

MORGAN LINK

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

PACIFIC MORGAN OWNERS GROUP

MAY & JUNE 2016 / Vol. 1, No. 3



This photo of Lloyd and Treacy Reddington's 1927 Nash was taken early in July when they were about 500 Kilometers west of Moscow. See the article on page 14 about the preparation of the Nash.

July 10 online update: Ruby Retired

"We are very sad to report that shortly before the Slovakian border Ruby gave one last backfire and ground to a halt by the side of the road. We had had a lovely day in Poland had tackled the first time trial and were looking forward to the rest of Europe. Unfortunately we had been having some engine lubrication problems and the cam shaft finally seized. We put the car on a truck to Koszice and finally to a garage where we spent until 3am. taking it apart. We realised that this was going to be a huge job but still thought we would be able to carry on. However we could not get any parts sent from Canada until Monday, they would arrive Wednesday and it would take at least three days to complete the job. So with much disappoint all round we have rented a car and will continue with the rally into Paris. We will now help the other crews by carrying their spare parts etc. and helping out where we can. We feel somewhat vindicated that we managed to cross Asia and were on the home strait when Ruby failed. C'est la vie!"



2016 PACMOG EXECUTIVE

Chair	Ken Miles	kengmiles@telus.net
Vice-Chair	Bob Wadden	bob.wadden@telus.net
Treasurer	Pat Miles	pat_miles@hotmail.com
Membership Director	Steve Blake	sblake@telus.net
Director	Tom Morris	tomm8847@telus.net

2016 PACMOG VOLUNTEERS

Secretary	Susan Blake	susanblake@telus.net
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

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 prorated multiple. Please inquire by contacting the club president.

Cover photo credits: Morgan got some publicity in 1971 on the cover of the dedication program for the Pacific Rim National Park Reserve. Does anyone know the history of the Morgan in the photo? Members: Send outstanding photos for cover consideration.

FROM THE CHAIR

Ken Miles, Chair

JUNE 27, 2016

Fellow PACMOG members,

Today, the second executive meeting in the last eight days was held but unlike the first one, this meeting included five directors. These five directors were anxious to get to work and follow up on the questions and directions for the future established in the first meeting.

A new interim President, Ken Miles, was voted in unanimously followed by the appointment of Bob Wadden as the new interim Vice President.

After considerable discussion it was decided that everybody on the executive would be called directors, have a single vote and each director except for the Chair would have a specific responsibility such as financial, membership, events, etc. Thus the President and Vice President's position have been eliminated and replaced by a Chair and Vice Chair.

It was affirmed to continue to respect the core values of the club such as the user pay principle, equality among the executive members, and inclusiveness, as much as possible, of all members of the club in our activities.

Presently the club is in a good financial condition. A revision of the budget was made after considering some additional expenses. The club should be in a good surplus position at year end.

The badge contest is proceeding well with a significant portion of the club voting in less than 10 days into the contest.

It has been decided to make name badges available for all in the near future and these will be handed out at events.

On June 19th and 20th, I attended the pig roast at Bryan and Margit Waller's house and had a great time. It was great seeing so many people out at this event. The next day Morgans easily led the field at Beacon Hill Park with the biggest turnout. Thanks to Bryan and Margit Waller, Jane Cowan, Kit Raetson and Joanne Cockshutt for once again organizing and hosting this great event. As for the drive that took the circle route up the sunshine coast, the ferry ride to Comox and then down through Vancouver Island, thanks to Tom Morris and Ken Kutner for planning this run.

I encourage everyone to come out and join in the club activities. We have had our problems but we will overcome them and survive to build a better club that considers everybody an equal. I look forward to seeing you at the next event.

Yours respectfully,
Ken Miles, Chair

LOGO & BADGE COMPETITION!

You have until July 15, 2016, to submit your vote for your favourite design. If you have not voted, you can see the submissions on our website at www.pacmog.com.

MEMBERSHIP COMMENTS

Our club continues to grow! We now have 86 memberships and I wonder how long it will be until we break 100. It is heartening to see so many members in our club from what started as a casual conversation about how we needed a new club for BC. This new club is evolving to represent more than BC with memberships from several provinces and multiple countries. The one thing that will always remain the same is that we are a club for drivers, owners, and enthusiasts of the Morgan automobile and we will strive to maintain our cars so they can be used on the road and eventually passed on to the next custodian. Morgan never planned for his cars to last forever but the faithful have made this now the case. I look at my 1962 Plus 4 and realize that it is 54 years old! Who would have guessed that back in 1962? Having a strong group of enthusiasts is what makes this possible.

Welcome to our new members and Happy Motoring!

Steve Blake

Membership (sblake@telus.net)

WELCOME OUR NEW MEMBERS

Richard Stiff and Joan Kimball
Mike and Belinda Granat
Anna Rochfort and Sam Harris

Larry and Vicki Vandermay
Chris and Ann Blackmore

PACMOG Financial Report

Pat Miles, Secretary/Treasurer

As of May 31, 2016

Receipts

Dues: \$1,650.01
Advertising: \$100.00
Donations: \$400.00
Total: \$2,150.01

Expenses

Name Registration: \$31.50
Society Registration: \$100.00
Website & Domain Name: \$66.44
Insurance to June 30: \$50.00
Insurance to April 2017: \$161.50
Banner: \$117.60
Total: \$527.06
Cash on hand: \$1,622.97

THE EDITOR'S RAMBLES

By Steve Hutchens

POLITICS, RELIGION AND MACS

See my tech commentary on page 22 in this issue.

CORRECTION

On page 19 of the March/April issue I misspelled Peter Gow's name. Peter is the editor of the *Morgan Ear*, the beautiful newsletter of the Morgan Owners Club of Australia. I've exchanged email with Peter several times and he gave me permission to use the article. Sorry, Peter!

SUMMER'S HERE

Summer is here! We've all heard our leaders say something about getting our Morgans out and driving them. I recently saw an article on "Drive 'Em, Don't Hide 'Em." Good advice, but I have to confess that I've not done that well following it. I've been deeply involved in a major remodeling project that started perhaps 16 months ago involving the kitchen, dining room, pantry, utility room, water heater closet, rear entry area, and converting the car port to a garage. I've done most of it myself. The short story is that it is finally coming together and as I write this bit I am installing the kitchen cabinets. Countertops are scheduled in three weeks and, by the end of July, we should have all of the major parts of the project complete. Then it will be time for adventure on the road!

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>
Aug 22	Historic Races, Mission	Meet at Tim Hortons in Coquitlam (Brigatine Dr. and United Blvd) at 10:15 for 10:45 departure.	Tom and Val Morris
Sep 5	Labour Day Run (back roads)		Bob & Judy McDiarmid
Sep 7-10	Tour of the Okanagan	See article on p. 11 in this issue.	Terry & Val and Graham & Val
Oct 30	Halloween Run		Pam Mahony & Chris Allen
Nov	TBA		
Dec 3	PACMOG Christmas Party		Win Muehling

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

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

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact</u>
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	Michael Amos president@mognw.com

Whistler Run 2016

By Steve Blake

The annual drive to Whistler takes place on the Sunday following the Van Dusen ABFM. This event is the first drive of the season for many British cars and gives them a chance to sort themselves out over a very scenic drive. This year, rain was forecast so not as many open cars were in attendance.

This was the fifth time for the event to take place in May. When Joan and Patrick Stewart took over the event from Octagon Motors, they moved the drive to follow Van Dusen rather than the late September date used for the first 20 years. The benefit of the May long weekend is that many more people are at Whistler than in September and crowds of people enjoy the cars throughout the day. I believe this marketing of our cars has a huge impact on people who would not normally attend a car show and may help to bring new owners into our hobby.

A large cross-section of the cars on the field at Van Dusen took part in the run. We had everything from a Jensen, Triumph, Jaguar, Mini, Aston Martin, Rover, TVR, Rolls Royce, Bentley, MG, Morgan, Lotus, and Robin show up for the start at Park Royal South Shopping Centre in West Vancouver. Joan had coffee and muffins available as we zap-strapped our number plates onto our cars. People set off on their own pace, armed with a list of questions to be answered on route.

One Triumph Spitfire did not make the run as the driver, being a little overzealous, slipped, banged a curb, and bent a front axle. She had to leave her car parked and join her boyfriend for the drive to Whistler.

The promised rain came down along the route but not in buckets as was forecast. We only got a few miles of light rain, enough to be pleased we had our tops up, but not enough to dampen our spirits. The sun was peaking through the clouds when we pulled into the Olympic park.

The crowds were already there and the parking crew had to work extra hard to make sure we didn't run over anyone as we backed into our spots. Once parked, we signed a few autographs and headed off for a refreshment or lunch. Okay, no autographs but it really did make you feel like a celebrity with all the people standing next to our cars taking their photographs. Okay, okay, we were not the celebrities, the cars were!

Typical mountain weather as the skies clouded in and we received one small sprinkle. It was cooler in the afternoon and we wondered if we would have a wet or dry drive back to Vancouver. Some people stayed the night and others



planned a longer drive home going over the Duffy Lake Road and out through Lillooet.

Later in the afternoon, we gathered at the organizer's tent and the awards were given out. There were prizes for the hidden time and for the most correct answers on the quiz. The rest were draw prizes. The hidden time was 3 hours and 51 minutes, which must have been for a return trip! We did the drive in about 2 hours. A Jaguar XK120 roadster, which must have stopped for lunch, picked up this award. There were two cars tied with perfect scores on the questions. One was Steve and Susan Blake in their 1962 Morgan Plus 4. They won a case of oil and a blanket for their efforts.

PACMOG had four Morgans in attendance and each won a draw prize. Tom and Val Morris made the trip from Sechelt in their 1969 Morgan Plus 8 and won a blanket. Ric MacDonald, who lives in Whistler, had to pay an entry fee to drive home in his 1965 Morgan 4/4! He won a case of oil. Gerald and Tanya Seligman drove from Seattle in their 2005 Morgan Roadster. I did not see what their prize was. Steve and Susan Blake were very lucky and won the final draw prize, two return tickets from Vancouver to Whitehorse on Air North.

Next year will be the 25th anniversary of the drive and the organizers promise something special. See you in 2017!



St. George's British Motoring Show at Fort Langley

By John Rennie



On Sunday, April 24, Ken Miles, Bob McDiarmid, Ron & Yvonne Theroux, James Theroux, Ken Kutner, Tom Morris and I attended the 11th annual St. George's British Motoring Show at Fort Langley. The event was sponsored by LAMB (Langley Area Mostly British) Motoring Club.

Morgans were the featured cars this year. A unique 3-wheeler Morgan 4-Seater won the Mayor's Award. The 3-wheeler had been owned by the present owner's father since the early 1970s here in Vancouver. It was right hand drive from England, with a flat head Ford 4-cylinder engine and a proper drive shaft and water cooling.

Someone said they dropped the 3-wheeler about 5 feet off the back of a



truck when they were unloading it today and that there was no obvious damage. I took several pictures which I hope readers enjoy.



When Bob, Ken, Ron, Yvonne and I went to lunch about 11:45, we had just sat down to order when a rain deluge hit which sent Ron running back to his car to put his top up.



May 8, 2016

The Run to Stave Lake Power House

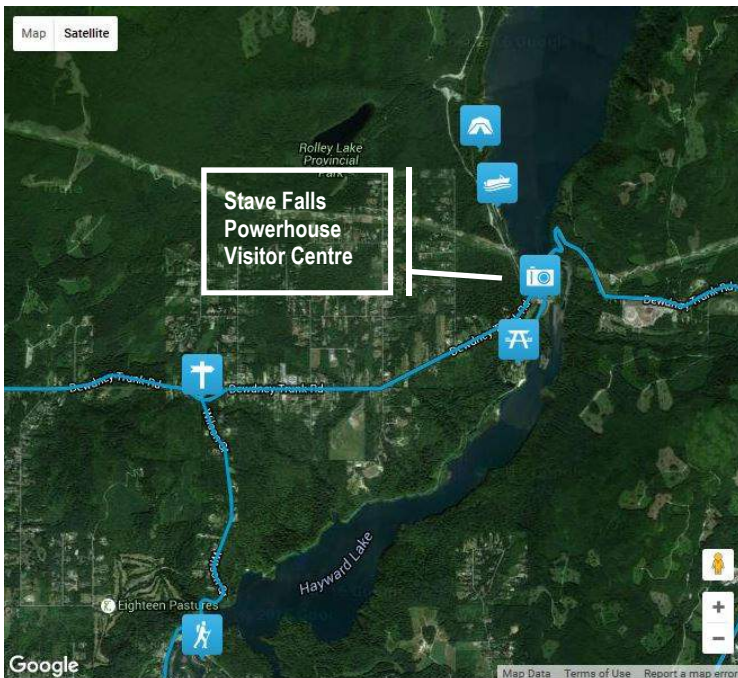
by Laurel Gurnsey/Photos by Win Muehling and John Rennie

As is typical for many of the runs this time of year, weather was a possible issue. When Colin and I headed off from North Vancouver, we watched the clouds with apprehension....they were especially dark and ominous in the direction of the day's destination, The Power House Visitor's Center at Stave Falls.

But first we grabbed coffee and breakfast at Tim Horton's in Maple Ridge. As usual, our MOGs were admired in the parking lot and we had a great turnout of members, twenty-two in all, including Malcolm Sparrow's step-daughter Constance Barnes, who chatted with us and warmed the day with her smile. She said she would be back to be with us on other runs.

We then had a great MOG scamper through the scenic Dewdney Trunk area of Maple Ridge and the Mission Tree Farm, finally pulling into the parking lot at the Power House.

When Colin retired from his career with BC Hydro he decided rescuing the over 100- year-old power generating facility (which had been scheduled for demolition) would be an important contribution to the heritage of the Mission region. He saw the potential for the best kind of museum....one that would be 'hands-on'. He worked with a team of dedicated engineers and craftspeople



and encouraged the donations of memorabilia and creation of marvelous opportunities to sit down at interactive displays to find out how power is made.

We were met at the museum by staff who ushered us into a small theatre to watch the movie 'Rain', which explains in a humorous, clever way, how the seemingly constant rain in our Pacific Northwest Rainforest (the rain that makes us grit our teeth for months) is actually a positive thing.

Colin then led us to a diorama showing a segment of forest, complete with an eagle and a beaver, newly christened 'Justin Beaver'. That triggered some laughter, as did the group's individual reactions as they got to try out the

power displays and games. As a retired elementary teacher (mostly nine and ten year olds) I know when the class got to find out first hand how things work they were excited about learning. This facility is visited by many school children on field trips and they have as much fun as grown-ups do and share the same awe at the enormous penstocks and marvel at the kinds of appliances used in 'the old days'.

Colin also talked about various historical donations, including military uniforms worn by Hydro employees during the First World War. The Power House has now been made a National Historic Site of Canada. Its art-deco design is truly beautiful.

Lunch was a serendipitous thing. Colin was in charge of organizing a spot to eat and quickly found out that our run was being held on Mother's Day!!! The initial lunch spot couldn't seat us as a group and other places were sold out. Some angst at the Gurnsey residence for a few minutes!

Happily, the Black Sheep Pub in Maple Ridge was able to take us and turned out to be our new most favourite place to eat. They not only didn't blink when we showed up with five extra people, but quickly figured things out, got everyone seated and magically had our drink orders in front of us in no time. Our food was delivered just as quickly and everyone seemed pleased with their meals. Constance got the Al Allinson 'Last Supper' Award for being served last. The 'blinky light' award went to Les Burkholder.

Having been involved in the creation of this museum, what better guide could you ask for? Colin led a few of us a couple of years ago and it was most interesting!

Win Muehling

There was spirited discussion all around the table during lunch, ranging from the American primaries to places to visit in England and of course Morgan-related topics.

Laurel will write a letter to the pub on behalf of the club, thanking in particular, the servers Cass and Hailey, who were unflappable and gracious throughout. There were even hugs as we left.

We will be back and can definitely recommend the pub.

Along with us for the day were 13 cars, eight of them Morgans. The people in those cars were:

Larry Sharp and Tin Lonneberg (59 4/4)
 Ron and Yvonne Therous (58 plus 4)
 Win Muehling and Christine Limmer (86 Plus 8)
 John McMillan (51 Ford truck)
 Lyle Johanson (98 Plus 8)
 Steve Hutchens and Celia Obrecht (62 Plus 4)
 Colin and Laurel Gurnsey (53 Plus 4)

Les Burkholder (64 Plus 4 DHC)
 Malcolm Sparrow and Constance Barnes (93 Plus 4)
 Chris Allen and Pam Mahony and their dog Leila (yellow t-bird)
 Frank and Kay Gruen (15 Corvette)
 Bob and Judy McDiarmid (95 Plus 8)
 John Rennie (Lotus Cortina)



The Powerhouse at Stave Falls Visitor Centre is open for the season from March 1 to October 10, 2016, delivering an engaging and exciting experience for all visitors. With an amazing Tesla coil electricity demonstration and many interactive and historic displays, guest can take a walk back through time to see how power has helped build our province. This 100-year-old power generating facility is also a National Historic Site of Canada where guests can comb through archival photos, artifacts and explore the original mechanical and electrical components installed over a century ago. Because of its unique historic features, many television shows and movies have been filmed on-site.



A friend of the editor's, Don Voge, winters in Summerland, California, just south of Santa Barbara. It is a beautiful area with the ocean all along the west side of I5. Every Sunday morning there is a car show in one of the area's little villages. Not long ago Don sent me this photo of two new Morgan 3-Wheelers that turned up at the show on a beautiful day.

Brake Fluid

Submitted by Win Muehling from
mossmotors.com/SiteGraphics/Pages/Brake_Fluid/brake_fluid_long.html

I ran into a morgan owner recently who experienced serious brake problems due to corrosion. He had no idea that you need to change brake fluids and never had done so in over 10 years of ownership! This brake fluid article on the Moss Motors website is the most extensive article on brake fluids I have ever come across. It is quite thorough. I highly recommend reading this article because safety is so important.

Vancouver ABFM 2016

Win Muehling

When we arrived at the Van Dusen Gardens in a group of four Morgans, there already was a long line of entrants trying to pick up their registration packages before entering the gardens through the one official entrance. It was all very



orderly and the spectators and photographers enjoyed the leisurely parade of beautiful cars. It was great to see the delight on peoples faces. Fortunately, as always, Morgans were situated immediately inside the gardens and there was no need to inch our way to the more remote areas. Many Morgans already graced the field, neatly organized by model. Larry Emrick, usually the first to arrive, and Steve Blake did an excellent job of pointing everyone in the right direction. Our prime location was no doubt due to the late Mike Powley's influence with the organizers!

The weather was near perfect, sunny, but not too warm and the grassy field was dry. The setting was gorgeous, lush green lawns, beautiful foliage and flowering shrubs. The Morgan display was the first one to behold upon entering the gardens and you could see peoples faces light up at their sight. During the course of the day, one could witness many people posing in front of their favourite Morgan to have their photograph taken and the odd one asking for per-



mission to be seated in a car .

The turnout of Morgans again was excellent and they came as far as Kelowna, Vancouver Island, Sechelt, Orcas Island and the Portland area. The cars were predominantly PacMoggers but there was a sprinkling of MOGNW cars from the Portland area. I lost count, but there must have been at least 35 cars, plus Brian Pollock's 3-wheeler up with the pre-war cars. Only three Dropheads this year but plenty of everything else, including early Plus 8's. The PacMog Banner was exhibited for the first time and there was quite a bit of interest in the new club, with at least two new members signing up. I will not go into great detail as to the Morgans on display as the photos will speak for them-

selves! What more can I say - they were all lovely to behold.

Some faces were notable by their absence - especially Bob & Joyce Algar from Calgary who had driven out from Calgary in their Plus 8 for many years. Other Calgarians were spotted - Dave Gard as well as Chris and Ann Blackmore, sans Morgans. Chris Blackmore, by the way, is a member of "the" Morgan family, cousin of Charles Morgan and now a member of PacMog. A special "Welcome" to both Chris and Ann !

As in the past we have provided sandwiches, cookies and water to the Morgan exhibitors and they all seemed to appreciate it since in no time all 60 sandwiches had disappeared. A big thanks to Christine Limmer, Treacy Reddington and Pam Mahony for giving up their morning showtime in order to prepare fresh sandwiches and deliver them to the park gates promptly at 11:45.

The saying "Time flies when you are having fun" certainly held true since the day just went by way too quickly. Not enough time to look at all the cars and in my case, to do the popular choice judging. Many old friends and acquaintances to catch up with! I did make it up to the "Cars For Sale Corral" and there was one Morgan for sale. a 1982 Plus 8 - one of the Bill Fink converted propane cars fitted with turbocharger. A pretty rare Morgan in Canada. Unfortu-



nately the bonnet was shut and I was unable to have a peek at the turbo-charger setup. I believe that the car has been listed on Craigslist and is on consignment at a Burnaby dealer. A most interesting car, but somewhat lacking in curb appeal!

Before long it was time to pack up our canopy and pack up the car for our departure while trying to catch the awards ceremony at the same time. You either love this part of the show or hate it - all depending on whether you figure that you are a contender for one of the awards. No matter how enjoyable the day has been, it is always a relief to be finally heading to the club BBQ!

Congratulations to all the winners of the various class awards! (there will be list of winners elsewhere in this Edition) Some cars seem to be regular winners while other awards seem to rotate. I hope nobody gets discouraged by not



winning. It doesn't necessarily mean that one car is necessarily better than another. Most of these awards are "popular choice" awards and are very subjective - perhaps your colour just wasn't popular this year! Without question, you could say that all the Morgans on display are winners as they all looked terrific and none to my knowledge arrived on a trailer, but were all driven for a considerable number of miles to the show and home again. Well done, everyone!

A special mention is due to Chris Allen for receiving the "Best Unrestored Car" at the show (pre- 1980) award, a category with about 80 contenders. Again, a Morgan that is driven on a regular basis.

At 4:30 the gates finally opened and we were able to head out of the park at the head of the pack and head for Annacis Island for the PacMog BBQ. A pleasant drive, normally, but with the pleasant weather it seemed that all of the motoring public were heading the same direction out of the city! All was soon forgotten once we arrived at the Sea Cadet Base. Cars were lining up on the green lawn and the BBQ was already warming up. Some of our dedicated volunteers had obviously left the show early and were getting the spread laid out!

The Morgans looked terrific with the mighty Fraser in the background. A perfect evening for sipping a cold drink, kicking tires, taking a few photos and enjoying the river scenery. The call to dinner came and we were served up some fine steaks by our chefs - Ron Theroux, Les Burkholder and Bob McDiarmid. Great steaks they were! The rest of the meal had been prepared and now served by Yvonne Theroux, Judy McDiarmid, June Burkholder and Melissa Burkholder. Not only was it excellent, but there was plenty of it.

I should also add that the grounds looked spotless due to several hours of work the day before by all the above mentioned individuals, who were joined at the Friday work party by Larry Sharp and Malcom Sparrow and Win Muehling. Thank you all for your hard work!

I should also mention that we were joined at the BBQ by several MOGNW members. Bob & Claire Hauge, Heinz & Carla Stromquist, Wayne & Linda Harris, Larry & Vicky Vandermay as well as Brian Fawcett, but the latter in a beautiful Mini. Bill Button and Steve Hutchens & Celia Obrecht joined us at the BBQ but unfortunately had to give the ABFM a pass. Similarly, Frank and Kay Gruen, Colin & Laurel Gurnsey were able to join us for dinner but did not have their Morgans at the show. We were also joined by some friends of Les Burkholder's who had driven out to the coast in their Jag's as well as a MG Midget.. The young driver ceremoniously dipped the wheels of the Midget into the river as he evidently plans to drive it across the Continent! Well over 50 meals were served up by our chefs!

A very pleasant evening soon came to an end and with many hands pitching

in, the place soon looked again the part of a cadet camp, with everything tucked away in its place. Another great weekend in the company of great Morgan friends, a bit of driving and certainly a great start to the summer season.

Hello PacMog,

The Van Dusen ABFM was a great success by all reports and some of us, it is reported, were seen on the evening news!

Congratulations to all the Class winners, and especially Chris Allen for winning the "Best Unrestored Entry" award with his very original and regularly used 1972 Plus 8! A special thanks to all the volunteers who made the post-Van Dusen BBQ such a great affair. The food was excellent and plentiful and I heard nothing but positive comments!

Thank you all who showed up Friday morning to set up - Malcolm Sparrow, Larry Sharp, Ron & Yvonne Theroux, Judy & Bob McDiarmid and Les & June Burkholder. The catering was looked after by Yvonne Theroux, Judy McDiarmid, June & Melissa Burkholder. The Barbecue was once again manned by Ron, Bob and Les.

The sandwiches and cookies were made by Christine Limmer, Pam Mahony and Treacy Reddington & Susanna Muehling. Thank you all for a job well done! Professional caterers could not have done better!

Last but not least, a "thank you" to those who helped clean up and take down tables etc. after the BBQ. I know there were a number of you who pitched in but the names escape me! My apologies if I have missed anyone!

CLASS 24 – MORGAN 4/4

David Sheffel, 1987 Morgan 4/4, Roadster
Les Burkholder, 1969 Morgan 4/4, Convertible
Michael Povey, 1970 Morgan 4/4, Roadster

CLASS 25 – MORGAN Plus 4

Larry Emrick, 1964 Morgan Plus 4, 4-Seater
Ron & Yvonne Theroux, 1958 Morgan Plus 4, Convertible
Larry & Vicki Vandermay, 1956 Morgan Plus 4, 2-Door

CLASS 26 – MORGAN PLUS 8

Gerry Seligman, 2005 Morgan, Convertible
Tom Morris, 1969 Morgan Plus 8, Convertible
Lyle Johanson, 1998 Morgan Plus 8, Roadster

CLASS 51 – MORGAN DHC (1939-1969)

Les Burkholder, 1964 Morgan,

DHCoupe

Robert McDiarmid, 1965 Morgan Plus 4, DHCoupe
Christine Limmer, 1965 Morgan Plus 4, DHCoupe

Best Unrestored (pre-1982) (34 entries)

Chris Allen -1972 Plus 8



Okanagan Run September 7-10

Hi Morganeers,

Terry/Val and Graham/Val have arranged a 3-night Morgan tour of the Okanagan. The dates are September 7-10, 2016. Please email val.smith@shaw.ca if you are joining our Morgan tour, so Val can keep track of everyone.

Those from Vancouver, the Island, Alberta, and Washington will leave home Wednesday, September 7th and arrive in West Kelowna that afternoon. We are staying the first two nights, September 7 and 8, at the:

Best Western Plus Wine Country Hotel
3460 Carrington Rd
West Kelowna, BC 250-707-1637

The hotel has an indoor pool, hot tub, and water slide. They offer a free deluxe hot breakfast, free high speed internet, and free parking. Their group rate for us is:

Queen with pullout couch \$99 per night plus taxes
King \$109.99 per night plus taxes

Please ask for PacMog reservation when you phone them. You can also give the name Val Smith. They are holding 12 rooms for us, but will release any unreserved rooms by September 5th. If more than 12 rooms are required, they will do their best to accommodate, but cannot guarantee availability. So book early if you want to join us.

We're working to arrange a group dinner for the Wednesday night, September 7th.

Thursday, September 8th we will eat breakfast at the hotel, then tour the west side of Okanagan Lake. We will have lunch at a quaint little pub, then visit a museum in the afternoon, before returning to the same hotel. We have dinner planned in Peachland at the Gasthaus on the Lake, a German rustic log restaurant, overlooking Lake Okanagan. The Thursday special is all-you-can-eat schnitzel, but they also have an extensive and delicious menu.

Friday, September 9th we will eat breakfast at the hotel, then pack up and head toward Osoyoos. Along the way, we plan a couple stops at wineries, and of course, lunch at a favourite watering hole. We will take a detour in Penticton and drive along the beachfront. We plan a stop in Penticton, where you have free time to wander the beachfront, check out the Penticton Lakeside Resort and Casino, or you can tour the SS Sicamous, a historic paddle-wheeler. Another option, if everyone is game, we could float down the canal on inner tubes! We'll decide closer to the date! Then we will take the side road to the east side of the lake and proceed to Okanagan Falls, and Oliver, the wine capital.

Then on to the hotel in Osoyoos:

Coast Osoyoos Beach Hotel
7702 Main Street, Osoyoos
250-495-6525
toll free: 1-800-783-8183

Please mention PacMog when making your reservation. The hotel offers free continental breakfast with pancakes, fruit, yogurts, cereal, toast, instant porridge, muffins and pastries. Breakfast is available from 7:00 am until 10:00 am. The hotel also offers a free indoor pool, hot tub, and waterslide, barbeques, and lounge chairs. We are situated on beachfront. All rooms have fridges.

Rates:

One queen bed beachside room \$149.00 per night plus taxes
Two queen beds beachside room \$169.00 per night plus taxes

This hotel will only hold our reserved rooms until August 9th (one month before we arrive) unless you have a reservation with your credit card. They will release our rooms if they are not spoken for on August 9th. Osoyoos is a busy place, even in September, so again, book early if you want to join us.

Dinner on Friday night September 9th will be at Campo Marina, an Italian restaurant, just down the road from the hotel. When I have numbers of people joining us, I can confirm the reservation.

Saturday September 10th, we will have breakfast in the hotel. Check-out time is 10:30 am. Unfortunately, it will then be time to say goodbye to our Morgan friends, and you will head home from there.

Thanks for visiting and enjoying the Okanagan.

Terry/Val, Graham/Val

HOW SMART IS YOUR RIGHT FOOT?

Submitted by Frank Gruen (from the Internet)

HOW SMART IS YOUR RIGHT FOOT? This is hysterical. You have to try this. It is absolutely true. You have to try this please, it takes two seconds. I could not believe this!!! It is from an orthopedic surgeon. This will boggle your mind and it will keep you trying over and over again to see if you can outsmart your foot, but, you can't. It's pre-programmed in your brain!

1). Without anyone watching you (they will think you are GOOFY) and while sitting at your desk in front of your computer, lift your right foot off the floor and make clockwise circles.

2). Now, while doing this, draw the number '6' in the air with your right hand. Your foot will change direction. And there's nothing you can do about it!

You and I both know how stupid it is, but before the day is done you are going to try it again, if you've not already done so. Send it to your friends to frustrate them too.

VINTAGE RACING CLUB OF BC

Submitted by Frank Gruen, Vintage Racing Correspondent

It was reported that the Vintage Racing Club of BC had a tour of the new Vancouver Island Motorsport Circuit just north of Duncan. Many details are on the Circuit's website, including membership costs. Ex Formula 1 driver Max Papis and past Indy racer Scott Goodyear have visited the facility. The Circuit image is from their website. The record lap: 1:24.80.

islandmotorsportcircuit.com



A Few Lighting Tips for Photographing Your Car

Thomas A. DeMauro on May 9th, 2016

On Hemmings Daily

Submitted by Frank and Kay Gruen

I just came across this article in Hemmings and knowing the egos of our members in getting wonderful photos of their beloved Morgans and other collector cars, I thought that maybe a short description and the link would be appreciated.

It is easier to be more of an expert today when using digital media that can be

checked immediately after taking the photo. A few lighting tips for photographing your car



Partial Outline:
Lighting conditions

- Sunny day
- Overcast day
- Early morning or evening sunshine
- Sunrise or just before sunset
- Just after sunset
- Horizon line reflections
- Why not moon?
- Shooting techniques
- Direct frontal lighting
- Side lighting
- Shooting from the shadow line
- White balance ... carry on

<http://blog.hemmings.com/index.php/2016/05/09/a-few-lighting-tips-for-photographing-your-car/>

'The Simpsons' Sneak Peek: Jay Leno Gets Animated for His Love of Cars

Ethan Alter, Writer - May 6, 2016

As a stand-up comedian, Jay Leno is accustomed to writing his own material, a skill that came in handy for his guest star stint on this Sunday's episode of The Simpsons. OK, so the former Tonight Show host mostly left the gags to the Simpsons writers. But in this exclusive clip teasing his cameo, Leno reveals that he did do a polish on their car talk drawing on his own expertise as a serious antique automobile collector. (Check out his YouTube series, Jay Leno's Garage, to see more of his obsession.)

In the episode, Leno stops by the Simpsons homestead to purchase the classic Morgan Motor Company vehicle that Homer has somehow gotten his mitts on. "I can tell the person who wrote it is not a car aficionado, because they had no idea what they were talking about," he says, pointing to such mechanical blunders as a description of this particular Morgan having a "marble interior." So Leno gave the original script a quick buff-and-polish, until it gleamed with total auto accuracy. Nice to know The Simpsons have an expert mechanic to call in whenever they need a car consultation.

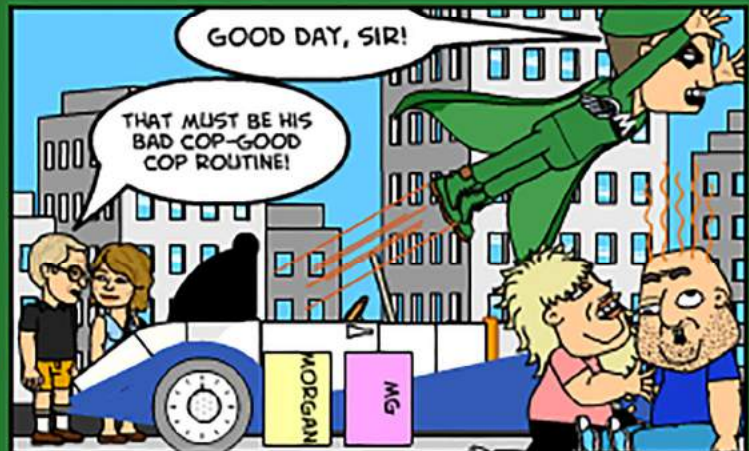
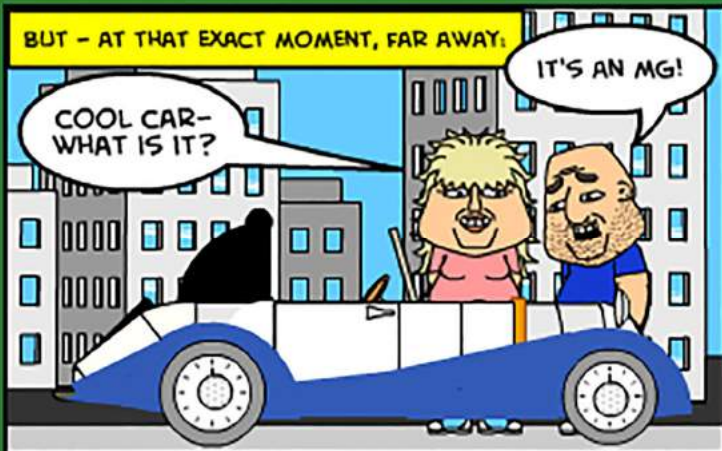


CHECK OUT THIS LINK! Thanks to Bill McCarthy, Editor of the newsletter of the Morgan Owners of Philadelphia.

yahoo.com/tv/39-the-simpsons-39-sneak-peek-jay-1422607018967094.html

MORGAN OWNERS OF PHILADELPHIA
From the Morgan Club Newsletter Exchange

LOCATION: MT. BEN NEVIS. AT 4406 FT, HIGHEST MOUNTAIN IN BRITAIN. A SOLITARY FIGURE SITS ATOP THE PEAK.



THE NASH FROM NORTH SAANICH

By Alistair Crooks

On a late Spring day five cars left the Chinese capital of Peking bound for Paris, 2 continents and over 9,000 miles away. The year was 1907 and this was the first Peking to Paris Rally. There were no rules and the prize was a magnum of champagne. 61 days later Prince Borghese entered Paris 20 days ahead of his nearest competitor in his 7.4 litre Itala. Considering the automobile was still in its infancy and that 95% of the route was unpaved, this feat must surely rank as one of the major landmarks in the automotive history of the last century.

The increasing popularity of classic cars in motor sport has also included the classic rally movement and the Peking Paris event is considered to be the crown jewel. Vancouver Islanders Lloyd and Treacy Reddington took on the challenge when they participated in the fourth reincarnation of the PP in 2010 in their Rolls Royce Phantom III. It would seem that they have become smitten by this experience as they have since done the South America Challenge and the London – Cape Town rallies. The latter was successfully completed in a Toyota 4 Runner which the Reddington's still use as their daily driver!

For the South American Challenge they had purchased Ruby, a 1927 Nash. Although the car had been prepared to concours standards, it became apparent it was in need of considerable mechanical fettling and so they had to find alternative transport for the sojourn to South America but that is another story. Pre war American cars have enjoyed success in the PP. A combination of good ground clearance, rugged construction, ease of maintenance and repair are ideal attributes for this grueling trial of man and machinery. This Nash has a 3.7 litre straight 6 OHV engine with a 7 bearing crank and ticked all of the Reddington's boxes.

There followed extensive preparation/modifications to bring Ruby up to rally specifications with the majority of the work being carried out in Victoria. A roll bar, seat belts, sump guard, upgrading from a 6 volt to 12 volt system, fitting electric fuel pumps, duplicating the coil, enlarging the fuel tank with a reserve tank too. The list goes on. A complete engine rebuild was completed by Cords in Victoria with new bearings, pistons fitted and the unit balanced. A new rear seal and an improved oil supply to the rocker arm were included.

Victoria Transmission removed and overhauled the drive train and upgraded the brakes. Westshore Spring beefed up the suspension and many useful pointers were provided by the experienced long distance rally guru Jim Walters of Bristol Motors fame. With all of this work completed it was now important to check out Ruby on the road and extensive long distance drives were undertaken to iron out any bugs. This included a drive down to San Francisco which included a climb up to Crater Lake where Ruby coped with 35C temperatures better than the passengers. A trip to Alaska and back followed and by the time they returned to British Columbia the front tyres had lost their tread. In the interim every effort has been made to shed unnecessary weight and outings on local logging roads were included in the Reddington test programme. Lloyd estimates they have driven 15000 miles in Ruby since it was purchased.

The preparation did not stop there. A glance at the lengthy packing list that was shipped with the Nash has camping gear, safety equipment and a long list of tools and ancillaries that could equip a workshop although I am not sure what the talcum powder was for! As we go to press Ruby is on the high seas for China and the event itself leaves Peking on 12th June. It's worth mentioning that Vancouver Island also has a second entry in this year's Peking Paris Rally in the form of a 1941 Chevrolet prepared by Jetstream in Sidney. Members saw the Chevy when we recently visited this establishment.



Vincent Duhamel and Jean Mouret are the crew which I believe will be their first attempt in this prestigious rally.

Spending time with Lloyd it soon became apparent that an esprit de corps quickly develops amongst the competitors which encourages them to participate in other rallies. With this in mind a trip to Japan is on Ruby's itinerary sometime in the near future. Of the many anecdotes he shared with me that can be printed, the following occurred on the London to Cape Town rally that sums up the attitude required for such adventures. A Frenchman had entered a Morgan, not the first car that comes to mind to drive through Africa. By the time they had reached Greece the car was in a terminal state where upon he persuaded a local barmaid to sell him her Suzuki Vitara. He switched the licence plates and documentation from the Morgan to the Suzuki and drove from Egypt to South Africa impersonating a Morgan without a hitch!

The Route (from the P2P website)

We will be enhancing the 2013 route – a route that drives into the most adventurous region of Mongolia, the stunningly beautiful northern sector. We will cross into Russia and on to the Republic of Belarus with the support of the Russian motor-federation who worked with us in seeking out long gravel farm-land sections for our Time Trials and drive an exciting new route across Europe with closed-road mountain climbs in the Alps. Highly acclaimed in 2013 the challenge for the Organisation is make Peking Paris 2016 even better.

The following website will provide comprehensive details of this year's Peking Paris Rally including a list of the 120 competitors and brief bios under Competitors Links which is recommended. Hopefully the communications network will hold up and allow us to follow the Rally's progress which for the most part will traverse what was the former USSR. According to Lloyd it will be the journey through Mongolia that will provide the most testing legs, something that was soon discovered by those intrepid motorists in 1907. We wish our fellow Islanders well and will follow their progress with great interest.

Thanks to Lloyd and Treacy Reddington for their cooperation in compiling this article.

Allstar Crooks April 2016

<http://www.endurorally.com/pages/the-peking-to-paris-motor-challenge-2016>

Editor's Note: When Alistair emailed that he had written an article on the P2P prep of the Reddington's '27 Nash and asked if I thought it would be appropriate for the Morgan Link, I said, "of course!" as several of us saw the Nash when Lloyd and Treacy joined us on the Robbie Burns Run.

Then Alistair told me about a Morgan Plus 4 in the Peking-Paris this year. Take a look at the extensive preparation the car received from the Norwegian owners at

<http://peking2paris2016.no/blog/>

SPRING MOG

Meet the Bundys

2016

Story by Gordon Craig with contributors Barbara Bradley, Elaine Fisher & Bill Button
 Photos by Gordon, Barbara Bradley, Elaine Fisher, Dave White & Bill Button

There is nothing like Big Skies, hundreds of miles of two lane blacktop wide open in the warming sun, looming clouds on the horizon and an open top Morgan to take on the coming splendor of eastern Oregon high desert in the promise of May flowers just around the bend. It wasn't quite like that the first couple of days, but one thing we all knew as we rendezvoused in Fall River Mills (California) on Hwy 299 East of Redding that Saturday evening--Bring the Weather Gear!

Leaving the hustle and bustle of the Bay Area 250 something miles behind, we gathered for dinner and overnight at the Fall River Hotel, variously from other points on the compass, too. Mssrs. Button and Horsley came from Seattle, Lynn and Karen Powell from Amador County, Dave and Donna White from Arcata, Bob Frisbey from the Santa Cruz area to name a few. We would be an even dozen Morgans, including the maiden long voyage of the new TR engine in "lismore" belonging to Maggi and moi.

Coming south from Ashland, John and Barbara Burks came by way of Lassen National Park to Fall River. They were pulled over by the Park Police, Barbara said, "he only stopped us because he wanted to know what kind of car we had! We were just going a little over the speed limit (45). We did not get a ticket."

Sunday, Fall River to Diamond - 347 miles (or more? Yes!)

It rained that night, tapering off as we arose Sunday morning for the longest leg of the Tour. The temps were brisk as we set out towards Lakeview, Oregon, 127 miles away. We were going in long strides between fuel stops, so we had to be sure to fill up for the next loop into Nevada, there wouldn't be gas for another 140. Towards mid-day it didn't get that much warmer--we were in Modoc County going into Oregon at 4000 ft and the wind was blowing a gale. A young local rancher we met in Lakeview said "blowing snow was expected tonight. I wouldn't go anywhere in those rigs you're driving," Bob Frisbey said, "Well, we're crazy, we're going on to Diamond for tonight." He just laughed with us as we parted. And it did get colder, and the wind blew harder, and since we were behind the main group, we missed the turnoff into Nevada and the lunch stop planned at Fields Station for burgers and milkshakes all those miles away. So we took the road fronting the east side of Lake Abert and beyond all the way into Burns, the very longer way around as it meant backtracking south again to Diamond, our guest ranch destination.

Meantime, those who did take the cut off to Fields Station"... many miles from nowhere, appears to consist of a combination store, gas station, and



restaurant, a Post Office, school, campground, a few houses. Most supplies come from Burns, 112 miles north. The burgers were good, the milk shakes thick (in) many flavors, (all) delicious, the servers were friendly, the volume of food overwhelming," wrote Elaine.

Coming into Burns is the irony of the dash plate message for SpringMog, we were arriving in a town festooned with American flags, everywhere, on every single streetlight, storefront and pole, at the gas stations, a town fed up and tired of the kerfluffle of the weeks before, the takeover and siege of the Malheur BLM Interpretive Center. The flags said it all, "We're with you, America, we're

part of this great country." One of the ranchers I talked with later in Diamond said, "they were just cranks, troublemakers." Enough said, and sad as one life lost stupidly running a FBI blockade. As we departed Bundy heading south to Diamond, the open plains gave way to more and more volcanic craters.

We got there just as the wind was abating and the sun was setting. Awaiting us was a hot and piping meat loaf dinner with plenty of sides, and a great berry tart and ice cream desert, all homemade. It was the best, it had been a long and cold ride.

From the other (correct) way, Barbara wrote: "Notice the overhead jet-vapor trails. They usually point North or South, very few East or West. In Nevada we enter the Sheldon Game Reserve (Pronghorn) ...Opal mining area, no phone reception. You are driving into areas that millions of years ago were lake bottoms. Knott Creek and muddy looking pond is filled with Bufflehead Ducks and Mallards. Fields Station (lunch) has the "World's Best Hamburgers" and by count has sold 66,000 milkshakes. As you leave, you are going around the Stein Mountains to our next stop French Glen, amazing range with drop offs of over a mile straight down in the valley you are driving. (Now back into Oregon) French Glen named for Peter French (supposedly murdered) and State Rep. Hugh A. Glenn of Orville, Glenn county, CA. Both were ranchers during the cattle and sheep wars of the late 19th century."

Monday, Diamond to Baker City - 256 miles (or less)

It was freezing and below as we left Diamond that morning, Maggi and I had stayed at a charming ranch cottage (former bunk house) and we ambled back the dirt road past the Angus herds and met up with the rest of the group. Our rancher hosts asked us a favor to stop by the one-room school house on the way out and have a show and tell with the kids. We gladly did. In the chilly wind, the kids and their teacher, about 16 in all, came out of the classroom as we lined up in the parking lot, some of the parents were there in pick-ups and tractors, too. It was a car show, and the kids were delighted to see so many different Morgans, from Aeros to +8s to +4s and modified Trads. I asked, "Do you know what a Massey Ferguson tractor is?" I may as well have said, "Do you know your right hand from your left?" These are kids who drive tractors for gods sake. Then I said, "Well, my Morgan has the same engine as that tractor had in the old days, a four cylinder, long stroke, big on torque." They all nodded, they already knew that! Of course they would:)

So we left waving and laughing and honking and onto ever descending canyon hairpins from the high desert to the lower plains rife with heavy cross winds to Vale, 120 miles to the north and



From the Morgan Club Newsletter Exchange

Thanks to Gordon Craig, editor of the Morgazette, for permission to use this article featuring Mr. Button!



Same day, Button and Horsley and the "Snowdrift Trail"

east, and time for lunch at the Vale Cafe just as you enter town. Sitting down at the table brought back memories—35 years ago I had stopped here for lunch with buddies for a fishing trip to the Snake River country in Idaho. The place still looked the same, or so your memory tells you. On the cafe TV we heard the weather report and confirmed that the mountain pass road we were to take to Unity was not advisable—high winds and blowing snow. We gathered to work out an alternate snowless route, Interstate 84 from Ontario (nearby) straight into Baker City the only way. Button and Horsley weren't part of this discussion, now where were they anyway?

According to the vaguest of reports much later, they branched off to a mountain road north of Burns at Seneca (4500 ft.) to navigate a network of forest roads that would take them north along the ridgeline of the Strawberry Range (5000 ft.+) towards our original route town of Unity. With GPS and maps, they were trail blazing their own,

and for a couple of hours they were making good time, though there was piling snow in the shadows. Somewhere in that string with Horsley leading, higher and higher, he plowed into a snow drift as in high centered, stopped him cold. Button came up behind. They got out, assessed, and Button backtracked until he found a section of wire fence down, cut a goodly length and brought it back. He tied one end to the front of the Bitsa and other to the rear of the '05 Roadster, and towed Horsley back out to traction. They turned about and snaked to another road or three or four, had to backtrack one section 20 miles but eventually made their way to Baker City, a long day of backroads driving in deep ruts and at times nasty weather.



Same day, the rest of us on I-84

It wasn't that much better on the Interstate towards Baker City. No snow to contend with, but the winds were tricky in the canyons and the Semis would catch them and drift across the lanes. Then, climbing up the long stretches to the next valley the headwinds definitely had an effect, so valley after valley you would play tag with the same group of trucks, ahead on the downhills and behind on the climb, over and over. Depending where you were, you got to know your trucker friends pretty well that last 120 miles into Baker City. We blew into town under full sail, and totally punked.

Some of us still had enough gas in the tank, body and mind to go to the Oregon Trail Interpretive Center Museum a little ways out of town. Baker City (or the town later to be known as Baker City) was one of the ending strands of the Trail, which started in Independence, MO. Beginning in the late 1830s into the 40s, John Jacob Astor sent scouts eastward from his Pacific coast sealing station (later known as Astoria) following Indian Trails up and over the Rocky Mountains to secure a trade route for his pelts and furs. As the scouts worked their way back to the then Missouri frontier, farmers and settlers seeking new land and freedom from religious persecution would come back with them led by missionaries, and in increasing numbers would make the arduous step by step journey to the Willamette Valley and branching to the north of California, the great basin of Utah, the plains of Montana and mountains of Idaho. "Manifest Destiny" and the Great Louisiana Purchase explored by Lewis & Clark thirty years before, the undertaking was hard, disease ridden, plagued by Indian raids, misfortune of all kinds, starvation of livestock and travelers alike, still and all an estimated 400,000 between 1843 to 1865 made the journey to shape the West we know and travel today.

That night we had dinner downtown in the 19th century Geiser Grand Hotel,

long table in a colonnaded dining hall, great fare.

Tuesday, Baker City to Madras - 240 miles

Morning drivers meeting we were warned, "Leave town no faster than 55 mph, hold it for 20 miles." That was HARD to do, almost like driving in the Blue Mountains of Australia (inside joke:), same kind of two lane roads that beckon kicking it up with every turn, quicker and quicker, and just when you really want to open it up, a little voice says watch out for the unmarked patrol car parked and waiting, just like OZ. So sedately we climb to near the tree line and stopped at Austin House (OR rt. 7 and Jct. 26) for coffee and snacks, and the all-important "rest" stop but they were closed! We backtracked a mile to Bates State Park as the brisk air warmed a little with the mid-morning sun, then we were off again north on county road #20, and let it loose, all Morgans of the group together, no stragglers, wanderers, we knocked on in sweeping elevated turns one alpine meadow after another, following the north fork of the John Day River.

A short jaunt south on Hwy. 395 to Long Creek, then west again on OR Rt. 402 lowering into grasslands and pasture until Kimberly for a lunch stop. John Burks stayed overnight here in the previous millennia on a BMW motorcycle tour, this is near "off the grid" and the only place to get gas for a hundred miles and it hasn't changed, all good.

As we come to Fossil, we pick up the middle fork of the John Day, and just south stop at the John Day Fossil beds, all spire formations above the narrowing river canyon. We've come down to 2500 ft., so its time to richen up the SUs a little, "lismore" is the only Morgan to do this, all the rest of the fleet are fuel injected, well, except for the Button "bitsa" which is chugging a bit with an errant Edelbrock carburetor, so he is running rich anyway.

As we near the Antelope Pass, the dominant cone to the Northwest is Mt. Hood, and to the south the Three Sisters, all peaks covered in snow. Right in the middle is Madras, we pull in for the night to the Econo, have a Mexican dinner nearby.



John Day Fossil Rocks



Climbing the Antelope Pass

Wednesday, Madras to Ashland - 241 miles

Today we are heading for the "barn" — the Burks-Bradley "barn" in Ashland and a "wrap" party featuring the whole crew and additional Morgan friends. Leaving from Madras, Button and Horsley are the first. but since we are so far north, they elect to head for their "barn" in Seattle, no sense with a chugging "Bitsa" to lengthen the miles and driving time any further than necessary. The rest of us take to Hwy 97 south to Bend and beyond, a longish slog right down

the center of Oregon.

A meet up with a long time Morgan friend - (Thanks to Social Media, apps and email, this could only happen in this day and age.)

Phil & Elaine often post entries to their Facebook page as they travel in their Aero 8 on Morgan runs. SpringMog is no different, and after uploading a photo of the John Day Fossil Beds the day before, Elaine received a Facebook message, "I'm in Bend, about a mile east of 97, hope you are having a great trip," with a phone number. After checking her Gas Buddy app, Elaine replied, "We will be at the Chevron station at Reed Market off 97 in about 35 min. Have the Murrays and Stinsons with us." As they pulled up to the station, Kerry Lilliedahl, past MSCNC member and President, "came running to meet us. (After) checking with John Burks via email who responded positively quickly, Kerry followed in her Honda for the four hour drive to Ashland and the "wrap" party."

We caught our share of rain south of Bend, and of course my new wipers hardly worked at all, the drivers side would flail feebly, then wash the scuttle more than anything. This had been going on since the beginning of the trip, so nothing new, kept driving and the water would bead off just enough, then stop now and then and reposition the wiper arm, tighten the post nut some more. Fortunately, there had not been inundations on the trip and this time we got through to the Chiloquin turn off, 160 miles south of Madras, towards Ft. Klamath. We approached the Rogue River Siskiyou Mountains to the west and Hwy. 140 and onto Mountain Lakes Wilderness area and Dead Indian Memorial Road (aka "Deceased Indigenous Native American Memorial Road" latter day, awkward either way). Forty Miles to go through forest glades and meadows, then wind down through the buttes that form the east side heights of the Ashland Valley, and there we were in the shining sun at last.

"Bring something for the Barbie, something to drink, a side dish," all of us gathered that evening at the Bradley-Burks Manse along with Ashland and Morgan friends from near and far. Celebrating the end of an epic SpringMog we doubled, tripled our numbers and with John Quinby on the ivories, sang and danced our way into the night. Elaine wrote, "Kerry had a great time at the party and headed back to Bend," Kerry messaged back, "I'm home! It was wonderful! Had fog, snow flurries and freezing temps, but I am here and fine."

That was SpringMog for us all. Many Thanks to Barbara Bradley and John Burks for their hospitality and planning of this event, it was the best, it was challenging at times, the roads and sights, the Mogs and places we visited were worth it all.

PS - The new engine in "Lismore" ran like a train for all the 1900 miles door to door of SpringMog - well broken in, cheers.



Burkes Party Parking



Barbara and John

Have a spare fork lift around?

Steve Hutchens, Editor

Mike Granat, a new member in Bellingham, gets an "A" for resourcefulness. He has always wanted a car hoist to get his cars off of the ground to make them easier to work on but you just hasn't got around to getting one.



No problem! Mike has a fork lift in his shop and put it to good use. The tall jack stands are for safety support.

So if you have a spare fork lift around and have always wanted a hoist, you're in business!

Lunch with Morganeers!

Steve Hutchens, Editor

I've known Rick Stiff for several years and from time to time we'd have lunch at the Web Locker, 734 Coho Way in Bellingham. A couple of months ago we added Mike Granat. Then a few weeks ago we add Larry Vandermay who comes over from Orcas Island.

We have lunch every other week. Sometimes it's on Thursday, other times on Tuesday. If anyone would like to join us at 12:30 for lunch, give one of us a call to get the date of our next get together. The conversation is relaxed, always Morgan related, and the lunch is great too. Come join us!



ACQUIRING A 3 WHEEL MORGAN

By Peter French

I suppose it had to happen. Murphy decreed that 2 weeks after the 65 year warranty expired, Morgasm decided it was time to become a trike.



Winton A7 2016 was forecast to be one of the most miserable weekends weatherwise – rain, icy winds, blizzards, glaciers on the back straight. Like most forecasts it was completely wrong, sunshine, no breeze, the perfect weekend for a couple of days of legal hooning.

So it was on Saturday morning, qualifying was brilliant. Morgasm, being magnificently prepared, ran like a Swiss watch (just a bit bigger, tho). The first Morgasm event started well, the warm up lap was beaut. Then the 'get serious' flag went out and the foot went down. Well, we almost completed the first lap when coming onto the main straight (in front of all the spectators), the world started to rotate.

About to start the second waltz turn I did notice a wheel bowling down the middle of the main straight at significant speed. Strange, I hadn't noticed a wheel coming up behind me about to pass. The spins took us about 200 yards up the track, and just about managed to park in the FIV pit, right in front of the tow truck. The wheel did the full length of the straight (about ¾ of a kilometre) then went infield just before turn 1. Pity it didn't have the Dorian timer on it, or we could have at least completed one lap. Had a quick look, decided the wheel was Morgasm's, and the rear axle had broken an inch inside the hub on the rear left (made sense, we were coming out of a right hand corner at speed). The fellers in the safety box said it was the most spectacular bit of the weekend, the chassis on the track had sparks 20 feet long following us. And we



were flatbedded back to the garage with a bunch of ghouls following to revel in the disaster.

The rest of Saturday and all Sunday was taken up with commiserators. The conversations had a consistent 6 streams:

Q. Who was driving?

A. That's a matter of opinion, but I was in the car.

Q. I thought Tom drove it all the time?

A. Usually, but he loans me MY car for the A7 meeting.

Q. How are you going to tell him?

A. Wimp out and let Heather do that! (actually, Heather messaged a photo with the comment "Dad just broke your car. The phone rang back 2 seconds later....")

Next on the list, dozens of smart alec and corny comments re 3 wheeler Morgans. Then the enquiries about the state of my undies.

Finally the "How lucky can you be?" This in reference to how we managed not to spin up the wall and destroy the car. Obviously, this was due to skill, talent, ability, courage, charm, personality and good looks (and a tiny bit of luck). Also the fact that the wheel ran up the straight and didn't bounce into the spectators with dire consequences. So the weekend finished at 2 o'clock Saturday.

Anyone know where to get a 1951 +4 3HA Morgan axle?



From the Morgan Club Newsletter Exchange

Brian Hardy, Editor of the VICMOG Gazette, responded to my publication request with a little background that might assist in understanding the story:

"Pete is one of our early club members and he has been racing his yellow flat rad "Morgasm" for over 40 years, though these days his son Tom drives it at most of the Historic Racing events.

However, Pete does drive it at an event called Historic Winton (see attached flyer). Winton is a motor racing circuit some 200ks North east of Melbourne. The Historic Winton event is run by the Austin Seven Club hence Pete's references to A7 in his story.

"Morgasm" is a very well know car around these parts and is generally held to be Australia's most famous Morgan. I have also attached a couple of shots of "Morgasm" racing in happier times at the Philip Island Historic .

Historic Winton Honouring the Past – Australia's largest and most popular all-historic motor race meeting presents two big days of non-stop racing featuring over 400 historic racing cars and motorbikes from the 1920s to the 1980s.

As is tradition, the Historic Winton will take place over the last full weekend in May.

This historic race is conducted by Austin 7 Club Inc. with assistance from the Historic Motorcycle Racing Association and promises fun and thrill for people of all ages.

40TH HISTORIC WINTON
TWO BIG DAYS
28TH & 29TH MAY 2016
WWW.HISTORICWINTON.ORG

BENALLA SURAT CITY
VACC
PENRICE
FISHING CLUB
AUSTIN SEVEN CLUB INC. AUSTRALIAN PHOTO PRODUCTIONS

Did Video Kill the Still Beauty Shot?

by Dave Doroghy

Technology is moving ahead in leaps and bounds, especially in the area of communications. This point hit home a few weeks ago for me when I was digging through an old drawer and found this promotional post card that I picked up a decade ago at the All British Field Meet. After that, for the longest time I meant to call the fellow that distributed the card and invite him to come out and shoot professional photographs of my 1966 Morgan Plus 4. But I missed my opportunity because suddenly technology leaped over still photographs of cars being the latest and coolest trend. Video is where it's at now man! I'm here to tell you that Youtube clips have replaced a well-shot glossy 8 x 10 of your wheels.

I am a pretty good with a camera, and have read several articles on how to shoot cars. A photography magazine I subscribed to years ago explained a variety of cool angles to shoot old cars from and what ASA film to use, along with appropriate aperture and shutter speeds. But I am smart enough to appreciate that there is a real difference between the results an amateur photographer achieves compared to a pro, so I decided that one day I would follow up on the post card in the drawer. But while I stalled and waited, putting off the pro photo-shoot which I never did get around to, the world changed.



My friend David is really into creating cool short videos and posting them online; and he is very good at it. Last month he offered to come out and shoot a video montage of my Morgan, by where I live on the Fraser River. The digital equipment he used is within most people's means, and fairly easy to operate. He even has a drone that can hover above a car and provide an amazing, dramatic perspective. Since he used to work in the television business he has a keen eye for vivid shots, a good sense of story telling, and most importantly ruthless surgeon like editing skills. During our shoot I learned that you can have all the equipment in the world but if you don't know how to use, it won't do you much good.

On the day of the shoot, David suggested that I have a third person join us to act as a production assistant, and we put a morning aside to produce the video that I am providing the link to below. The other person that joined us was my buddy Keith, and since all three of us are car enthusiast,

we had a lot of fun scouting locations, setting up camera angles and shooting the video. The weather was high overcast clouds which I learned from David was great for what we were trying to achieve.

Here is the Youtube link for you to copy onto your browser and watch: www.youtube.com/watch?v=13Cfme3ECIA link:

The video is intended for a website that I am putting together that I plan to start blogging on next month. After bouncing around the net and sampling dozens of car websites I felt that a dynamic moving montage of images on the home page was far more attention-getting than a still shot. Now the fun will begin as I sit down with my web savvy friend, who is 20 years younger than me, and we figure out how to pull the whole thing together into a new and improved Dorgsmorg.com blog.

Just as with still photography, getting a pro to help me with the video made all the difference in the world. If any of you are interested in a neat little video production of your Morgan, drop me a line and I will put you in touch with David. It was like night and day having someone produce this short video who knew what they were doing. It took us about four hours to shoot, and it took him an additional five hours to cut, edit, add the titles, and source the super-cool soundtrack. I learned a ton during the process we had a ball doing it.

Also, please drop me a line and tell me what you think of our little Cecil B DeMille movie production. You can contact me at doroghy@hotmail.com.

As for my new, yet to be launched, website blog, I am sure that after a few hours of sorting out internet production glitches, web hiccups and software issues, I will long for the good old days of just picking up my processed roll of color film from the Photo-Finishing Department of London Drug.



Mike Powley's Morgan Moves East

A letter to MOGNW's president from Roger Paterson

[Editor's Note: When Roger Paterson wrote to Michael Amos, president of MOGNW, about buying Mike Powley's 4/4 he wasn't aware that there are now two Morgan clubs in the Pacific Northwest. Michael Amos forwarded Roger's email to me since I'm editor for both clubs. I sent Roger copies of the Morgan Link and the Mogazine and have corresponded with him a couple of times. I answered the questions he asked in this email and he gave permission to put in the Morgan Link. He is going to send a picture of his father with the 4/4. Perhaps the newsletters will tempt him and his father, who lives in New Brunswick, to join both clubs!]

Date: Friday, May 6, 2016

From: Roger Paterson <rogerpaterson@telus.net>

To: Michael Amos

Subject: Mike Powley's 4/4

Hi Michael,

Given Mike's standing in the Morgan community and your association I thought it prudent that I update you with regard to latest on Mike's Morgan. I recently acquired it from a close friend of mine, who was a close friend of Mike's. He decided to sell it as he was not using it much and really did not have the time to give it the attention it deserves and in fact had only driven it two or three times in the last couple of years.

I bought the vehicle not per se for myself but for my father as it is his 80th birthday and for as long as I can recall he has been talking about owning a Morgan or MGTC/TD. My grandfather on my father's side actually just lived a few blocks away from the Morgan factory and my father has toured the Morgan factory at least once and almost ordered a new one (I assume it was a 4/4) for the princely sum of \$17,700 dollars (US?) at the time. Unfortunately he was told that the waiting list was between 1.5 - 2 years and decided not to follow through.

Given the number of times I have heard the story I believe it was a decision he came to regret. Anyway, my dad lives in Fredericton, New Brunswick, so I have shipped the vehicle down to him and it is due to arrive at the end of May. He does not know its coming so it should be interesting situation when its delivered to his house!

Anyway, just to give you some background, I personally have owned several British vehicles and been involved in the rebuild of numerous others so the world of Girling, Lucas and such are well known to me. My Dad has just finished restoring my 1972 Triumph TR6 which he stripped down to the frame and rebuilt both body wise and mechanically so he is also no stranger to the ways of old British sports cars. And this was not his first rodeo with them, my grandfather being English and all.

Admittedly I knew little about Morgans until I spent a week with it in my drive way and discovered all sorts of unusual items, in particular the toggle switch which activates the electric radiator fan, etc. Likely my dad will discover numerous other quirks once he starts driving.

From my short time with it, the vehicle appeared to be in great con-



MIKE POWLEY

NOVEMBER 21, 1941 - AUGUST 22, 2012

dition mechanically, in need of some interior upholstery work, a little bit of wiring work and will likely need a new coat of paint at some point in the future (the paint was starting to craze crack on the engine cowling). Rest assured that the vehicle will be well taken care of and my dad will not be one to put it in the garage and not use it. He will drive it, attend local British car club events and once he gets enough confidence in it take it further afield to PEI, Nova Scotia and the East Coast of the US.

I am told that there are as many as five Morgans in the local Fredericton area so hopefully his learning curve will be short through interaction with these other owners.

So that brings me to the next question, how hard is it to get parts for these things. My immediate issue will be when I go to register it in New Brunswick. They still have mandatory periodic vehicle safety inspections. While I am confident the vehicle will be fine mechanically, I noted that the wind screen looks like it took a rock hit at some point and is cracked which means I will have to replace it in short order so it will pass the inspection. Any idea where I might find such an item? Any info would be appreciated.

As the vehicle will likely eventually find its way back to BC in a few years I wouldn't mind becoming a MOGNW member (and even signing up my dad for that matter) as the knowledge base of your membership and website appears quite deep.

Anyway, I thought you might want an update. In the meantime, I have started tracing the history of the car from what I can garner off various websites (including yours and others). I did get quite a bit of documentation with vehicle including a pictorial history of the rebuild Mike did in 1998-99.

Obviously any insight that you folks could provide would be welcome

Regards,

Roger Paterson

AREA 27

Discover Your Life On Track

Article thanks to Frank Gruen, PACMOG Vintage Racing Correspondent

Oliver, British Columbia, December 21, 2015 – With the Osoyoos Indian Band (OIB) on site for traditional celebrations, South Okanagan Motorsports Corporation (SOMC) officially broke ground December 16 to begin construction of a 5 kilometer (three mile) track and member facilities for their membership-based club Area 27.



Ted Carew-Gibson, a PACMOG member who lives in Penticton, is a founding member of Area 27. He bought his 1969 Morgan Plus 8 new and has been a serious Morgan enthusiast ever since. Ted is excited about setting up his Plus 8 to "have fun" at Area 27!

You may have heard of Area 27, a new private members' track in Oliver, BC, but you can't appreciate the magnitude of Area 27 unless you explore their website. "Fantastic" is an inadequate word. The Area 27 website is at www.area27.ca. From there you will find all kinds of links that will fascinate you.

For your possible interest, here are a few convenient links for videos outlining the current progress in the construction of the track.

<https://vimeo.com/148151611>

<https://vimeo.com/155148593>

<https://vimeo.com/156456132>

<https://vimeo.com/158233551>

Enjoy! ... and "Discover Your Life on Track!"

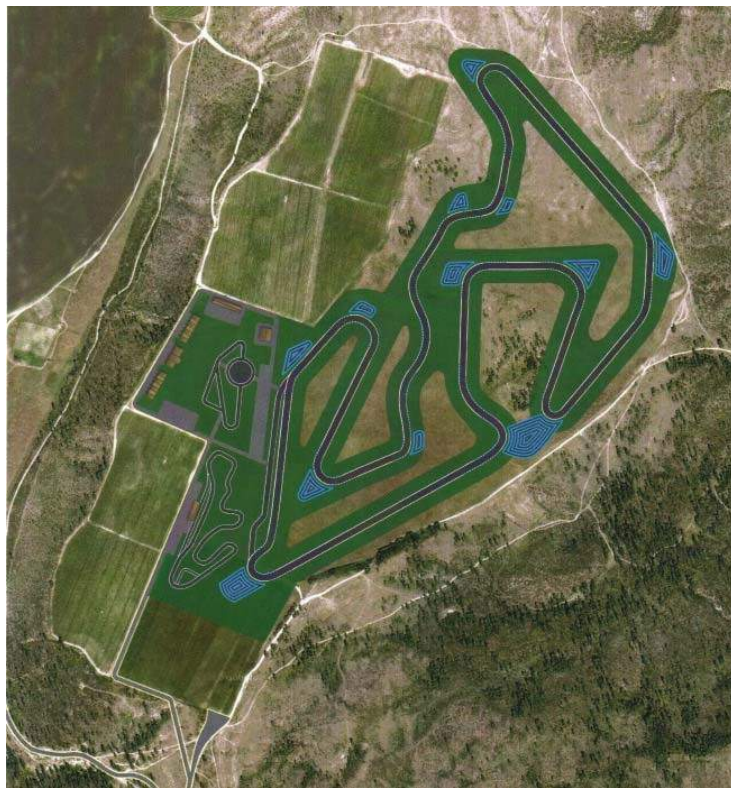
Below are some of the topics you will turn up if you do a google search on "Area 27 Oliver BC" ... try it!

Area 27 - Facebook

Area 27. 1371 likes · 239 talking about this. A world-class private motorsport club with a track designed by Canadian racing legend Jacques Villeneuve....

Area 27 (@area27okanagan) | Twitter

Image courtesy www.oliverdailynews.com. ... racing number and Jacques' own number when he won the Indianapolis 500 the track has been dubbed



"Area 27".

Area 27 in final laps of engineering, design - Oliver Chronicle
Jan 14, 2015 - There won't be anything secret or alien about Area 27 near Oliver, but ... the engineering of the five-kilometre (three-mile) track with 16 corners.

Area 27 breaks ground as excitement builds - Oliver Chronicle
Dec 24, 2015 - Many of the founding members of Area 27 grew up racing slot cars on plastic tracks. But they never thought they'd be breaking ground on a real ...

Area 27 motorsports facility in Oliver could be up and ...
Aug 5, 2015 - Area 27 motorsports facility in Oliver could be up and running next spring ... by May we could have our first laps on the track," said Drossos.

Jacques Villeneuve behind proposed new South Okanagan ...
Image courtesy www.oliverdailynews.com. ... racing number and Jacques' own number when he won the Indianapolis 500 the track has been dubbed "Area 27".

Plus 8 Jack Knight Steering Rack & Pinion

by Bill Button

Bill Mote was driving My +8 Bitsa to test the suspension. He noticed excessive slop in the steering wheel. "Fix it before it kills you," advised Bill. I have ignored Bill in the past, but learned the hard way to not ignore him anymore.

I got another person to turn the steering wheel while I observed the steering rack. No doubt I had a problem. After tightening all the bolts, I cut the steering slop in half. But after reading "GOMOG," it says "NO SLOP." So I still had a problem.

I removed the steering rods and then removed the steering plate which bolts to the rack. I then removed the rack and pinion from my Plus 8 so I could get it on a work bench for closer inspection. I carefully removed the gaiter. By screwing one of the bolts into the rack, I could feel the rack twist back and forth. I surmised that the slot and or the spacers were worn. I measured the slot at the ends and in the middle there was very little wear. Also the same for the spacer. But there was .042 slop built into this system.

I asked questions on the Morgan websites. I got some advice that the adjuster was at fault. Took the adjuster apart. The adjuster puts pressure on the top of the rack, insuring the pinion is fully engaged in the rack. Tried to put it back together but I could not. I could not get the spring loaded nylon follower to go back in. I needed help.

I drove to Canada to see if Bob McDiarmid could figure it out. Bob explained that the Nylatron follower had expanded, probably caused by moisture. After some careful measuring, Bob used his lathe and a file to make the follower fit again. Problem was that the follower had seized and was no longer putting pressure on the rack and as the pinion was not fitting properly the rack would twist causing the steering slop at the wheel. So problem solved, I hope.



POLITICS, RELIGION & MACS

Steve Hutchens, Editor

We know not to argue over politics and religion. I'll add to that Apple's Macintosh computers. Those who use Macs love them and it's probably smart not to ask them about converting a Mac's .pages documents to .doc the rest of the world uses. As editor I receive files from members who use all kinds of systems and sometimes have need to convert files I receive into a format my system recognizes. If you have a PC and receive a .pages file from a Mac user you've got to convert it to .doc or .docx to open it. My philosophy is to find the fastest, simplest workaround to the conversion and get on with the task at hand. Here's the scoop:

<https://cloudconvert.com/pages-to-doc>

From the cloudcover website:

Pages Document pages

.pages files are documents, created with Apple's word processor, Pages, which is part of the iWork package. Pages is available for Mac OS X and iOS and is a competitor to Microsoft Word. .pages files can contain complex documents with tables, charts and pictures.

Microsoft Word doc

.doc is a word processing file created by Microsoft. This file's format turns a plain-text format into a formatted document. It supports almost all the operating systems. It can contain large amount of text, data, charts, table, image etc. It can also contain rich text format (RTF) and HTML text.

Here's the solution, it works, and it is easy and fast.

- 1) Download the .pages file to your computer.
- 2) Go to the **cloudconvert.com** link above.
- 3) Select the file you just downloaded ("Select Files")
- 4) Click on "Start Conversion"
- 5) When the conversion is complete (a few seconds), download the converted file to your computer.
- 6) Open it in Word.

If you know of a better solution to convert .pages to .doc, please let me know. Until a better solution comes along, this works, fast and easy.

**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.

**Martin Beer & Stephen Beer
12944 Albion Vaughan Road
Bolton, ON L7E 4C6
cmcmog@idirect.ca
(905) 857-3210**



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. Stored for 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 down-draft. Car is located in Victoria, BC, Canada. Asking US\$32. Contact Dave Maas at 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.



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein
604-910-0857

autobauercanada@gmail.com #490-20170 Stewart Crescent
Maple Ridge BC V2X 0T4

Panel Craft

Automobile Restoration

Steve Sillett

6084 196 Street

Langley, BC

604-530-1433

www.panelcraft.ca

We moved to



5787 203A St.

OLIVER BIENZ

ANTIQUE & COLLECTOR
AUTOMOTIVE INSTRUMENTS
WATCH, CLOCK, & INSTRUMENT REPAIR
SPEEDOMETERS
TACHOMETERS

Oliver Bienz
604-535-6221
Email: ticks@telus.net

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? _____
