

MORGAN LINK

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

PACIFIC MORGAN OWNERS GROUP

MARCH & APRIL 2016 / Vol. 1, No. 2



Les reports that after the tire departed the right front, both the car and wheel continued for some distance before coming to a grinding halt.

PACMOG is becoming a club of 3-wheeler Morgans. Les Burkholder, the most recent to join the exclusive group, experimented with two wheels in the rear, one in the front.

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

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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

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: Les Burkholder's photo of his 4/4 forlornly beside the road caught my attention and reminded me of Dave Collis's 3-Wheeler experience in the January/February issue. Members: Send outstanding photos for cover consideration.

FROM THE PRESIDENT'S SEAT

Win Muehling, President

I am pleased to report that PacMog now has over 80 members. This is more than we had all anticipated and the geographical spread is also much greater than expected. Success, however, should not be measured by membership numbers. Success should be measured more by the miles we put on our Morgans and how often we can rub shoulders with like-minded Morgan owners. Membership participation, whether it is by driving their Morgans, contributing to the club newsletter or hosting an activity, is much more important. Let us not end up with a large club where the same three or four individuals are doing all the work, year in and year out!

The geographical spread of membership does present a bit of a dilemma since this club obviously can not offer as much to the members in outlying areas as compared to the members concentrated in the Metropolitan Vancouver area. Regardless of location. I do hope that everyone does enjoy the great club newsletter Steve Hutchens produces and that more Morgan owners are inspired to drive their cars. Of course, where ever you may reside, Steve will greatly appreciate your contributions!

When we started the club earlier this year, we purposely kept the structure simple and with a minimum number of directors on the club Executive. This obviously worked very well in getting the club off the ground and would continue to work if our numbers had remained more modest.

It is time to give some thought to perhaps expanding our structure in order to give clusters of members located in some of the other areas a direct voice on the Executive Board. Vancouver Island, the Okanagan and Alberta come to mind. Perhaps these areas could operate as mini-clubs under the larger PacMog umbrella. We may also want to consider a separate position for an event coordinator, as well as separating the Secretary and Treasurer functions. Please let me have your ideas or better still volunteer, and I will take it to your Executive Board. A friend of mine in the life insurance business once said to me, "Bad breath is better than no breath" - so don't hesitate to give me your comments!

We have received several submissions for the club logo contest so far and rumour has it that more are in the works. You have until May 15 to make your submission. The winner will receive a free car badge! From what I have seen so far, we have some excellent submissions! Our club banner has been ordered and there is room to have the new logo added at a later date.

Judging by all the collector cars I have seen on the roads these past couple of weekends, the driving season has begun! If the weather forecasters are correct it will be a good summer for our cars. We have driving events lined up for every month or the rest of the year, so please come out and join us with your Morgan - no more weather related excuses! Please do not hesitate to bring guests to our club events, especially the grandchildren - what better way to get them interested in our cars!

Finally, with the driving season upon us, you want to make certain that your Mog is properly prepared. Here is a great link that may be of assistance:

www.gomog.com/allmorgan/GoMogServiceList.html

PACMOG Financial Report

Pat Miles, Secretary/Treasurer
As of March 31, 2016

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
Insurance to June 30: \$50.00
Total: \$247.94
Cash on hand: \$1,242.06

THE EDITOR'S RAMBLES

By Steve Hutchens

MEMBERS MAKE IT EASY

Several members commented on the amount of content in the inaugural issue of Morgan Link. Here's the story in a nut shell: It's members and their contributions that make it a newsletter possible, and PACMOG members have been fantastic

LOGO & BADGE COMPETITION!

PACMOG's competition to design the club's logo and badge is in its final month so put your creativity to paper now. Designs must not infringe on any copyright and should be easily adaptable to both a club logo and a club badge. Get your whole family involved - the completion is open to everyone whether a member of PACMOG or not. The prize will be one of the new badges!

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 May/June issue of the "Morgan Link" about June 15. Submit your entry as soon as possible.

WELCOME NEW MEMBERS

Our club is growing! We can say we are the fastest growing and within one or two of being the largest Morgan club in the Pacific Northwest! We are not competing with MOGNW and do wish them well as a sister club, but it is great to see the support and enthusiasm of Morgan Owners to get our club started. We currently have 81 memberships and by the time this Morgan Link is distributed, we expect to have more. The core of our membership is from BC but it is interesting to note that members come from nine other regions.

As I compiled our roster, it was interesting to see all the variations of cars and different places where our members live. I have compiled some statistics and written a short article titled, "Morgan Trivia" to share with you the diverse makeup of our club. If you know of any other Morgan owners or enthusiasts out there without a home, encourage them to join PACMOG. We have a full calendar of events and it seems there is always a car or two for sale for prospective new owners.

Steve Blake, Membership Chair (sblake@telus.net)

WELCOME OUR NEW MEMBERS

Bob Adair & Leah Mitchell	Peter Beverley MacIntyre
Stuart Clare and Ruth Brandal	Don & Brenda MacKay
Glen Donaldson and Gabby Eustace	John and Robin McMillan
Dave Doroghy	Ivan Solomon and Jean McLeod
Lee & Judy Harman	Sharon Robinson and Wayne Stanley
Tony Hoar	Ted and Patti Thorne
Robert Horsley	Bryan and Margit Waller
Simon Lewin and Heather Hodgins	Jim Walters
Stan & Jennifer Jodeikin	Michael and Freydis Welland

in providing good content. Thanks to everyone who has contributed!

Editors (at least this one) like to keep a small stash of good articles in file ready to use. If you contribute something and don't see it turn up immediately, your contribution is most likely safely in reserve. When I get an article, I immediately insert it in my *Morgan Link* template. Then, as publication nears, I prioritize content. Timely items such as event reports go in immediately. Then I pick from articles in inventory to balance the issue. This process led me to holding several articles for upcoming issues.

My goal is to keep the newsletter in the 20 page/issue range and have some level of content consistency from issue to issue, rather than feast then famine. Having a few articles ready is sometimes a real bonus. As a fallback, I sometimes use articles from our Morgan club editor newsletter exchange which also can provide excellent content.

Not everyone is interested in every topic, but variety helps readership.

UPCOMING PACMOG ACTIVITIES (see pacmog.com/events.htm for the latest)

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact (see your roster)</u>
May 8	BC Hydro Museum at Stave Falls	Meet in Langley at 9:30 (see below for more information ... you don't want to miss this!)	Colin & Laurel Gurnsey
May 21	Vancouver ABFM	Saturday, VanDusen Botanical Gardens	Ron & Yvonne Theroux
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 BOTH YOUR WEBMASTER AND EDITOR SO OUR LISTINGS ARE COMPLETE!

May 8 Run to BC Hydro Museum

Colin & Laurel Gurnsey

When : Sunday, May 8

Time: Meet at 9:30. Depart 10:00. Arrive at museum 10:30. Lunch 1:00.

Where: Meet at the Tim Horton's in Maple Ridge, #100 - 20201 Lougheed Hwy. Colin & Laurel Gurnsey will lead us on a guided tour of the BC hydro Museum at Stave Falls, a moth-balled power generating station. With Colin as our guide, this promises to be a most interesting tour!

Lunch: Mission Springs Brewing Co., 7160 Oliver Street, Mission.

FATHER'S DAY WEEKEND

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

Where: 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!

UPCOMING MOGNW ACTIVITIES (see mognw.com/calendar.html for the latest)

<u>Date</u>	<u>Event</u>	<u>Time & 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	Unfortunately, SpudMog III has been cancelled.	
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

March 20, 2016

The Dewdney Trunk Road Run

By Dave Collis | Photos by Steve Blake and Win Muehling

I had been keeping an eye on the weather for a couple of weeks prior to the run and all indications were that that particular weekend would be, well, not raining!! As the date drew closer the “not raining” weather became sunny....YAY!!!

Closer yet to the date the sun disappeared to be replaced by clouds, well, ok that’s acceptable. Friday night, checking the weather again revealed rain in the forecast and by Saturday night the little gray cloud icon with 2 raindrops had turned to black and multiple raindrops!

So, Sunday morning I looked out my window and it was dry. 20 minutes later it was raining so off into the garage to erect the top. I’m not as hardy as I was in my younger years, being somewhat less tolerant of getting cold and wet. The rain turned out to be not too bad after all.

Rolling into Mc D’s at Lougheed and Harris Rd. in Pitt Meadows, I saw the Morgans of Les Burkholder. Ken Miles, Bob and Judy McDairmid and Tom Morris. In tin tops were John Rennie, Malcolm Sparrow, Lyle Johanson, and Steve and Susan Blake. Shortly after the Morgans of Jane Cowan/Doug Muir and Win Muehling appeared. Bob Walden appeared carrying part of a Morgan (sidescreen frame), but he and his wife didn’t come with us as they were putting on the food at a Rolls Royce owners gathering.



Photo by Steve Blake

We set off at 11.00pm to attack the long straight stretch of Dewdney Trunk Rd., through downtown Maple Ridge toward the Dam at Stave Lake. Just as an aside to Stave Lake, there is a steam locomotive on tracks at the bottom of the lake. It was part of a logging company way back before the dam was built and it was considered to be more economical just to leave the engine there, to be covered by the lake behind the dam. There are still remnants of the logging industry to be found in the forests in the area.

Once over the dam, there were a few tree lined twisty bits of road, until we motored into the District of Mission. On some of the little back country roads are some magnificent houses, one in particular had two huge cedar trees either side of the driveway topped by a huge log across.

Eventually we came to the very tight and narrow twisty road that leads down to the valley floor East of Mission. We drove across the valley to Sylvester Road and south to Lougheed Hwy. Going East on Lougheed, we



Photo by Steve Blake

crossed the railway tracks and a few hundred yards down the road was the Dewdney Pub. (It’s funny, that when I did the recon run a few days prior, the road was a lot smoother in the Ford Fiesta!)

The food was great, the service was very good and the winner of the Al Allinson “last supper” award was Bob McDiarmid, and Jane Cowan and Doug Muir received the dreaded turn signal award. I had only been to this pub once before with a friend, but the food was good and I approached the lady in charge and asked if she could accept a group of approximately 20 people.



Photo by Win Muehling

“No problem,” she said, “just let us know when.” A week before the run, I made the arrangements, and Saturday afternoon the manger phoned me and said, could he cordon off a parking area for us? Yes, please I said. He said he does this for the hot rod guys and the bikers that have their gatherings there. They have a “blues” night on Sunday evening and Jim Burns plays (played?) there at times.



Photo by Win Muehling

So, despite the weather, we had a good turnout and I think (hope) everyone enjoyed the run and the pub. I e-mailed the pub to thank them for their hospitality.

March 20, 2016

Tour of the Valley (aka Dewdney Run)

By Steve Blake | Photos by Steve Blake and Win Muehling

It was a brilliant Morgan-style rainy day when PACMOG met at MacDonald's in Pitt Meadows for Dave Collis's Tour of the Valley. It was great to see seven Morgans braving the elements along with four other less hardy types. The lack of women on the drive shows to the fact that we were touring on the last day of winter. Hats off to Susan, Jane, and Judy who kept the men company!

Not wanting to overstay our welcome at McDonald's had everyone hustling to their cars for a "shortly after 11:00 am" start. The warmth of the coffee would have to suffice until the lunch stop. New members Bob and Alexis Wadden joined us for coffee and then left for a Rolls-Royce club function. Our train of Mogs set out eastward on the Lougheed Highway, closely followed by the four "others." Morgans were driven by Dave Collis, Ken Miles, Bob and Judy McDiarmid, Tom Morris, Win Muehling and John McMillan, Jane Cowan and Doug Muir, and Les Burkholder. The "following group" included Steve and Susan Blake in a Porsche Cayman S, Malcolm Sparrow in a Jeep, John Rennie in something white, and Lyle Johanson in his Smart car. Lyle just returned from Hawaii at midnight and took the only car with charge in the battery! Good for him for making the effort to attend.



It was amazing that we all managed to keep together as we drove through Haney/Maple Ridge with all the traffic lights. A few interlopers cut between us but they all fell away and left us as a group as we got further east. The drive took us along some great winding roads and what would have been rain forests if it wasn't for the fact that people cleared the land for farms and houses. You could still see vast quantities of moss on the trees that were still standing.

We crossed the Stave Dam and passed the location of the Power Station Museum that will be the location of a tour being arranged by Colin Guernsey for us in June. Watch for details! It was amazing to see all the kennels and pet facilities along the way. Farm animals were out grazing while braving the wind and rain. My navigator was petitioning for a stop at one of the wineries we were passing but it was not to be. Dave was pressing on and the little cavalcade of cars kept



motoring.

The valley has changed drastically over the years. Many farms have become subdivided into mini-farms with huge mansions. You can see where the valley wealth has taken over from the simple farmers and erected modern castles, riding stables, and estates large enough to house most of Trudeau's refugees. One such owner who just sold said that while living in that style seems like the ideal, you lose the sense of neighbourhood. Everyone is buried away down long driveways and neighbours rarely talk with one another because they are so far apart. He chose to rebuild in a more densely populated area so they could experience the sense of community.



The caravan continued east past Mission and finally to the Dewdney Pub for a welcome stop for lunch. The Dewdney Pub, also known as the Church of the Blues, is located on the Dewdney Slough in the Deroche area of the Fraser Valley. The pub is built in an old church and highlights blues bands which is why it is known as the Church of the Blues. The pub was built as a church in 1912 and survived the flood of 1948. It was later turned into a private residence and finally a pub. We were lucky to have a large table in the centre of the old historic church part of the building and we arrived prior to other locals and travellers. This made it great for service as our drinks and meals came quickly. Bob McDiarmid was the unlucky one to receive the last meal and became winner of the Al Allinson cup filled with our donation of toonies and loonies to pay for his lunch. Jane and Doug received the blinky light award for having left a turn signal on for one and a half miles. However, Win was noticed to signal left before making a right turn up a hill so should be considered a close runner-up!

Food and drinks were great and we thank Dave Collis for choosing a unique, historic little pub and organizing a wonderful drive with some nice twisty roads. Just what a Morgan needed on this last day of winter!

April 16, 2016

Morgan Run to the Canadian Museum of Flight in Langley

By John Rennie | Photos by John Rennie and Win Muehling

Les and June Burkholder's Run began at MacDonald's with 14 cars of which 10 of them were Morgans. It began as it usually does with sleepy faces and strong coffee, followed by animated conversation.



Rennie Photo



Rennie Photo



Rennie Photo

The attendees were Malcolm Sparrow, Ken and Pat Miles, Bob and Judy MacDiarmid, Ron and Yvonne Theroux, Steve and Celia Hutchens, Win and Christine Muehling, Frank and Kay Gruen, Jane Cowen and Doug, Lyle Johanson, Les and June Burkholder, John Rennie and Chris Allen. It was especially nice to see Laurie and Verna Fraser, as well as our two new members John and Robin McMillan.

We left at 10:30 and proceeded on a wondrous tour of areas of Langley I didn't even know existed. We drove around a subdivision built around a lake. I was told the lake was formed by flooding an old quarry. The road dead ended so we all had to turn around while driving in formation. I wish I could have taken a picture of it because it reminded me of the precision I saw at the RCMP Musical Ride few years ago.

Next we drove by a beautiful new equestrian centre on the way to a new subdivision called High Point Equestrian Estates. The houses were huge. Some looked to be more than 10,000 square feet. They made me feel like a peasant driving by the Lords Manor house. The subdivision was well named. It is on a high point, with beautiful views, and next to an equestrian centre.



Rennie Photo



Muehling Photo



Rennie Photo

There was another point to the name (excuse the pun) as Ken and Pat Miles found out when their right front tire suddenly deflated as we drove through the subdivision. Jane Cowen and Doug and I stayed behind to help out while the others continued on the Run. When we got the wheel off we found a 4 or 5" long screw, with a plastic knob attached, which was approximately 1 1/2" in diameter, sticking out of the tire. Luckily for Ken he had a jack and an inflated spare tire.

We changed the tire and were back on the road in approx 15 minutes. Ken and Pat headed for a near by garage to have their tire fixed. Meanwhile Doug said to follow him and he could intercept the Run. I took this with a grain of salt but I dutifully followed his lead. Low and behold, within a few minutes we did intercept the Run to everyone's amazement.



Rennie Photo



Muehling Photo

The Run ended at the museum as planned. The Morgans all parked in a row out front. We then proceeded into the museum for our guided tour. We were first shown the planes sitting outside on the museum's lot. We then split into two groups and entered the main building of the Museum. There were planes everywhere. They were sitting on the floor, as well as hanging from the ceiling and walls. Everywhere we looked there were wondrous sights to see. There were radial motors, propellers, models, uniforms, pictures and more. It was over whelming.

Our guides were very knowledgeable. They told us different anecdotes which really made the displays come to life for us. They told us they are taking their planes to Vimy Ridge next year to celebrate the 100th anniversary of the 1st World War Battle. They are looking for corporate sponsors to fund their project.

On exiting the Museum we had a photo shoot out front with everyone standing next to their cars. Les acted as the maestro, while Win and I took pictures. It was impressive to see all the cars lined up.

We then proceed up the hill to the Murrayville Town Pub, located in a local strip mall, where Pam Mahony and Larry Sharp were waiting for us. We were all soon lost in conversation. The meal was great and a good time was had by all. We all wish to thank Les and June for a wonderfully planned Run!



Muehling Photo



Muehling Photo



Muehling Photo



Rennie Photo



Rennie Photo



Rennie Photo



Rennie Photo



Rennie Photo



Hutchens Photo



Muehling Photo



Muehling Photo



Muehling Photo



Muehling Photo



Rennie Photo



Rennie Photo



Muehling Photo



Rennie Photos



Muehling Photo



Rennie Photo

PACMOG Trivia

By Steve Blake

We now have 81 members with a total of 94 Morgan automobiles. I thought it would be interesting to look a little closer at the numbers.

Our members come from 9 political regions. BC has the largest group with 55 memberships. Next we have 8 memberships from each of Alberta and Washington State. We have two memberships from Australia and one each from Idaho, Arizona, Quebec, Ontario, and Nova Scotia. 4 members do not currently own Morgans.

The BC group is spread out with members from Vancouver Island, Powell River, Sechelt, Gibsons, Gabriola, Salt Spring Island, Bowen Island, Kamloops, Salmon Arm, Penticton, West Kelowna, Peachland, Whistler, and the Lower Mainland. Vancouver Island members come from Victoria, Sooke, Saanichton, Brentwood Bay, Mill Bay, Courtenay, Cowichan Bay, North Saanich, and Cobble Hill. Lower Mainland members come from Vancouver, Delta, Surrey, Langley, Pitt Meadows, North Vancouver, Coquitlam, West Vancouver, and Richmond.

Washington State members come from Seattle, Lake Forrest Park, Sammamish, Bellingham, Kingston, and Camano Island. Alberta members are from Edmonton, Calgary, Leduc County, Beaver County, DeWinton, and Millarville.

Our 94 Morgans are made up of one 3-wheeler, 42 Plus 4s, 24 4/4s, 23 Plus

8s, and 4 Roadsters. The oldest Morgan is Les and June Burkholder's 1932 SS Beetleback 3-wheeler and the newest is Vern and Amanda Dale-Johnson's 2010 Roadster. Across the decades, we have 1 from the 1930s, 16 from the 1950s, 46 from the 1960s, 9 from the 1970s, 10 from the 1980s, 8 from the 1990s, and 4 from the 2000s.

In Morgan fashion, body styles are similar but different! Not counting the 3-wheeler, we have 68 2-seaters, 6 Drop Head Coupe 2-seaters, and 19 4-seaters. There may be one or two of the 2-seaters actually being DHCs but were not designated as such on the membership forms.

One time when I was at the factory, I spoke with an old fellow who had painted every car from 1950 to 1975, minus one or two when he was on holidays. He told me you could have any colour you wanted and he rather enjoyed doing something different. When I talked to him, he was experimenting with different methods of painting metal-flake paint. With this lack of restriction, Morgans come in many colours and our club has its share! I grouped colours in broad colour groupings such as "Green" when actually we have everything from British Racing Green to Lime Green to Connaught Green to Green with Black fenders. We have 19 blue, 19 green, 12 red, 11 white, 8 yellow, 6 black, 6 burgundy, 5 cream, 3 silver, 3 grey, 1 orange, and one unpainted Morgan.

As you can see from the numbers, while we have a single unique automobile interest, we are also a very diverse group with a very diverse group of Morgan automobiles!

President Muehling announces that

PACMOG is on GOMOG!

We now have a link on GOMOG which is probably the most popular Morgan internet site in the world (and also one of the most useful!). This site received over 43,000 unique visitors last month!

Click on the following link and then click on "New Additions". There is a link to our website if you click on "Groups and Badges". Once we have our logo or badge, it will be added.

<http://www.gomog.com/>

Many thanks to webmaster Lorne Goldman for this great opportunity!



CMC Enterprises (1990) Inc Reg Beer Coachbuilders Inc 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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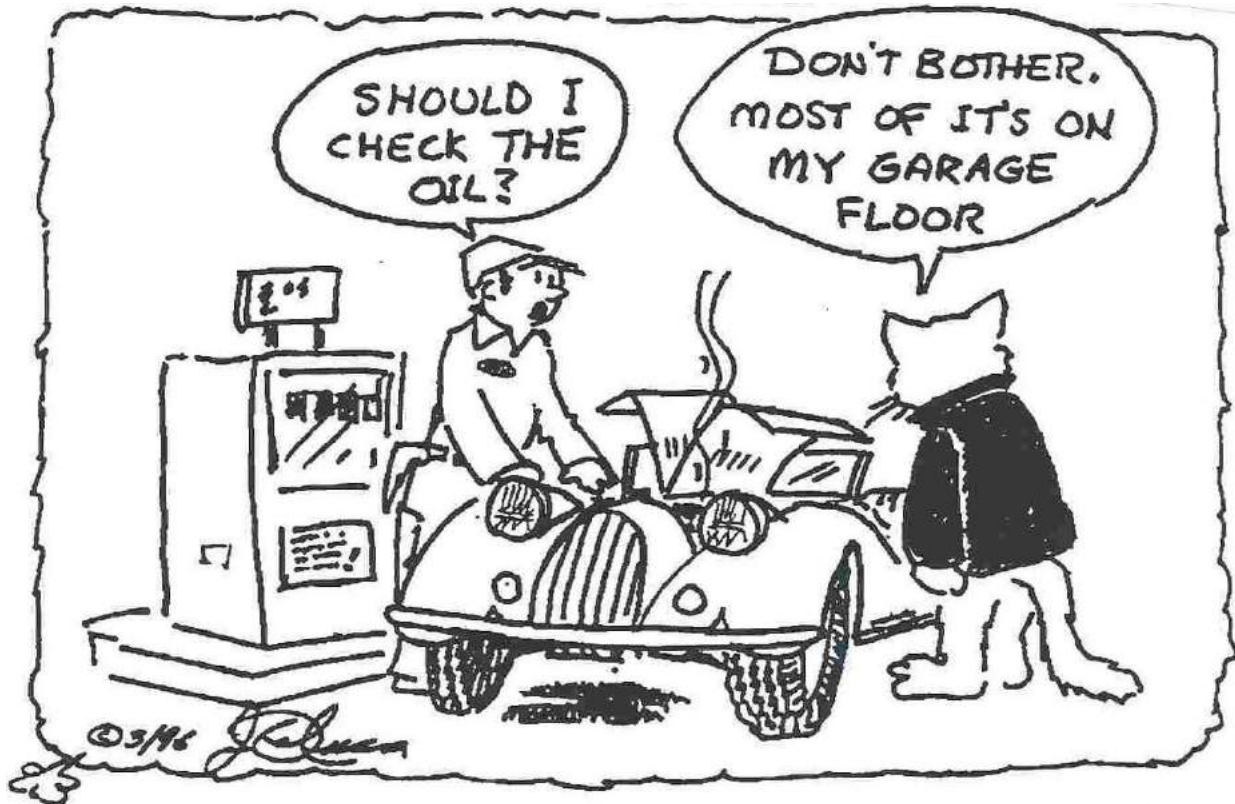
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BRITISH CAR COUNCIL MEMBER CLUB UPDATE
The Pacific Morgan Owners Group has joined the British Car Council.
The Pacific Morgan Owners Group [also known as PacMog], is a club with more than 70 club members, and they are now members of the British Car Council.
Member Clubs: britishcouncil.ca/Members.html



MORGAN MUSINGS – Part 2

ALLSTAR CROCKS

Perceived wisdom tells us that necessity is the mother of invention but when you own a recalcitrant Morgan with limited finances it becomes the mother of improvisation. Take the time I was driving home late at night when the throttle cable gave up the ghost. With the aid of a street light I adjusted the slow running and thanks to the trusty Triumph four banger under the bonnet, we limped home the remaining 2 miles.

My father never approved of the infamous FF 9407 and scathingly referred to it as 'The Tractor'. Little did we know that this was more accurate than he ever imagined as the mainstay engine of the Triumph sports cars of the 50s into the 60s was shared with the ubiquitous Ferguson tractor. In fact the little grey Fergie was using this power plant before Standard Triumph ever used it in one of their cars.



The vintage Alistair

Improvisation can become a reflex action which in turn becomes the norm. A quirk of my Morgan +4 revolved, pun intended, around the rear drum brakes. Sometimes after heavy braking the brake shoes would only partially release causing binding within the drums. Fortunately I devised an easy fix. Put the car in reverse, move backwards, apply brakes and the job was done. I never got to the bottom of this issue. Was it the leading shoe moving on its seat or a weak return spring? Furthermore, was it affecting both rear drums or just one? Only recently did I learn from a friend who had a TR2 of the same vintage that he had exactly the same problem and that Triumph had switched about that time from Lockheed to Girling brakes. Perhaps it was not yet another foible of FF 9407 but a design fault in the brakes themselves.

It was in mid March in 1964 when my friend Howard and I set off for Snetterton race circuit in Norfolk not far from what was to become the Lotus plant at Hethel a couple of years later. Howard owned a TR3 so I was anxious to impress him with the merits of a Malvern built car. We approached a halt sign at a lick of knots and as we came to a stop I was aware the dreaded rear brake shoe affliction was in effect. This is where that reflex action kicked in. Quick as a flash I checked the rear view mirror and all was clear. I slapped the car into reverse, accelerated briskly backwards before slamming on the brakes. That did the trick and we proceeded on our way, however I had failed to brief my passenger who thought I had lost my mind during these brief on road contortions as he was

Vintage Racing in British Columbia

By Frank Gruen, PACMOG Vintage Racing Correspondent

In this issue we begin a three part series on vintage racing in British Columbia.

On the following page you will find the first of two articles I found dealing with the history of Westwood - "gone but not forgotten." The second article will appear in the May/June issue. The third article presents an overview of Area 27, the fantastic new track currently being built near Oliver. It will appear in the July/August issue.

I hope you enjoy reading about vintage racing in British Columbia!

Fall FATMAN

to Northern California and Wine Country

By Lee Harman

Save the Date! Tour Northern California and the Sonoma Wine Country September 7 -18, 2016. Attractions to include Ashland Oregon Shakespeare Festival, Garberville (Ben Bow Inn, Avenue of the Giants redwood forest), Mendocino (NorCal Coast), Cloverdale (Wine Country) and return. Details to follow; contact Lee online at reeharmanmd@gmail.com or cellular: 425 422-5406.

The tour would officially begin and end in Ashland for a couple of plays. Judy and I did some preliminary drives out of Cloverdale and have some dandy roads and places to explore.

jerked to and fro at a time when seat belts were unheard of. As I explained my actions he didn't look particularly assured that our ability to stop had not been compromised.

It teemed with rain for most of the day and FF 9407 had tongued and grooved wooden floorboards which after 9 English winters were not exactly water tight. To make matters worse the passenger side window in the side-screen sprung a small leak. I assured Howard this would assist his complexion! We arrived at the circuit where conditions were deteriorating, so much so the main event, a race for F1 cars was reduced from 50 to 35 laps and the odd snow flake was in the air. On lap 6 Graham Hill crashed and retired. It was impossible to see the cars in clouds of mist and rooster tails. The incorrigible Innes Ireland won from a strong field, not that we saw much as we kept seeking shelter in the Morgan.

In a comedic gesture Howard took off his socks and placed them next to the heater. Within a minute the interior had steamed up. I am pleased to say it stopped raining for the return leg which passed off without further drama, but to my knowledge Howard has never set foot in a Morgan again in the last half century. In reference to the Morgan's ash frame, he has been known to make the odd barbed comment about requiring a warped sense of humour to own one of Malvern's finest.

Talking of which, when I first came to Canada with my current Morgan I was frequently asked by strangers had it got a wooden frame. Initially I was puzzled by this curiosity until I realised that in North America the word frame is used in place of chassis. Recently I was approached in a coffee shop and asked if my Morgan had a wooden engine.....now that is a warped sense of humour!!

Westwood race track gone but not forgotten

Brendan McAleer / Vancouver Courier

May 23, 2013 01:00 AM

Source: www.vancourier.com/living/driving/westwood-race-track-gone-but-not-forgotten-1.378681

It's a housing development now, a knot of quiet residential streets with names like Mulberry, Maplewood and Chickadee. Large, detached single-family homes sit cheek-by-jowl, their driveways cluttered with compact sedans and crossovers.

Once though, this was a battlefield.

Maybe you can hear the imaginary echoes as you putter down Paddock Drive, keeping an eye out for kids on bikes. Maybe your eyes are sharp enough to see the faded scar of Turn 3 through the tree-line.

All plowed up and bulldozed over - the maw of B.C.'s housing boom is unstoppably rapacious in its appetite for land. The development marches right up the side of Eagle Ridge in Coquitlam, right up to the edge of the forest. The only racing now is done on bicycles, or in these suburban basements on gaming consoles or Hot Wheels tracks. But once upon a time, this was Canada's racetrack: Westwood.

Built in 1959, the Westwood circuit was carved into the mountain's ridge beside the Coquitlam river by the Sports Car Club of B.C. Tired of shredding tires on the rough and rutted asphalt of local airfields, club members wanted a dedicated facility at which to indulge their need for speed. Circling the hat, they collectively raised enough funds to lease a parcel of land from the Crown and built a swooping, curving, 1.8-mile course amid the pines.

From the air, it looked like a Valentine's Day card drawn by a not-especially-talented four-year-old. The twin humps of the steeply-banked carousel and valley corner curve formed the top of the skinny "heart" and then there were the twin straights, elongating out to a tight turn: Marshall's Hairpin.

Looking at a track-map, you'd think the wriggling S-curves of the road that ran past pit lane would be the more challenging of the two straights. You'd be wrong (though they were no picnic), the arrow-linear Mountain Straight had a considerable hummock right in the middle. Dubbed "Deer's Leap," this bump would occasionally fling unwary drivers off into the weeds at high speed. This is what people did for fun in the days before Facebook.

When it officially opened in July 1959, Westwood could lay claim to being the first dedicated road course in Canada. Over the next three decades it would host Formula Atlantic racing, Trans-Am and even NASCAR.

Gilles Villeneuve would race here, as would Michael Andretti and Keke Rosenburg. Indy champions like Bobby Rahal and Danny Sullivan would also flog their machines around the course in anger, much to the delight of spectators.

In 1976, the Vintage Racing Car Club of B.C. joined the scene, showcasing historic racers on the Canadian tarmac. While you might characterize club members as curators, historians and caretakers, don't think they took the racing lightly. While there are no official prizes or trophies, a racecar cannot



Built in 1959, the Westwood circuit was carved into the mountain's ridge beside the Coquitlam river by the Sports Car Club of B.C.

be pussyfooted around a racecourse meekly. It champs at the bit. It squirms under the bridle and dances sideways impatiently. It gets under your skin.

Certainly the club members who will be on the track at Mission Raceways two weekends from now won't be holding back much - they drive both to show off their love of the machinery and share in a sort of camaraderie of speed, but also to spread the gospel. Watching these early Formula Fords and race-prepped specials streak past the bleachers is like having an access-pass to a time-machine.

Granted, Mission's tight, flat circuit isn't anything like the rolling surface of the Westwood facility. And yes, rubbing elbows with a group of middle-aged folks - most of whom smell faintly of improperly combusted hydrocarbons - and getting all excited over somewhat elderly and brittle thoroughbreds isn't going to be everyone's cup of tea.

But I'll be there. I'll be there with my father and my daughter, and we'll keep our eyes and ears open and our mouths shut. We'll hear the thunder of American V8s and the accented burr of race-fettled British four-pots. We'll filter among the racers and spectators and listen to the stories come pouring out to be compared and contrasted. What it used to be like. The time Gilles signed the plywood message board. Picking bits of tree out of your britches after a whoopsey-daisy on the carousel.

We will go there as a family the way some people go to a library, or a museum, or a church. We will go to learn, to be bathed in the reflected light of a golden past, to experience something beyond the tactile everyday.

Mostly though, we're going because it'll be a hell of a lot of fun. I hope you'll join me.

The B.C. Historic Motor Races are held at Mission Raceways Park.

2016 Update: The Vintage Racing Club of British Columbia has announced that the twenty-ninth running of its annual marquee race weekend, the British Columbia Historic Motor Races (BCHMR), will be held on August 20 and 21, 2016, at the Mission Raceway Park Road Course, Mission, British Columbia. Race information is at bchmr.ca.

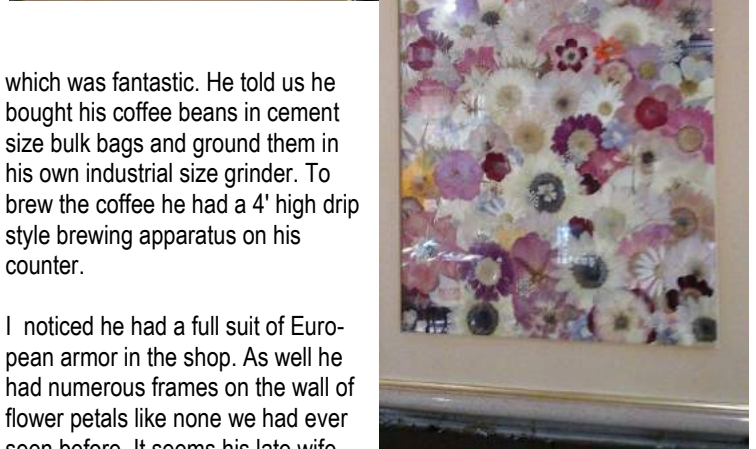
Morgan Coffee House

By John Rennie

While I was in Japan on holidays in May & June of this year I had the following Morgan related experience.

We were staying at my sister in laws house in Fukui and about to leave the next day to fly back to Canada. I was bored so I walked down to the local mall to look at the car magazines in the book store. On the way back I took a different path and found a sign outside a coffee shop reading "Coffee House Morgan."

I was curious about the name so I walked inside and was immediately assaulted by the owners dog and I landed up fleeing. The owner & his patrons had a good laugh about this. Little did they know I actual fled more from the



heavy cigarette smoke and not from the dog.

Later I went back with my wife and got to know the owner. When I asked him why he named his coffee house, "Coffee House Morgan," he reached under the counter and brought up a picture of a 1960s red Morgan 4/4 Seater which he had bought new. He went on to say that shortly after getting the Morgan, a factory next door spilt a chemical on it & ruined the paint job. There wasn't a shop in town who could fix it so he sold the car to someone in Osaka.

Even though he only had the car for a short time it left a lasting impression on him. I went on to tell him I owned a Morgan exactly like his but ivory in colour and that while I was in Japan I had met with the Japanese Morgan club while in Kyoto. He became very animated at hearing this and wanted to hear more. I asked him if anyone with a Morgan had ever come into his coffee shop before and asked about the name. He replied that I was the first one to do so.

He was a very interesting character. He had a great stereo system and was playing rock music from the 60s such as "House of the Rising Sun" by the animals and "Puff The Magic Dragon," etc. He made us a cup of coffee

which was fantastic. He told us he bought his coffee beans in cement size bulk bags and ground them in his own industrial size grinder. To brew the coffee he had a 4' high drip style brewing apparatus on his counter.

I noticed he had a full suit of European armor in the shop. As well he had numerous frames on the wall of flower petals like none we had ever seen before. It seems his late wife was very artistic and liked to work using flower petals. The next day before leaving to fly back to Canada, I took the owner a recent issue of the Japanese Morgan Club's news magazine & a 1/43" model of a Morgan Plus 8 I had been given by the Morgan club. He immediately started reading the magazine and teared up, thanking me very much for my kindness to him. I went away felling happy I could help renew his passion for Morgans.

Wood ... Would I?

by Dave Doroghy

Buying a bike is almost as much fun as buying a Morgan. A lot of comparisons can be made about the yearning for something really cool, something that no other kid on the block has. In addition to that vain self-indulgent feeling - the online research leading up to the purchase, the test-drives, choosing a color, and then the end reward - the ride, are all similar when buying a bike or a classic British car.



I just finished a fantastic trip where my girlfriend and I cycled 741 miles from San Francisco to Tijuana on a couple of inexpensive bikes. This was the second leg of a 1,700-mile trip along the coast; the first one was 18 months ago from Vancouver to San Francisco, which I also wrote about in this column. The long miles on the road on both trips gave me plenty of time to daydream about my next set of wheels. Two wheels that is.

I was on a road bike (light-weight and fast) for this trip and decided that when I got home I was going to buy a new touring bike (heavier, stronger and more durable). Knowing a new bike may be in my future brought on a sense of elation and excitement, just like when I was a kid and about to get a new bike; and just like when I bought the Morgan.

There was this funky little bike shop I discovered in Sausalito, California, that sold beautiful wooden bikes. As it turns out wood is a suitable material for bike frames. As Morgan owners, we know about wood's structural integrity for the FRAME of a car, but who knew bike frames can be made out of wood, too?

While visiting the California bike shop I learned that the manufacturer of these wooden bikes is called Renovo and they are based out of Portland, Oregon. And just like Morgans, the bikes are hand crafted in this unique little factory there. According to their promotional literature (and I must point out that this is pure and biased self-promotion of the company), they say, "Wood has unique engineering properties that deliver superior ride quality and durability compared to man made materials.



Shock and vibration are the villains in ride quality, delivered to the rider by the frame, so Renovo engineers chose wood as a frame material for its outstanding shock and vibration damping, while having the lightweight, stiffness, durability and other properties to compete with, or surpass other frame materials." You can check them out online at renovobikes.com. I did several times on the road to read about them and learn more.

The long distance trek we just completed had its fair share of flat tires and mechanical breakdowns, which is one more reason for the new hardier touring bike. I was in and out of half a dozen bike shops along the route for repairs, parts and directions; another experience that Morgan drivers can relate to.

I felt that bike shop owners and the mechanics that worked on our bikes would be good people to bounce the idea of buying a wooden bike off of. They gave me mixed advice and points of view, and one of the guys we met in a bike store in Marina Del Rey was pretty much altogether against the concept of wooden bikes. His name was Jim and he said, "stick with a steel or aluminum frame, if they break you can just go to a welder. What are you going to do if your wooden bike frame breaks, go to a furniture maker?" I chuckled and realized usually when I get an idea in my head to go in a certain direction with something, I ask for advice, but with my mind made up, rarely take it. I tend to put more emphasis on the romantic nature of a car or bike as opposed to the practical side. After all, that's how I ended up with a Morgan.

Jim, the guy in the bike store, and I chatted some more about the pros and cons of a wooden bike frame and he ended his argument against the merits of bikes made from trees by saying, "I still don't think that wooden bikes are a good idea. You know there is a certain kind of car that has a wooden frame. It's called a Morgan. I wouldn't get one of those either." It was then that I was sold!

Unfortunately, I won't be at VanDusen this year. At the time of the ABFM I will be cycling through the Rockies, on a trip that we have had planned for quite some time from Vancouver to Calgary.

I haven't bought the Renovo yet, and I still don't know if I will. Like Morgans, they are expensive. While you are at the car show, I'll be shredding my way up the side of a hill on my aluminum bike, still dreaming and thinking about the wooden bike I saw in Sausalito. Just like I did when I was 12 years old and thinking of upgrading my old CCM three-speed to a Peugeot 10-speed.

Visit dorgsmorg.com or dorg.ca for more Dorg articles.

The anniversary of the first Lucas Patent!

Submitted by Win Muehling from Holden News Issue 167 (www.holden.co.uk/email-issue167/email.htm)




Today (February 26, 2016) is the 140th anniversary of the sealing of the first patent granted to Joseph Lucas (Patent reference 3035).

The patent was for "Certain Improvements in the Manufacture of Lamps".

This related to the mode of constructing them in a portable manner which enabled individual components to be repaired or replaced. This could be interpreted as the start of the Aftermarket business of Lucas!!

The specific lamp to which these improvements were first applied was "The Tom Bowling."

A.D. 1875, 28th August. N^o 3035.

Lamps.

LETTERS PATENT to Joseph Lucas, of Birmingham, in the County of Warwick, for the Invention of "CERTAIN IMPROVEMENTS IN THE MANUFACTURE OF LAMPS."

Scaled the 25th February 1876, and dated the 28th August 1875.

PROVISIONAL SPECIFICATION left by the said Joseph Lucas at the Office of the Commissioners of Patents, with his Petition, on the 28th August 1875.

I, JOSEPH LUCAS, of Birmingham, in the County of Warwick, do hereby declare the nature of the said Invention for "CERTAIN IMPROVEMENTS IN THE MANUFACTURE OF LAMPS," to be as follows:—

My Invention of "Certain Improvements in the Manufacture of Lamps" relates to the mode of constructing them in a portable manner, so that in case of a breakage of one part that part may be disengaged for repair; hitherto they have been constructed permanently by riveting or soldering.

The accompanying Drawing is an illustration of my Invention.

2 A.D. 1875.—N^o 3035. Provisional Specification.

Lucas' Improvements in the Manufacture of Lamps.

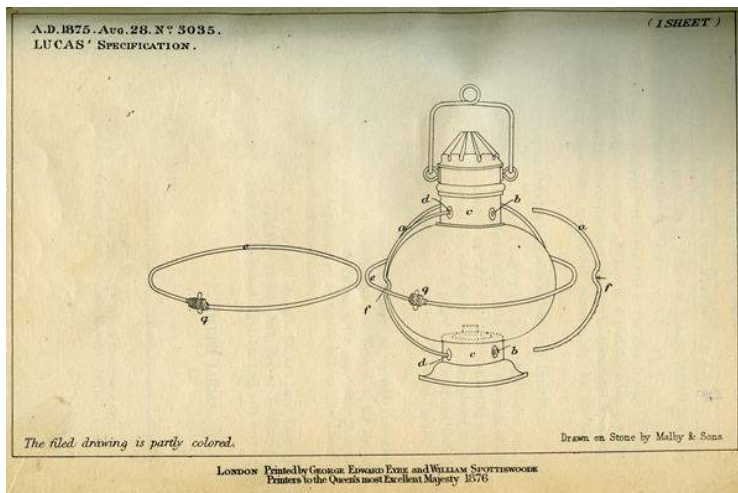
In carrying out my Invention I employ the forms "A," one of which is shewn detached; "b" is a cap or receptacle securely attached to the galleries "C," into which the ends of the forms "A" are placed, as shewn at "d;" "e" is a ring having a screw joint attached there; when the said forms "A" are placed in the caps or receptacle "b" the 5 ring "c" is passed over or round, finding its seat in the indentations "f," and then securely bound together by means of the screw joint "g."

SPECIFICATION in pursuance of the conditions of the Letters Patent, filed by the said Joseph Lucas in the Great Seal Patent Office on the 28th February 1876. 10

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, JOSEPH LUCAS, of Birmingham, in the County of Warwick, send greeting.

WHEREAS Her most Excellent Majesty Queen Victoria, by Her Letters Patent, bearing date the Twenty-eighth day of August, in the year of our Lord One thousand eight hundred and seventy-five, in the 15 thirty-eighth year of Her reign, did, for Herself, Her heirs and successors, give and grant unto me, the said Joseph Lucas, Her special licence that I, the said Joseph Lucas, my executors, administrators, and assigns, or such others as I, the said Joseph Lucas, my executors, administrators, and assigns, should at any time agree with, and no 20 others, from time to time and at all times thereafter during the term therein expressed, should and lawfully might make, use, exercise, and vend, within the United Kingdom of Great Britain and Ireland, the Channel Islands, and Isle of Man, an Invention for "CERTAIN IMPROVEMENTS IN THE MANUFACTURE OF LAMPS," upon the condition 25 (amongst others) that I, the said Joseph Lucas, my executors or administrators, by an instrument in writing under my, or their, or one of their hands and seals, should particularly describe and ascertain the nature of the said Invention, and in what manner the same was to be performed, and cause the same to be filed in the Great Seal 30 Patent Office within six calendar months next and immediately after the date of the said Letters Patent.

NOW KNOW YE, that I, the said Joseph Lucas, do hereby declare the nature of my said Invention, and in what manner the same is to



Just in case you want one ...

Bonhams recently auctioned a Tom Bowling. From the listing: "Joseph Lucas & Son, Tom Bowling Lamp Works, 'The Captain' Hub Lamp, registered 1884, 3" bevelled round lens with circular port and starboard side glasses and red marker lens, attractive and unrestored condition with much original enamel, complete and sound save for one side-spacer (the other survives for pattern). Lot 17." Sold for £1,380 (US\$ 1,928) inc. premium.

The Life and Times of Joseph Lucas

mossmotoring.com/life-times-joseph-lucas/

All of our British sports cars are fitted with Lucas electrical equipment; indeed, it was William Richard Morris, later Lord Nuffield, who gave Joseph Lucas Ltd., their first really large orders for motor car electrical equipment in the early twenties. But just who was Joseph Lucas, the man who founded what is nowadays an international, multi-million pound corporation? Where and when was he born and how did his life unfold? A couple of years ago I set out to find some of the answers to these questions and, with the assistance of Mr. F.R.D. Slater, Advertising and Promotions Manager of Lucas Industries PLC., I am now in a position to "shed some light" on the life of Joseph Lucas.

Joseph was born on April 12, 1834 in Birmingham, the city with which he and his products were always to remain associated. His formative years were very much influenced by the teaching and ministry of George Dawson, who was to have such a profound effect on the development of Birmingham, that an American observer thought it "the best managed city of the world". Dawson ran the Church of the Saviour and its associated school and it was here, on Sundays, that the young Joseph Lucas received the better-than-average education which was to stand him in good stead later on when he entered the business world.

At thirteen or fourteen Joseph was apprenticed to silversmiths H. & G.R. Elkington who had pioneered the process of electroplating but, on completing his apprenticeship, instead of staying with Elkington, where he could have earned quite a high wage, in 1860 he chose to start his own small business selling buckets and shovels, and the newly "discovered" paraffin (kerosene in the U.S.A -Ed.) from 86 Carver Street. The city of Birmingham had a long tradition of small metalworking businesses. Indeed, it was claimed that the knives of Boadicea's chariot had been made in Birmingham (not by Lucas, I hasten to add!). In the atmosphere of an expanding industrial revolution it was therefore fairly easy for someone in Birmingham to start up his own business.

The houses on Carver Street had been poorly built and soon turned to slums. Joseph and his wife Emily, whom he had married in 1854, like many in their day, sought solace in drink until one day the realization that he had a wife and three children to support dawned upon him and he joined the local Temperance Society, a movement he was to support devotedly for the rest of his life.

Joseph began looking around for alternative premises from which he could carry on his small business and, in 1871, he moved to 209 Great King Street. It was his preoccupation with selling paraffin that led him into what was to be the most important aspect of his business for the rest of his life—the manufac-

Specification.

A.D. 1875.—N° 3035.

3

Lucas' Improvements in the Manufacture of Lamps.

be performed, to be particularly described and ascertained in and by the following statement, that is to say :—

My Invention of certain improvements in the manufacture of lamps relates to the mode of constructing them in a portable manner, so that in case of a breakage of one part that part may be disengaged for repair; hitherto they have been constructed permanently by riveting or soldering.

The accompanying Drawing is an illustration of my Invention.

In carrying out my Invention I employ the forms "A," one of which is shewn detached, to the galleries "C," into which the ends of the forms "A" are placed, as shewn at "d;" "e" is a ring having a screw joint attached thereto; when the said forms "A" are placed in the caps or receptacles "b" the ring "C" is passed over or round, finding its seat in the indentations "f;" and then securely bound together by means of the screw joint "g."

Having thus described the nature and object of my said Invention, I declare that what I claim and desire to be secured to me by the herein-before in part recited Letters Patent is, the improvements in the manufacture of lamps as herein-before described, and as shewn on the Drawings, or any mere modification thereof.

In witness whereof, I, the said Joseph Lucas, have hereunto set my hand and seal, this Twenty-sixth day of February, in the year of our Lord One thousand eight hundred and seventy-six.

25

JOSEPH LUCAS. (L.S.)

Witness,

THOMAS KENDRICK.

LONDON:

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE, Printers to the Queen's most Excellent Majesty. 1876.

ture and sale of lamps.

The discovery of petroleum and paraffin in 1859 had given an enormous boost to the lamp manufacturing trade and it wasn't long before Joseph came upon a product which he admired and which he wanted to sell—the Tom Bowling ship's lamp. Sale of the lamps soon turned to a desire to manufacture them himself and he took on five men to help him set up his first small factory in Great King Street. In 1875, that factory became known as the Tom Bowling Lamp Works and all Lucas's products began to be stamped with the initials "T.B.L.W." Harry Lucas, Joseph's first born son, who was to play such a major part in the development of the business over the next sixty years, was given the job of costing the materials used in the manufacture.

The next major development which ensured rapid growth of the Lucas business was the bicycle: indeed the development of the bicycle and the life of Joseph Lucas proceeded side by side. In 1879, Lawson's Bicycleette had incorporated the novel features of two wheels of the same diameter and a chain drive. This "safety" principle was perfected in 1885 in the Rover bicycle and three years later, John Boyd Dunlop's pneumatic tire at last made cycling an acceptable popular pastime amongst all members of the public. Joseph Lucas was just looking for new products when the bicycling boom began and of course, it was therefore natural for him to begin designing and selling lamps for bicycles.

In 1878, Joseph's first cycle lamp, the famous "King of the Road" appeared. Joseph and Harry Lucas always stressed the use of quality materials and manufacturing processes in their products (indeed, Louisa Lucas, Harry's sister, was put in charge of quality control and supervision of the female members of the work force). Much of the next twenty years or so was therefore very often taken up with legal action against rival manufacturers in defense of Lucas patents.

Unfortunately, Joseph's wife Emily had not joined him in the renunciation of alcohol and Joseph therefore took to spending more and more time traveling the length and breadth of Britain promoting and selling his products so that he could avoid the awkward circumstances at home. Son Harry was left to run the ever expanding factory, and he made a very good job of it, at times even lecturing his father sternly by letter concerning differences in policy.

Apart from catering to the cycle trade, Lucas continued to produce all kinds of lamps—hand (candle) lamps, police lamps, railway men's lamps and lamps for horse riders. They also continued to manufacture and sell oil cans, cash boxes, letterboxes, cash tills, and sugar boxes, etc.

In September 1882, in recognition of the expansion of the business and the significant part Harry was playing in it, the partnership of Joseph Lucas & Son was formed. At this time, the beginnings of an export business began to emerge, with the Pope Company in the U.S.A stating that they could sell Lucas lamps as cheaply as they could make lamps themselves.

In February 1885, Emily Lucas died and Joseph began spending more time at home in Birmingham. In November of the same year he married his cousin, Maria Tyzack. Cycle lamp production culminated in the definitive "Silver King of the Road" or "Silver King" as it became known; it was still in production as late as 1936. Lucas's first U.S. patent was taken out in 1889 and the 1890s saw a massive building program at Great King Street in order to cope with the growth of the business.

It was while he was discussing with builders the design of his new factory buildings that Joseph Lucas asked of the builder's son, "Boy, what is the cheapest thing on earth?" When the terrified boy did not reply, Joseph provided the answer: "LIGHT, and if you ever become a builder, be sure to get plenty of it in your houses and factories." Joseph Lucas was very fond of apt sayings and mottoes. Another of these concerned his avowed aversion to alcohol and is, perhaps, still very apt today in the context of car club meetings, at least in Britain! He said, "There's too much club business done in pubs".

Lucas Memories

[visit lucasmemories.co.uk to learn more]

lucasmemories.co.uk/site/the_history_of_lucas_in_birmingham.htm

The man who was to become known as "The King of the Road" after one of his most famous products, and who founded an empire which he ruled like a strict but benevolent father, came from humble beginnings which he never forgot.



Joseph Lucas and Emily Steven, Emily was his first wife.
Pictured in daguerreotype after their wedding in 1854

It is thought that Joseph Lucas received only a part-time education at the Sunday school for boys and girls opened by George Dawson, the great teacher and clergyman, in Helena Street, round the corner from his Church of the Saviour in Edward Street. The school opened when Joseph was aged about 13, by which time he was already an apprentice with the firm of silversmiths, H. & G.R. Elkington. For this reason he would only have had time to attend classes on a Sunday.

Throughout his life he was embarrassed by his erratic spelling a subject on which his son Harry used to rebuke him and disliked having to write letters. Even so, he was not short on drive and natural business acumen.

After completing his Apprenticeship and becoming an electroplater journeyman, Joe did not stay with the firm. He is believed by some to have worked for a carriage lamp-maker and also to have been out of work for a time after he married Emily Stevens.

During that period of unemployment he and his wife, like many others

The partnership of Joseph Lucas & Son had proven so successful that in November 1897 a new company, Joseph Lucas Ltd., was formed. Acetylene was just becoming accepted for use in lamps, the Badger Brass manufacturing Co. of Kenosha, Wisconsin, having been the manufacturers of the first practical acetylene bicycle lamp. Lucas soon began manufacturing acetylene lamps, also. Joseph Lucas visited America several times during his life, and after severe customs duties were introduced by the U.S.A. in 1896, he arranged with the New Departure Bell Co. of Bristol, Connecticut to manufacture Lucas bicycle bells under license.

In 1900, Joseph's second wife, Maria, died and the following year he married Mary Anne Owen. At the company's Annual General Meeting in November 1902 he confidently looked forward to the coming of the motor car boom and forecast that Lucas's success in supplying bicycle accessories would be repeated again as motor car manufacture increased. Immediately after the meeting, he departed with his new wife for a combined holiday and business trip to the Mediterranean. After visiting Egypt, they landed at Naples just before Christmas 1902, but sadly by 27th December, Joseph, the old "King of the Road" himself, had died of typhoid fever contracted when, refusing all local wines, in accordance with his temperance principles, he had imbibed the local water instead. The legend goes that the Lucases, never ones to waste money unnecessarily, had Joseph's body brought back to the U.K. in a Joseph Lucas Ltd. packing case that had contained business samples of "King of the Road" and "Silver King" lamps for the trip! At his funeral service on 14th January 1903, amongst the hymns sung were "Lead Kindly Light" and "No Shadows Beyond."

My source for all of the information contained in this article is the excellent book by Harold Nockolds, "Lucas—The First 100 Years", the two volumes of which were first published in 1976 and 1978 respectively.

By John Lawson, Secretary of the MG Y-Type Register

of the time, sought refuge in drink until one day he vowed he would never drink again. It was a vow which he kept and which, ironically, led to his death.

Joseph bought a basket skip on wheels and a cask of paraffin and set off round the streets of Hockley selling the oil. Later, in 1860 he also started selling buckets, shovels, scoops, and galvanised chamber pots.

For 12 years he recorded his sales in a notebook, which still survives. Gradually he increased the range of wares he trundled around. By 1869 he had moved to 67 Carver Street, and appeared in White's "Birmingham Directory" as a lamp and oil Dealer.

An entry in the notebook that year is the first mention of lamps, the things which were to turn Lucas from a small-time trader to a major industrialist and a man of substance. At this stage, however, he was buying lamps from the makers and selling them wholesale.

lucasmemories.co.uk/site/GreatKingStreet/

How the Lucas Empire started, In 1860 Joseph bought a basket skip on wheels, and a cask of Paraffin, and set off round the streets of Hockley selling the oil. Later in 1860 he also started selling buckets, shovels, scoops, and galvanized Chamber pots, by 1869 he had moved into 67 Carver Street Hockley Birmingham, and appeared in White's "Birmingham Directory" as a Lamp and Oil Dealer.

It was in 1872 Joseph moved again from his home in Carver street to 209 Great King Street. The street which was eventually to become the site of the expanding Lucas Factory. This work shop made Lanterns and lamp. It was here the "Tom Bowling" Ship lamp was first made. Joseph patented it in 1875.

Needing larger premises Joseph bought a work shop in Little King Street. This work shop, was named the Tom bowling Lamps works.

- 1878 Joseph produced his first bicycle lamp which he called "The King of the Road."

- 1883 Joseph made his eldest son Harry a partner in the business, and renamed it Joseph Lucas and Son. This was the start of the Lucas Empire.

The Other Woman

Author Unknown

Peter Gau, MOCA Editor, notes: Col. Davidson gave me a very faded document held together with old brown sticky tape. The very aging and very dog eared article came as part of his clean up. I had to retype it because it was in such bad shape. There were no references, although I tried a web search: it was first published Oct. 13, 1972, by the Associated Press. There were no other sources to refer to but thanks to the author for the touch of humour. If we can identify the author, we would like to give credit.

The modern eternal triangle is likely to be composed of Man, Woman and Machine

Pittsburgh (AP): Creeping around outside his north side home with his 357 Magnum pistol still smoking, Ralph Zelik bumped into two policemen. He figured the best thing to do was confess. "I just killed my motorcycle" Zelik, 34, admitted. Nearby, lay the cycle, with five slugs in it. At a hearing, Zelik told the magistrate the shooting followed an argument with his wife over the motorcycle. The charges were dismissed. The magistrate said Zelik had inflicted no harm.

This heart warming little domestic drama would make a nice episode for an afternoon TV soap, that is, if the scripter's were hip enough to realize that plugging a Honda with a 357 Magnum (which by the way is quite a piece of artillery) is just the sort of thing that tears apart many modern marriages.

Gone are the days of The Other Woman. Today's average walking around male is often more in love with his machine than anything else in his life. Mrs. Zelik has won for the time being, but the future is cloudy and now that the Honda is dead, who knows what sort of machine is going to get Zelik on the rebound?

Zelik's decision to execute his bike instead of, say, selling it or giving it to his friend Heine is highly significant. It is an act of true love. The annals of crime are bulging with eternal triangles that ended with repeated lethal gunfire. Practically any edition of The Daily News has an identical story on page three: Frustrated Husband Nabbed After Shooting "Other Woman". "My wife told me I had to get rid of my girlfriend or she'd kick me out. I couldn't leave the kids". Asked why he shot his girlfriend, he explained: "I couldn't stand nobody else having her if I couldn't".

Obviously, Zelik's wife had laid down the law: "It's either that damn motorcycle or me". And Zelik, sitting in the kitchen brooding over several beers, finally grabbed his 357 Magnum and rooty-toot-toot, he plugged the poor thing right in the cylinder head.

Here, is a great idea for a play, truly modern in its clean delineation of the contemporary war between Man and

Machine, or better yet Woman and Machine; the Frankie and Johnny legend updated. How many hollow eyed men stalk the streets haunted by dreams of lost mechanical loves brought on by the insistent demands of the female in their lives will never be known.

But if I have heard it once, I have heard it a thousand times:

HOLLOW EYED MAN (H.E.M.): Geez, that's a great looking Morgan. I had a Plus Four once, but (His voice trails off as he walks around the machine, examining it lustfully yet with a touch of pathetic déjà vu).

ME: Yep. She rides like a barrel of rocks going over a cliff, but there's something about the bastard that I dig.

H.E.M.: Yeah, I know. I sure do know. Can I sit in it for a while?

ME: (magnanimously): Go ahead. But watch the door. She's got a wood frame, and...

H.E.M.: You don't have to tell me about Morgans. Boy, that '52 Plus Four of mine had a case of termites you wouldn't believe. Gee, this sure feels good. It feels just like old times to me.

ME: You had a '52? Had a Standard Vanguard motor, and..

H.E.M.: Yep. Never forget the time. (Again his voice trails off, I sense some lurking tragedy and prod him on)

ME: Well, what happened?

H.E.M. (Slowly disentangling himself from the cockpit with the practiced grace of an old Morgan zealot. Getting in and out of a Morgan is not a trick that is learned overnight. He pats the drophead's bonnet affectionately and continues in a faraway voice). Yep, she was British Racing Green and the day I had to get rid of her she was in better condition than when she left the Malvern Works. Even now, sometimes I dream about her. There I am, going flat out, the wind blowing over the screen. And then I wake up, lying there next to Marge, in a cold sweat, wondering if I done right.

ME: Done what? What did you do? Did you sell it to somebody?

H.E.M. (giving me a sharp, horrified look): Sell it? Sell my Morgan? Are you out of your mind? That's the last thing in the world I'd do. My God, I'd just as soon sell my kid, or even Marge for that matter!

ME: Well, what happened? You can't just leave me hanging here.

H.E.M.: At first, Marge seemed to like the Morgan. In fact, I think it was the Morgan that really got her the night I met her at that drive-in. I tooled in, blipped the engine a couple of times and sat there waiting for the carhop to take my order. There I was, surrounded by chopped Fords and '49 Chevys. She walked over and said, "What'll it be, Buddy?" But I could tell she was really eyeing the car. It was Marge, of course. That night, I picked her up after work. We drove out to a place I knew on the beach, and naturally one thing led to the next, and...

ME: You married her.

H.E.M.: For the first few months it was okay. But then, one night she told me she was pregnant. Well, you know how the Morgan takes potholes and street car tracks. After that, she took to asking me if we could borrow my mother's Buick when we went out. After the kid came, we went back to the Morgan for a while. But then she started to complain that it didn't have a heater and finally she began to nag about putting the top up, and whoever puts the top up on a Morgan? She really got mad after what happened to Stanley.

ME: Stanley?

H.E.M.: Yeah, the kid. We had him back in the luggage carrier behind the seats one night and I hit a railroad track going maybe 75. It was too dark to see it coming. The kid left the car going straight up like a rocket, like he was shot out of a gun.

ME: Great Scott!

H.E.M.: It wouldn't have happened if the little bloke had listened to me. I told him to hang on. No, he's laying there in the back, sucking on a rattle, when off he went. Served him right!

ME: What happened to him?

H.E.M.: He went straight up and disappeared in the dark. It took us forty minutes to find him. He was hung up in a tree, about eighty feet up. I ripped my new pants climbing up to get him down. Stupid little so and so...

He was just hanging there like a Christmas tree ornament. You might have thought he'd at least holler to let us know where he was.

ME: That must have really tore it!

H.E.M.: Almost, but not quite. I sweet-talked her for a while and got a parachute safety harness for Stanley that bolted to the frame and that quieted her



From the Morgan Ear, newsletter of the Morgan Owners Club of Australia, Peter Gau Editor. MOCA is a member of the Morgan Club Newsletter Exchange. This article was submitted by PACMOG's Malcolm Sparrow who is also a member of MOCA.

down some, at least for awhile. Then, a couple of months later it was all over.

ME: Something else happened?

H.E.M.: Well, you know Morgans. But this time there was no more sweet-talking Marge. We were all dressed up going to a dance down at the high school that the PTA was throwing. We were just tooling along. The old Morgan never sounded sweeter. When all of a sudden, out of nowhere, the son of a bitch let go.

ME: Let go? You mean your engine blew?

H.E.M.: Hell. no. It was nothing as simple as that. For a minute I didn't know what had happened. I just heard this loud explosion and I thought maybe one of the tires had popped. I looked around and I saw that Marge was gone. Just disappeared. One minute she was sitting in the seat next to me, and the next poof, gone!

ME: Another pothole?

H.E.M.: Nope. That's what I thought at first too. But what happened was that she was wearing her fancy gold evening dress, made out of these little prickly wires, and one of those wires punctured the bladder in the seat she was sitting on and it blew her right out of the car.

ME: My God, no!

H.E.M.: Yep. Until that time I guess Marge never even knew that the Morgan didn't have regular seat cushions like other cars. It has bladders you blow up inside that thin little leather cushion, just like a beach ball. Well, she really popped one. Found her in the weeds. She took a cab home and didn't talk to me for three weeks. Then one night I drove in the driveway. She came out on the back porch and said either the Morgan had to go or she was taking Stanley and heading for Reno that night.

ME: You can't blame her, in a way.

H.E.M.: Oh, let's face it, we were both at fault. There's no right or wrong in the love game. Anyway, I went down in the basement to think it over. Must have drunk at least a half a quart of Jim Beam. I could hear her upstairs, sobbing and calling her mother every ten minutes. Finally I knew what I had to do, and that night I did it.

ME: This is terrible. Poor Marge.

H.E.M.: Oh, she won out. No doubt about it. I went out and sat in the Morgan for a couple of hours and then dug a big hole back of the garage. Took me 'til damn near morning and I buried her there.

ME: Good Lord! You mean, you took Marge behind the garage and...

H.E.M.: Sometimes I wish I had. No, I pushed the Morgan into that hole and buried her. Six feet deep, forever.

ME: Buried the Morgan alive? I don't know how you could do it.

H.E.M.: Don't be silly. I'd never do that to her. I took my twelve gauge Remington full choke and gave her both barrels in the crankcase. She never knew what hit her.

ME: That took a lot of guts, Mister, but I can see that you had to do it.

H.E.M.: I'd rather see that Morgan dead than to have some unfeeling bloke kicking her around and maybe selling her to some kid who'd chop her up and use aerosol paint all over her, or maybe worse. Nope, I killed her. Nobody else will ever have her. She's lying there tonight, and one day when I go, I hope we'll meet in Heaven. Then I'll drive her forever, just like the old days.

(There wasn't much I could say, and after patting the Morgan badge one last time he wandered down the street, lost in his own mysterious reverie).

Yes, there countless souls right now, perhaps some even reading this, who have been part of the modern eternal triangle: Man, Girl and Machine.

MORGAN EV3 & 4/4 80th new at Geneva

MMC 2/29/16

Morgan look to the future and celebrate the past with two new model launches at Geneva 2016. Managing Director, Steve Morris, will later today unveil the Morgan EV3, Morgan's first production electric vehicle, and the 80th anniversary 4/4, a limited edition celebratory model.

The Morgan EV3



- The Morgan EV3 will be the first production EV to be built by the company
- Production to start in Q4 of 2016
- Pricing and performance figures will be comparable to the petrol 3 Wheeler
- Operational range of 150 miles
- Launch coincides with the announcement that a consortium led by Morgan will receive government funding towards advanced propulsion

The Morgan EV3 today makes its world debut at the 2016 Geneva Motor Show. The EV3 looks at the world of zero emissions motoring from an entirely different perspective, what if an all-electric vehicle was bespoke, hand crafted and exhilarating to drive? The EV3 embraces new technology, delivers responsible driving excitement and continues to celebrate traditional British craftsmanship.

The Morgan 4/4 80th



- 2016 marks 80 years of the Morgan 4/4
- The Morgan 4/4 is the longest running production car in the world
- The Morgan 4/4 was first launched in 1936 at exhibitions in London and Paris
- The 4/4 80th Special Edition has been introduced to celebrate this landmark
- Just 80 examples of the 4/4 80th will be built
- The 4/4 80th is available in 3 colours reminiscent of those offered on the first cars and showcases a multitude of new styling features

2016 marks 80 years of this automotive icon, a British success story and the longest running production car in the world. To celebrate, the Morgan Motor Company is proud to announce a limited edition 80th anniversary 4/4. Just 80 examples will be produced, each entirely hand crafted and featuring a multitude of new features inspired by the first edition cars.

MORGAN SUSPENSION

Bill Button

If you want a ride like a Buick, buy a Buick. How many times have you run into this statement? Well for sure Morgans ain't no Buick.

After 30 years of Morgans and different years and models you would think I would be an expert on Morgan suspension and how to get the best ride and performance. WRONG! But I tried! I have installed just about every gismo known to man on the Morgan suspension. Koni shocks on all four corners of my '63 Plus 4 to no front shocks on my Plus 8 Bitsa for a 2,000 mile fast trip to Bodega Bay for an Oyster lunch. I change shocks and springs like a fashion model changes her clothes.

A statement by one of my UK Friends: "If You want a smooth ride, pick a smooth road." Now that makes a lot of sense. I-5 Interstate with its use by 18 wheeler trucks is a good example of as about as rough a road a Morgan can travel. So my first lesson is, "Stay off the Interstate."

Good seats can save your butt! My '61 DHC has the air bladders and bolster. Good for about three hours with a 10 minute break each hour. What a PITA. I installed a pair of Plus 8 seats in my DHC and now three or four hours with a lunch break and then three or four more hours for a day's driving. I once was south of Redding, California in my Plus 8 Bitsa and needed to get home. I drove 12 hours that day (on the Interstate) and I could still walk when I got home.

Speed is stressful. My traveling companion, Loretta Nelson, insists on obeying the speed laws. I try to stay five miles under the speed limit just for wiggle room. It was a chore at first, but as I got used to it I really enjoyed myself much more on long drives. We did have some long days, but we tried to keep them at a minimum.

Rear springs. Peter Mulberry, a UK Morgan expert, once told me to clean and grease my rear springs. That is the single most important aspect of a good Morgan ride. Cheap and 100% improvement. Take them out of the Morgan and take them apart and really do a good job cleaning them. Then three or four times a year squirt chain oil on top of the spring to keep them oiled. The chain oil will work in between the leaves.

Front springs. Keep them clean and well greased.

Alignment. Paramount. Follow your Morgan manual.

Lately there have been some products that are supposed to be fantastic. The Suplex Kit is one of them. Four-leaf rear springs are another. Blue Roadster Springs. Peter Mulberry Thrust Bearing Kit. Suplex 5 link rear coil over suspension. I have tried or driven just about all of these. All I can say is the improvement, if any, certainly are not dramatic IMO and the cost is much more than the improvement.

My opinion is the factory setup is about as good as it gets on a cost/improvement basis. If well maintained.

PACMOG Autojumble

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MORGANS FOR SALE

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

1,500 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.



► **Projects:** 1970 Morgan Plus 8 and 1957 Morgan Plus 4 4-Seater. Both cars have been completely dismantled for restoration, and restoration has been started. Unfortunately this process stalled out many years ago and the cars have sat.

The **Plus 8** is quite a ways along, being almost a rolling chassis with rebuilt engine and new wood. It was a low miles no accident vehicle.

The **Plus 4** has had the frame restored and new floors, but will require a new body tub as well as the regular restoration work.

Beyond that, the cars are complete and waiting for someone new to take over. Both have the potential to be high end restorations if so desired. Everything is "numbers matching." Also included are all the spare parts I have as well as three spare motors. The cars are for sale as a package only, and the price is \$60,000 USD. If this situation appeals to you, or you need more information, please contact Bill Hayter at 604 987-5921.

► **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 or 250-655-2072.



Plus 8



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?

