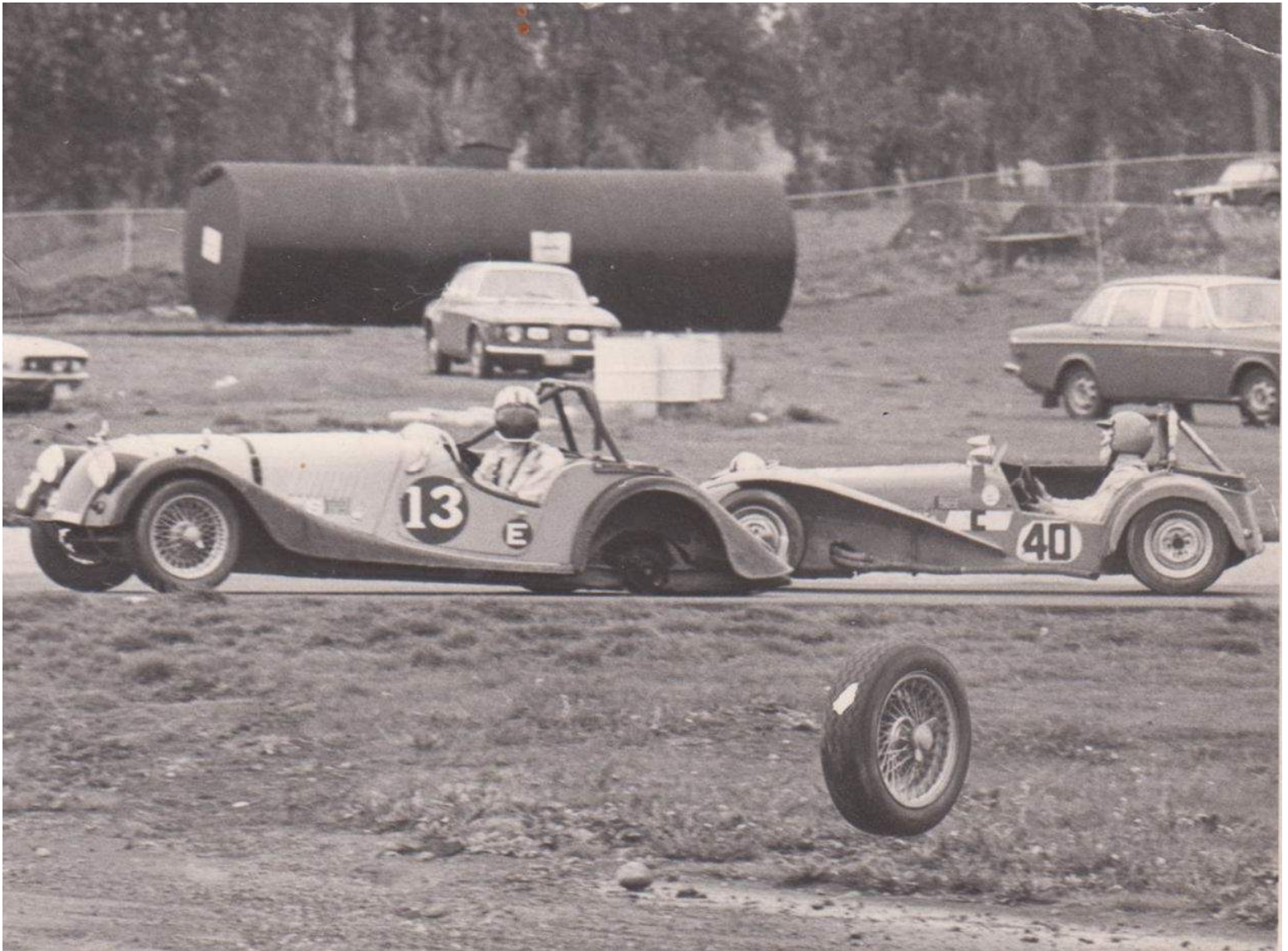


# MORGAN LINK

*Linking PACMOG to Morgan Enthusiasts in the Pacific Northwest and Beyond!*

PACIFIC MORGAN OWNERS GROUP

JANUARY & FEBRUARY 2016 / Vol. 1, No. 1



What happens when an axle shaft snaps, quite rare on a Morgan, and the wheel, brake drum and knockoff continues on their own race? You've got an instant 3-wheeled Morgan! Dave Collis found out coming onto the front straight in Portland, circa 1973-4.

# 2016 PACMOG EXECUTIVE

President	Win Muehling	wmuehling@telus.net
Vice-President	Ken Miles	kengmiles@telus.net
Secretary/Treasurer	Pat Miles	pat_miles@hotmail.com
Membership Chair	Steve Blake	sblake@telus.net
Director	Bob McDiarmid	mjmcdiarmid@telus.net

# 2016 PACMOG VOLUNTEERS

Webmaster	Marv Coulthard	mcoulthard@shaw.ca
Editor	Steve Hutchens	sphutchens@hotmail.com

**PACMOG Constitution:** *The purpose of the society is to encourage the restoration, preservation and enjoyment of all Morgan Motor Company vehicles. The group will foster communication, cooperation, education and recreation among all members by holding regular monthly meeting as well as drives, social events, shows and other events related to cars. By doing this we can enjoy the company of other enthusiasts and share our passion with members of the public as well as PACMOG members.*

## The Publication: Morgan Link

*Morgan Link* is the bimonthly newsletter of the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts in Western Canada. Copyright © 2016 by PACIFIC MORGAN OWNERS GROUP. Permission is hereby given to reproduce portions of this newsletter (except material copyrighted by others) for non-profit, non-commercial use. Please give PACMOG credit, acknowledging the issue and author, source, or photographer if stated.

## Meetings and Events

Events and social meetings are held monthly in the greater Vancouver with occasional forays beyond. A calendar of events is on our website at [pacmog.com/events.html](http://pacmog.com/events.html)

Please submit calendar items to the Webmaster (email above) and feel free to contact any member of our Executive with regard to event information.

## Dues

Full year: CDN\$20 per calendar year. See the membership form on the last page of each *Morgan Link* to join.

## Submitting Material for Publication

Address: Please send content to the Editor (email above) or see the PACMOG roster for an address.

Deadlines: Generally the 1st of even numbered months, though if the editor knows that an article is coming the date may be adjusted.

Digital Submissions: Digital submissions are preferred. Content can be sent in an email or as an attachment. Text files should be in .doc, .docx, .txt, or .rtf formats. Photos and illustrations should be in .jpg, .tif, .gif, or .bmp formats. PLEASE send photos as HIGH RESOLUTION so they will be sharp in the *Morgan Link*.

Note: Please try to avoid sending .pdf files or .doc files with embedded photos. Although the editor can decompose .pdf files and strip photos out of documents, these require additional steps for insertion in the *Morgan Link* and may result in lower quality photos.

Paper Submissions: Photos, typed or hand-written text, and illustrations can be mailed to the Editor (address in the club roster).

Reservations: The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the *Morgan Link*. Material that is not time sensitive may be saved for publication at a later date.

## Advertising

Limited non-commercial advertising is free to members. Commercial advertising is available. The cost is \$25 for a business card for one year. A business card will be defined as two column inches on a two column page or approximately 1/10 of a page. Larger ads are a rated multiple. Please inquire by contacting the club president.

**Cover photo credits:** Dave Collis sent this photo from a race in Portland, circa 1973/74. He still has the Morgan, having enjoyed it for 47 years!

Members: Send outstanding photos for cover consideration.

## FROM THE PRESIDENT'S CHAIR

Win Muehling, President

The Pacific Morgan Owners Group, "PacMog," is finally an official entity, having been duly registered under the Societies Act of BC. Our website is up and running, our domain name has been registered, and by the time you read this, our club bank account should be open. Membership has grown to 72. Club events for the year have been posted. This will be our first edition of the "Morgan Link" and we will have completed two club runs! Thank you, Pat & Ken Miles, Bob McDiarmid, Steve Blake, Steve Hutchens and Marv Coulthard, for your input and efforts in getting this off the ground!

What amazes me most of all is the support we have received from Morgan owners in BC, Alberta, and yes, even a few from Washington State, and one each in Quebec, Ontario, and Australia! Many said that it was high time that we had our own Western Canadian club. One Morgan owner even offered to donate \$500 in order to get PacMog off the ground! Fortunately, there were no stragglers as far as dues were concerned, with everyone putting their money where their mouth was. We have \$1,400 in the bank and are starting off on a sound financial footing.

Other comments I heard were - keep it simple, pay as you go, opportunity to drive our cars and share the fellowship of like-minded people. Encourage younger people to get involved – kids and grandkids. Don't be afraid to invite guests. Don't forget members in outlying areas. Keep in touch with our Morgan friends across the border. Help with keeping our cars on the road. Thanks everyone, for your advice and encouragement and offers to pitch in! We are off to a great start!

Our club structure has purposely been kept simple. It will evolve with member input over the next few years. The largest concentration of Morgan owners/members are situated in the Metro Vancouver area but we also have a strong presence on Vancouver Island and smaller clusters in the Okanagan, Calgary and Edmonton. It would be most difficult for your executive to organize events for every area. What we have done is provide the structure and framework for these smaller groups to operate under one umbrella. PacMog provides the opportunity for each area to operate as a 'mini Club.' Local leadership will evolve. PacMog provides liability insurance, a website and a newsletter. Each area can choose an event coordinator for their local activities. PacMog will strive to organize at least one centrally located event per year in which everyone has a chance to gather and socialize. Events such as the VanDusen ABFM have always brought Morgan owners from the different areas and with a little bit of planning we should be able to come up with an event which will be more central for all.

As a new club we must hold our first annual general meeting within 18 months. The most logical venue would be the weekend of the VanDusen ABFM since it is always well attended by Morgan owners near and far. This coming May will soon be upon us, but it is really too soon for an AGM. Your club Executive has thus settled on May 2017 as the date. A short meeting at the 2016 post-VanDusen BBQ, however, is planned. Until such time, please do not hesitate to contact me if you have any questions, suggestions or wish to volunteer!

## THE EDITOR'S RAMBLES

By Steve Hutchens

### VOLUME 1, ISSUE 1

It's an honour to be the *Morgan Link's* first editor! To have been chosen despite being a foreigner makes it even more special and my goal is to give PACMOG a top tier newsletter that can hold its own among all of the great Morgan club newsletters I receive as an editor.

For important historical purposes, the name *Morgan Link* was suggested by Steve Blake at the club's organizational meeting at Win Muehling's in November. When Win asked for suggestions for the club's newsletter,

## LOGO & BADGE COMPETITION!

The Pacific Morgan Owners Group is holding a competition to design the PACMOG logo and badge. The completion is open to everyone whether a member of PACMOG or not. Get your whole family involved! Designs should be easily adaptable as a club logo as well as a club badge. Care must be taken not to infringe on any copyrights. The prize will be one of the new badges!

We hope to get some great ideas and will choose one of them. Send your entries to Win Muehling no later than May 15th! Our selection committee will select the most suitable designs and post them on the PacMog website. A vote will be held and the winning design will be announced in the June issue of the "Morgan Link."

## WELCOME NEW MEMBERS

Welcome! We currently have 72 members! You can see an article on our club in Western Driver magazine at

**[westerndriver.com/?p=8862](http://westerndriver.com/?p=8862)**

PACMOG is a group of Morgan sports car enthusiasts. Our goal is to share our friendships and to keep our Morgans in fine shape to drive roads of the Pacific coast region and perhaps beyond.

We have many events planned, most of which are drives ending somewhere for a meal so we can enjoy the camaraderie of the club members. You can find a list of events on our website at **[pacmog.com](http://pacmog.com)**.

A club is the sum of its members and we invite you to join us on a drive, sponsor an event, write an article for *The Morgan Link*, our club newsletter, put your name forward to hold an executive position, or volunteer to help somebody else with an event. We are a new club and open to suggestions for new activities or ideas.

I will be sending out another updated version of the roster next month once we have all our initial registrations submitted. Until then, if you have any questions or concerns, feel free to contact me or one of the other directors.

I look forward to seeing you on drives or at events over the course of the year.

Happy Motoring,

Steve Blake, Membership Chair ([sblake@telus.net](mailto:sblake@telus.net))

## WELCOME OUR NEW MEMBERS

**John Chapman**  
**Alistair Crooks**  
**Gary Dunkley**

**Pat Leask**  
**Bob Wadden**

Steve immediately put forward *Morgan Link*. The symbolism tying it to Malvern Link, the ancestral home of Morgan Motor Company, should be obvious. Less obvious, perhaps, but no less important, is the role of a newsletter in linking members of a club together. In the modern connected world we live in, sharing newsletters worldwide also links Morgan owners everywhere. It is a great community of enthusiasts that we all are a part of!

### TELL THE STORY ABOUT BUYING YOUR FIRST MORGAN

Three emails I received recently prompted a thought about how long I've owned a Morgan. 1) Tom Morris sent me a great article, "I finally got a Morgan!" 2) About that time I heard from Hugh Dickson who mentioned that he has had his '58 4/4 for 53 years. 3) An email from

*Continued on Page 13*

## UPCOMING PACMOG ACTIVITIES (see [pacmog.com/events.htm](http://pacmog.com/events.htm) for the latest)

<u>Date</u>	<u>Event</u>	<u>Time &amp; Location</u>	<u>Contact (see your roster)</u>
Mar 20	Easter Sunday/St. Patrick's Dewdney Run		Dave Collis
Apr 16	St. George's Day Langley Airport Museum		Les & June Burkholder
May 21	Vancouver ABFM	Saturday, VanDusen Botanical Gardens	Ron & Yvonne Theroux
May	Spring Thaw Run	Stave Lake BC Hydro Museum	Colin & Laurel Gurnsey
Jun 19	Father's Day British Car Picnic w/run via Powell River leaving June 17 (overnight x 2)	Sunday, Beacon Hill Park, Victoria	Ken Kutner
Jul	Mystery Run		Ken & Pat Miles
Aug	Picnic Run		Malcolm Sparrow & Laverne Barnes
Sep 5	Labour Day Run (back roads)		Bob & Judy McDiarmid
Oct 30	Halloween Run		Pam Mahony & Chris Allen
Nov	TBA		
Dec	PACMOG Christmas Party		

**SEND UPCOMING EVENTS TO YOUR WEBMASTER AND EDITOR SO OUR LISTINGS ARE COMPLETE!**

## UPCOMING MOGNW ACTIVITIES (see [mognw.com/calendar.html](http://mognw.com/calendar.html) for the latest)

<u>Date</u>	<u>Event</u>	<u>Time &amp; Location</u>	<u>Contact</u>
June 24 & 25	Devil's Punchbowl	Oregon coast tour par excellence	Heinz Stromquist - southernpod@mognw.com
July 23	Western Washington ABFM	Saturday, Kenmore, WA	Michael Amos - president@mognw.com
Aug 20	Oregon Wine Tour		Wayne Harris - harrisw1911@yahoo.com
September 3	Portland ABFM	Saturday, PDX, Portland, OR	Heinz Stromquist - southernpod@mognw.com
September 7-18	FATMAN 2016	Tour to California Wine country	Lee Harman - rleeharmanmd@gmail.com
October 7-11	SpudMog III	<b>Unfortunately, SpudMog III has been cancelled.</b>	
Dec 3	Southern Pod Christmas Party		Heinz Stromquist - southernpod@mognw.com

### RECURRING EVENTS

3rd Tuesday	Southern Pod Meeting	Location TBA	Heinz Stromquist - southernpod@mognw.com
3rd Saturday	Midlands Pod Meeting	11:30 AM at the Three Lions Pub, 8115 161st Ave NE, Redmond	Bill Button midlandspod@mognw.com

## VISIT OUR WEBSITE

**[pacmog.com](http://pacmog.com)**  
(was [dunecroft.com/pacmog/](http://dunecroft.com/pacmog/))

Our PACMOG Webmaster, Marv Coulthard, keeps our online calendar current and in planning the development of our PACMOG website.

If you have information for our calendar, please send it to Marv.

## FATHER'S DAY WEEKEND

It's not too soon to start planning on joining us for the annual Father's Day weekend, June 18 and 19, 2016.

This year the pig roast will be held at the home of Bryan and Margaret Waller, 921 Mount Newton Cross Road, Saanichton, on Saturday, June 18, and the picnic will be in Beacon Hill Park on Sunday, June 19, 2016.

Hope to see you there!

## PACIFIC MORGAN OWNERS GROUP ORGANIZATIONAL MEETING

Submitted by Yvonne Theroux

The first meeting of our new Morgan club was called to order on November 15, 2015, at 2 PM in Crescent Beach at the home of Win Muehling and Christine Limmer.

Twenty-three in attendance:

Win Muehling and Christine Limmer	Malcolm Sparrow
Ken Miles	Larry & Tina Sharp
Steve & Susan Blake	Les Burkholder
Bob McDiarmid	Laurie & Verna Fraser
Steve Hutchens	Tom Morris
Ken Kutner	Colin Gurnsey
Ron & Yvonne Theroux	John Rennie
Dave Collis	
Chris Allen & Pam Mahoney (arrived late)	Lyle Johanson (arrived late)

Win stated that in total 41 Morgan owners have already expressed an interest in joining this club.

1: We discussed the goals and purpose of the club:

**\*to enjoy our cars and friends and participate in planned drives with other Morgan owners\***

It was stated that this is a new club and that everyone was still free to remain as a member of MOGNW (or any other club) as well as being a member of this new club.

2: We will incorporate under the BC Societies Act and use their basic by-laws. These by-laws may be changed or added to in the future to reflect our actual activities.

3: Laurie Fraser was appointed as nominating chair for election of officers. All new officers were acclaimed by acclamation. The five Directors are:

PRESIDENT: Win Muehling  
VICE PRESIDENT: Ken Miles  
SECRETARY-TREASURER: Pat Miles  
MEMBERSHIP CHAIR: Steve Blake  
EDITOR: Steve Hutchens

4: BUDGET: Dues for membership were set at \$20.00 per year for a couple (1 vote per membership). This amount can be adjusted later. The amount was set now because of start-up costs, i.e. registration of name, website, liability insurance etc. Win Muehling will draft a budget for the year. Ken Miles to look into club liability insurance.

5: A discussion was held to choose a name for the club, chaired by Steve Blake. It was decided by a vote that we should be called PACIFIC MORGAN OWNERS GROUP. This will be abbreviated depending on what website name we can use as PACMOG or MOGPAC or some other version of the letters. The logo and badge style will be decided later.

6: Marv Coulthard has been appointed Webmaster and is to apply for the website name and get it registered and started.

7: Pat Miles is to set up a bank account in the new name after it has been registered with three directors to sign on account (cheques require two of the three to sign. Signing officers to be decided later. The current MOGNW account to be closed and after approved POD expenses are paid, the remaining funds will be sent to the MOGNW treasurer.

8: A driving program for 2016 was discussed and we had lots of volunteers for our monthly runs.

JANUARY: Robbie Burns run--Chris Allen & Pam Mahoney  
FEBRUARY: Valentines day run—Steve & Susan Blake  
MARCH: Dave Collis  
APRIL: Langley Airport Museum—Les Burkholder  
MAY: VanDusen car show—Laurie & Verna to sort out a run as well  
JUNE: Van Island Father's day—Ken Kutner -run to Powell River  
JULY: Ken Miles  
AUGUST: Malcolm Sparrow

SEPTEMBER: Bob McDiarmid  
OCTOBER: Pam Mahoney & Chris Allen  
NOVEMBER: Steve Hutchens  
DECEMBER: to be decided

Note: Colin & Laurel Gurnsey will also try to squeeze in another tour of the Stave Lake Hydro Powerhouse Museum – date to be advised. There is also interest in doing an overnight run to the Okanagan – any volunteers??

9: Possible POD reps to be decided at a later date, eg. Vancouver Island, Interior and Alberta.

Meeting adjourned about 4:15 PM

## MINUTES FROM FEBRUARY PACMOG DIRECTORS MEETING

A PACMOG directors meeting was held on February 10th. Items discussed included getting a bank account, the club constitution, finances, insurance, advertising in the Morgan Link, our website, sunshine, membership, relations with MSCC UK, VanDusen party 2016, AGM 2017, logo competition, banner for PACMOG, and finally the cancellation of Spud Mog. If you would like further details please find the complete minutes on the website at [dunecroft.com/pacmog/](http://dunecroft.com/pacmog/) [now [pacmog.com](http://pacmog.com)] or request them from the secretary.

Do not miss the competition for our new logo, details of which can be found on page 3. We would like as many entries as possible!

Pat Miles, PACMOG Secretary-Treasurer.

[pat.miles@hotmail.com](mailto:pat.miles@hotmail.com)

### EPA SEEKS TO PROHIBIT CONVERSION OF VEHICLES INTO RACECARS

RACING Enthusiasts  
Take Note!

***Canadian Clubs and enthusiasts:*** Below is what is going on in the U.S. Keep your eyes open for this new proposal to appear in Canada. Please let me know if you hear or see anything regarding this topic so that the NAACC can be proactive immediately. Obviously, this is a 'flawed Bill' with many far reaching consequences for the racing community. John Carlson, President/CEO, NAACC, [www.naacc.ca](http://www.naacc.ca), 604-931-5948

Washington, DC (February 8, 2016) – The U.S. Environmental Protection Agency (EPA) has proposed a regulation to prohibit conversion of vehicles originally designed for on-road use into racecars. The regulation would also make the sale of certain products for use on such vehicles illegal. The proposed regulation was contained within a non-related proposed regulation entitled "Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2."

The regulation would impact all vehicle types, including the sports cars, sedans and hatch-backs commonly converted strictly for use at the track. While the Clean Air Act prohibits certain modifications to motor vehicles, it is clear that vehicles built or modified for racing, and not used on the streets, are not the "motor vehicles" that Congress intended to regulate.

"This proposed regulation represents overreaching by the agency, runs contrary to the law and defies decades of racing activity where EPA has acknowledged and allowed conversion of vehicles," said SEMA President and CEO Chris Kersting. "Congress did not intend the original Clean Air Act to extend to vehicles modified for racing and has re-enforced that intent on more than one occasion."

SEMA submitted comments in opposition to the regulation and met with the EPA to confirm the agency's intentions. The EPA indicated that the regulation would prohibit conversion of vehicles into racecars and make the sale of certain emissions-related parts for use on converted vehicles illegal. Working with other affected organizations, including those representing legions of professional and hobbyist racers and fans, SEMA will continue to oppose the regulation through the administrative process and will seek congressional support and judicial intervention as necessary.

The EPA has indicated it expects to publish final regulations by July 2016.

# Robbie Burns Run

By Susan Blake | Photos by Win Muehling and Steve Blake (eagles)

When we arose on Sunday, January 31st, it was with the hope that the weather would be fine and we would be taking the Morgan on the inaugural run of our new club, PACMOG. One glance out the window told us that wasn't to be. The new day greeted us with grey skies and pounding rain so Morganeering today for us was out of the question!

We joined other members of the club at McDonald's on Annacis Island, where we were very impressed to see three Morgans parked in the lot. Win Muehling and Christine Limmer drove their 1986 green Plus 8, Bob and Judy McDairmid their black 1966 drop-head coupe and Tom and Val Morris, who came down from Sechelt, drove their 1969 yellow and black Plus 8. Lloyd and Treacy Remington made the journey from the Island to show us their 1927 Nash in which they will be competing in the Peking to Paris run in the spring of this year. Treacy - six to eight weeks with so little space for luggage! My "hat is off" to you!



After a little socializing over hot drinks, Win gave us our instructions and we headed for Delta over the Alex Fraser Bridge. We drove along Highway 91, to the west of Burns Bog and then west along 64th Avenue to the south of the bog. Burns Bog has limited access to the public due to the sensitive nature of its ecosystem. It is noted to be the largest undeveloped urban landmass in North America, so large it can be seen from space. As we continued south along 104th we quickly became aware of the extent of the waterlogging of the agricultural land; ditches were swollen and there were lakes forming on the fields. Some landowners in an attempt to mitigate the flooding have raised their properties using landfill from Vancouver, a cause of controversy locally. We passed various greenhouse operations and berry farms and could see chicken sheds and cattle barns through the grey of the rain.



As we turned east onto Ladner Trunk Road we saw a flock of Trumpeter Swans eating vegetables left over from the fall harvest. Trumpeters are one of the heaviest birds capable of flight, weighing in at up to 38 lbs. They have a length of up to 5 ft. and wingspan up to 9ft. What a beautiful sight! Many ducks were also indulging in whatever they could find in the fields.

We took a right onto 112th St, crossed over Hwy 99 and then drove west on Hornby Drive. We passed a large open-sided barn in which horses huddled to gain shelter from the driving rain. We then passed acres of BC Vegetable Greenhouses. Steve remarked that the window cleaners were busy working their magic on the windows. What a job!

Hornby Drive joins the Ladner Trunk Road at Fire Hall #4. On the left we passed Sunnybay Greenhouses, the most recent ones built in Delta. They were built on

the site of the yellow Kittson House, which was a landmark that could be seen from Highway 99. Built by Robert Kittson in 1907, it was at the mercy of the wrecking ball in 2015 after failed attempts to preserve the structure as an important heritage building in Delta.

As we drove further west along Ladner Trunk Road we saw many eagles and seabirds and we slowed down by Wellbrook Winery to look at the sheep and llama that usually grace the field; there were none to be seen, but the red tailed hawks were plentiful along the way.



Over to the north we could see the Vancouver Landfill. This is open to the public each year and makes for a very interesting visit. Landfill gas is used to heat local greenhouses and to generate electricity for the BC Hydro power grid. To prevent seabirds from being crushed, Harris Hawks and Peregrine Falcons are used to scare them away from sites where heavy equipment is used to

bury garbage. It's nice to know that the welfare of the birds is considered.

Next we turned left on 80th Street heading towards CZBB (Boundary Bay Airport) and looking towards Tsawwassen we could see that the sky was much brighter - maybe the harbinger of a sunny afternoon?

We saw two herons perched on adjacent peaks of a greenhouse and the odd Bald Eagle perched in a tree" taking in the world". We turned south on 72nd and east on 36th Avenue from where we could see a huge number of eagles flying over the turf farm and others perched in trees alongside many small birds. It's amazing that the eagles weighing up to 14 lbs. barely bend the branches on which they sit. The nests that we saw can be up to 13 ft. deep, over 8 ft. wide and can weigh a metric ton - quite an engineering feat for these magnificent raptors. We turned south on 64th, taking in the wonder of the huge num-



ber of eagles and drove by the Delta Centre for Community living and the entrance to O.W.L. (Orphaned Wildlife Rescue) before heading west along 34B and past Origin Organic Greenhouses, horses, donkeys, beehives and ducks too numerous to count.

By the time we arrived at Arthur Drive the skies had brightened, the sun was out and the rain forgotten. We made a left and shortly headed west onto Deltaport Way, north on 42B and west again on 33A where we saw chickens rummaging in a yard and passed Windset Greenhouses. Anyone see the black and white equine beauty by one of the barns? Actually, he's a plastic horse, one of two "living" in Ladner!

We then drove north again on 34th until we hit River Road with a swollen pond by the roadside replete with a raft of duck decoys. By now, the rain was pounding down again, only a few plantings of daffodils brightening the grey afternoon. Once in Ladner we took 47A Avenue to Georgia Street and then onto Chisholm passing the Seven Seas Fish Company and various retail operations until we arrived at our destination, Sharkey's Restaurant.

Twenty-four people enjoyed the drive and lunch together. Win addressed the group thanking everyone for attending especially those who had travelled from up the coast and the Island. He then made two awards: the turn signal award went to Tom and Val Morris and the Al Allinson Award for the last lunch served, went to Tina Sharp. The event concluded with Pam Mahony leading us in the "Address to the Haggis" after which a haggis was shared amongst the members, some toasting with a wee touch of scotch.

A fun time was had by all of us and our thanks go to Win and Christine for arranging a great drive and lunch.



The Haggis



## Robbie Burns Run 2016

By Win Muehling

The "Robbie Burns Run" held on January 31 was the first official event for "PacMog" and in spite of the miserable, cold and rainy day we had an excellent turnout. The enthusiasm that launched "PacMog" is still alive!

A total of 26 people attended lunch and 22 participated on the hour long drive. The vehicles driving the route included '86 Plus 8 (Win Muehling/Christine Limmer), '69 Plus 8 (Tom & Val Morris), '66 DHC (Bob & Judy McDiarmid), and '27 Nash Advanced Six Roadster (Lloyd & Treacy Reddington). It should be noted that both The Reddingtons and the Morris' had to get up really early in order to catch their respective ferries – Vancouver Island and Sunshine Coast. The other participants' names are found at the end of this article.

With the exception of the Sharps and the Gruens we all met at the MacDonald's on Annacis Island. No tire kicking because of the heavy rain. After the usual catching up with each other, the green Plus 8, followed by the black DHC, Yellow & Black Plus 8 and the red & black Nash, led a procession of daily drivers out into the soggy farmlands of Delta. Speed was somewhat subdued as dictated by the fogged up windscreen of the Plus 8.

One benefit of the heavy rain was the light traffic we encountered, making it easier to slow down and have a look at the snow geese and dozens of Bald Eagles found in one area. We did spot some Daffodils in full bloom as we entered Ladner Village, but it was definitely not the right time to stop and smell the flowers!

As planned we arrived at noon at "Sharkeys' Bar & Grill" in the old part of Ladner, overlooking the Fraser River. Nobody was in the mood for a group photo as the rain had not abated. I did however manage to get a couple of shots of the Morgans and the Nash in front of the establishment without doing major rain damage to my camera. Many of us have frequented this establishment in past years during various car events, and it would not disappoint us.

Frank & Kay Gruen as well as Larry & Tina Sharp joined us at the restaurant and soon all 26 of us were settled in with a beverage and ready to socialize and await the highlight of our "Robbie Burns Run." Some business needed to be taken care of – Tom & Val Morris were awarded the "Eternal Turn Signal Award." The evidence was rather flimsy, but anyone driving an old Plus 8 must come under suspicion for driving with their turn signal on for too long! Welcome to the Morgan World, Tom & Val!

The "Al Allison Cup" was passed around and 26 Toonies were collected for the (un) lucky person having to wait the longest for their food. Last to be served was Tina Sharp, who was not only delighted by the arrival of her food, but also a cup containing \$52. Congratulations, Tina! In keeping with the spirit of the run, Bob McDiarmid came decked out in his kilt. Malcolm Sparrow sported suitable tartan pants, but obviously hadn't quite made up his mind as to which clan he belonged to, since one leg was red and the other green!

Scotch was offered after dinner, but most declined as they all felt that they needed all their senses for the rainy drive home. Nevertheless, the great Haggis soon arrived and Pamela Mahony did the honors. She fearlessly attacked the Haggis with her knife and then, as is tradition, recited the "Ode to a Haggis" written by Robert Burns in 1786. Even without the Scotch, Pamela did a great job! For some of us, the failure to have a scotch before consuming a Haggis was a bit of a mistake since it didn't want to slide into our mouths too readily, me included. There was plenty of Haggis to go around and even a bit left over.

Before long, it was time to pay up and head back out into the rain. The rain had eased up a bit and we were able to get a last look at the Nash Advanced Six before it headed back to the ferry. This was to be the Nash's last outing before being shipped to China in order for Lloyd & Treacy to participate in their second Peking to Paris Rally. Good Luck, Lloyd & Treacy and safe journey! Readers not familiar with the event can check it out at [www.endurorally.com/pages/the-peking-to-paris-motor-challenge-2016](http://www.endurorally.com/pages/the-peking-to-paris-motor-challenge-2016).

For the record, the participants in our very first "PacMog" run were as follows: Win Muehling & Christine Limmer, Tom & Val Morris, Bob & Judy McDiarmid, Chris Allen & Pam Mahony, Ron & Yvonne Theroux, Les & June Burkholder, Steve Hutchens & Celia Obrecht, Lloyd & Treacy Reddington, Larry & Tina Sharp, Frank & Kay Gruen, Steve & Susan Blake, Jane Cowan & Doug Muir, John Rennie, and Malcolm Sparrow.

# Hearts and Tarts Run

February 14th, 2016

By Susan Blake | Photos by Steve Blake

For this year's run, we decided to visit our cycling paradise "below the line" in Point Roberts. When we "hit the road" on our bikes, it's invariably a nice sunny day and it's simply delightful taking in the various views, the marvelous colours of nature and animals and birds along the way. Valentine's Day would not have been a cycling day, but given the light drizzle and sea mist it was great for classic British cars and their modern automotive counterparts.

A group of 31 OECC and PACMOG members met at McDonald's in Tsawwassen to socialize prior to the drive. Steve Blake gave a few instructions and off we drove in a convoy of 14 cars towards the Point Roberts Border crossing. Our fingers were crossed, in the hope that there would be a swift passage through the border. The original border crossing, staffed only a couple of times a month, was opened in 1919 and consisted of a tent tossed over a log. As luck had it, today, there were only a few cars at the border, we passed through quickly and regrouped in the parking lot at Tye Drive and McKenzie Way.

We headed towards Roosevelt Way that parallels the border. A leap over the ditch and we'd be back in Canada. In the past, it has been known for people to enter the United States by doing just that, however after 9/11, signs were erected stating that entry into the U.S. was only permitted through the official border crossings. Unfortunately, it was later discovered that the signs were erected with the wording facing south, not north! Oops!

We could see the Georgia Strait and the monument marking the legal Canada/U.S. border as we travelled west. Britain and the United States, signatories of the Oregon Treaty in 1846 designated the 49th parallel as the international boundary. They didn't realize at the time, Point Roberts was cut off from the rest of the United States. Britain suggested it should be under British rule but the American's didn't buy the idea. Although plotting the boundary at the time



was a remarkable feat, modern technology revealed that it is far from a straight line along the 49th parallel. According to an article in the Canadian Geographical in 2010, the 49th parallel actually runs about 200 metres to the south of the monument at Point Roberts. This means that the U.S. gained about 10 sq. km. from Canada on the peninsula. However, only 3 of over 900 markers across the continent are at the 49th parallel, resulting in a net gain for Canada of about 86 sq. km.

We then turned south onto Marine Dr. where many estates overlook the Georgia Straits. Steve and I feel really fortunate the days we have seen a family of four deer grazing as we've cycled by. Not sure how the homeowners feel about that, as the deer munch on their flowers and shrubs!



At the four-way top at Gulf Road we saw the building that was once the famous Breakers and across the road, Kiniski's Reef Tavern, named after wrestler Gene Kiniski, part of which was the George and Barker Cannery that operated until 1929. In the 1970's the Breakers was a hot spot for live music and weekend drinking. It was burned down in 1983 and re-opened in 1986 a few months before BC liquor laws were changed for Expo 86 allowing for Sunday drinking in British Columbia. The owner stated that changes in the BC liquor laws, combined with surveillance by Washington State liquor control board undercover agents, road blocks to check patrons as they returned home to Canada and the Canadian dollar rallying, killed the business.

A glance back as we drove along Marine gave us a good view of the Tsawwassen Ferry Terminal and Deltaport; then to the left between the trees and bushes we caught glimpses of Boundary Bay Airpark which is serviced 2 days per week by San Juan Air with flights to and from Bellingham. The current owner is a retired Air Canada Captain. The runway apparently requires very little maintenance; as it's seeded with low maintenance turf, it just requires occasional mowing. A little further along we passed Lighthouse Park, so named because in the late nineteenth century the land here was set aside to build a lighthouse, which was never built. The park is popular for camping and picnicking, and one can frequently see whale watchers searching for that perfect shot of a passing Orca or two. As the road twists around we invariably see a single heron in the ditch but he (she) was nowhere to be seen today. We did notice an eagle drying his wings and several crows, seabirds and other small birds too difficult to identify from the car.

Continuing along Marine, we passed nicely appointed homes on spacious lots near the 900 berth marina. We turned east onto APA (Alaska Packers Association) Road and then south onto South Beach Road passing the Royal Canadian Marine Search and Rescue (SAR) Station 8 - Delta. This is the only Canadian search and rescue based in U.S. waters. At the bend we passed the South Beach House Restaurant tucked in to the right, swathed in ivy and barely visi-



ble to passersby. Up the hill we took a right, rejoining APA Road, heading east until we turned north onto Boundary Bay Road.

Had we continued along APA, we would have ended up at Lily Point, the highest reach, at 200 feet, of deposits left by retreating glaciers 15,000 years ago. The Tsawwassen Peninsula, including Point Roberts, was formed from the sand and gravel outwash from these glaciers. It was apparently settled by Natives as early as 9,000 years ago and became one of the most significant native salmon fisheries of the Central Coast Salish and a place of great spiritual power for indigenous people.



The modern history of Point Roberts includes its “discovery” by Spanish explorers in 1792. It was eventually given its present name by Captain George Vancouver in honour of his friend Captain Henry Roberts. Eighteen fifty-eight and the gold rush spawned a thriving village on the west coast of the peninsula that accommodated the needs of prospectors as they started their journey up the Fraser River. Once the gold rush (quickly) faded, in 1859, the Point became a military reserve with no permanent residents permitted. The area evolved into “a dangerous haven for smugglers and otherwise lawless men”.

Nevertheless, a colony of Icelandic fishermen arrived from Victoria, and cleared the forests in order to build homes and work the land, which didn’t turn out to be very fertile. Some also worked in the canneries, either on the west coast or at a cannery built at Lily Point in 1892. The Alaska Packer’s Association purchased this one the following year. It was closed in 1917 due to declining salmon stocks. In 1892, President Theodore Roosevelt cancelled the never-used military reservation and squatting migrants were later given homestead rights in 1908. During Prohibition, the Point became a hub for rum-runners and in recent times a hub for the “distribution” for B.C. Bud! In the 1950’s Washington State land ownership laws changed, the Massey Tunnel was built and Canadians attracted by cheap land built weekend and summer homes here, so that by the 70’s over half the residents were from “above the line.”

Following our turn onto Boundary Road, we commented on the different landscapes we’d passed through. Now the lots were forested, and homes more isolated, some hidden amongst the trees; a number of signs advising “private road” or “no trespassing”. We reflected on what a wonderful place this would be to be ferretted away from the world. As it happens, of the over 1300 people living in Point Roberts, approximately 50 are living under the United States Witness Protection Service. Point Roberts is the premier gated community of all!

We drove down the hill into Boundary Bay to see what looked like a vast grey ocean. The tide was high and the sea mist such that the other shores of Boundary bay were invisible. Only brightly coloured buoys and floating birds broke up

this otherwise grey scene as we looked out over the water. Turning left onto Roosevelt Way, we followed the border as we travelled west, passing the old border crossing that operated in the 60’s and 70’s.

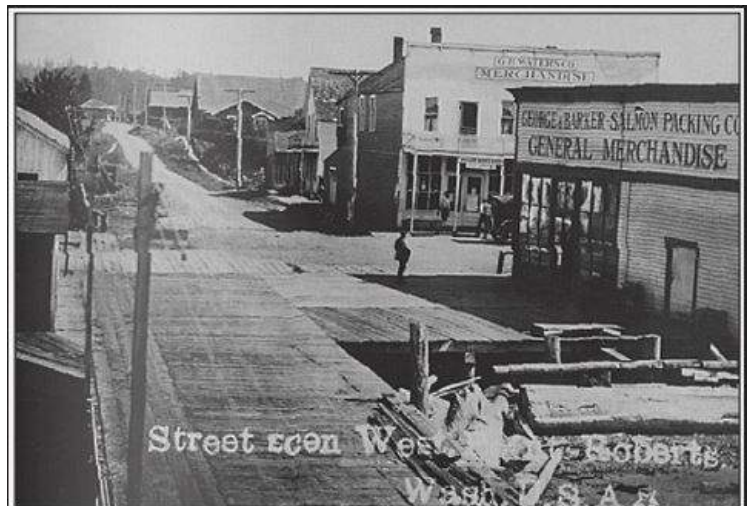
We turned south onto Province Road, making our way up the long meandering hill – certainly in more comfort with 100 horses than under pedal-power - before following Mill Road to Benson and back to Tyee Drive. Here we stopped for cheap U.S. gas and cheese before heading homeward towards the border.



Throughout the drive we noticed many fire hydrants that had been used as canvases to showcase local talent. Along this stretch of Tyee Drive, these stood out among the planted borders. In 2013, the local fire department sponsored a community artwork competition and provided supplies to residents so that they could work their magic on the then, faded and peeling hydrants.

The motoring gods were smiling on us yet again and we quickly made it through the border and regrouped, this time, at Diefenbaker Park on 1st Avenue before driving along to English Bluff, to 12th Avenue, down 52nd to Pat Quinn’s Restaurant at the Tsawwassen Springs Golf Club.

Thirty-two people had lunch at the new restaurant. The food was good but rather slow arriving, but as one of our members graciously reminded us, it is a new restaurant and it’s not unusual for things to move slowly for the first several



▲ West side of town, looking east from the dock in the early 1900s. The town was platted by Horace Brewster, an early pioneer. The George and Barker Store, r., the present site of the Breakers. Waters Mercantile and the Point Roberts Post Office, George H. Waters, Postmaster, are across the street. In the background is the town hall, built in 1902, and was the Grange Hall for many years (next to Cafe Cappana). Other buildings in town were the Bayview Hotel and Saddlerock Chop House. The George and Barker Cannery sat on the present site of the Reef Tavern. This photo and others are available for sale at the Blue Heron Gallery.

Photo courtesy of the Point Roberts Historical Society.

months. Of the 17 PACMOG members in attendance, three came in Morgans, Win Mueling and Christine Limmer, Ken and Pat Miles and Steve and Susan Blake.

We hope you enjoyed the drive and the company as much as we did. Happy driving!



**Robbie Burns Run, January 2012**

## Does your Morgan have an aroma?

Submitted by Bob Algar

I see that in December the Morgan Motor Company and British fragrance house Gruhme released a Morgan branded fragrance "befitting the carmaker's British heritage and prestige."

The price for this marvelous eau de Morgan is a mere £45 for 100ml (about \$91 CAD or \$65 USD) – sounds like a bargain doesn't it?

To most Morgan owners the price of oil is a bit more relevant than the price of toilet water so just how does the price compare?

At the time of writing a barrel of WTI oil was worth \$33.67 USD or \$47.39 Canadian (CAD). A barrel of oil contains 42 US gallons or 159 litres so ...

A barrel of eau de Morgan would be worth \$144,500 Canadian or about \$103,000 USD – considerably more than a new Plus 8 (do the math!).

What about a weekend event for a few Morgan owners to whip up a batch of our own eau de Morgan in a member's garage? Could it be any more complicated than making gravy for the Sunday roast of beef?

Here's a preliminary recipe open for further suggestions:

- Start with oil pan drippings and add a few grease splats
- Throw in a bit of road dust for thickening
- Thin with rain water to taste
- Expose to a little wind and noise for seasoning

Doesn't this "befit the carmaker's British heritage and prestige?" I'm betting we could undercut their price – at least by half!



**Bob Wadden, a new member, has this beautiful 1957 Morgan 4/4.**

# MORGAN SPORTS CAR CLUB OF JAPAN, KANSAI BRANCH

By John Rennie

While on my holidays in Japan in May I met with some members of the Kansai Branch of the Morgan Sports Car Club of Japan and went for a run into the mountains outside of Kyoto. They met us at our hotel in Kyoto at 8:30 am. There were four older Plus 8s, a new 4/4, and a brand new Plus 8 which I spent the day in. As well, because my wife wouldn't ride in an open car, one of the members left their Plus 8 at home and brought a 1947 Wolseley for her to ride in. The older Plus 8s were green, dark blue, and red. The new 4/4 was a custom Lamborghini grey colour with a gorgeous tan leather interior and black wire wheels. The new Plus 8 was a bright orange with a tan leather interior and an automatic transmission.



After leaving the hotel we drove to a small village north of Kyoto called Ohara. We stopped at a coffee shop called Apied which I believe translates from French as "On Foot." The coffee shop was in a 100+ year old house with a formal garden, a koi pond and an elaborate storeroom being used as an art gallery. The coffee shop was decorated with antique furniture and was very laid back. There were 15 of us in total on the run, including six couples. We all posed for a group picture in front of the shop before continuing on our run into the mountains.

Shortly after leaving the coffee shop we turned off the main road and drove up a twisty, winding mountain road, not much wider than the cars we were driving. It was hard to believe we were so near Kyoto which has a history of more than 1,000 years. The mountain we were ascending was heavily wooded with pristine streams and wild animals such as deer, monkeys and bears. The few houses we past were very old with thatched roofs.



We drove over the mountain to a hunting lodge in a nearby valley and had venison for lunch. We had a choice of wild boar or venison. Next to the lodge was a grape vineyard, so they must make their own wine as well. I took a picture of a stuffed Japanese bear they had in the entrance way. Japanese bears have a distinctive white "V" on their chest and are much smaller than the bears we have in North America.

On the way back we stopped at small village which was famous for having a large number of old style houses with thatched roofs. The roofs are almost two



feet thick. They keep the houses cool in the summer and warm in the winter. Unfortunately the number of people who know how to build them has diminished to the point now that the roofs are being replaced by metal roofs which mimic the shape of the thatched roofs.



The run ended in front of our hotel around 6:00 pm where we had a formal exchange of car badges. It was a very pleasant day for all of us. It showed that the Morgan experience is universal no matter what your cultural background.



# I Finally Got a Morgan!

By Tom Morris

It was probably my childhood collection of Dinky toys that first fired my obsession with English cars. Also of course, they were very common on Vancouver-area streets back in the '50s, when Canada was much more oriented towards Britain than it is today. As a teenager in the mid-60s my focus had gravitated to the sporty end of the English car spectrum and, living in North Burnaby, I was well aware of Sterne Motors on Grandview Highway. I often admired the snazzy roadsters parked about the place. To me the long hood, short deck and low-cut doors were the very epitome of the classic sporting automobile. My interest was re-invigorated in the early seventies watching GB himself winning races at Westwood and I have particularly vivid memories of him in his +8 rumbling down off Deer's Leap and into the hairpin. Stu Rulka was another prominent Morganer in those days, often winning slalom events around the lower mainland. Two fine drivers who did much to establish the street-cred (as I believe the young people say these days) of the Morgan motorcar in southern British Columbia.

Over the years I've owned and enjoyed several sports cars, from Triumph, MG, Lotus, and Jaguar, but the itch for a Morgan had always gone unscratched. This past August, having just sold a Jaguar E-type FHC I decided it was Morgan-time. I had loads of book learning about

the marque but was completely lacking in personal experience. To help mitigate that knowledge gap I emailed Ken Miles, who I was aware of through the Old English Car Club, for a bit of expert advice. Ken very kindly phoned me and generously shared his valuable insight. I came away thinking that the +8 I coveted was probably going to be hard to find for what I wanted to spend, but that a 4/4 would be an exciting and enjoyable alternative.

To begin what I thought might be a long search I purchased a digital subscription to Hemmings Motor News and arranged to be notified of any new Morgan listings. The very next morning four cars showed up, one of them located in Edmonton. A 1969 +8 in yellow and black, it looked very presentable and was priced within spitting distance of my proposed budget. A quick series of emails netted me more pictures and information. This was beginning to look very promising indeed, and a personal viewing was the obvious next step.

Bob, the Morgan's seller, picked me up at Edmonton International and began to fill me in on the car's history dating back to 2005. It seems that it was then acquired by Peter, who soon placed it in the

care of Sovereign Motors in Edmonton for a long term refurbishment. This went on, with periodic billings, until August 2010, when a line on a bill reveals that various panels were temporarily refitted to the car in order for it to attend a funeral. Poor Peter had not lived to see his car finished.

In the autumn of 2014 Bob acquired the car, settled accounts at Sovereign, and moved it to the Sports Car Centre for further work. That work was completed in time for Bob to enter the Seattle ABFM last July and bag a trophy for best new restoration. A small reward, perhaps, for all his, and Peter's, efforts and spending but I'm sure it was appreciated nonetheless. Having completed his auspicious initial road trip Bob took the difficult decision to part with the car and placed that fateful (for me at least) ad in Hemmings.

Along with the car came receipts totaling thousands in parts and labour, but Bob told me that the kingpins still needed doing and that all the required bits were included in the boxes that accompanied the car. The next morning Bob and I completed the paper work, packed up the car and, by mid-day, waved goodbye. The sheer volume of boxes and books accompanying the sale meant that it would be a

top-up/side-curtains-on trip. Not that that put any kind of damper on my enthusiasm as I began the 750 mile drive back to Sechelt. As the miles past I inevitably began to compare my new acquisition to its recent Jaguar predecessor. The E-type definitely felt smoother, quieter, and more poised, as well



as steering more precisely. Had I made a big mistake here? Most definitely not! The Morgan was much more engaging and I felt more at home than I ever had in the Jag, even in the rain with the top up and side curtains on. Regarding comfort, the Morgan has a firmer ride certainly, but not uncomfortably so, and the driving position is much less cramped. A day and a half in the Jag would have left me hobbled, not so the Morgan. Early exposure to my long desired Morgan has been hugely positive and I now look forward to many more exciting miles.

P.S. I've now received the factory Chassis Record, my car's birth certificate, and learned that it was completed and tested in the 3rd week of July 1969. Sadly, it failed its test and was subject to an engine swap before leaving the factory on Sept. 19. While it's a left-hand drive car built to U.S.A. spec, it was actually delivered to the Basil Roy Ltd., 161 Great Portland St, London. I'd love to know the story behind that. In fact, I'd love to know anything at all that anyone can add about the history of R7104. If you know this car at all, do please drop me an email to [tomm8847@telus.net](mailto:tomm8847@telus.net).

# Morgan Musings Part 1

By Alistair Crooks

If common sense had prevailed I would never have owned another Morgan. FF 9407, a UK licence plate of Welsh origin, Merionethshire to be precise, was a tired 9 year old Morgan +4 that I acquired in the Spring of 1963. It was a purchase made from the heart rather than the head that was only made possible due to me being a callow youth besotted with cars. A factory reconditioned engine and a complete respray stretched my limited finances at a time when credit cards were not able to make everything "possible".

However, it was the ongoing minor niggles that presented the greatest challenge bearing in mind this was my only means of transport. These irritations were often the source of humour, inevitably at my expense such as the weekend the car developed fuel starvation problems that blighted my social life. After checking we had gas in the tank, the fuel pump worked and there were no obvious leaks in the fuel lines, I discovered that if I blew into the gas tank it would provide enough petrol to travel just over a mile and thus I spent the weekend with a



mouth encircled with a dark ring. It transpired that a short rubber hose adjacent to the tank had perished. When the fuel pump sucked gas from the tank it opened up an abrasion letting in air and cutting off the flow. When I blew from the other direction the flow of the fuel by some freak sealed the abrasion hence there was no sign of leakage.

The height of embarrassment that weekend arrived when FF 9407 spluttered to a halt in the centre of town next to a bus terminal. With a ready made audience looking on, they witnessed me jump out, rush to the back of the car, remove the petrol cap and apply a few lungfuls of air into the aperture before roaring off again. I thought no more about this incident until a letter appeared in the local newspaper which talked about the kiss of life being applied to a red sports car in Long Eaton the previous Sunday. My friends always used a different expression but it is not appropriate to repeat!

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## CMC Enterprises (1990) Inc Reg Beer Coachbuilders Inc [www.regbeercoachbuilder.ca](http://www.regbeercoachbuilder.ca)

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990. Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it. We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

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[continued from page 3] Alistair Crooks, prompted by finding me in a 1972 listing of MSCC's overseas members (interesting what old Morgan guys keep!), led to an exchange in which he reminisced about 50+ years of Morgan stories. Great fun reading! If I recall, Roland Gilbert bought his Morgan new in '61 and Ron Theroux bought his '58 in '59. I'm still the "new kid on the block" - next month will mark 47 years with my 4-Seater.

Hugh, Roland, Ron, and I (and I'm sure several others) have had the same Morgan. Alistair (and I'm sure several others) have had several over the decades.

I'll bet that when you read Tom Morris' story on page 12 it will prompt you to recall buying your first Morgan. Might you submit the story to the *Morgan Link*? Alistair is working on what may be a series of articles dealing with his Morgan experience over the decades. I've ask Hugh to write about buying his Morgan. I know there are other long term Morgan owners, some with the same Morgan and others with several, who could write stories that would make great reading. Think about it!

### VINTAGE RACING CORRESPONDENT ANNOUNCED

Frank Gruen is interested in vintage Morgan racing and has agreed to provide us with articles for more great reading. Thanks, Frank!

# OYSTER RUN 2016

By Bill Button

Last Thursday the phone rang. It was John Burks. "Lets go on the Oyster Run." OK, but it is 9:00 AM and it will take a while to get on the road. It is 7 Hrs run to Ashland." "That's ok. Get as far as you can and we will meet you somewhere on Friday."

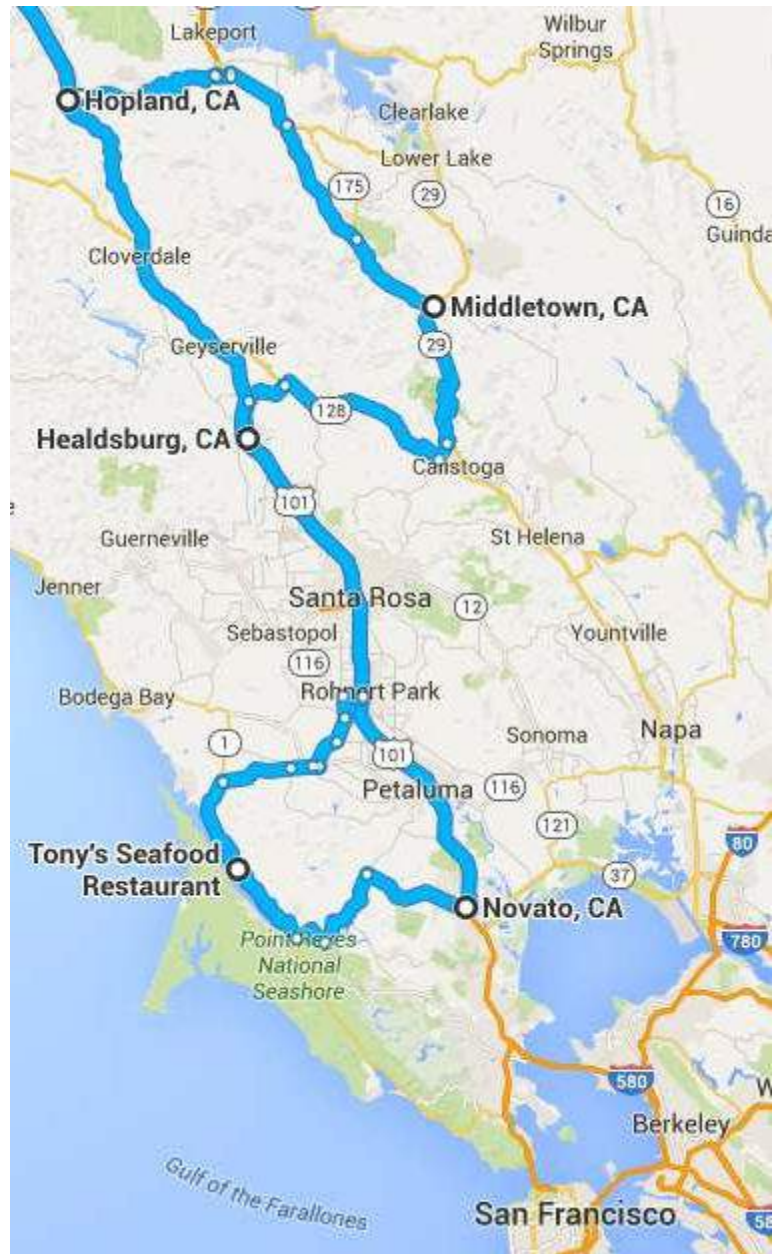
Feed the cat, take a shower, pack a bag, time, time, time. Started the +8 Bitsa but the turn indicators did not work. Spent two hours trying to debug this. My mentor, Bill Mote, said "Get a new flasher." Bingo. I had turn indicators. I was able to get just south of Portland by 7:00 PM, driving two hours in the dark. Night driving is difficult for me nowadays. I called John and he said "get on the road before 7:00 AM. We want to have lunch at a great seafood restaurant in Crescent City. Call me when you get to Canyonville."

OK. On road by 7:00 AM. Called at Canyonville and met John and Barbara just before noon in Cave Junction, Oregon. Now the fun began. The road from Cave Junction to Crescent City is a twisty delight and there was very little traffic. John and Barbara in the lead driving their Porsche Boxster and My +8 Bitsa performing extremely well now that I was getting the suspension sorted. Stayed at an old Victorian Hotel in Ferndale.

Saturday morning down Hiway 101 to Hopland. Turned left and headed to Clear Lake. Great Morgan Road. Steep, narrow and twisty. John kept the pace and I was very secure keeping up. The +8 Bitsa was doing its job. No shocks!! Suplex Kit in front. The latest thing in the UK. Solid, very solid performance. We stopped for a bite to eat at Middletown. The fire had not burned Middletown, but all about was horrible. Back to Hiway 101, we spent the night at Healdsburg.

Sunday Morning we drove to Novato for the beginning of the Oyster Run. Larry Ayers started the Oyster Run with a hoot on his bugle. And was this Oyster Run a hoot. It was a Great Run to Tony's Oyster Bar near Bodega Bay, but we ate and ran. We needed to get back to Ferndale and then Ashland by Monday noon. We didn't quite make it, but I was able to do some repairs in John's garage (fix a headlight) and a small hydraulic leak.

Tuesday I was headed for Seattle in 450 miles of heavy rain. Extremely stressful. Eighteen wheeler trucks were throwing up a wall of water when they passed or I passed. I was driving a submarine. But it was worth it. Thanks Larry and Donna. It was a fun run!



Teaser??? A recently passed law potentially allows for some new traditional 4-wheeled Morgan models to soon be imported to the USA after a decade-long absence.



Going to the UK this summer? The British Motor Museum will be celebrating last year's recognition as a designated museum from Arts Council England and after a £1.1 million investment from the trust that runs the museum. They have the world's largest collection of historic British cars in Gaydon, Warwickshire.

## Morgan Frivolity

There once was a Morgan Plus 8.  
Curb appeal and styling first-rate.  
It flew down the road  
In true sports car mode,  
'Til suffering the Lucas part fate!

Carla Dietz

## The Yellow Rolls Royce

By Dave Doroghy

I watched a movie when I was 15 or 16 that not only influenced my decision to buy my Morgan, but it was a movie that I think about whenever I admire an old British car. The strange thing is that I only saw the movie once on television, and that was over 40 years ago. But the 120 minutes of viewing left a lasting impression on me. The movie came out in 1964, and I imagine it would have made it to "Movie of the Week" on TV in the mid-70's, which is when I saw it that one time, on a small black and white television screen in our living room at home.

Certain movie memories are best left un-revisited. I suppose that with Netflix, and other movie streaming services available, and specialty video stores like Videomatica around, I could track the movie down and watch it again. But I don't really want to. The memory of the movie is probably best left in that special vague, hazy and lost vault in my mind, where it belongs, along with the fresh, inquisitive feelings that the show originally evoked in a teenager. I am a bit worried that if I watched it again it may be a let-down. At the time I watched the movie, I never dreamed that one day I would own my own beautiful classic British car, a Morgan, with its own story to tell.

The movie was called "The Yellow Rolls Royce" and it was about just that – A Yellow Rolls Royce. The plot centered around how a classic British car affected the lives of three different sets of lovers that it was passed down to after it was sold, resold and resold again. What made the movie so interesting was that the Rolls belonged to three vastly different owners, and the stars that the producer had playing each owner were nothing short of spectacular. Starting with Lord Charles (Rex Harrison), who bought the car for his wife (Jeanne Moreau) as an anniversary present. Another owner was Paolo Maltese (George C. Scott), a mafioso who purchased the car during a trip to Rome and left it with his girlfriend (Shirley MacLaine) while he re-

turned to Chicago. Later, and for the final segment of the movie, the car was sold to an American widow Gerda (Ingrid Bergman), who joins the Yugoslavian resistance against the invading Nazis.

As a side note, and I know that the car enthusiasts, restorers, and tinkerers that read my column will enjoy this bit of trivia; the Rolls-Royce used in the film was a pale blue 1930 Phantom II Sedan de Ville, which MGM technicians covered with 20 coats of yellow paint.

At the All British Field Meet every year, like everyone else I enjoy walking about looking at all the interesting cars. But I especially enjoy viewing the cars where the owner has taken the time to print out and display the cars providence on a piece of paper or a small poster. It is so cool to read who owns the car now, who else has owned it through the years, and how the car was sold and passed

down to someone else. I like to think that each car's owner had their own dreams, hopes and aspirations for their vehicles. I enjoy talking to the owners and looking deeper for the mystery, intrigue and romance that each car has collected along the way.

Before this year's All British Field Meet, why not take the time to type up the history of your Morgan and post it on its windshield. I know that I will be doing just that, and as a matter of fact, what I write about my 1966 Plus 4 will make up the content of my next Dorg's Morg article.

I wish that I could more clearly remember the three plot lines in the Yellow Rolls Royce movie. I believe that the movie ended with the car being towed

to a scrap yard and being demolished by one of those powerful machines that crushes it into a compact metal block the size of a washing machine. How sad.

In closing, just a short reminder to enjoy your car while you can; while you have it. If you do sell it, realize that each car is nothing more than an ongoing story, and that your ownership represents an important and unique chapter in that story. Now go write the story down, and share it.

And one more thing, if I run into you at VanDusen Gardens this year, and if you do happen to see the movie the Yellow Rolls Royce before then, please let me know what you thought of it. You'll find me in the Rolls Royce section.

*I have launched a new website called **dorgsmorg.com** where I'll park all of my old articles. Up until now they have lived on dorg.ca which will soon be undergoing a facelift, too.*



# MSCC MORGAN HISTORIC REGISTER

Hello to all Morgan Affiliated Clubs,

I would like to advise you that a new MSCC Morgan Historic Register is being compiled to better record the 4 wheel Morgan sports cars over 40 years old (this is a rolling 40 yrs). This register is attempting to record ALL older 4 wheel Morgans; and it is not necessary for the owner to be an MSCC member.

I attach a pdf copy of the email letter that I am sending to owners who register their cars with me; this is for your information, but it does detail exactly the aims of the car register and what car details are requested. In addition the Morgan Historic Register plans to be much more than just the Morgan database; to clarify this, I attach a further pdf of the recent article in Miscellany by Machiel Kalf, the Morgan owner who had the foresight to kick off this project.

Could we please ask you to promote this register to members within your Morgan owners group; this will be welcomed and very much appreciated. We already have a number of owners from across the world who have registered with us; and this prompts us to feel that there will be many others wishing to register their 40+ year old 4 wheeler.

This is a project that will provide a valuable and detailed record of Morgan 4 wheel cars, that can be used by researchers, buyers, previous owners, or others that need information on particular cars; but be assured, there will be a level of security applied to the data held.

Thank you in advance. If you have any queries, please do contact me, or Machiel Kalf.

Regards,

Mike

(Mike Pullen – Morgan Car Data Registration –  
mscc.mhr.morganregister@gmail.com )

(Machiel Kalf – Team Leader, mscc.historicregister@gmail.com )

## THE FIRST MEETING OF THE HISTORIC MORGAN REGISTER 'CLASSIC GROUP' - RENAMED! FROM MISCELLANY, SEPTEMBER 2015, PAGE 36 EVENTS

*After the first announcement in Miscellany (March issue) the number of responses in my mailbox was a big surprise. Not just the number, but the content of the stories I read was amazing.*

For me it was all clear: The MSCC was in a need of 'something' that gives support to owners of older Morgans.

From March 2003 we have had a Classic Group in Holland, so, my idea was to organise more or less the same organisation in the UK, for that reason the name Classic Group was used.

After introducing the idea to the officers of the MSCC, I received a very positive response from them, even the expression; "please, bring the passion back" was used. Very supportive words from Michele Bailey (still chairman in that time) and Chas Smith - So, let's go for it!

The cooperation from the Morgan Motor Company was heart warming, Steve Morris was enthusiastic about the idea(s), the ladies running the Visitors, Centre promised all the help I needed, and they kept word! In the background was the help of Dixon Smith, Martyn Webb and Chas Smith - they know where they are talking about if it comes to older Morgans! So, visiting the Annual dinner and Dance earlier in the year was a great success, with that in mind I wrote the announcement for the March issue of Miscellany. I told you already that I was surprised reading all the replies, from Belgium, Switzerland, the USA, and of course the UK. The response from Frank Friedli in Switzerland was: "That's what we have to do here as well. So, I am not surprised if this also has a following in many countries".

The 18th of July was the best date for The Visitors Centre and just in time before the Morgan factory closed for the annual holiday time. The highest number of old Morgans I counted that day was 38. Some owners arrived in a

modern car, but if you realised what the distance was that they drove, just for this event, I must say: "Thank You for attending!"

It was a pleasure to see that Peter Chapman (chairman) and Michele Bailey (past chairman) of the MSCC where part of the 'crew' and more than 70 seats were used, so the audience was even bigger than I was hoping for. Thanks!

Before we kicked off the meeting I was in the position to mention the very good news that Simon King was invited to race at Goodwood during the Revival meeting (11 till 13 September). Sad news was the announcement that Steve Morris wasn't able to give his promised speech because his father was very ill.

Point 1. The agenda made a start with the first problem we had to solve: What will be the status of this new 'organisation'? Do we start a new club, or will it be a new group, centre, register, or whatever in the MSCC? Most of the people who sent me a reply advised me to stay under the wings of the MSCC, the audience agreed, after giving everybody the possibility to say what they like to say, we stay under wings of the MSCC. That was a good start!



Point 2. The next point was the 'cut off date'. The basic original idea was: 4 cylinder Morgans produced until 1969. That was the start of a new democratic discussion. George Proudfoot made a very humorous and entertaining contribution - he came up with a presentation of old MSCC club magazines. Of course the John H Sheally photos were very popular... Thanks George!

Point 3. In the end agenda point 3 became part of the discussion, finally the most people agreed with the name: 'Historic Morgan Register'. The main reason for using the word 'Historic' is because the English law is strict in keeping the 40 years rule (free Road Tax for cars which are older than 40 years). On top of that we agreed that all Morgans with a carburettor will be part of this new 'Historic' group. Conclusion: the 'system' works with a rolling date... and we are flexible!

There was a lot of interest for organising a (new) Register, so we decided to do that as well. Mike Pullen offered help! When I wrote this article, 14 days after the event, Mike already did a great job. if you would like to register, please, contact Mike. Email: mscc.mhr.morganregister@gmail.com

Point 4. Do we like to have a special logo? I received already a nice design from Mr. Simon Danischewsky. But, sorry for him, the majority had something



totally different in mind: the good old Morgan wings with the text: 'Historic' above it, and 'Register' beneath. The text in the centre part of the wings must be just 'Morgan' (no 4/4 or +4 or +8). I shall try to find out who can make me a design.

Point 5. Mr. David Mackie-Gandy offered, before the meeting, to set up a Series I Register. But, with all the (digital) input from Mike Pullen we will have very soon a Register for all types of older Morgans, including one especially for the Series I model. So, thanks for the offer Mr. Mackie-Gandy!

Point 6. The sources for spare parts need a Register as well. A special item of this meeting was that we had mostly MSCC members attending, but some of the visitors were non-MSCC members! It's a shame that some owners of older Morgan are no longer a member of the MSCC. They say they have good reasons for that, in a short story, they were disappointed for example, with the quality of 'Miscellany' and with a lack of technical articles. Some of those nonmembers had a friendly discussion earlier in the meeting with Charles Neal, the Editor of Miscellany. The nonmembers say: "If this day brings an improvement we'll rejoin the MSCC". Editor Charles Neal promised us 2 pages in Miscellany every month. So, PLEASE, send him all the technical articles, or personal experiences you have. Do you have technical questions, again please let us know? Yes, Charles looks forward to it! *(Also history, reminiscences, travelling with an old Mog, or other subjects would be very welcome - Ed)*

Others were 'complaining' that the MSCC never organised something in a way that members can do something with their Morgans. To be honest, until today, I don't know what they really like to do! So, I look forward to ideas or suggestions. In October 1983 I did a non-stop trip from Amsterdam to Marseille and back to Amsterdam. I forgot how long it precisely took, but it was a little bit more than 24 hours. Oh, by the way, we did 'the job' in a 4/4 1600cc. We were hoping to see others doing it faster with for example a +8, nobody ever did. Now they say: "Sorry, but we are too old for that!" So, the record is still there, ha ha.

Personally, but who am I, I think the key word in cases like this is the word 'enjoying'. If you enjoy your older Morgan, it doesn't matter how, with a trial, racing, touring around, taking part in a concours, if you enjoy it, that's important. Even if you sit beside your beloved Morgan, with a glass of good wine, you can enjoy that beautiful piece of (technical) art in front of you. Because old Morgans are VERY beautifully shaped. For example have a look at the shape of the front wings - not straight from the front to the rear, but beautifully tailored to the car. The rear wings are little bit more inside in a way that the tyre comes 'out', that makes the car looks more sturdy. You must have a 'sense' for the nice original details of older Morgans, if you don't know the details, you miss a lot.

Back to the agenda... One of the non-members offered help to set up a Register for all possible sources for spare parts. He had already made a start. It's a nice surprise to see all those addresses he has already collected. If you have a request, please let me help you - [machielkalf@ziggo.nl](mailto:machielkalf@ziggo.nl). We are working on an official Email address for the spare part Register. If you have something that deserves a place in this specific register, again let me know. Before this meeting I had contact with the spare parts secretary of The Morgan Three Wheeler Club. He offered to help us to make new parts. But, he said: you always need a good drawing of what you like to produce. Personally I think the finances will be the most difficult part of it.

Point 7 on the agenda: Events. In 2016 the 4/4 is 80 years in production. For us, this is a perfect opportunity to present The Historic Morgan Register, with a lot of attention for the 4/4. From old to new. MOG2016 is an option. It was nice to see that our Chairman, who is involved in the organisation of this event will see what he can do. So, we keep the fingers crossed for a special parking area for older Morgans, with a lot of space for the old 4/4's which are very important for the history of the Morgan marquee. (2016. The 4/4 80 years in production!)

Another option is: Goodwood Revival. If you have ever been there you know what I mean: The special parking for historic and vintage cars. The Goodwood Revival has the rule that this parking is officially for cars built be-

fore 1966. To visit this part of the Revival event is for free! A lot of interesting (commercial) stands are free to visit as well. Huge TV screens inform you about the races with food and drinks nearby. To be honest, it could be done better if we can have a parade on the race track with Morgan 4/4's (old and new) during one of the breaks, on Friday, Saturday and Sunday or all 3 days!

Thrill on the Hill: A good moment to do something with your old Morgan! I see it in front of me: a huge number of old Morgans in the paddock(s) ready to go on that famous hill.

Madresfield: The name of an historic playground' for Morgans, John Bradshaw and Dixon Smith (both live in Malvern) offered help to organise, Gentlemen we look forward to a date.

Terry Foxen came (some days after the meeting) with the idea to give the Spares Fair an extra boost. (The Spares Fair is organised on the Sunday morning after the Dinner Dance in the Abbey Hotel Malvern). We, Terry and I, think that this is a good moment to bring the owners of older cars together. For Roger and Deborah Comber a great opportunity to show us that driving with your Morgan, even in wintertime, is a real challenge.



It was possible to have lunch after the meeting and many people did, we say thanks to the ladies who made this all possible. Thanks also to Dixon Smith for all his help before and during the day.

After the meeting many Morgan owners started talking about, yes, of course, our beloved cars, some people asked me: "Machiel, can we organise a day next year at this location?" Yes, why not. Maybe with a rally? The day before we go to Madresfield? Let's see what's possible. Around 16.00 hour it was time for a drink!

More subjects. There are many subjects I like to find out about. For example: How many (different) Instruction Books of the Plus Fours are produced? I have 6 different examples, are there more? (I can give you the print numbers). But not one that I have is specific for the +4 Super Sports. Does there exist a supplement for the +4 Super Sports? There are so many (technical) questions I like to ask, but that's for a next time.

Michiel Kalf  
[michielkalf@ziggo.nl](mailto:michielkalf@ziggo.nl) or  
[mssc.mhr.morganregister@gmail.com](mailto:mssc.mhr.morganregister@gmail.com)

Submitted to the Mogazine by David Crandall

# MSCC MORGAN HISTORIC REGISTER FORM

Register your Morgan!

Thank you for providing your Morgan details for entry into the new MSCC Morgan Historic Register; this information will be entered into an ever growing register of Morgan cars from across the world.

This register is recording Morgan 4 wheel cars older than a rolling 40 Year threshold. However, in the interests of not splitting the production life of two particular models, we will register all Ford Kent engine 4/4's, and early Plus8's up to the end of carburettor original fitment. Eventually, the rolling 40 year threshold will start including the fuel injected cars in all models.

We are already receiving a variety of information from owners giving just basic, or very full information. The Register is very happy to record whatever detail the owner sends us, but we do ask for the following minimum information to complete a practical historic register:

- Morgan Model
  - Number of Seats
  - Chassis Number
  - Colour Now
  - Original Colour (if known)
  - Engine Type
  - Date of Manufacture
  - Registration Number
  - Original Registration Number (if changed)
  - Date Purchased
  - Wheel Type
  - Trim Colour/Type
  - Owner's name
  - Full Address
  - Email
  - Telephone/Mobile/Cell Phone
  - MSCC Membership # (if relevant)
- ... and, if you have carried out any significant modifications that have involved big changes that may be of interest to others (i.e.: 5 speed gearbox, carburation, major suspension changes, race or trials preparation etc.); let us know. Other owners contemplating a change, might be glad of a chat with you.
- Also, if you wish all of your personal owner information to be held private, and no part of it in a restricted listing on the MSCC web site; please do tell us, and this will be noted.

**We will NOT be importing car information from any existing registers**, including the current MSCC membership records. This is quite simply, because we do not have your authority to do this; and this historic register is striving to record more detailed information about the cars.

As the register grows, we do plan for some limited information to be freely available on a dedicated page within the MSCC web site; but, the information freely available will be limited to (final decision yet to be agreed): -

- Owner name, town (or first three or four characters of your post code), county/state
- Morgan Model, Chassis No., Colour Now, Original Colour, Engine Type and Year of Manufacture

Do be aware that we will preserve the information you give us as private, and will NOT pass this on to anyone. Only the limited information above is likely to be visible to others outside of the MSCC Historic Register Team. Enquiries for detailed information about registered cars, beyond what is on the MSCC web site, will always be referred to the owner for their permission to proceed. For this we do need your email address if you have one please.

If you have recently sent information, and it is not as complete as requested above; it would be appreciated if you could advise us of the missing details as soon as practical. Finally, if you sell your registered car, please encourage the new owner to record the change with us; and of course please register your replacement 'classic' Morgan with us!

Thank you, this Register is here to compile a listing of Morgan historic sports cars, and to support their owners.

**EM: [mssc.mhr.morganregister@gmail.com](mailto:mssc.mhr.morganregister@gmail.com)**

# FATMAN XVIII

Lee Harman

This year's FATMAN will again include members from Morgans Northwest and Pacific Morgan for a tour to the California Wine Country! The departure date from the Seattle area will be Wednesday, September 7, just after the Labor Day weekend. The tour will conclude on Sunday, September 18th.

Though we always try to avoid the interstate highway system, there's no convenient, quicker way to get to this year's venue except by our favorite Interstate 5 "worm hole." Having done the trip many times, it is 9 1/2 hours to the tour's starting point: Ashland, Oregon, from Camano Island. So for Morgans or folks joining the tour from British Columbia, leaving on the 6th with an interval stop in Albany, Oregon, makes some sense. Mileage from Seattle is 247 miles, closer to 300 from Camano and 380 from the border. The mileage from Albany to Ashland is an additional 223 miles.

Then the fun begins. Ashland is the home of the Oregon Shakespeare Festival and it will be in full swing with multiple venues and plays in progress. Pick the play of your choice but know that we'll be back on the return for another night and second opportunity if you can't decide on just one play. This year, the festival also offers two musicals (Harmans are planning on "The Wiz." I'll be asking everyone to go on line to order their tickets individually for the play(s) of their choice. <https://www.osfashland.org/experience-osf/upcoming/2016-season-schedule.aspx>.

From Ashland, we head south to Yreka, connecting with Cal 3 to scenic Cal 299 at Weaverville (both are terrific Morgan roads). US 101 takes us south to Garberville, home of The Ben Bow Inn for an overnight in this National Historic Registered Inn. Mileage for the day 285.

We will have passed the Giant Redwood Forest the day before but save that for a leisurely out and back tour (Friday the 9th) en route to Cloverdale at the north end of the Sonoma's Alexander Valley appellation wine country. Plenty of time to explore along the way. Mileage 200.

The next three days (Saturday – Monday) will be staged out of Cloverdale for out and back trips to the coast, a visit to the Charles Schultz Museum at Santa Rosa, wine tasting, fine dinners and more wine tastings! It's really a spectacular area with lots of things to do. I'm planning to put together a list of adventures; some we might all choose to do together, some individually. Lots of options. Mileages for trips currently in the hopper range from 100 to 195.

Tuesday, September 13th, we cross over into the Napa Valley with stops proposed in the historic and picturesque Sonoma, then Cakebread, Turnbull and Elher's tasting rooms (a couple of our favorites). Destination Oroville. Mileage approximately 232.

Wednesday, September 14th, we begin our northward trek toward Mt.

Shasta, via Lassen National Park and scenic roads on top of scenic roads. Mileage 237.

Thursday September 15th: an easy 74 miles back to Ashland in time for a farewell dinner and an evening play.

Alternatively, in lieu of an easy "rest" day in Ashland, one may choose to push on along I5 toward Grants Pass (45 miles) or Roseburg (68 miles) or Cottage Grove (52 miles). Albany, further north still is another 58 miles or 224 miles from Ashland.



Friday, September 16th from Ashland, beginning of the wormhole ride to Albany: 223 miles or all the way to Seattle (total: 465 miles).

Saturday the 17th: Albany to Seattle, 242 miles.

## FATMAN XVIII 7-18 SEPTEMBER 2016

### ITINERARY

September 6, interim stop at Albany en route Ashland, Oregon: 242 miles. Best Western Prairie Inn; \$99-160. 541 928-5050

September 7, Ashland, Oregon: 465 miles from Seattle or 223 from Albany. Best Western Bard's Inn; \$120-280. 541 482-0049

For tickets at the Oregon Shakespeare Festival:  
<https://www.osfashland.org/experience-osf/upcoming/2016-season-schedule.aspx>.

September 8, Garberville, California: 285 miles. Ben Bow Inn; \$125-598. 707 923-2124

September 9, 10, 11, 12, Cloverdale, California: 200 miles. Best Western Cloverdale Inn; \$110-199. 707 894-7500.

September 13, Oroville, California: 232 miles. Gold Country Casino and Hotel, \$75-179. 530 538-4560.

September 14, Mt. Shasta, California: 237 miles. Best Western Plus Tree House, \$149-189. 530 926-3101.

September 15, Ashland, Oregon: 74 (!) miles. Best Western Bard's Inn, \$120-280. 541 482-0049

For tickets at the Oregon Shakespeare Festival:  
<https://www.osfashland.org/experience-osf/upcoming/2016-season-schedule.aspx>.

September 16, Albany, Seattle, Vancouver, or Home!

## SIMANAITIS SAYS

Dennis Simanaitis

Submitted by David Crandall from Facebook

*Dennis Simanaitis sees this website as an opportunity to share enthusiasms with kind readers, including those who followed his 33-year career as Engineering Editor at Road & Track magazine. Before that, he worked for the Society of Automotive Engineers (now SAE International). He was Associate Engineering Editor for its monthly Automotive Engineering magazine; later he served as Manager of its Member Relations Division. An earlier career was teaching mathematics at the College of the Virgin Islands on St. Thomas. His educational background is in this subject, with a B.S. degree from Worcester Polytechnic Institute; an M.A. from Western Reserve University; and a Ph.D., specialty: dynamical systems theory (sort of differential equations without the dirty bits), from Case Western Reserve University.*

### CELEBRATING MORGAN

THIS YEAR, 2014, the Morgan Motor Company is celebrating a 100th anniversary, which I find a perfect opportunity to recollect Morgan's



**MORGAN MOTOR COMPANY**

Clarification comes in understanding what's being celebrated.

75th anniversary that daughter Suz and I attended in Malvern Link, Worcestershire, U.K., back in 1984.

The arithmetically unchallenged may question the authentic date on which to base an anniversary, 1909 or 1914. Come to think of it, Morgan also celebrated anniversaries in 2010 and 2012.

In 1909, H.F.S. Morgan built his first 3-wheeler, a nimble configuration that qualified as a motorcycle and thus evaded the Inland Revenue's stiff taxation of automobiles. A Morgan trike was exhibited at London's 1910 Olympia Motor Show. In 1912, H.F.S. officially formed the Morgan Motor Company, Ltd. And, in 1914, the current works was established on Pickersleigh Road, Malvern Link, about 140 miles northwest of London.

Be prepared for a 2022 celebration; Morgan's first 4-wheel prototype was built in 1922. And 2036; the 4/4, as in four wheels and four cylinders, was introduced in 1936. And, if you're still around, 2052; the last trike left the works in 1952.

In any event, back to the 75th and a Morgan nugget shared at the time: Of the approximate 50,000 Morgans produced by 1984, it was reported that half were trikes.

There was a grand celebration in June 1984 when Morgan enthusiasts from around the world converged on Malvern Link.

Festivities included an official Noggin and Natter (read: cocktail party), car exhibits, competitions and plenty of lunches, dinners and get-togethers.

The North American contingent, close to 80 strong, held a boisterous dinner at Upton-on-Severn's Star Hotel, presided over by Maurice Owen, who doubled as Morgan's director of development and engineering.

Dear Maurice (pronounced English fashion, "Morris"). He described a special "No Parking—



Maurice Owen, director of development and engineering, in communication with the Morgan empire on state-of-the-art equipment.

Police Order" sign posted in front of the Star Hotel: "That's to leave room for interesting older Morgans.

"It's actually our sign," he confessed, "but every so often, the police pick it up by mistake so we have to go fetch it from them."

The Pickersleigh Road works are set on a mild slope where cars are alternately rolled down—and laboriously pushed up—from station to station. In those days, the receptionist offered a one-page guide to work stations and simply said, "Mind the forge, now."



Peter Morgan, son of H.F.S., father of Charles, proudly displays an anniversary cake.



Bill Fink, Isis Imports, U.S. Morgan agent, prepares the Star Hotel for its role during the celebration. That's a California flag to the upper left of the Lucas banner.



My montage of 75th Anniversary pin, Morgan time sheet and a swatch of leather offered by one of the lads.

Source: <http://simanaitissays.com/2014/07/22/celebrating-morgan/>

# RACING HISTORY

By Frank Gruen, PACMOG Vintage Racing Correspondent

Frank is interested in vintage Morgan racing and has agreed to provide us with articles for more great reading. Thanks, Frank!

I just came across this very interesting article. Rest periods were mandatory during the Daytona 24-Hour Endurance Race. Teams overcame mandatory rest periods by using co-drivers. George Waltman had to park his Morgan to rest since he drove solo for 24 hours.

George Waltman was the Racing Iron Man at the 1968 Daytona 24-Hour Endurance Race. George's recent obituary, written by Louis Galanos to this remarkable man, was stumbled upon by a UK Morgan racer and it is amazing that so little seems to be known about him before now.

The Autoweek obituary starts like this: *"In 1968, Waltman completed the 24 Hours of Daytona by himself - no co-drivers, no pit crew. His Aztec Racing Morgan Plus 4 finished 30th, 335 laps behind the winner. During mandatory rest periods, bathroom breaks and meals, he would park his Morgan in the pits and place an "Out To Lunch" sign on the seat. To get additional seat time, he drove his Morgan to and from Daytona, a 2,000-mile round trip."*

To read the full obituary and learn more about George Waltman visit the links below.



George Waltman (seated in car) is congratulated by an admiring public after his solo drive in the 1968 24-Hours of Daytona.

Images reproduced with the kind permission of ISC Images & Archives/DIS. Many thanks to Louis Galanos for allowing us to use his material.



Tony De Lorenzo and Jerry Thompson finished 27th in the #30 Corvette. They are passing George Waltman in his Morgan Plus 4 on the NASCAR high-banks. De Lorenzo and Thompson each had the benefit of a relief driver plus a pit crew while Waltman did it all himself and still managed to finish 30th overall.

The article is from the HISTORY section on a very detailed website: [morganchallenge.co.uk/index.html](http://morganchallenge.co.uk/index.html)

Read George Waltman's obituary at: [autoweek.com/article/grand-am/rolex-24-racing-iron-man-geroge-waltman-dies](http://autoweek.com/article/grand-am/rolex-24-racing-iron-man-geroge-waltman-dies)

## Panel Craft

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# PACMOG Autojumble

## AUTOJUMBLE RULES

- 1) Ads are FREE to members and non-member individuals seeking to sell, buy, or find Morgans and Morgan-related stuff;
- 2) No commercial advertisers;
- 3) Ads run for one issue;
- 4) RENEWALS ARE NOT AUTOMATIC - YOU MUST NOTIFY THE EDITOR

## MORGANS FOR SALE

► **1970 Morgan 4/4.** 12,000 mile garage find. Unmolested original. 2nd prize winner in class at VanDusen British car show in Vancouver, BC, this year (the biggest show in western Canada). Stored for about 40 years in heated garage, bought from the original owner. It has the original top, tonneau, wheels, and tyres. It has patina from being stored in his garage



(paint chips). No rust, no rot, no accidents, a beautiful car! Kent 1600 GT with Weber downdraft. Car is located in Victoria, BC, Canada. Asking US\$32. Contact Dave Maas at [dmaassr@yahoo.ca](mailto:dmaassr@yahoo.ca) or 250-655-2072.

► **1961 Morgan Drophead Coupe.** Complete restoration approximately



1500 miles on new chassis, body, paint etc. 500 miles on engine, brakes etc. Ruby red metallic with cream seats, top, powder coated wheels. Bucket seats suitable to fit "tall" drivers. Ivory steering wheel, aluminum rocker cover, sump. New Gemmer steering. Engine built to mild competition specs with cam, head work, aluminum flywheel, and new SU HD6 carbs, headers, etc. Reason for selling: too many collector cars. Age is catching up! Asking US\$55,000. Contact Laurie or Verna Fraser at 604-534-3410, Langley, B.C.

► **1969 Morgan 4/4 4-Seater.** RHD, original condition, shows some signs of age. New soft-cover hood, tires, clutch, crankshaft seals, timing chain and leather seats. Recently Jim Walters personally serviced the clutch cylinders and replaced the front brake rotors and pads. Complete and runs well with a good feel. Original colour, BC collector plates. US\$32,500, as is, firm. Books, manuals and log from 1969 included. Contact Ron Wilson at [ronjwb@shaw.ca](mailto:ronjwb@shaw.ca). More: [www.artistwilson.com/Morgan.aspx](http://www.artistwilson.com/Morgan.aspx)



### PACMOG Financial Report

Pat Miles, Secretary/Treasurer

#### Receipts

Dues: \$1,465.00  
Advertising: \$25.00  
Total: \$1,490.00

#### Expenses

Name Registration: \$31.50  
Society Registration: \$100.00  
Website & Domain Name: \$66.44  
Total: \$197.94

Cash on hand: \$1,292.06

# Pacific Morgan Owners' Group

## 2016 Membership Application

2016 Membership Dues are **\$20.00**  
Send Dues and Completed Form to:  
Pat Miles, PACMOG Treasurer  
15410 Kildare Drive, Surrey, BC V3S 6B9  
Cheques payable to **PACMOG**

(Please print in block letters)

Date \_\_\_\_\_ New

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Spouse/Partner Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province/State \_\_\_\_\_ Postal/Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell \_\_\_\_\_ Other \_\_\_\_\_

Email address \_\_\_\_\_

Spouse/Partner email \_\_\_\_\_

Morgans - Continue on the back if you are lucky enough to have more than three!

1. Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

2. Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

3. Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

Expertise you are willing to share with Club Members? \_\_\_\_\_