

MORGAN LINK

NOV & DEC 2016
Volume 1, No. 6

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



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
Director (Interior)	Jane Cowan	janecowan@shaw.ca
Director (Island)	Ken Butler	copout98@hotmail.com

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

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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

Calendar year dues: CDN\$10 renewal and CDN\$20 for new members. 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 credit: Pat Miles took this photo at OECC's London-Brighton Commemorative Run. The photo captures the spirit of the many British cars that participate in this annual event.

Members: Please send HIGH RESOLUTION photos for cover consideration. Format should be suitable for cropping to 8 1/2" x 11" or 8" x 8 1/4".

MEMBERSHIP DIRECTOR UPDATE

Steve Blake, Membership (sblake@telus.net)

We have reached the end of our first year and hope you have found value in belonging to PACMOG. We have circulated a roster, with several updates, as the club grew to 88 members, published six Morgan Link newsletters, designed a club logo and made badges which are available for purchase, held at least one drive or event every month, and had a very enjoyable Christmas Party.

We are always looking for new ideas for events, get-togethers, and drives. If you have any ideas or suggestions, email Bob Wadden at bob.wadden@telus.net and we will try to incorporate those ideas into our plans. If it looks like the weather is good and you feel like a drive, email Bob and we can have an impromptu drive with whoever can make it. As Mike Powley used to say, "If we only have two cars out, we can have a drive."

Our badge sales were very successful. We sold over 70 car badges and recovered our costs, including postage. All remaining badges will continue to bring 100% profit to the club. Some asked how we were able to make such a nice badge so inexpensively. This was because I dealt directly with the factory making the badges, so I was able to do the whole thing without involving any middle distributors or sellers making a tidy profit of their own. Anyone looking for a badge or an embroidered patch can pay Pat Miles (pat_miles@hotmail.com) and she will let Tom Morris know so he can send out your order. (\$25 for the car badge including postage and \$2 each for patches plus \$2 postage on total order)

Membership in a club is not for everyone. Some people have chosen not to renew for 2017. Those members remain our friends and we will always welcome them back. We hope the club is a worthwhile for most and you see value in belonging. We remain receptive to new ideas and will always consider suggestions. We plan to always have at least one drive or event per month and hope we remain relevant for you.

WELCOME OUR NEW MEMBERS

Glenn and Susan Sorko, Osoyoos
John and Susan Bodnar, N Saanich

THE EDITOR'S RAMBLES

By Steve Hutchens, Editor

BACK FROM THE ROAD

We are back from over four months of adventure on the road in our Sprinter. We thoroughly enjoyed circumnavigating the US and crossing much of eastern Canada. Just over 16,000 miles, 35 states and five provinces. We're glad to be home, but the memories will endure for a lifetime!

A 4 1/2 MONTH VACATION?

Several friends said something to the effect, "Wow, a 4 1/2 month vacation." Interestingly, we didn't consider our adventure on the road as a vacation but as an alternative lifestyle that just happened to be mobile.

We did some "touristy" things that people do on vacation, of course, like visiting museums, sightseeing, and hiking modest trails. But fundamentally, our adventure was about checking in on far flung family and friends. Most days were in the 150 to 200 mile range with something to see and do.

Two three-week volunteer projects with NOMADS, one in Minnesota just south of Minneapolis and one in the Great Smokey Mountains of western North Carolina, comprised 1/3 of our time away.

We enjoy museums and classify the time spent in them as learning experiences. While we were in the east we toured several Civil War battlefields. While in Georgia we toured the Georgia Museum of Agriculture & Historic Village in Tifton at the suggestion of Don

FROM THE CHAIR - DEC. 7, 2016

Ken Miles, Chair

Since the last report, the club has been fairly active. In November, several members of our club participated in the OECC London to Brighton Anniversary Run that is held on the first Sunday in November. We had a total of six members out including two in one car. An executive meeting was held in early November during which the amended Bylaws were finalized and distributed to all members to obtain their input. This resulted in several corrections after members raised their concerns over some articles. This process resulted in a revised version of the bylaws which was distributed in early December. Unless there are further questions, the bylaws as issued will be voted on at the AGM on February 5, 2017.

Also at this executive meeting, Bob Wadden presented an event schedule for 2017. In some cases we were able to confirm coordinators for an event. For other events Bob planned to contact people to act as coordinators and I understand his phone calls were successful for some events but we still have a few vacancies. If anyone is interested in volunteering to help plan an event and has not been called would you please contact Bob. We would appreciate some new ideas.

In December, we held our Christmas Party at the Miles' house with a good turnout. For the first time that I can remember all of the Morgan Christmas Carols were sung. Several games were organized by Pam Mahoney and prizes were won by a few members.

In closing I would like to take this opportunity on behalf of the executive to wish all members a Happy New Year. Hopefully this New Year will result in a stronger and more cohesive club with more members taking an active role in the club events.

PACMOG Financial Report

Pat Miles, Secretary/Treasurer
As of September 22, 2016

Receipts

Dues: \$1,785.01
Advertising: \$100.00
Donations: \$400.00
Total: \$2,285.01

Expenses

Name Registration: \$31.50
Society Registration: \$115.00
Website & Domain Name: \$66.44
Insurance to June 30: \$50.00
Insurance to April 2017: \$161.50
Banner: \$117.60
Badge Proof: \$473.88
Postage: \$8.93
Total: \$1,024.85
Cash on hand: \$1,260.16

Simpkins of Morgan chassis fame.

rural parts of the country.

We visited Don in Demorest, Georgia and spent almost two delightful hours chatting as he showed us around his facility. When we left he cut a piece of quarter-sawn ash he uses for Morgan frames and signed it artistically as a memento of our visit. It immediately became one of my most cherished bits of Morgan memorabilia and I'm going to frame it.

I can't imagine traveling without a smartphone and good GPS. We often found things to see and do that we would have been unaware of otherwise. When time allowed, and it often did, we would set the GPS for our destination and specify that the route avoid Interstates and toll roads. The results were a spectacular experience.

Driving secondary highways in many areas was a learning experience as you can better observe how real people actually live in the

So was it a vacation? Not in the sense that most people think of a vacation. Most meals were "at home" in the RV. We never slept anywhere else. Fun? Forever!

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

Date	Event	Time & Location	Contact (see your roster)
Jan 22	Robbie Burns Run	Tim Hortons, 15225 56 Ave, (NE corner of Hwy 10 and 152nd St) at 10:30 for 11:00 departure	RSVP Ken Miles
Feb 5	PACMOG Annual General Meeting & Lunch	10:00am at Sullivan Community Centre, 6303 152nd Street, Surrey. Lunch at Big Ridge Brewing Co., 5580 152nd St, Surrey	RSVP to Ken Miles
Feb 12	Hearts 'n Tarts Run	McDonald's at 1835 56th Street, Delta (Tsawwassen) at 10:00 for 10:30 departure	RSVP to Steve & Susan Blake
Mar 19	St. Patrick's Day	Details TBA	Dave Collis
Apr 23	St George's Day Car Show with LAMB Club	Details TBA	Ken Miles
May (TBD)	Spring Thaw Run	Details TBA	Colin & Laurel Gurnsey
May 20	Vancouver ABFM at VanDusen & BBQ	Details TBA	TBD
June (TBD)	Father's Day Picnic	Details TBA	Jane Cowan & Ken Butler
July (TBD)	July Run	Details TBA	Steve Hutchens
Aug (TBD)	August Run	Details TBA	Tom Morris
Nov 4	London Brighton Commemorative with OECC	Details TBA	OECC



From: John Donovan <jrdonovan@tiscali.co.uk>
Subject: Season's Greetings 2016
Good Thursday morning to you all. We wish you and yours a very Merry Christmas and a very Happy New Year. We hope Father Christmas is good to you, having been very good girls and boys all year. It would be good to see some of you in UK in 2017. Don't forget MOG 2017 the weekend of 25-28 August. Please keep in touch with copies of your magazines and keep me informed of any events which you think might particularly appeal to us over here.
Very best wishes to all,
John Donovan, Morgan Sports Car Club Overseas Liaison Officer

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

Date	Event	Time & Location	Contact
Feb 17 & 18	Spring Retreat	Ilwaco, WA.	Bob Hauge
Apr 15	MOGNW Annual Meeting & Executive Board Meeting	Alderbrook, Union, WA	Michael Amos
Jun 23	Punchbowl XXII		Heinz Stromquist
Jul 15	Executive Board Meeting	Tacoma or Centralia	Michael Amos
Sep 2	Portland ABFM	Portland	Heinz Stromquist
Oct 14	Executive Board Meeting	Tacoma or Centralia	Michael Amos

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

PacMOG Upcoming Events!

Robbie Burns Run Saturday Jan 28th

In the tradition of the Northern Pod of MOGNW under the leadership of Mike Powley, PACMOG will conduct a Robbie Burns Run on Saturday Jan 28th. We will meet as a group at the Tim Horton's located in the shopping center at the North East corner of Hwy 10 and 152nd St. We will meet there at 10:30 AM departing at 11:00 AM for a short drive.

As Mike would say you can't have a Robbie Burns Run without Haggis served with a Scotch gravy. This will be done and we will toast him for his great leadership of the Northern Pod. Come and join us. If your Morgan is not running or the weather is inclement bring your daily driver. It is comradeship and laughter that we want to see on this great day.

If you plan to take part in this run, call Ken Miles at 604 576 8036 or send him an email at kengmiles@telus.net.



Annual General Meeting February 5



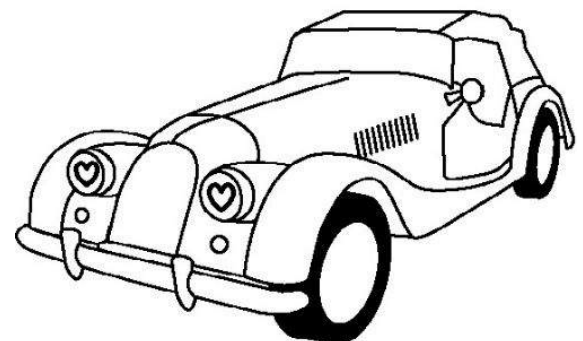
Don't Miss

The Annual General Meeting for the Pacific Morgan Owner's Club will be held on Sunday February 5 at 10AM at the Sullivan Community Hall, 6306 152 St, Surrey, BC V3S 3K9. Please join us to discuss many topics including this year's events, to vote for our Club's executive and to approve the bylaws for our new Club. Lunch will follow at Big Ridge Brewing Co pub (5580 152nd St, Surrey BC).

Please contact Ken Miles at 604 576 8036 or send him an email at kengmiles@telus.net to let him know if you are joining us so we can set up appropriately at the Hall and make pub reservations.

Hearts and Tarts Drive February 12

The Hearts and Tarts Drive is on Sunday, February 12th. We will meet at the McDonald's at 1835 56th Street, Delta (Tsawwassen) at 10:00 am for 10:30 departure. Lunch time and arrangements to be announced later. If you have any questions in the meantime, please contact Steve Blake at SBlake@telus.net.





December 2, 2016

PACMOG CHRISTMAS PARTY

The first annual PACMOG Christmas party was held at the home of Pat and Ken Miles on Dec. 2 starting around 5:00 and finishing around 10:00.



After dinner Pam Mahoney introduced a couple of games for us to test our skills in a word search and a Christmas quiz. The most difficult question "What does a Christmas tree symbolize?" After the contests we finished off with singing all the Morgan Christmas Carols ably lead by Bob Wadden. After the carols, we again broke into interesting conversation of various subjects and getting to know one another.

The party finally broke up when those from distant parts decided it was getting late and it was time to hit the road.



The group met and chatted over hors-d'oeuvres, cheese tray, and drinks. The subjects of discussion were many and varied ranging on their Morgan cars to politics in the US. Dinner was served about 6:30 with the participants enjoying pineapple ham, hash brown potatoes with cheese mushroom soup and sour cream, peas and carrots followed by cookies and fresh fruit.



CONSTITUTION AND BYLAWS of the PACIFIC MORGAN OWNERS GROUP

SECTION I "THE CLUB"

Article 1. NAME OF THE SOCIETY (THE CLUB)

The name of the Club is the Pacific Morgan Owners Group ("PacMOG or PACMOG")

Article 2. ADDRESS OF THE CLUB

The Administrative Address of the Club will be that of the current Treasurer, unless otherwise changed by the Executive Board.

Article 3. PURPOSE OF THE CLUB

The purpose of the Club is to encourage the restoration, preservation, and enjoyment of all Morgan Car Company vehicles. The purpose will be realized through the creation of the club. The Club will foster communication, cooperation, education, and recreation among all members by holding regular meetings such 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.

Article 4. ENDORSEMENTS.

No commercial products or enterprises may be endorsed, nor may the Club name be used for any such endorsements.

Article 5. MEMBERSHIP

The members of the Club are the applicants for incorporation of the Club, and those persons who subsequently become members, in accordance with these bylaws and, in either case, have not ceased to be members.

A person may apply for membership in the Club by sending a membership form and dues payment to the Treasurer who will inform the Membership Administrator. Upon acceptance, they will become a member.

A membership may include up to two named individuals, both of whom are full members in good standing, entitled to vote and serve on the Executive Board and/or as Club Administrators.

Every member must comply with these bylaws.

The amount of the annual Club membership assessment will be determined by the Executive Board.

A person ceases to be a member of the Club:

by delivering his or her resignation in writing to the Membership Administrator of the Club,

on having been a member not in good standing for 30 days,

on his or her death or,

on being expelled.

Expulsion of members:

A member may be expelled by a special resolution passed at a general meeting by at least 2/3 of the votes cast by the voting members.

The notice of special resolution for expulsion must be accompanied by a brief statement of the reasons for the proposed expulsion.

The person who is the subject of the proposed resolution for expulsion must be given an opportunity to be heard by the Membership before the special resolution is put to a vote.

Members in good standing:

The member is not in good standing if they have failed to pay his or her current annual membership fee, or any other subscription or debt due and owing by the member to the Club.

Article 6. USE OF THE PACMOG REGISTER

(a) The PacMOG Register may not be loaned, sold, copied, or used as a whole or in part as a basis or mailing list for any venture or for advertisement of any venture.

SECTION II DIRECTORS OF THE CLUB

Article 1. EXECUTIVE BOARD

The Executive Board will:

Collectively and democratically facilitate the operations of the Club

Strive to reach the broadest possible consensus on all decisions

Schedule, call meetings and set agendas of the Club and Board

Facilitate the Elections of Directors

Approve all Club spending

Uphold the Club's Bylaws

Be elected by the Club members at the Annual General Meeting or appointed by the Board, if required, to maintain a full complement until the following Annual General Meeting

Article 2. EXECUTIVE BOARD MEETINGS

Ideally the Executive Board should perform its role in person, however, email, telephone or Internet communication may be used when deemed necessary.

All actions for all meetings should be noted, approved and minuted by the Secretary.

All Executive Board members will have an equal vote on matters concerning the operations of the Club.

Executive Board meetings will generally be called by the Chair, however, if two Board members agree that a meeting is necessary, they can call a meeting of all Board members

The Executive Board will, at a minimum, consist of a Chairman, Vice-Chairman, Treasurer and two other Directors, who will perform duties as assigned by the Board

Additional Directors may be added as required

Non Board members may perform various functions for the Club as assigned by the Board. These may include, but are not restricted to: Publications Editor, Webmaster, Membership Administrator, Events Administrator, Area Liaison Administrator, Communications Administrator, Chief Judge, Secretary and Trophies Administrator.

Individuals other than members of the Board may attend these meetings but must notify the Board in advance. They are not, however, entitled to a vote at these meetings.

Article 3. CHAIR

Primary Role

Chair meetings and represent the Club

Duties will include:

Preside at all meetings of the Club and the Board

Supervise the other Directors and Officers in the execution of their duties

Write the Chair's article for each issue of The MORGAN LINK

Facilitate agreement at all Club meetings

Represent the Club

Article 4. VICE-CHAIR

Primary role

Be familiar with the role and responsibilities of the Chair and assume that role if current Chair is unable to fulfill his/her duties.

Duties will include:

None, except as required in the primary role

Article 5. TREASURER

Primary role

Responsible for all fiscal matters pertaining to the Club.

Duties will include:

Collect Dues and acknowledge receipt

Deposit cash/cheques in the bank

Keep the accounting

Pay Board approved expenses

Produce financial report for the MORGAN LINK and meetings

Produce an annual financial statement

Inform Membership Administrator of dues paid

Produce an annual budget

Arrange insurance
Manage the Club's fiscal year, which will be from January 1 through December 31 of the same year
Uphold the rule that the Club may not borrow money at any time
Preside over Board/Club meetings where neither the Chair nor the Vice-Chair are available

Article 6. DIRECTOR AT LARGE

Primary Role

Sit as a voting member of the Executive Board

Duties will include:

Attend Executive Board meetings and participate in decision making

Additional responsibilities as directed by the Executive Board

Article 7. TERMS OF DIRECTORS

The Chair will be elected until the next Annual General Meeting and will be eligible for re-election two times for a total of three consecutive terms. He or she may again be eligible for this office following one intervening year. He or she may serve as a Director during the intervening year.

All other Directors will be elected until the next Annual General Meeting and, being eligible, may offer themselves for re-election at the end of their term.

Article 8. QUALIFICATIONS FOR OFFICERS.

Only full members in good standing may serve as a Director of the Club

SECTION III

ELECTION OF DIRECTORS

Article 1. GENERAL

(a) The election of the Chair and Directors will be held once each calendar year at the Annual General Meeting. All directors so chosen will take office at the time of "New Business" at this Meeting.

Article 2. NOMINATIONS

The Nominating Committee will be appointed by the Executive Board. They will ascertain who on the current Executive Board is prepared to stand for re-election. If a director has decided to step down, the Nominating Committee will review members who would be eligible to hold Office and ask those members whether they would wish to stand for election.

Following the Fall Executive Board meeting, the Communications Officer will send out an email to Club members announcing who will be running for re-election, who is stepping down and who has been nominated by the Nominating Committee.

Club members may submit additional nominations, each of which must have the support of two members.

SECTION IV

MEETINGS OF THE CLUB

Article 1. CONDUCT OF MEETINGS

Conduct of the Annual General Meeting will be governed by Robert's Rules of Order so far as these are consistent with and applicable to the provisions of these Bylaws.

In the case of a tie vote, the proposed resolution does not pass.

Article 2. TIME AND PLACE OF MEETING

(a) The Executive Board will meet as required for the purpose of conducting the business of the Club. The Annual General Meeting of the Club members will be held within 15 months of the previous Annual General Meeting. The location will be set by the Executive Board and notification will be transmitted to the Club members by the Communications Administrator by email.

Article 3. REPORTS AT THE ANNUAL GENERAL MEETING OF THE MEMBERSHIP

(a) The annual report will be circulated to all Club members before the meeting.

(b) The Chair will present a report on the progress of the Club.

(c) The Treasurer will report on the financial status of the Club.

(d) The various directors/administrators may report their activities. The Chair is empowered to present available reports for any directors/administrators who are unable to attend the meeting

(e) The Chair will open the floor to discussion by the general Club members. The Chair will have the right to limit such discussion.

Article 4. VOTING

Voting by proxy is not permitted.

A quorum for the conduct of business at an Executive Board Meeting will be a majority of the directors.

A quorum at the Annual Meeting will be ten (10) percent of the members of the Club.

A member in good standing, present at a meeting of members, is entitled to one vote.

Voting is by show of hands or by secret ballot, as required.

SECTION V

REMUNERATION FOR SERVICES RENDERED TO THE CLUB

Article 1. GENERAL POLICY

(a) Directors/Administrators of the Club will receive no compensation for their work. Members are expected to render services to the Club as a hobby contribution.

(b) Reimbursement for out-of-pocket expenses, made on behalf of the Club, may be made by the Treasurer to any member consistent with the policies and procedures of the Club or the resolution of the Executive Board.

SECTION VI

AMENDMENTS TO THE BYLAWS

Article 1. PROCEDURE FOR AMENDMENTS

(a) All suggested amendments to the Bylaws will be brought before the Executive Board. Voting on such proposed amendments will take place at the next meeting of the Executive Board.

(b) All amendments proposed must be presented to the Executive Board a minimum of 30 days before the next Annual General Meeting. The Board will make a recommendation to the Annual General Meeting based on a 2/3 majority vote. This recommendation will be sent out to the Club 14 days prior to that next Annual General Meeting.

© Final Amendments to the Bylaws will be published in the MORGAN LINK and registered with the BC Society Registry.

SECTION VII

PacMOG OPERATIONS MANUAL

The day-to-day operations of the Club must be done in accordance with the provisions contained in the PacMOG Operations Manual (POM) except as follows:

The Board may, at any time and by a 2/3 majority vote, opt to act in exception to the manual but must, in every case, make that action known to the general Club members via email within 48 hours.

The Board may, at any time and by a 2/3 majority vote, permanently add, amend, or delete any provision within the manual but must, in every case, make that action known to the general Club members via email within 48 hours.

At the first meeting of a new Board the manual must be reviewed and re-adopted.

SECTION VIII

EFFECTIVE DATE OF BYLAWS

Article 1. DATE

These Bylaws will become effective _____, 201__

Version 4.7

London to Brighton Commemorative Run 2016

By Steve Blake (photos by Pat Miles and Steve Blake)

The London to Brighton Commemorative Run is an event sponsored by the Old English Car Club and open to all British cars. Many of our PACMOG members also belong to the OECC and support this event. That is why we have this event on our calendar as our November run.

This year, the weather was favourable for open-top driving and great for Morgans. It was cloudy and we barely saw a spit of rain until our drive home. One quick shower on our way through Cloverdale was enough to wash the bugs off the windshield and remind us that it is the last organized drive of the season.

We gathered at the Delta Town and Country Inn to register, drink coffee and check out the tremendous assortment of British cars in the parking lot. From PACMOG we had three Morgans driven by Bob McDiarmid and Les Burkholder, Pat and Ken Miles, and Steve and Susan Blake. In an other British car was Tom and Val Morris (appropriately in a Morris convertible.)

An appropriately attired gentleman, acting as Lord Winchelsea, read us a script explaining the history of the run. Before we departed, Lord Winchelsea helped with the ceremonial ripping of the red flag. The Locomotive Act of 1865 legislated that a man must walk ahead of a self-propelled vehicle to warn others and to assist horses passing the horseless wagon. The speed was limited to 4 mph outside towns and 2 mph within town limits. The red flag obligation was repealed with the Locomotives on Highways Act of 1896, which set highway speeds to 14 mph.

The first drive to celebrate this increased speed was called the Emancipation Run and took place on November 14, 1896 with 33 vehicles travelling from London to Brighton. They were accompanied by a "flying escort" of about 10,000 cyclists, from the start in front of the Metropole Hotel.



Blake Photo



Miles Photo



Blake Photo

Before they departed, Lord Winchelsea ripped a red flag in half to celebrate the repeal of this Draconian law. Seventeen of the automobiles completed the drive to Brighton, the first being a Duryea Motor Wagon. The next run was in 1927 when it was re-named the London to Brighton Run and organized by the Royal Automobile Club. It has continued most years since, making it the World's longest running motor event. It is open to vehicles built prior to 1905.

For our Commemorative run, we had 56 British cars and fortunately they all made it to the finish. Our drive took us along the Fraser River and through the farmlands of Surrey and Langley to a rest stop at the old Fort Langley. From there we continued on through Langley to the Fox and Fiddle pub. Happily, our speeds were well above the 14 mph of the original run!



Miles Photo



Blake Photo

Morgan Fragrance for Men

By Steve Blake

Okay, you know the nice smells that linger in your garage? Fresh or stale gasoline, burnt rubber or electrical wires, smoky oil, or sawdust? Think of all the smells that remind you that you have a British car and specifically a Morgan. Morgan Motors thinks they have found such a pleasing fragrance to capture our hearts and imaginations!

Read the description of the fragrance being offered for sale and you see the terms "enduring smoky, woody base." I would suspect any of us working on our cars has this particular fragrance already imbedded in our clothes. My question is, "Have any of you ever experienced this fragrance actually attracting anyone other than maybe your mechanic?" I usually get the, "Throw your clothes in the laundry before you get that all over the house," type of comments.

I think, at best, this product might be one that a guy might buy for himself but I highly doubt that it would be a hit for a woman to buy for her guy!



**MORGAN DESIGN MORGAN 3 WHEELER
AR MOTORSPORT**



November Gruhme Fragrance Offer

The award-winning Men's Fragrance, Gruhme is on special offer for November, priced at £35 for this month only. A perfect Christmas gift for a loved one.

Click [here](#) to purchase the Morgan fragrance for yourself and experience the sublime, citrusy Morgan eau de toilette with an enduring, smoky, woody base.

May 21, 2016

Vancouver-Whistler Run

By Steve Blake

One of the great ways to start the Spring season of driving and showing our old British cars is to partake in the Van Dusen ABFM and drive to Whistler. This year's Van Dusen ABFM took place on Saturday, May 21, 2016. The show was great and there were many spectators to look at our cars.

The following day, the hearty and the brave, met at Park Royal



Shopping Centre to begin the drive to Whistler. We signed in with Joan Stewart, who graciously supplied coffee and muffins to fuel us for the early morning run.

Susan and I departed Park Royal in our 1955 Jaguar XK140 MC and had a great drive all the way to the Olympic Park at Whistler. Again we had many spectators to view our cars, but a very different crowd from what you see at Van Dusen. This crowd was much younger and included many tourists. It was great to be able to talk to them about our cars.

At the end of the afternoon, we gathered around to congratulate ourselves and to anticipate the outcome of the prize draws. We were very lucky this year and won two return tickets on Air North to Whitehorse, Yukon.

Susan and I booked our holiday for October 25-29 through Northern Tales. Using our free tickets, we only had to pay for our holiday package in Whitehorse. We chose to go at this time because there was a new moon, lots of hours of evening darkness, and a

good chance of seeing the Aurora Borealis (Northern Lights.)

On arrival in Whitehorse, we were met with 5 inches of snow and minus 6 degree temperature! We spent two days in Whitehorse and two days at the Boreale Ranch. Both places had Aurora Borealis viewing areas. The plan was to sit out at the viewing sites from 10:30 pm until 2:30 am watching the sky for the Northern Lights. It is kind of like when you drive your old British car at night-time. You flip on the light switch and hope Mr. Lucas is kind and giving you a light show with which to drive home!

We struck out with cloudy evenings the first two days. On the third

day we had mixed cloud and clear sky and were able to see some of the Northern Lights through the clouds. The last night was the best with clear skies. We were able to see a spectacular light show from the Northern lights that lasted three hours. It made up for sitting in the cold hugging mugs of coffee and hot chocolate in an attempt at keeping warm on the first nights.

We set our cameras on tripods and were able to catch some memories of these

spectacular light displays. Thanks again to Western Driver and Air North for providing us with this wonderful prize and opportunity to see part of Canada that is unique and different from what we experience in the Lower Mainland.



Fuse Confusion

By Tom Morris

There are many charming things that set British cars apart from the domestics. They run on petrol instead of gasoline. The hood is over your head rather than over the engine while the bonnet is over the engine instead of on the baby's head. The trunk is a boot, tires are spelled with a "y", and the shocks are dampers. On and on it goes, and learning this peculiar jargon is just part of the joy of old English cars.

Then there's the infamous British electrics and everyone's favourite villain – old Joe Lucas, the Prince of Darkness. Funny thing is, the Brits themselves don't seem to recognise this national failing in their industrial heritage. In fact, they tend to point the accusatory finger south to the Italians for dodgy electrics. Is this all down to stereotypical English jingoism or is there something else going on here.

Looking more deeply into another of those disparities between things British and American might provide some insight. This one isn't linguistic, it has to do with electricity. Now it's true to say that electricity is electricity and amperes are units of electrical current wherever they flow, but fuses are not always rated in the same way. Old Joe rated his fuses at the current at which they would immediately blow, while Americans (and now the world) rate their fuses at the maximum current that they will carry indefinitely. So, if your owner's manual says your Lucas system needs a 35 amp fuse and you nip down to NAPA for a similar replacement you will have over-fused your system by approximately a factor of 2.

In that case an electrical failure can subject the components and wiring to current loads that can seriously compromise them.

How many of our old cars have had that happen to them over their lifetimes? Could this have anything to do with old Joe's bad reputation on this side of the pond? In later years Lucas recognised the problem and changed to a dual rating system to try to address it. A fuse that had been rated as a 35 amp became a 17/35 amp. This

indicates that it will carry 17 amps indefinitely (a la an American fuse) and blow quickly at 35 (in the older British fashion). So the dual rating gives us a useful clue when down at the local NAPA. In addition, commonly available Buss fuses can be either SFE (Automotive) or AG (General Purpose). The AG is a slightly slower blowing fuse, that is, it will carry a given current for longer before letting go.

I've been aware of this discrepancy (in fuse types) for years but still fell victim to someone who was not. I probably should have checked the fuses after I purchased the car but it just didn't occur to me.

I've been aware of this discrepancy for years but still fell victim to someone who was not. I probably should have checked the fuses after I purchased the car but it just didn't occur to me. The over-rated fuses didn't come to my attention until last summer when a wire that had been firmly taped to a front wing strut (perhaps by that same someone) finally abraded through and shorted to the chassis.

The foul smell and smoke from under the dash was the Morgan's way of saying: "Houston, we have a problem". The foul language and the smoke from my ears was my way of saying I wasn't happy about it. Fortunately for me the offending wire was part of a lighting circuit so flipping the switch opened the circuit and ended the drama. Of course, the whole wire that had been over heated had to be abandoned and replaced with a new one and a bit of collateral damage had to be repaired. The accompanying picture shows a bit of 16 gauge wire that has been subjected to significantly more than

17 amperes of current and the pristine 35 amp Buss fuse that was never designed to protect it.

If your car has Lucas wiring, and you're not absolutely certain that your fuses are correct, it would be a good idea to check them. Do it now! An incorrect fuse can lead to a fire that could consume your car. I'm not an electrical engineer so I'm not going to make any recommendations on what fuses you should use. The

surest thing is probably to order the appropriate fuses from a reputable British car specialist. Having said that, many people believe that selecting a safe and effective Buss fuse is possible, if you understand a bit about what you're doing. A wire of a given gauge and length can safely carry a predictable amount of current and the fuse needs to fail before that level is exceeded. A quick Google search will turn up several sites that can give you specific equivalency information.



Music to Your Ears

By Bob Hauge

When was the last time you enjoyed the symphonic clicking of happy rocker arms and valves? Or maybe all you remember is the syncopated cacophony of mal-adjusted valve lash! Prepare to reacquaint yourself with the heartwarming music performed by perfectly adjusted valves.

Herewith the voyage of my discovery. Following a stress-filled 400-mile drive home in the TR4A from Campbell River, British Columbia with a blown head gasket, I commenced the repair.

Over the years I've replaced many head gaskets on all sorts of engines, so the procedure presented no particular challenge. However, upon completion of the job, I vowed to finally get those darn valves adjusted perfectly so I wouldn't have to listen to the infernal clatter that followed my previous attempts.

So, with surgical precision each cam lobe was positioned. And, also with surgical precision, each valve was adjusted to provide exactly .010 clearance without a single occurrence of "that's close enough" entering my mind.

After wiping my hands and brow, I climbed into the driver's seat and prepared to fire up the engine and enjoy the satisfyingly melodious clicking of a full row of happy valves.

It didn't happen! I was tortured with the clatter of dismal failure!

The valve adjustment was repeated with no discernable improvement. One valve was consistently mocking me more than the others so I decided my process was not at fault, but

rather a mechanical problem was causing my distress.

The first diagnostic procedure revealed the probable cause. With the engine running, a feeler gauge was inserted between the rocker arm and the valve stem. When this was done to the loudest of the valves, the noise was eliminated, but when a subsequent static check was made, the clearance was found to be perfect!

The rocker arm assembly was removed and upon inspection, the failure was obvious. The valve stems were wearing through the hardened surface of the rocker arms. Some of them showed barely discernable witness marks, but others, like the one in the photo, were worn beyond the hardened surface and into the soft cast iron material.

The mal-adjustment was the result of the feeler gauge bridging the depression and giving the false impression the clearance was adjusted perfectly.

Since the hardened surface of the rocker arm had been worn away, the only repair was to replace the arms with new. They are available from a couple of British parts suppliers. I purchased mine from Moss Motors and they came with the bushings installed and honed to the proper dimension to fit the rocker arm shaft. Fortunately, the rocker arm shaft showed no signs of wear, but that item should be examined as well. Otherwise your efforts could be for naught unless a new shaft is also purchased.

The completed repair yielded the much-anticipated sweet song of happy valves doing what happy valves do! Hopefully your efforts will be rewarded as well.



From the Morgan Club
Newsletter Exchange



My Morgans Just Keep Getting Bigger and Bigger!

By Dave Doroghy

Please don't tell me that there is a giant used inflatable balloon replica of a Morgan for sale somewhere on eBay, like the huge promotional inflatable balloons that flew above the route at the recent New York, Macy's Thanksgiving Day Parade. I think you know the kind I mean – giant helium filled Smurfs, colorful red Spidermen the size of three story buildings, and Snoopys and Ronald McDonald's that slowly sway in the wind 200 feet above the parade route tethered by an invisible line attached to a slow moving automobile. The parade has been staged every year since 1924 and Morgans began being built long before then. So it is possible that sometime, somehow a huge Morgan balloon wound it's way down Broadway. Maybe the inflatable Morgan lays forgotten and un-inflated in an old storage unit in the Bronx. I really hope that one doesn't exist – because if it did I would have to buy it.



Here is my problem. Up until watching the parade I thought Morgans only came in three sizes; small, medium and large. I bought my first "small" Morgan 14 years ago after taking a tour of the Morgan factory in Malvern Link when I lived in the UK in the mid 2000s. It was a red two-inch toy replica of a Morgan Plus 4. When I was a kid that type of car was called a Dinky Toy. My little entry-level, accurate to every detail, toy car was actu-



ally manufactured by some company other than Dinky. The Malvern Link factory had a small gift shop that sold Morgan hats, jackets, t-shirts post-cards and all sorts of other souvenirs. I'd wanted a real life-sized Morgan ever since I saw my first one in the early 80's. But during that wonderful



Spring visit to the factory in the Cotswolds in 2004, after watching the beautiful Plus Fours and Plus Eights roll off of the assembly line, all I could afford was that cheap little Dinky Toy. It cost £11 or £12 back then if I recall.

After getting home from England in 2005, I discovered Wilkinson's Automobileia, which was on West Broadway in Vancouver then, but has since moved to Main Street. I still couldn't afford a real Morgan at that time, but could trade up to a 1/18 size replica toy Morgan. For about \$100 the store sold me the next step in the successive upgrades that finally lead me to the real thing. I took the medium sized toy car I purchased at Wilkinson's back to my home, and then displayed them both side by side on my mantle and dreamed of the day when I would have a real life large sized Morgan Plus Four. The new Wilkinson's version, which also was NOT made by the Dinky Toy Company, had moving windshield wipers, doors that opened and four wheels mounted on a bouncy, uneven suspension. I parked it carefully next to its smaller red cousin on my mantle for the next two years as I saved money away until the day that I could buy the real British Racing Green 1966 Plus Four Morgan that I own today. That real life full-sized Malvern Link original was finally purchased in the Spring of 2007. It does not fit on the mantle and has to be parked in the garage next to my home. It does however have moving windshield wipers, doors that open and four wheels mounted on a bouncy uneven suspension.

So that's my story. A succession of Morgans that got larger as the years went on and culminated in my dream coming true and the acquisition of the real car I have enjoyed for the last nine years.

But watching the parade on TV last month it occurred to me that if a larger than life Morgan exists, my inflated ego would probably have to have it.

I have included a shot of both of the mini-Morgans parked next to a Toonie coin as a point of reference.

As a side note to my article, I have a prize on hand for anyone that can identify the manufacturer of these two toy cars. First correct email to Doroghy@hotmail.com takes it.

Morgan awarded Manufacturer of the Year at H&W Chamber Business Awards

By Morgan Motor Company | Posted June 13, 2016 | In Awards, Morgan News

Morgan are delighted to announce they have been awarded Manufacturer of the Year at the 2016 Herefordshire & Worcestershire Chamber of Commerce Business Awards.

The annual awards are set up to identify and award the brightest and best businesses within the two counties, with awards being presented across a number of different categories.

Other finalists also shortlisted for the Manufacturer of the Year award were Alloygator Ltd, Car-gill and Titan Steel Wheels.

Speaking at the award ceremony, Morgan Managing Director Steve Morris, said:

"It is an honour to accept this award on behalf of the craftsmen and women at our factory in Malvern Link. As a business with over 100 years manufacturing success, we remain committed to building iconic sports cars using both traditional craftsmanship and cutting edge technology. Herefordshire and Worcestershire have some truly fantastic manufacturers and we are very proud to have been recognised as a success story in such a thriving local industry."



3 WHEELER



4/4



PLUS 4



ROADSTER



PLUS 8



AERO 8

MORGAN BOOKS & BROCHURE COLLECTION

Clayton Sach

I am looking to thin out my Morgan book/brochure 30 year collection of Morgan books and brochures. All brochures and most books \$10 each plus postage. Feel free to contact me @ Clayton Sach, Edmonton, Alberta, 780-850-1492 or clay.sach@gmail.com.

MORGAN books; all priced at \$10.00, unless otherwise marked, plus postage and packaging. All color unless stated otherwise.

- 1) MORGAN CARS Brooklands Gold Portfolio 1968-1989; 180 pages soft cover, road tests, articles, BLACK AND WHITE photos
- 2) ORIGINAL MORGAN 4/4, +4, +8 RESTORERS GUIDE by John WORRALL, 128 pages. Have one autographed and one not, priced at \$40.00 (listed on e-bay for over \$125.00)
- 3) COMPLETELY MORGAN by Ken Hill, set of 3 books, 225 pages each, all autographed covering 3 wheelers 1910-1952; 4 wheelers 1936-1968, 4 wheelers 1968 onwards, individual books listed on e-bay for \$50.00 each; heavy to ship. \$80.00 for the set (prefer to sell as a set)
- 4) MORGAN, FIRST AND LAST OF THE SPORTS CARS, Morgan factory issue 1994, black and white, small soft cover book, 107 pages.
- 5) MORGAN HISTORY OF A FAMOUS CAR; Moran factory issue 1970?, small soft cover book, black and white, 76 pages.
- 6) MORGAN CARS, 1969-1979, Brooklands Book, black/white, soft cover, 106 pages. Road tests and articles
- 7) MORGAN-BUYING AND RESTORING; by Practical Classics, soft cover, black and white from the 1970s? 44 pages
- 8) MORGAN, FIRST & LAST OF THE REAL SPORTS CARS — Gregory Houston Bowden, 1972 printing, 190 pages, black and white
- 9) FAMOUS CAR FACTORIES, Bengt Ason Holm, 1991 printing, 120 pages
- 10) MORGAN - PERFORMANCE PLUS TRADITION - Haynes PUBLISH-

ING 2004. 170 PAGES

- 11) MORGAN +8 OWNERS HANDBOOK, factory issue, late 60s, early 70s, Brand New
- 12) MORGAN 4/4 OWNERS HANDBOOK, factory issue, late 60s early 70s, Brand NEW

Would take \$150.00 for the lot (plus shipping)

MORGAN car brochures, all factory and color unless stated otherwise. Examples can be viewed at: <http://www.car-brochures.eu/morganbrochures.htm>. Priced at \$10.00 each plus postage/packaging.

- 1) Mid-70s. ISIS imports, 4/4, +8 models, Tri-fold, 6 pages, brown and white in color
- 2) 1980, 8 pages, 4/4, +8 models
- 3) 1985, 8 pages, all models
- 4) 1989, 8 pages, all models
- 5) 1990, 12 pages, all models
- 6) 1991, 16 pages, all models
- 7) 1992, 20 pages, all models
- 8) 1994, 20 pages all models
- 9) 2003, 8 pages +8 35th Anniversary model
- 10) 2004, 20 pages, all models
- 11) 2005, 8 pages, Roadster only, black/white/orange in color
- 12) 2005, 8 pages, Return of the Plus 4 only
- 13) 2008, 20 pages, Classic Range, 4/4, +4 only
- 14) 2001, 8 pages, fold out, Aero 8 only
- 15) 2003, 8 pages fold out, Aero 8 only
- 16) 2008, 16 pages, Aero 8 only
- 17) 2006, 6 page fold out, all models, from Paris agent (all in French), non-factory, color.

I have doubles of some brochures for a total of 25 brochures; would take \$150.00 for the lot, plus postage.

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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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Have an old Triumph TR 4 block lying around that might have resided in a Morgan Plus 4 back in 1967? Bill Hayter's looking for it!



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- 2) No commercial advertisers;
- 3) Ads run for one issue;
- 4) RENEWALS ARE NOT AUTOMATIC - YOU MUST NOTIFY THE EDITOR

MORGANS FOR SALE

► **1961 Morgan 4/4.** Many upgrades, including up-rated X-flow. Chassis was replaced and re-assembly was in process when a serious health incident put paid to that. Included are new [factory] rear springs and dampers, refurbished pillars, steel wheels and wires [I was going to convert], side-draft Webers and Dellortos (I have both) and boxes of spares. David Parkin 604-947-2800.

► **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.



► **Specific engine (or related information) wanted for Morgan Plus 4.** I am trying to locate the original engine for my 1967 Morgan Plus 4. According to Morgan factory records, it left Malvern Link with TR4 engine number CT74227 installed. The factory doesn't specify, but I would assume that it would be followed by the suffix ME thus making it CT74227ME. If there is anyone out there who owns that engine (even if you don't want to sell it), or knows the whereabouts of it, could you please contact me? The car was sold new through Sterne Motors and, during its early years, was raced at Westwood. For whatever reason, the engine was changed out at that time. The car is pale yellow and black, has a Conference sticker, and shows the driver as Gary Peterson. The name "GOOFY III" is written on the nose cowl. Once again, if there is any information about the car or its history during those Westwood days, I would love to hear from you. Thank you! Bill Hayter (604-987-5921 or bhayter@telus.net).

► **Engine for Morgan Plus 4.** I have a Morgan Plus 4 engine for sale, complete with carbs, starter, clutch, etc. Turns over, very clean inside. Was in a car that was wrecked many years ago. Open to offers. Can ship world-wide. Located in Erin, Ontario. Please contact Stephen Choquette at triumph@live.ca or call 905-873-1774.

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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 _____

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