

MORGAN LINK

MAY & JUNE 2017
Volume 2, No. 3

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



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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: Steve Blake got this great Morgan photo at VanDusen 2017.

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

PRESIDENT'S REPORT - JUNE 27, 2017

Ken Miles, Chair

President's Report June 27, 2017

For the first time I feel warm when I am driving one of our Morgans. However, it is difficult to spend a long time in the cockpit with this sun and temperature. If you are out for a long time and you have a sun top use it. When we do not have AC we fry.

I hope you all had a good time at the VanDusen ABFM and to those who placed my heartfelt congratulations. The barbeque after was a lot of fun and those who came enjoyed it. I was unable to attend the party on the island and the trip to Ucluelet afterwards but it is my understanding that everyone had a great time. The Vancouver Island Morgans knows how to throw a great party and this is the first one I have missed in years. I don't think it will happen again as Pat and I talked about it several times on our trip.

The next run is on July 22 with Steve Hutchens as our leader. We are going to Artist Point in Washington State. Plan to be there and let Steve know you are going. On August 12 and 13, Tom Morris is leading us to Logan Lake for an overnight stay.

On August 16, Pat and I will be leaving for Burlington, Ontario, and the 50th anniversary of the Morgan Sports Car Club of Canada. I am one of the founding members. We are looking forward to the celebration and hope to return home in early September.

I hope you all have a great summer and drive those Morgans a lot.

WELCOME OUR NEW MEMBERS

No new members to report this issue, but two people took information on the club at VanDusen!

THE EDITOR'S RAMBLES

By Steve Hutchens, Editor

FATHER'S DAY

The Father's Day festivities are always a special part of the event calendar for Morgan enthusiasts and they are never disappointed. This year was one of the best!



Why have I used four logos? Because we were all there to enjoy each other and this fantastic weekend.

Vancouver Island Morgans (VIM ... and full of vigor) hosted a fantastic event at Kit and Joanne's

beautiful home in Saanichton and my count was 14 Morgans. The pre-dinner social started as soon as people arrived, slowed down only while we enjoyed the fantastic



hors d'oeuvres and wine that everyone brought. Fortunately we saved space for dinner and desert, all the finest.

Sunday morning we all got an early start for the Father's Day All

MEMBERSHIP REPORT - MAY 1, 2017

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

It has been a busy last two months with Van Dusen and several car shows. Club members have been hauling in the trophies and it just shows how we respect and maintain our cars! Peter Morgan would have been proud!

We have had three people enquire about memberships in the club at the last two meets so our numbers may increase in the future. It was also nice to see several former club members and MOGNW members at the last event. We have a thriving Morgan community and it is nice there is a place for everyone's needs.

We are still looking for article for the Morgan Link. These could be in several categories. You could write about the history of your car. You could write about the other cars in your garage. You could have a maintenance tip. You could write about a trip you did with your car. You could write about a Morgan personality or a Morgan experience you had. Remember you do not have to be a polished writer. If you wish to send in an article in point form, we could draft it into an article for you. Send us your material and we will make it happen!

PACMOG Financial Report

Pat Miles, Treasurer
As of June 1, 2017

Receipts

Dues 2017: \$780.90
Advertising: \$100.00
Donations: \$0.00
Badges & Crests: \$104.00
Christmas Party: \$0.00
Prepaid Dues: \$22.77
Total: \$1,007.67

Expenses

AGM Expenses: \$231.33
Society Registration: \$40.00
Website & Domain Name: \$0.00
Insurance to May 2018: \$151.00
Badges & Crests: \$13.37
Postage: \$24.00
Name Tags: \$0.00
Christmas Party: \$0.00
Sunshine Cards: \$11.20
Total: \$470.90
Total for 2017: \$536.77

Cash on hand: \$2,480.18

British Picnic, a truly classic ABFM in Beacon Hill Park in Victoria. There were 17 Morgans gathered on the lawn, one more than Van-



Dusen. The weather was delightful, and, as tradition dictates, a delightful lunch was provided by our gracious hosts.

Monday morning found us gathering for the trek to Ucluelet, on the beautiful west coast of Vancouver



Island. If you've been to Tofino but not Ucluelet, you've missed a truly special destination. The Wild Pacific Trail, a short, pleasant walk

Continued on Page 4

UPCOMING PACMOG ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact (see your roster)</u>
July 22	Run to Artist Point via Morgan Road EVERYONE IS WELCOME!!	10:00 at McDonalds in Lynden (8106 Guide Meridian), departing at 10:30 to drive to lunch at Chair 9 Pizza in Glacier. Then we're off to Artist Point which is now open with spectacular views. Please RSVP so we have a count.	Steve Hutchens sphutchens@hotmail.com
Aug 12 & 13	August Run to Logan Lake: 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. Sunday we will return via the scenic Fraser Canyon with lunch in Mission. <u>The Logan Lake Lodge only held rooms for us until July 1 but anyone wanting to come along can check to see if there is a room is available and let me know if they are coming. The forest fire situation in the Ashcroft area may force changes.</u>		Tom Morris
Sep 17	September Fraser Valley Run	Meet at McDonalds, Lougheed Hwy and Harris Rd. at 10.00am for 10.30 start. Run will be approx 2 1/2 hrs. Lunch location to follow.	RSVP to Dave Collis by Sept 13 so we can make restaurant reservations
Oct 28	Halloween Spooktacular	In Maple Ridge. At night! Details to follow	Bob Wadden
Nov 5	London Brighton Commemorative Run with OECC	Mark the date ... details TBA	OECC (oecc.ca/vcb)
Dec 9	Christmas Brunch and Caroling (Mainland)	Mark the date ... details TBA	Bob Wadden
Dec ?	Christmas Get together (Island)	Details TBA	

UPCOMING MOGNW ACTIVITIES—SEE THE MOST CURRENT CALENDAR AT MOGNW.ORG

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact</u>
Jul 15	Executive Board Meeting	Tacoma or Centralia	Michael Amos
Jul 22	29th Western Washington ABFM	Kenmore, WA ... details at wwABFM.com; post-ABFM party TBA	Sean Amos
Sep 2	Portland ABFM	Portland, OR ... details at abfm-pdx.com/2017; post-ABFM party at Tilden's	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

through the coastal forest, presents views of the wild Pacific crashing into rocks that will keep your camera busy throughout the hike. A large group of us did the trail on Tuesday morning and many ventured to Tofino in the after-



noon. All returned for dinner, provided by Treacy Reddington and her excellent crew. The lodging, facilitated by Jane Cowan, was great and the views from our rooms made us wish we could stay longer.

My Morgan needs an axle seal so we took our Mini on the tour. About two miles out of Ucluelet, the exhaust pipe came loose from the down pipe. It turned out to be a simple fix, but everyone heard us coming!

Below is how I spent Tuesday morning while everyone else did part of the Wild Pacific Trail. Al Allinson stayed with me and I enjoyed the conversation immensely.

I got to do the trail in the afternoon, and Celia got to do it twice!



Saturday, May 6, 2017

P. S. Designs Run

By Colin & Laurel Gurnsey

We began at our trusty Timmy's for coffee and maps and then headed up and around to Mount Seymour Parkway and had a good run into deepest Deep Cove.

Our first destination was 'P.S. Designs', owned and operated by Patrick Symonds. Patrick has built his cottage-industry glass design studio into a unique business, at first doing exquisite pieces of glass for gift shop clientele and now supplying hotels and resorts all over the province and beyond with very special pieces. He provided the Bentley Driver's Club Tour to Alaska with their signature event glasswork and has been the driving force behind the Concours awards for first the Steamworks Concours d'Elegance and now the Crescent Beach Concours d'Elegance. Patrick guided us through the process of making the pieces...from carving out the template to kiln-firing the glass under tremendous heat.

From Patrick's we next visited the amazing grounds of Northland's Golf Course. We had lunch at their Bar and Grill and admired the view and good conversation. Many in our group were not aware that this golf course exists, as they immediately thought of the Seymour Golf Course, which is on the other side of the Parkway. Pat and Laurel did some research on our cellphones and found out that the stunningly gorgeous flowers all around were called 'Sundowner' tulips. Enquiring minds wanted to know.

The romp continued, after our relaxing lunch and another great round of chats, with a leisurely run to Colin and Laurel's, where Colin shared the progress on his chassis-up Bentley project. He has now actually turned the key in the ignition and has been able to drive the car, under its own power, out into the lane and turn it around. He is now working on the body finishing stages and hopes to have the car painted by the end of the year.

We look forward to many more romps in the months to come.



Mogs ready to romp



Patrick Symonds explains the glass process



P.S. Designs studio



'Sundowner' tulips



Colin's Bentley project



Northlands Golf Course

FLASH! FLASH!! FLASH!! FROM THE MMC WEBSITE ...

MORGAN MOTOR COMPANY RE-ACQUIRES MALVERN HOME WITH LAND ACQUISITION DEAL

By Morgan Motor Company

Posted June 13, 2017, in Factory Life, Inside Morgan, Morgan News

- Land sold in 2006 is re-acquired securing home of Morgan Motor Company
- Record trading year sees 14% year-on-year revenue growth
- Employment at highest level in company history
- Acquisition includes Morgan Visitor Centre which welcomes 30,000 guests each year
- Morgan is committed to Malvern, home of the British sports car for over 108 years

Factory Tours now produce an estimated C\$1,001,000 annually in revenue.



Continuing the positive momentum in the business, and as part of a long term strategy, Morgan Motor Company has hit yet another milestone in a record year, with the re-acquisition of factory land.

At the Geneva Motor Show earlier this year Steve Morris, Managing Director Morgan Motor Company, announced a record trading year with a 14% revenue growth year-on-year. It's the first of many positive steps planned in a long-term strategy for Morgan Motor Company under the guidance of Morris, the Morgan family and recently appointed Chairman Dominic Riley.

In January 2006, the Morgan Motor Company sold the land on which the factory is built to fund product development in a sell and lease-back deal with Stirling Investments, a deal that enabled the company to develop new vehicles and implement new technology. The re-acquisition of the land follows a successful period of business development, and helps to provide stable foundations for Morgan's future growth plans.

After a sustained period of successful trading and consolidation, Morgan Motor Company has now purchased both the Pickersleigh Road site and the Morgan Visitor centre. It's a clear indication of Morgan's commitment to its roots in Malvern, which for over 108 years has been the home of the Morgan Sports Car.

The inclusion of the Morgan Visitor Centre in the land purchase secures the future of this destination as a popular tourist attraction, which has welcomed over 30,000 visitors a year since the official opening by HRH Princess Anne in 2009.

Steve Morris, Managing Director, said: "The positivity felt by all Morgan staff is stronger than ever. To now own the land where we create our range of cars is something truly special and the news was welcomed with delight by the whole workforce. Morgan Motor Cars is enjoying a business turnaround under the guidance of the new management team and I look forward to fulfilling all of Morgan's exciting plans in the future. I'd like to thank Stirling Investments for their assistance during the 11 years of land ownership and also to Gowling WLG and HSBC for guiding us throughout the acquisition process."

Dominic Riley, Chairman Morgan Motor Company, said: "Buying back the land that is the real home of Morgan is an investment for the future of the company, an investment in the future of the factory and a significant moment for everyone that's been working so hard at Morgan over the years. We are stronger than ever with record revenue growth, increased employment, a clear vision for the future and strong demand for product from customers around the globe."

VanDusen ABFM and Whistler Drive 2017

By Steve Blake

Finally a sunny day! It was a beautiful day and the first for years with sun throughout the day. With the poor weather leading up to the ABFM, total numbers of cars were down from previous years. This was noticeable in some categories more than others.



and in the right categories.

The number of Morgan cars was smaller this year than in the past. Down from the highs of 30 to 50 Morgans, we only saw 16 on the field this year. We had six 4/4s, five plus 8s, three plus 4s, and two 3-wheelers. There was only one out-of-province Morgan.

Tom Morris manned our tent and we had two potential new members leave their names.

Ken Miles and Steve Blake showed up before 7:00 am to help with the parking. They were charged with getting all of the Morgans in straight lines



Results for PACMOG

CLASS 25—MORGAN PLUS 4

1st - Steve & Susan Blake, 1962 Morgan Plus 4, Roadster
2nd - Dave Doroghy, 1966 Morgan Plus 4, Convertible

CLASS 26—MORGAN PLUS 8

1st - Ken Miles, 1969 Morgan Plus 8, Roadster
2nd - Robert McDiarmid, 1995 Morgan Plus 8, Coupe
3rd - Chris Allen, 1972 Morgan Plus 8, Convertible

Post-ABFM BBQ

Barbeque after Van Dusen was at Pat and Ken Miles's home in Surrey. Twelve PACMOG members gathered for great steaks and a good time. Thanks to Pat staying home and prepping for the party. She put together some fine salads and both Pat and Ken are to be thanked for their hospitality and preparing a great feast for the members.



Whistler Drive

The drive to Whistler is also organized by Joan and Patrick Stewart. It used to be put on by Octagon Motors in September but now follows one day after the VanDusen ABFM.

Approximately 120 cars left Park Royal Shopping Centre in West Vancouver for the drive to Whistler. We had three Morgans on the drive and one PACMOG member in their Jaguar XK140.

All participants had rally questions to answer on route. Questions were based on automobile knowledge so you need not look for clues to questions along the way. I prefer looking for clues because it was always funny watching cars driving the wrong way as they went back for answers they had missed. PACMOG members Steve and Susan Blake won the rally questions award for the second year in a row.

The drive was a bit longer this year because of construction on the highway. Numerous spots had cars slowing to a crawl as they merged into single lanes. Whistler has become a popular destination for weekend drives and there were many more cars on the road than in past years.

The weather was great but it made for a number of vehicles overheating on the long hill out of Squamish on the way back. The Blakes pulled into a view area to give their Jaguar a chance to cool down, parking next to an MGB with its hood up for the same reason. Further up the hill were two MGBs and a TR6 which had overheated and were resting on the side of the road. The traffic up this hill just inched along as two lanes had to merge into one. Between the high temperatures and slow speed up this long hill, an electric fan would have been valuable.

June 17th to June 21st

Father's Day Weekend and Thereafter

By Jane Cowan | Photos by Kit Raetsen, Steve Blake and Jane Cowan

Saturday BBQ: Yet another successful Father's Day Weekend was hosted by the Vancouver Island Morgan Group. It began with dinner at Kit and Jo's on Saturday. Our hosts provided roast pork and salmon and we each brought further contributions to the meal.

The weather was a bit "iffy", but most tops were down (on the cars!) and the evening was filled with conversation and laughter. Unusually, no cars were in need of immediate repair. This was a good thing as Jim Walters wasn't around - he was working full time on my little yellow car which he had promised for the occasion!

We always have to wait for perfection!

Editor's bit: VIM & Vigor—Vancouver Island Morgans (VIM) displayed exceptional vigor in this first class weekend of events! Father's Day BBQ, Beacon Hill, & Ucluelet ... WOW!!!! If you haven't walked the Wild Pacific Trail near Ucluelet, you are missing one of the most scenic seashores in all of North America!

Sunday Beacon Hill Park Father's Day All British Picnic: Sunday's Rainbow at Beacon Hill Park had an unusual start. My little yellow car was not ready to be displayed, so I was very grateful to Ron Akehurst for volunteering to meet me there at 8:00am to start our rainbow in our customary location. It was cold and damp so there were not as many participants as usual in any category. However, the Morgan's still outshone them all! Red, orange, yellow, green, blue, silver, black and two-tones - I think close to 20 in total.



In addition to those that were at the BBQ, Lyle Johanson from West Vancouver came over for the day and Bill & Cassandra Ward came up from Washington. Treacy Reddington, Loretta Nelson and Christine Limner spent the morning making sandwiches which they brought with cookies and fruit for lunch around noon. By then, many of us were very cold and hungry.



It was great to see both Lesley Douch and Gillian Seager come to the park to share time with old friends.



Monday-Wednesday Ucluelet Tour: Monday morning was the beginning of our three-day trip to Ucluelet. Ten cars met at West Shore Parkway at the entrance to Goldstream Park and we meandered our way to Parksville on a route set out by Pat Leask - not all highway! Other cars met us in Parksville at 12:30pm at the Bayside Bistro & Lounge - booked by Ken Butler. What a crowd we were! The lunch was great as was the view from the lounge.



The weather was mainly sunny, reasonably warm, and no rain! Certainly a plus in June on the west coast! Fourteen Morgans, one little Mini (Steve Hutchens), one 2017 Mustang convertible (rented as a surprise for me by Doug as I was so disappointed in not having an open car to drive); and 2 daily drivers set off on the Port Alberni Highway to our accommodations in Ucluelet. At lunch, we had decided not to force everyone into a "line" as people might want to stop at different places on the way. It was a beautiful drive and everyone arrived safely and without a "Morgan incident". Eleven couples and Malcolm Sparrow stayed at The Cabins on Terrace Beach; six couples at The Canadian Princess Lodge and the Horsleys at the Pacific Rim Motel as they could only stay one night. Dinner was not prearranged for Monday night, but many of us ended up at Hank's. The food was very good and the prices reasonable. We had a great evening.

After breakfast on Tuesday morning, we met at the Lighthouse Parking Lot to walk the Lighthouse Loop of the Wild Pacific Trail. That is, most of us met there as planned. Keeping up the tradition of breakdowns, Bill Button was stuck outside Zoe's Bakery & Cafe with what turned out to be a short in the distributor. Win & Christine stayed to help and Loretta came on the walk with us. Steve Hutchens was waylaid at the Cabins by a loose exhaust pipe on their Mini. Celia joined us on the walk and did it again later with Steve. The weather was perfect for the walk - warm, dry and windy. The views were spec-



tacular! The afternoon was free for people to do as they wished in this incredible area of the west coast. Many visited Tofino, its restaurants and its nearby beaches.

At 5:00pm we gathered at the Hidden Treasure (part of the Cabins) where Treacy & Lloyd, Kit & Jo and Doug and Jane were staying. It had a full kitchen, three bedrooms, a large living room and dining area and an outside deck with a BBQ. Just perfect for a dinner for over 30 people. As we had booked the whole Lodge, we were given free access to all their catering supplies (folding chairs, dishes, cutlery, glasses, cups etc.). It made everything so easy. Treacy and I had worked out a dinner menu and it all went smoothly with all of us helping. Special thanks to Treacy for buying all the food and bringing so many of the little extras. We couldn't do without her!! As an extra, we celebrated



Christine Limner's birthday. Off to bed - tired, happy and exhausted. We had found out on Tuesday that the Van Isle 360 Yacht Race was stopping in Ucluelet for a day rest stop and starting off for the next leg (Ucluelet to Victoria) on Wednesday morning at 10:00am from the Lighthouse. Change of plans. We were all originally going to meet at 10:00am to start our trip back, but now many wanted to see the start of the race and others were committed to different things on the way home. The sun was shining, the wind was blowing hard and whitecaps covered the ocean - a perfect sailing day. With a following wind and spinnakers flying, off they went. Off went the Morgan cars, too, with owners sorry to say goodbye to the area and to new and old friends they had shared time with over the last few days.



Thanks to everyone who was able to come and share this wonderful start to the summer of 2017.



Behind Closed Doors

A series of about the cars or other special interests behind your garage doors

By Pat Leask

Preamble

I figured if I came up with this bright idea of suggesting to our membership an article on their (your) other cars, such as Steve did, I should probably put my text where my mouth is and volunteer to go first, I find I enjoy the restoration process of these cars probably more than I enjoy driving them (but for one). I just love the mechanical aspect of rebuilding a car, and the satisfaction when done, but it sure can be a "love/hate" relationship at times!

To pay for my rather expensive hobby I do woodworking, such things as furniture, kitchens, some house renovations (pretty much done with that) and I have done a few car restorations for other people which works out great—I get to build a car, not spend money and make money. This is a deal I set up with my better half, Norma, way back and probably was a good thing as if I had ready access to our household money.

Well, enough said :) . I do my own painting, powder coating of parts, electrical (yuk), some interior work (not as easy as one would think), and motors plus everything else that goes in to restoring a car. I've not yet even tried to do a gear box and I never will!

1964 TVR Grantura Mk III <<...>>

I bought this car locally as a project car. I know the fellow who imported the car from the UK in the late 70s when he went travelling around Europe. He used it simply as transportation but loved it so much he brought it to Canada. It took me two years to fully restore it, and it was the first car I painted myself. This is the model of TVR that Griffith used to stuff a 289 V8 in that created the famous Griffith 200. I considered putting a V8



in to it when restoring it, but I was just not prepared to put another \$7,000.00 or so in the car at that point. I recently sold this beauty to a fellow in Australia to finance my newest project car, my beloved XKE. I also had storage issues, and frankly I did not drive this car all that much so, like most cars we all sell, I knew that "it was time" and was the right thing to do (famous last words?).

1967 Morgan Plus 4 <<...>>

I bought this in October 2011 and it took me two years to restore it. I painted this car also, the ivory white is the original colour but the fender are not. I like original as much as possible but the combination of the burgundy interior and the ivory white just screamed grey fenders. I really



wanted a two tone car so what the heck I went for it and have no regrets. I could go on about what the Morgan has but you all know the car as well as I do there's really no need. I will say that of all my cars, past and present, this is the only car my wife likes to go for drives in which is a big bonus! As well, the people we have met in the Morgan club are just super fantastic people and we very much enjoy the social aspect of owning a Morgan. The kicker is my daughter (25) has laid claim to the car once I have expired, which is pretty cool knowing at least one youth of today wants to keep these old cars going.

1992 Caterham Super 7 <<...>>

To this day I still remember driving an original Super 7 some 40 odd years ago. Once you have driven one of these it is not something you will forget. Of all the other cars I have restored, this one I bought as a driver and that is what it is. As I said above, I prefer the building process to my cars more than driving them, but this car.. this car ... Wow! Driving this car is one heck of an experience. I've yet to come home from a "spirited spin"



without a stupid big grin on my face. When I stumbled upon it for sale from a fellow I know, I did not have enough in my piggy bank. I figured I could make one of two mistakes. The first mistake would be buying it, wishing I hadn't, for whatever reason, and then having to sell it (but having had some fun in the meantime). The second mistake would be not buying it and wishing I had. When I asked myself these two questions, it was a no bainer. It's been 4 years and I have no regrets. My wife calls it "Speed racer."



1948 MG TC <<...>>

A few years ago I went up island with a buddy to see a car for sale. Stuck in the corner of his garage was a TC in boxes. When I say in boxes, I really mean that. Nothing was assembled. The fellow took it apart in 1966 for restoration and never did anything except buy parts he would need for it (ultimately to my benefit). It had the typical wood rot, as did my Morgan, but being a woodworker that suited me just fine. The challenge of building this car was I did not take it apart to "Bag and tag" everything. It has been a wee bit of a challenge for sure, but I'm super happy with how it is turning out. Now I have to get my butt in gear to finish it before I let myself move ahead on the Jaguar (which is easier said than done, I must say). I did not lay the paint on this one, but I did do all the prep for the paint.

1969 Jaguar XKE 2+2 <<...>>

I only bought this a month ago (May 2017). I was chatting with a fellow in town about cars in general a year or so ago. I'd bought a lot of my TC parts from him. He said, "Why not sell something and get into the E-type Jags. "Ya, rRight," I thought. This car was the number one car on my list of cars to get from when I was a kid. When I bought my other cars, I was sort of "ya, I'm happy" but when I bought this car I was bloody bouncing off the walls with excitement. His suggestion fermented for awhile. Long story



short, I asked him if he know of any for sale as these cars are NOT easy to find, at a decent price and not a rust bucket and not having to be shipped from a long way away. His response was "Yes, mine." It was not a half hour from my house, so another long story short I bought it for what I think is a really good price, made possible by a house renovation I did to and selling my '53 Singer I was never going to restore. It is 90% rust free.

It's not a cheap car to restore as I am finding out, so glad I sold my TVR. As it turns out, a highly respected XKE owner in town who is mentoring me needs a kitchen built! So much for me saying no more kitchens.

So there is it, all my cars for your reading and viewing pleasure (I hope). I'm really interested in what the other members of our club have.

That's my "Behind Closed Doors" story. Who's next?

EDITOR'S NOTE

How do ideas for a series of articles like this come about? Someone suggests them! Here are the edited emails that led to "Behind Closed Doors" and a challenge to continue the series to share your passions. We'll publish the series as often as submissions permit.

FROM PAT LEASK TO STEVE BLAKE

I enjoyed reading about your cars. This gave me an idea that perhaps the Morgan Link could do an expose on our members other cars. Call it, "What's behind the door" or "Our members car" or... Whatever. It would be fun to see what other cars members have (and/or interests).

FROM STEVE BLAKE TO THE EDITOR AND MEMBERS

I just got this email from Pat Leask and he has a great idea! We are always looking for articles of interest to the members and I think this is a good idea. Even if you are not a great writer, send the details and we can cobble together an article for you. I know there are a litany of interesting cars out there. We have members with Rolls Royce, Alfas, etc. Send in your submissions to either Steve Hutchens or myself.

FROM THE EDITOR TO STEVE AND PAT

I think this is a great idea. I'll see that it gets into the next Morgan Link.

FROM PAT TO THE EDITOR

I figured if I came up with this hair brained idea I may as well go first, so here is my submission. Feel free to edit it as needed or if you want more text to pad it out.

FROM THE EDITOR TO PAT

An editor's dream: someone suggests a topic for a regular column then steps forward with the first submission!

AND NOW, FROM THE EDITOR TO MEMBERS

This can be a great series. The length of the descriptions used by Pat and Steve is ideal for a series like this: enough detail to make them great reading but without lengthy descriptions that become tedious. They are also a length that most people can (and hopefully will) find the inspiration to write.

I'm sure many of our members have something of interest joining their Morgan "behind closed doors" that captures your passion. Cars? Trucks, Motorcycles? Hobbies? What captures and develops your creative urge?

We toss out a challenge: What's "Behind Closed Doors" in your garage?

BEHIND CLOSE DOORS GUIDELINES

- > Anything of interest in your garage (it may be other collector cars, trucks, or motorcycles, other vehicles, even be daily drivers with interesting stories; it could well be a special interest like wood working, model airplanes, or something else you are really into.
- > Short, easy to write descriptions (refer to Steve Blake's and Pat Leask's articles for suggested length)
- > A photo to go with each car or category of interest you write about

Skip's Bucket-List

By Dave Doroghy



Life is too short to be mediocre and if you have things you "wanna" do in life, just do them now. Heck, make every day a bucket-list day and you will never look back!

Skydiving, African safaris and completing a marathon are tough ones for most people to put a thick felt pen tick mark next to. But driving a Morgan, which to me is an experience very worthy of being on anyone's bucket list, is an easy one to just grab the old black Sharpie out of the top left-hand desk-drawer, and check off. As with so many things in life, it just takes having the right attitude, then asking and then simply showing up.

My old friend Tom who lives down in Olympia, Washington, has a friend named Skip, who lives down that way, too, and who had always dreamed of driving a Morgan. Skip is 87 and as I would later go on to learn was full of vitality, good humor, curiosity, and a sense of adventure.

Somehow, though, throughout his eight decades of a full, rewarding life – of going to University, getting married and of raising a family, and a busy, successful career in the Navy, he had never driven a Morgan. Skip had a really cool background and when we met I learned about his time spent up and down the west coast working on American nuclear submarines, and, more recently, on nuclear power plants in Washington State.

In March when Tom initially called and told me about Skip and his Morgan dream, my immediate reaction on the phone was, "Sure - bring him up here, I'd love to meet him and let's do it". Later as I was thinking it over and waiting for Tom to call me back to confirm a date for Skip's appointment with destiny, it occurred to me why not arrange for them to come up for the All British Field Meet at VanDusen Gardens? That way Skip and Tom could sample the best of the best of a wide variety of classic British cars, view many of the nicest Morgans in the Pacific Northwest, and learn a bit more about the history of these true Malvern Link British Classics. Plus it would be Spring time in Vancouver, and all the plants at VanDusen would be in full glorious bloom. BONUS.

When Tom called me back I learned that Skip's wife Barbara who would be joining them loved flowers, and the next thing I knew it was a done deal. I grabbed a red Sharpie and circled May 20th on my complimentary Toronto Dominion Bank wall calendar.

On that sunny Victoria Day weekend Saturday morning, after a five-hour drive from Olympia, the three of them showed up and as you can imagine, especially with the great weather we had, they had a marvelous time at the car show. Next on the agenda was the bucket list "tick mark."



I gave some thought to where we should go for the drive, and figured best to choose a quiet flat traffic-free country road. I knew just the spot, out by where I moor my float home on the Fraser River in Ladner. There is this old bucolic stretch of road amongst the farms on Westham Island just custom made for eliminating bucket list entries. So with the car all spit-polished and looking lean and clean fresh from the show, and with Skip totally psyched for the drive there were only two things that worried me. What was Skip's driving like, and would he fit in the car?

Skip is 6'3" - I am only 6'1" and 30 years his junior and have a tough time getting in and out of the low riding 1966 Plus Four. Then I thought, wait a minute, this guy has spent a good part of his life in submarines. Something tells me he has lots of experience getting in and out of tight spots. Part one was easy-peasy. He settled in behind the wheel with dignity, and a real sense of purpose.

As far as Skip's driving went, he was better at it than me. More experienced I guess. He immediately mastered my quirky rock-hard clutch and the ever-resistant wooden oversized steering wheel, he embraced the two Morgan shakes we encountered, and he took to the sharp country road corners as if we were racing out at Westwood. We hooted and hollered with joy over the loud engine, and laughed for the whole 20-minute bumpy ride.



Also while he drove he affably talked about a life well-lived and some of his interests. He is an avid skier and is on the slopes at least one day a week all winter, plus he still spends a lot of time at the gym working out. Aside from those physical pursuits, he is very active in his church. I asked him what else was on his bucket list that he had yet to check off and he explained to me how he would really like to visit some of the historical World War Two sites in Europe. We enjoyed each other's company as we drove back to the old barge for dinner.

At this point I need to point out that years ago I hammered up an old chalkboard on the east outside wall of my float home. Don't ask me why, but it was lying around down in the hull collecting dust, and something told me it may come in handy one day to write notes on. Notes like "be back in 5 minutes." Since then, for years, it has hung there, unused and forgotten, with two pieces of wet chalk on its sill. That evening while BBQing some steaks and salmon on the back deck, a light went on in my head and the thought occurred to me to sneak around the corner of the float home outside deck to the chalk board, and then secretly write something on it to commemorate the wonderful ride we had both just had.

A few hours of interesting, easy, flowing conversation then passed, followed by eating my overcooked steaks, and sipping wine, with a gorgeous sunset as a backdrop, and then Skip and Barbara announced that it was time for them to depart back to the USA. Escorting them as they left the barge and walked along the dock up to the shore, I casually pointed to the side of the float home and the chalkboard message that you can see in the accompanying photograph. We all laughed and it was the perfect conclusion to a memorable day.

I went back inside, grabbed my Sharpie pen, and ticked off of my personal

bucket list the following item: "letting an American Nuclear Submarine Engineer drive my Morgan."

In the end, I think I had more fun than Skip did.



IRON MAN

Steve Hutchens, Editor

When Bill Button, 88, goes for a drive the phrase doesn't have the same meaning that it does for most of us. This email crossed my path recently: On Fri, Apr 28, 2017 at 7:10 PM, William Button wrote: *"I just Google Mapped Bickleton. Last Monday I drove My Morgan to Weaverville, California. I met the Northern Cal Morgan Club for dinner. The next day we drove to McCloud, CA, by way of Etna, CA, where we had another very nice dinner and stayed at a world class old hotel of yesteryear. Thursday I drove back to Seattle by way of Hiway 97. It took all day and I drove thru sleet, rain and high winds a good deal of the way. But to make a long story longer, when I left Oregon, I headed to Toppenish and went right by Bickleton Rd. I saw the road as I always wanted to go by the Tea Pot Cafe in Mabton. BTW: There were 3 Aero 8s, 1 +8 (mine), a DHC, a 4/4, 3 stunning Lancias, an NSX, and a VW sedan. I was in good company."*

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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. Bill Button, 206-390-4109 or wmbutton@gmail.com. Photos available.

► **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.**



**Terry Firestein
604-910-0857**

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autobauercanada@gmail.com

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We moved to **5787 203A St.**

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? _____