

M O R G A N
L I N K

JAN & FEB 2017
Volume 2, No. 1

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



The Next Generation

2017 PACMOG EXECUTIVE

Chair	Ken Miles	kengmiles@telus.net
Vice-Chair	Bob Wadden	bob.wadden@telus.net
Treasurer	Pat Miles	pat_miles@hotmail.com
Director & Secretary	Susan Blake	susanblake@telus.net
Director & Membership	Steve Blake	sblake@telus.net
Director	Tom Morris	tomm8847@telus.net
Director	Jane Cowan	janecowan@shaw.ca

2017 PACMOG VOLUNTEERS

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

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

The Publication: Morgan Link

Morgan Link is the bimonthly newsletter of the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts in Western Canada. Copyright © 2017 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

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

Membership Report – February 2017

Steve Blake, Membership & Communications (sblake@telus.net)

First a big thank you to all the members who got their dues in by the end of December. We have a two-tiered dues scheme this year. They are \$20 for new memberships, which includes name badges, and \$10 for renewal memberships. We are trying to meet the guiding principle of the club to make all events pay for themselves and to fund everything on a “user-pays” model. This seems to be working for us and keeps the cost of dues down.

We currently have 71 paid memberships and are waiting for 8 replies to our emails. One or two people are away on holiday. Only 8 memberships have declined to renew for this year. We are very happy with this result and hope to have many relevant events and activities for the club. The 2017 events schedule is in the Morgan Link (see page 4).

CV3 #UK 1909 Selfridges Edition



WELCOME OUR NEW MEMBERS

David Maas, Sr., & David Maas, Jr.
8720 Ebor Terrace
N. Saanich, BC
1970 4/4 2-Seater, Black/Black
250-655-2072
Dmaassr@yahoo.ca

Al and Helen Allinson
849 Woodside Cres.
Qualicum Beach, BC
1969 Plus 8, Orange/Black
250-752-7500
Allinson@shaw.ca

THE EDITOR'S RAMBLES

By Steve Hutchens, Editor

LIFE WITH OLD CARS

As many know, I have a Volvo 544. Volvo means “I roll” and I’ve rolled with it for over 50 years. A ‘64, I bought it in June of ‘66 just before going into the US Air Force.



It pulled a 4x6 U-Haul trailer with most of our worldly possessions from Monett, Missouri, to Tacoma, Washington, via Albuquerque,

New Mexico, and Bakersfield, California, a southern route to avoid possible snow on the direct option. Only patches of I-40 and I-5 were done so much of our trip was on Route 66 and US 99.

I remember driving up the mountains into Albuquerque with the 544 running warm and feeling challenged. On a long grade I shifted into third and found that it was quite happy pulling the U-Haul through the mountains at 50 mph or better in third. Remember the “Drive it like you hate it” Volvo ad of that era? Well, I did. And I loved it ... and still do! Once in Tacoma, we joined the Tacoma Rally and Competition Klub (TRACK) and won far more than our share of serious TSD rallies.

Fast forward to September of 2015. We took the 544 to Osoyoos

FROM THE CHAIR

Ken Miles, Chair

Our Sunday, PACMOG Annual General Meeting was February 5, 2017. Despite the inclement weather (two feet of snow and icy roads), there were enough people to satisfy our quorum requirements and pass both the annual reports and approve our new bylaws. It is refreshing to note that a significant number of our members have rejoined and more are continuing to re-join. We are also picking up new members.

After the bylaws were approved, the entire board of directors stepped down in accordance with the bylaws and a new slate of officers were elected.

One officer did not wish to stand for re-election and we thank Ken Butler for serving with us for the later period of the first year of the club. There is one new person on the board and that is Susan Blake who has been our secretary since June.

The draft minutes of the meeting and the approved bylaws will be distributed to you by individual email.

We adjourned to Big Ridge Pub for lunch and a noggin and natter. The discussions were many and full of enthusiasm for the coming year.

PACMOG Financial Report

Pat Miles, Treasurer
As of December 31, 2016

Receipts

Dues: \$1,785.01
Advertising: \$100.00
Donations: \$400.00
Badges & Crests: \$2068.88
Christmas Party: \$255.00
Prepaid Dues: \$312.87
Excess Bank Refund: \$1.79
Total: \$4,923.66

Expenses

Society Registration: \$146.50
Website & Domain Name: \$66.44
Insurance to June 30: \$50.00
Insurance to April 2017: \$161.50
Banner: \$188.16
Badges & Crests: \$1,609.29
Postage: \$8.93
Name Tags: \$181.87
Total: \$2,667.38

Cash on hand: \$2,256.28

with VCBC for their annual wine tour. It ran great, including the fast-paced tour the club always does on Saturday, exploring the scenic back roads around Oroville, WA. The handling made me glad I’d put Konis on it 49 years ago.

We started home Sunday morning, following Larry and Tina Sharp in their beautiful blue Volvo 444 at a brisk pace. Then my oil light flashed on as we rounded a curve near Princeton. Though I’d checked the oil the day before, I pulled over, checked it again, and added a quart. About 60 miles later, another flash of the oil light. Another quart ... and I knew I had a problem. We got home by adding

a third quart in Sumas.

The 544 sat all of 2016, but my New Year’s Resolution for 2017 was to get it back on the road. Long story short, it’s now at Swedish Relics in Hillsboro, OR, where Cameron Lovre, a vintage Volvo specialist, is doing an engine rebuild (broken rings in #3 at 171,500 miles) and replacing transmission synchronizers and suspension bushings to make it road ready again. Check out Swedish Relic’s Facebook page, including photos of my disassembled B18, to see this vintage shop. The 544 will be done in late March.

Roll on, 544, roll on!

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

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact (see your roster)</u>
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 6	Spring Thaw Run	Details TBA	Colin & Laurel Gurnsey
May 20	Vancouver ABFM at VanDusen & BBQ	Details TBA	TBD
June 17 & 18	Father's Day Picnic & Pig Roast	Details TBA	Jane Cowan & Ken Butler
June 19 & 20	Tour to Ucluecet	Contact Jane	Jane Cowan
July 22	Run to Artist Point via Morgan Road	Details TBA	Steve Hutchens
Aug 12 & 13	August Run: Tentative plan - From West Vancouver we will drive to Pemberton for lunch then enjoy the Duffey Lake Road and continue on to Cache Creek, ending the day in Logan Lake for the night. Sunday we will return via the scenic Fraser Canyon with lunch in Mission. More details to follow.		Tom Morris
Nov 5	London Brighton Commemorative Run with OECC	Details TBA	OECC (oecc.ca/vcb)

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

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact</u>
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	Sean Amos - midlandspod@mognw.com

High Pains Drifters September 25th to September 28th - 2017

FLOG MOG

22

The **22nd FLOG MOG** will start with a send off party at Carol Pittman's mountain cabin and end with an afternoon barbeque at the Powell's estate in Plymouth. This will be a short event of about 500 to 600 miles. As usual, you are advised to book early and drive something interesting if possible. You are invited to participate in all of it or part of it as you choose.

- **Day #1 - Monday, 9/25** - to Strawberry, CA - Strawberry Inn, 1-209-965-3662 - Party at Carol Pitman's cabin, 4:00pm to ?; bring dish to share and something for the barbie and, of course, liquid refreshments.
- **Day #2 - Tuesday, 9/26** - to Tonapah, NV, via Sonora Pass - Mispah Hotel, 1-775-482-3030 - Dinner at the Mispah. It has been totally refurbished and has excellent food.
- **Day #3 - Wednesday, 9/27** - to Yerington, NV, via Austin, NV, on roads with less traffic than I-80 - Main Street Inn, 1-775-463-2164.
- **Day #4 - Thursday, 9/28** - to Plymouth, CA - Days Inn, 1-209-267-9177 - Flog Mog barbeque at Lynn and Karen Powell's home at 14880 Barney Rd. Bring a dish to share and meat to cook. Starts when you arrive.

For more information call:

John and Barbara Burks 1-541-488-2975 or 1-541-613-1345
 Lynn and Karen Powell 1-209-245-3152
 Carol Pittman 1-925-376-6196 or 1-925-899-7840

Want some excitement in your Mog life?
 Check this out. Bill Button says this is
 the best event ever!
 Editor

Robbie Burns Run

By Ken Miles | Photos by Steve Blake and Pat Miles

On Saturday, January 28, three Morgans, driven by Steve and Susan Blake, Ken and Pat Miles and Steve Hutchens, along with three tin tops, driven by Tom and Val Morris, Laurie and Verna Fraser and Jane Cowan and Doug Muir, met at Tim Hortons for morning coffee. The six cars left about 11:15 for a drive through the lower Fraser Valley all the way to Ross Road in Abbotsford, returning to the Village Pub in Ocean Park along a different route. Fortunately, Ken, the organizer, was in the lead and could correct the mistakes he made planning the route (40th Ave disappeared). Without these corrections, we could have been hopelessly lost. The drive lasted for just about two hours mainly because we got caught behind a cement truck for about 10 miles. As luck would have it there were no reports of Morgan drivers leaving their turn signals on and as a result there was no eternal turn signal award given out.

We arrived at the village pub where Bob Wadden and Alexis Harley, Chris Allen and Pam Mahoney, and Lyle Johanson were waiting for us but did not seem concerned by our late arrival.

Shortly after we arrived a haggis was served and we drank a toast to the Haggis and Mike Powley in remembrance to his great contribution to our previous clubs and especially the Canadian Branch. During the presentation of the Haggis, Pam read the poem "Ode to a Haggis" and



Blake photo



Blake photo



Blake photo



Blake photo

waved a knife at appropriate places.

A great meal was served and conversation was varied and ample. We parted looking forward to the next drive and our next meeting being the AGM in one week followed by the Hearts and Tarts run the following week.



Blake photo



Miles photo



Miles photo

Sunday, February 5, 2017
PACMOG Annual General Meeting
By Steve Blake

It was a cold and stormy night... Well, not quite but a good start to a novel. We had a cold and snowy day for our AGM. Because of this, we received many regrets on the day of the event and ended up with a smaller than hoped for turnout.

We gathered at the Sullivan Community Hall, the site of the old Sullivan inter-urban rail station and waited for our mem-



bers to brave the snow to arrive. At 10:25 after everyone had warmed up on tea and coffee, Ken called the meeting to order. We had a quorum with 14 members in attendance. A special thank you to members who braved the snow and made it possible to carry out our business.

The AGM proceeded well and you can read the minutes included elsewhere in the Morgan Link. Suffice it to say, we passed our amendments to our bylaws and elected a new slate of directors for the 2017 year.

After the meeting, we drove by convoy to the Big Brew Company pub and had a wonderful lunch. Thanks to Ken for organizing lunch. Thanks also to Bob Wadden and Pat Miles for organizing the tea and coffee and, along with Susan Blake, for providing treats for the hungry masses!

MINUTES OF THE AGM

PACIFIC MORGAN OWNERS GROUP
DRAFT MINUTES
ANNUAL GENERAL MEETING
February 5, 2017

LOCATION: Sullivan Community Hall
6306 152 Street,
Surrey, BC V3S 3K9

CALL TO ORDER: Ken Miles called the meeting to order at 10:25 and declared a quorum present with 14 members in attendance. The following attended: Dave Collis, Ken Miles, Pat Miles, Steve Blake, Susan Blake, Val Morris, Tom Morris, Doug Muir, Jane Cowan, Pam Mahony, Chris Allen, John Chapman, Bob Wadden, Alexis Harley and 4-legged friend.

1. CHAIR'S REPORT

Ken Miles reviewed his report as previously circulated. Motion: It was moved by Jane Cowan, seconded by Pam Mahony and passed unanimously to accept the Chairman's Report as circulated.

2. TREASURER'S REPORT

Pat Miles reviewed the Financial Report and Budget as circulated and fielded questions. These documents were compiled at the end of December 2016. The 2017 budget was based on 50 members but the Club membership has far exceeded this number now. Motion: It was moved by Val Morris, seconded by Jane Cowan and passed unanimously to accept the Treasurer's Report and Budget as circulated.

Pat Miles also reviewed the Regalia Inventory Report. Sale of the badges has exceeded the break -even point but the sale of crests has yet to do so. Motion: It was moved by Val Morris, seconded by Jane Cowan and passed unanimously to accept the Regalia Inventory Report as circulated.

3. MEMBERSHIP REPORT

Steve Blake reviewed the Membership/Communications Report. This year, so far, 61 have already paid, 7 more cheques are in the mail and we are awaiting replies from another 8. A number are not rejoining for a variety of reasons including distance and sale of cars.

One overall concern that was discussed is the lack of "young blood" in the classic car clubs in general and specifically PACMOG. Motion: It was moved by Tom Morris, seconded by Jane Cowan and passed unanimously to accept the Membership/Communications report as circulated.

4. EVENTS REPORT

Bob Wadden reviewed the Events Calendar for 2017. Jane Cowan spoke about the Vancouver Island drive in June. Motion: It was moved by Steve Blake, seconded by Dave Collis and passed unanimously to accept the updated Events Report.

5. REGALIA REPORT

Steve Blake reviewed the Regalia Report as circulated.

Tom Morris has taken over regalia. He spoke to the idea of having a company on Granville Island make up a pattern of the Club logo so that members can take their own clothing or purchase clothing on-site and get it embroidered with the logo. It is expected that the pattern will cost \$70 - \$100. It was suggested that the members be surveyed about this. Motion: It was moved by Tom Morris, seconded by Val Morris and passed unanimously to accept the Regalia Report as circulated.

6. BYLAWS

Tom Morris and Bob Wadden reviewed the bylaws as circulated and explained the function of the Operations Manual.

There was a question from the floor about Section 4, Article 4 - the fact that voting will not be allowed "by proxy" at meetings. This was the topic of much discussion between

Tom and Bob and with the Executive as a whole. Based on past experience with organizations using and not using proxy votes, it was felt that proxy votes might not reflect a voters wishes had they taken part in a discussion at a meeting or if an amendment was made to a motion, which had previously been presented. In addition to this, not allowing proxies also safeguards the Club against any person collecting proxies to further a particular agenda.

It was emphasized that any important information sent to members should always encourage feedback so that the Club remains inclusive and relevant. Motion: It was moved by Pat Miles, seconded by Steve Blake and passed unanimously to accept the Bylaws Committee Report as circulated.

7. APPROVAL OF AMENDMENTS TO THE BYLAWS

Regarding Section 1, Article 5b: Discussion revolved around the wording of this article. Motion: It was moved by Val Morris, seconded by Susan Blake and passed unanimously to change "Upon acceptance, they will become a member" to "Upon receipt, they will become a member."

There was no further discussion. Motion: It was moved by Val Morris, seconded by Susan Blake and passed unanimously to accept the bylaws as amended.

8. ELECTION OF OFFICERS 2017

John Chapman assumed responsibility for the election of officers. The following members were prepared to stand for election:

Chair - Ken Miles
Vice Chair - Bob Wadden
Treasurer - Pat Miles
Directors: Tom Morris
Steve Blake
Jane Cowan
Susan Blake

There was a call for nominations from the floor and hearing none the above were declared by acclamation.

9. ADJOURNMENT OF MEETING

Motion: There being no new business, it was moved by Pam Mahony, seconded by Dave Collis, and carried that the meeting be adjourned at 11:30 to be followed by lunch at the Big Ridge Brewing Company Pub.

Approved: _____

Date: _____

February 19, 2017

Hearts 'n Tarts Run

By Susan Blake

For this year's run, we decided to drive around South Delta. The drive was rescheduled from the previous Sunday due to poor driving conditions following the snowstorm that had just passed through the Lower Mainland.



A group of 17 OECC and PACMOG members met at McDonald's in Tsawwassen to socialize prior to the drive. Eight cars drove in convoy following Steve and Susan Blake in their 1937 Chevy truck, with a total of 16 people participating in the actual drive. A variety of marques were represented but no one braved the drive in a Morgan.

We headed along 56th Street, across Highway 17 and passed Sunnyside Nurseries run by the Vliet Family since 1980, a go-to place for gardeners looking for unique and interesting plants. Even though the drive was a week later than usual the most telling sign that spring was on the way, was a sign outside the nursery advising that primroses were for sale; nowhere else did I see any daffodils or other flowers peeking out as per last year.



At the end of 56th we headed west along 28B Avenue, passing a variety of horse paddocks and the Delta Riding Club. Looking to the left, we could see the new Tsawwassen Mills and Tsawwassen Commons Shopping Malls. The former opened to much fanfare last October and the latter has gradually opened since the New Year. The malls have been built on First Nations land that was the result of the first urban treaty in British Columbia



signed in 2009. We made our way over to Salish Sea Way, turning right where we could see remnants of preload and a variety of buildings. These are part of another Tsawwassen First Nations development, the 70 acre Tsawwassen Gateway Logistics Centre, which when complete will house 57 acres of warehouses, a 11.4 acre Marine Container Examination Facility and a Chevron commercial truck fuelling station. To the southwest we could see Delta Port.



We turned north and made our way along a few country roads until we reached Westham Road. A few kilometers to the east, we headed south again on 46A past Berry Hill Foods and West Coast Vegetables Limited. Their huge greenhouse operations are in the process of being expanded with the preparation of new sites. We drove east to Arthur Drive where we passed Bill Van Der Zalm's estate on the corner.

From there we headed along 34B Ave/Parmiter Road and made our way cross the countryside until we drove north along 72nd St. by the composting facility and turf farm on the left. This area has become very popular for eagle spotting, especially as the Vancouver Sun ran an article on the abundance of birds back in January. One birder reported more than 1000 eagles in the area on one particular day in January. From there we headed east on Churchill Drive adjacent to Boundary Bay Airport. Further along, we joined the Ladner Trunk Road, heading back into Ladner where we finished the drive with lunch at Sharkey's Seafood Bar and Grille.

Although it was a grey day, the weather held out until we arrived at the restaurant, where it started to rain. Thanks to everyone who came out. Steve and I enjoyed seeing everyone and sharing our time together.



This photo from OECC's London to Brighton Commemorative Run appeared in the last Morgan Link and prompted Glen Donaldson to email asking if the car in the photo happened to be an Aston Martin. CORRECT! A 1934 Aston Martin Ulster to be exact. Good eye, Glen!

Rust Remover Sauce

Submitted by Pat Leask

It is a "Special sauce" that removes rust without harming the item or delicate metal, and a heck of a lot less abrasive (excuse the pun) than sand blasting is. My buddy told me about it.

I trust him 100%, but there is still a side of me that has to wonder! I was going to try it at some point, perhaps mixing up a small batch and trying some nuts and bolts first. The mystery goop is just molasses and water.

It's mixed at 1 part molasses to 10 parts water. You just buy the feed grade molasses from Borden Mercantile (or wherever) for about \$20 for about 2 gallons. It's amazing but it takes a while for it work (around three weeks). It's harmless to your skin, but it won't work through paint or grease.

What he did was mixed a big batch (20 gallons) in a Rubbermaid tub. It lasted a couple of years. It's the best rust remover he has ever seen for delicate metal - and cheap! Works very well on cast iron, old tools, nuts and bolts, etc.



Vancouver Island Morgans Annual
Fathers' Day Barbeque and Picnic

June 17 & 18, 2017

Barbeque on Saturday evening, June 17

hosted by

Joanne Cockshutt and Kit Raetsen
7852 West Saanich Road
Saanichton, B.C.
at 5:00 p.m.



Picnic and Car Show on Sunday, June 18

at Beacon Hill Park in Victoria.
Cars must be in place by 9:00 a.m.

Please RSVP by June 1 to kitjo@shaw.ca

Please note: There will be no Morgan event prior to the BBQ as Jane Cowan and Ken Butler have arranged a trip to Ucluelet starting on Monday, June 19.

For more Information on the run to Ucluelet, please contact Jane at janecowan@shaw.ca

WHEELERS DEALERS

LINK from Frank Gruen

This takes about 50 minutes to watch but is well worth it:

<http://wheelerdealers.xyz/series-9-episode-2/>

Work Completed: New chassis fitted, new plywood floor panels fitted, rear suspension uprated with new Panhard rod, 4 leaf springs instead of 6 to soften the ride, tramp bars or traction bars and new shock absorbers, front suspension uprated with new brakes, hubs, shock absorbers, springs, and kingpins.

Notes: Purchased from a specialist dealer who was selling the car on behalf of an American who could not import the car back to the U.S. when he moved. Included a tour of Morgan Motor Company plant in Malvern.

Introducing the Morgan

EV3 Junior

Email heritage@morganmotorheritage.co.uk (2/6/2017)

Morgan are pleased to announce the new EV3 Junior. This exciting new vehicle is aimed at children aged 6 years and over.

The EV Junior is a fully electric replica of the EV3 and is capable of 16kph. Each unit will be bespoke built to order with flexible colour and trim levels. Prices start at £6,662.50 + VAT (CDN\$10,843; US\$8,321).



Is this the answer to getting a younger generation involved with Morgans?
Editor 😊

In 2016 Morgan announced their first production electric vehicle. Capable of 100mph and 0-60 in 8 seconds, and still entirely coach-built, the EV3 has received great acclaim from motoring press and enthusiasts alike following its launch at the Geneva Motor Show. Morgan continues to celebrate this new chapter in their manufacturing history by announcing the arrival of the EV3 Junior targeting aspiring young Morgan owners!



The EV3 Junior is entirely handmade and features a carbon fibre body, wooden dashboard and hand stitched leather interior.

The EV3 Junior is capable of travelling at 16kph forward and in reverse at a limited speed. A choice of Sport Red, Sport Green or Sport Ivory paint, with black or tan leather, is offered as standard. Any paint colour from Morgan's range of 40,000 can also be se-



lected at a small cost. Further personalisation is offered with fun sticker packs which can be re-applied as desired.

Other features include working lights and authentic enamel badge detailing. Charging is carried out by the charger provided and takes 4 hours. An average range of 10 miles can be achieved depending on driving style. Morgan cars are known for being lightweight and small, however the EV3 Junior is smaller than most and therefore is only suitable for children over the age of 6. The EV3 Junior is fully CE certified.

Each EV3 Junior is supplied with a handbook and a 12-month warranty.



Twiddily Dee – Twiddily DUMB

By Dave Doroghy

When I first bought my 1966 Plus Four Morgan back in 2007, I knew absolutely nothing about what buying an old British car entailed. I just had to kind of stumble through the acquisition process and figure it all out. I was so dumb I couldn't even find the reverse gear after I bought it. True story. When I test-drove it with the owner, I never tested the reverse gear. So, later that day after I bought it, and after I parked it, I returned to the car to move it. I freaked out when I discovered there was no reverse gear. Had I been ripped off? Luckily my friend Keith who owns an old TR3 was with me and he guided me through the process of backing up a Morgan. There was of course a reverse gear, I just didn't know where to find it and how to use it.

Should I push the gear shift up or down, or left or right to engage it? The point is, I jumped into buying a Morgan blindly, had a good enthusiastic attitude and with the help of more experienced friends figured it out.

Ten years later as I navigate my way through the complicated arcane world of websites, blogging and most recently Twitter I feel the same way. Blindly trying to figure out things that are simple and intrinsically known to others. Do I push the gear knob up or down - do I hit Command F or Command C on the key-board to download a file and covert it to a Zipped, Hyperlinked PDF to post it?

Let me back up first. No pun intended.

Like most of us I have a Facebook account and kind of understand it. It is fun to occasionally post things I write, or put photos I have taken onto my wall. I have a LinkedIn account too that I find a bit more useful. When I write articles related to my profession it is a great platform to share them with former colleagues. So I am not exactly in the stone-age when it comes to digital world. I didn't have a Twitter account though. I didn't really know what Twitter was or how to use. I still don't.

A year after opening the account I had virtually no "Twitter Followers" and found many of the posts I read on Twitter a repeat of what I already got on Facebook or LinkedIn anyways and stopped paying attention to Twitter. You can only handle so many motivational quotes or videos of kittens unraveling balls of wool. So Twitter remained a bit of an unsolved work in progress. A mysterious platform that I knew was relevant but just like the gear shift knob, I couldn't figure out how to work it.

I get all my advice on anything internet related from younger people. Just like I get all my advice on things Morgan related from older people. When I explained to a younger Social Media savvy friend that I was get-

ting no traction on Twitter (I love the automobile analogy there with that word - traction) he simply told me "Dave if you want to get more followers you need to begin regularly TWEETING yourself." Ok I thought fair enough. I want to learn some new internet skills, and just like when I bought the Morgan it was all new and fresh, it will be a new experience and an adventure learning how to Tweet and slowly building a following. The time had come for Dorg to enter the Twittersphere.

But what was I going to Tweet about? Was I supposed to go through the endless feed on Twitter everyday and re-tweet posts on what Kim Kardashian was up to, or the latest rants on American politics, or retweet kittens rolling around in the balls of wool they had unraveled in the last video. Then I had an epiphany. I thought "Hey I could tweet out my articles on Morgans". After all it is a worldwide web, with the emphasis on the whole wide WORLD; and although the topic is very very narrow, Morgan owners are scattered all over it. When I sat down with my friend young Steve, to derive a plan to dust off and Tweet out original Dorg's Morg articles it became clear that in order to Tweet them out, first they needed a



place to live. So together with his help we created the blog website - Dorg'sMorg.com. We registered the catchy name, paid for a host service, and used Wordpress to build it. Then someone told me that modern blogs need video. So my other friend David produced a super cool video of my car for the home-page which was a ton of fun to shoot, and interesting to watch him edit. It was a great learning process. Then

young Steve explained to me that unless I updated the blog every week with new material the mysterious web spiders, that direct viewers to your site, would loose track of it. So I did that too, 16 times in a row I updated the material on the site. Then he told me that I had to effectively Tweet on a regular basis, with my tweets directing the millions of Morgan-information-starved readers on the web to my blog. So I did that too.

That brings me to where I am today. No traction, very few Twitter followers and still stumbling around and trying to figure this whole thing out. But just like that reverse gear in my 1966 Plus Four was there all along and the key to moving forward with my Morgan, I know I will crack the code, and find the missing ingredient and path forward on Twitter. I will gladly take any suggestions from any of the club members, young or old.

I want to broaden my reach and my objective is to connect with Morgan owners around the world. We are a unique small tribe, and it would be fun to open a dialogue with others far away that share my passion for Morgans. I know they are out there somewhere and that some of them Tweet. How do I find them? If a tree falls in the forest and know one hears it did it make a sound? If I tweet out one of my articles and know one retweets it or tweets me back, did I Tweet?

To end on a more positive note, there is a new movie out about the founder of McDonald's Ray Krok. A million years ago I worked on the McDonald's Restaurants of Canada account at a big ad agency. Krok had a saying that I always loved, and had posted above my desk:

"As long as you're green, you're growing. As soon as you're ripe, you start to rot."

Follow me on Twitter @davedoroghy and if you find yourself on that new fangled world-wide-web thingy why not drop by Dorgsmorg.com.

**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**



Have an old Triumph TR4 block lying around that might have resided in a Morgan Plus 4 back in 1967? Bill Hayter's looking for it!



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.**

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

► **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.



► **Button is throwing in the towel: All 3 of my Morgans are for sale (1961 DHC, 1964 Plus 4 4-Seater, Plus 8 Bitsa). Make a deal if all 3 Morgans are sold in a package. In New Zealand until March 15th. Bill Button, 206-390-4109 or wmbutton@gmail.com.**

► **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 it's early years, was raced at Westwood. Thank you! Bill Hayter (604-987-5921 or bhayter@telus.net).

► **1952 Morgan Drophead Coupe.** P2339 Fully restored inside and out. Pale blue leather, medium blue calypso exterior. All chrome replated. Motor rebuilt, transmission, brakes, and suspension gone through. Frame painted with POR 15, all structural wood examined but due to dry storage in California only one joint was rebuilt. Manifolds coated. New wiring harness and tires; interior and top by well known west coast upholsterer. Car runs and drives as it should. 33K original miles. I am the 2nd owner from new. A rare car that took Best in Show at Owls Head Museum Morgan Annual in 2015. All restoration documents available. 207-799-7614 No texts or calls after 9pm Eastern time.



Pacific Morgan Owners Group

2017 Membership Application

2017 Membership:
Renewals for 2016 members: **\$10**
New members: **\$20 (includes name tag)**
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 ____ Renewal ____

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? _____