

MORGAN LINK

JULY & AUGUST 2017
Volume 2, No. 4

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



2017 PACMOG EXECUTIVE

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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: Morgan Tour to Artist Point via Morgan Road took our group to a scenic snowscape, led by the editor's '64 Volvo 544. 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 — AUGUST 2017

Ken Miles, Chair

Editor: Ken and Pat are away on an adventuresome holiday to the 50th anniversary of the Morgan Sports Car Club of Canada in Ontario.

Follow a bit of their "crazy odyssey" (Ken's term for their adventure) in the notes that Ken sent periodically on pages 8 & 9.

They will be home this month and resume their normal lives in late September.

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
Shine Cards: \$11.20
Total: \$470.90
Total for 2017: \$536.77

Cash on hand: \$2,480.18

WELCOME OUR NEW MEMBERS

Sandra & Brian Nixon
1742 Hampton Drive
Coquitlam, BC V3E 3E1
Home: 604-945-5501
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SLNixon@shaw.ca
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1970 Morgan 4/4 Roadster,
red, B2407

THE EDITOR'S RAMBLES

By Steve Hutchens, Editor

ROD RUN TO THE END OF THE WORLD

Part of the fun of travel is finding that you are in an area when a car-related event is going on. Such was the case last weekend when we were in Ocean Park, WA. September 9 & 10 was the 34th Annual Rod Run to the End of the World. I'm not a rod guy, but I looked at their website (www.rodrun.com) and found that the event sometimes drew as many as 1000 to 1400 participants and thousands of viewers. It's clearly a major event on the Long Beach Peninsula, so I had to check it out.

All I can say is, "WOW!" "Rods" are

loosely defined by the Beach Barons, the sponsoring club who owns the grounds where the show is held. Anything pre-1985 was welcome, and cars shown included rods of all kinds from mild to wild, both survivors and restored cars from the '30s to the '70s, and a few imports (two Sunbeam Tigers, two Shelby Cobras, an MGB with a gigantic V8, and a '53 Ford Anglia with a 4-cylinder Chevy engine.

Only six hours from Vancouver, it makes a nice weekend jaunt and is a must if you like old American cars and rods!

ACTIVITIES KEEP US BUSY

For the last two weeks, Celia and I have been volunteering near Ocean Park, WA, with NOMADS, an RV group of just over a thou-

MEMBERSHIP REPORT

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

Not much new to report on memberships. We have 75 memberships and a couple interested parties who may join us. Thanks to Bob Wadden who printed a classy membership form that the executive are carrying in our cars in case we have membership enquiries. This way we can give a membership form to an interested party right away rather than just taking their name and a promise to send them information in the future. Never know if these messages get through or die in a spam filter.

I thought I would give you an update on my cars since I have not got a lot to say about membership.

The Morgan received a new set of tires after the Vancouver Island run. I was running on 12 year-old Arizonian tires and figured it was time to change since manufacturers are recommending changing every 7 years. Installers won't repair them if they are more than 10 years old. This time I went with Nankang radials made in Taiwan. This is the most popular tire for VW beetles and comes with a M+S rating. I could really notice a difference driving home. It was like going from a hard leather shoe to a soft runner! It remains to be seen how they stand up over time but the installer at Discount Tire in Bellingham said they never had one come back because of a manufacturer failure. So far, I like the ride and have fingers crossed that they last as long as the Arizonians!

My MG M-type may make it back on the road soon. The radiator is in the shop being completely rebuilt with a new core and tanks. The starter has a bent shaft and we are currently looking for a replacement. Both of these projects show be complete by the end of September. The plan is to make Van Dusen next May.

The Jaguar also got new tires. They are vintage Michelin X radials, which give me better handling than the old bias ply fitted to the car. New springs have stopped the body clunking back and forth in the shackles on turns. One leaf was broken which didn't help! The rear brake shoes were re-lined and I now have a new stainless steel exhaust system. It runs much quieter now. Looking forward to some cool Autumn drives!

How about your cars? We are always looking forward to your stories on both your Morgans and the other cars you have in your garage.

sand members that does maintenance, building projects, and disaster recovery work all over the US. Ocean Park Camp is on the Long Beach Peninsula, a skinny strip that extends north from Ilwaco for about 26 miles. It's a quiet, rural area, thriving on tourism in the summer and starving the rest of the year. The ocean and sandy beaches are the draw. The first weekend we were here an international kite competition drew competitors from afar to display their skill. Their high-tech kites flying in the brisk wind on the beach made quite a show. The line at Scoopers ("64 Flavors of Ice Cream") often extended out their front door!

We have a team of 10 RVs on the project, 18 people. We work Monday through Thursday, 8:00 to 4:00 with short breaks and an hour for lunch. Folks come from all over the US and all kinds of backgrounds and only four are under 65. We've painted dorms, trimmed brush, poured concrete sidewalks, repaired stairs, rebuilt, replumbed, and rewired the washer/dryer facility, organized the camp shop, and lots of maintenance tasks. We have several Canadian NOMADS, mostly in Ontario, who seem to do projects in the SE part of the US in the winter. The physical activity keeps us in shape—or kills us if we aren't!

UPCOMING PACMOG ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact (see your roster)</u>
Sunday, September 17	Fraser Valley Run	Meet at McDonalds, Lougheed Hwy and Harris Rd. at 10.00 for 10.30 start. Run will be approximately 2 1/2 hrs. Lunch to follow at the Historic Dewdney Pub at 8793 River Rd. South, Dewdney, BC, just east of Mission.	RSVP by September 10 Dave Collis davecollis@shaw.ca
Sunday, October 29	10:00 AM to 1:00 PM at 4938 3 Avenue Delta, BC. A great tech session by Dave Collis, a long-time mechanic with G. B. Sterne's Morgan shop, giving him significant expertise in the repair and maintenance of Morgans. The event will be hosted by the Steve and Susan Blake. We'll put a few cars up on a hoist to discuss where to look for rust and rot on your car's body, as well as what mechanical areas that need to be maintained, both ones that you can do as well as quirky Morgan things to remind your mechanic to check. This should be very interesting as we look at the underbellies of our cars and should give everyone guidance for winter maintenance and repairs. We'll provide coffee and donuts when you arrive and afterwards we'll head to the Rose and Crown Pub in Tsawwassen to discuss what we've learned from Dave. RSVP: To Steve Blake (sblake@telus.net) by Oct. 25 so we know how many donuts to get and how many are going for lunch.		RSVP by October 22 Steve Blake sblake@telus.net
Nov 5	London Brighton Commemorative Run with OECC Always a great run with lots of English cars.	Details at oecc.ca/vcb	OECC (oecc.ca/vcb)

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

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact</u>
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

SCCA Creates Autocross Classes for pre-1975 Sports Cars

By Frank Gruen

I just ran across this article in Hemmings (dateline 2016) that might be of interest to our members:

<https://www.hemmings.com/blog/2016/03/01/>

The Sports Car Club of America has announced the creation of two classes for pre-1975 sports cars in its popular Solo autocross program, giving owners of classic cars a way to participate against cars of similar technology. The rules for the new classes, Heritage Classic Street and Heritage Classic Race, can be found on the SCCA's website.

Howard Duncan, the SCCA's director of Solo and Rally, said in an email that the new classes are intended to address rules that have evolved to keep pace with modern automotive technology, leaving behind the older cars that were essential to the SCCA's founding in the first place. "HC is intended to be a tool for our local Regions to employ to make their local Solo events more appealing to this left-behind group of enthusiasts by offering up a pair of classes where classic car enthusiasts can run with each other in a manner of their choosing," he said. "The rules are very simple by the usual standards of SCCA, a real 'run what you bring' approach."

"The idea for HC came to me after reading an article in Hemmings Sports & Exotic Car about vintage racing where the reader was encouraged to first try their hand at running their car at a local autocross before making the larger time and resource investment required for racing," he continued. "As I thought about the wisdom of that advice, it hit me that the environment at an SCCA Solo event might not be as inviting and pleasant as it could be to a classic car owner, as the rules and structure had become much more designed for newer vehicles and less experienced enthusiasts (younger crowd) where they may not feel fully welcomed." While the SCCA is best known for road racing, Solo is bigger. SCCA chapters conduct about 1,100 autocross events each year, drawing 75,000 entrants.

Howard notes that the HC classes have only recently been launched, and that local governing boards may not yet be aware of them – so it's probably a good idea to double-check with organizers before bringing your model year 1974 and older imported sports car, coupe or sedan to an event.



July 22, 2017

Morgan Tour to Artist Point via Morgan Road

Steve Hutchens

We started gathering at McDonalds in Lynden about 10:00. By 10:15 everyone who had RSVPed was there so we were off on what proved to be a beautiful route. The fertile farms east of Lynden provided an interesting backdrop for the foothills of Mount Baker to the east. It was a beautiful day.

From Lynden to Glacier our pace was leisurely as we enjoyed the scenery. From Glacier to Artist Point the pace picked up significantly. Six Morgans, a Toyota, and a '79 Ford Ranchero driven by friends of Steve were led by Steve's red '64 Volvo 544, recently back on the road after a major overhaul and mechanical refreshing along with significant suspension upgrades.

Some of the Morganeers may have been skeptical about being led by a vintage Volvo, but their fears of being denied a spirited drive were soon put to rest as the spunky Volvo set a brisk pace from our lunch stop at Chair 9 Pizza & Pub in Glacier to Artist Point at the end of the road. I don't think anyone felt denied.

If you've never been to Artist Point, I promise you it is a drive you will enjoy. September and October are ideal if you would like to enjoy some of the gentle trails leading from the parking lot. You may even find wild huckleberries ripe and ready to pick!



June 10, 2017

The Alberta All British Field Meet

Howard Jewell

The Alberta All British Field Meet got underway on June 10th in Edmonton's Victoria Park, a scenic setting located in the heart of the North Saskatchewan River Valley. Our Field Meet is now an annual event, however, we've been holding field meets and picnics in the park since 1988. This year attendance was down a little due to the threat of drizzly weather, although we had fairly good turnout from the MINI Club. The Land Rover Club also turned out well in spite of the Land Rover Group having an event that same weekend. We had registrants from afar including a few from the Calgary MG Car Club and the Vintage Sports Car Club of Calgary. As the day progressed, our weather improved and the public showed up in droves.



We had the pleasure of listening to the Scottish Pipe Band.

(powered by a six cylinder Rolls Royce engine) along with a few vintage British motorcycles garnered a lot of interest.



Darcy Pennock's freshly restored 1959 Daimler Ferret Scout Car was the most unusual vehicle that generated much interest at our 2017 Alberta All British Field Meet.



A few "Firsts" this year included our promotion of the Edmonton Food Bank who were on site. We also had a mechanical presenter who assisted anyone seeking automotive advice and information about maintaining their classic car. Children's activities were also included, one of which was a car related scavenger hunt where children were armed with itemized search cards, pencils and cool sunglasses (provided by one of our sponsors) for the hunt.

One of the highlights of our meet was the musical entertainment provided by the Scottish Pipe Band throughout the day. The truly British sound coupled with six eye-catching "British Motor Show" feather flags erected along River Valley Road helped set the stage for the day's events.

For variety, Darcy Pennock's recently restored 1959 Daimler Ferret

A few of our sponsors also provided goody bags and prizes. As ours is a field meet and not a concourse competition, the only awards were for "People's Choice" and "Longest Distance Driven." The Alberta All British Motoring Society thanks our sponsors, partners, stakeholders and volunteers for keeping the All British Field Meet alive and well in our province and we look forward to doing it again in 2018. Attached are a few photos.



The Mini lineup included a few from the Mini Club.



Ken & Pat Miles' "Crazy Odyssey" in their 1969 Morgan Plus 8 to the MSCCC 50th Anniversary Celebration

A daily email travelogue

Ken and Pat Miles, among the founders of the Morgan Sports Car Club of Canada, head toward Ontario and the club's 50th Anniversary Celebration.

Wednesday, August 16: Home to Missoula, MT

The drive was uneventful and once clear of the usual traffic jams around the Seattle area allowed for some pleasant times looking at the scenery. The geography of the land varied from the smooth gentle curves of coastal foothill covered with a rich green vegetation to mountains exhibiting no vegetation but rocky sand, and plains exhibiting dried out grasses and flowers. Likewise the temperature increased significantly as we moved inland. Also one cannot escape forest fires! The atmosphere in Missoula was smoky to say the least with a major fire burning to the west.

The drive itself was great but hot. We stopped in Ellensburg for gas and put our sun top up which allowed us to escape the sun and be a bit cooler. Once into Montana I let the horses loose in the engine and cruised between 80 and 90 for an hour. Doesn't one like those 8 spark plugs pinging!

One other thing was thank God for Nexus. With Nexus we cleared US customs in less than 3 minutes. The line up for regular customs looked to be an hour at 8:00.

Thursday, August 17: Missoula, MT, to Dickerson, ND ... on the way to the 50th

Today like yesterday was uneventful except Pat announcing with no condemnation that the GPS had recorded a 91.8 mph max. speed. At least it wasn't the 118 mph it had recorded in the UK on one of the motorways. We crossed the continental divide. Vegetation was brown with small outcrops of green sparsely spread out. The landscape was rolling hills with no high ones it was pleasant to look at. Basically the crops appeared to be hay, some wheat and alfalfa. Animals in observance except for some road kill were horses, black cows and some brown cows.

North Dakota exhibited some land known as the badlands. If you haven't seen this you should go and see it. You would not believe how bad the land looks.

Friday August 18: Dickinson, ND, to East Bethel, MN



Today the vegetation was green and lovely to see. Not quite the flatness of the prairies but close to it. Once again, Pat was heard to say, another high. I was then told, I had just hit 97.8 mph while passing a stupid Focus on the right hand side. He would not move out of the passing lane. Arrived here about 5:00 and since then have been attacked, hugged, kissed and sat on by five grandchildren. It has been a great day. The only downer was a section of road that resembled a shuffle board with the car dancing causing a bit of paint damage by one bonnet half rubbing the cowl. Oh, well, such is life! Downtime for the next few days. Back on the road on Wednesday the 22nd.

Tuesday, August 22, 2:24 PM: East Bethel, MN update

After washing the car and inspecting minor paint damage which would be easy to fix, I realized I forgot to pack touch up paint. Stupidity!



Had rear differential checked as I had noticed drops but levels still okay. Had the sliding pillars lubed so I am good to go. We should be in Burlington on Thursday.

Day 4 (Wednesday, August 23): East Bethel, MN, to Paw Paw MI

If our GPS is correct, this crazy odyssey is about to end. We have 319 miles to drive tomorrow, the least of any day. The drive today was boring as we looked at the same green scenery all the time. As usual the drive around Chicago was hell and added over an hour to our trip. The only excitement of the day was losing my temp and fuel gauge at the same time. As both gauges are on the same power from the fuses, I reasoned that I could find it easily which I did at the hotel. I also did not stop as I reasoned the temperature control fan would work as it should and it did. Will write a conclusion tomorrow.

Thursday, August 25: Paw Paw, MI, to Burlington, ON

Today was a short drive, 5.5 hours including customs. No trouble with customs. The only surprise was how busy the roads are even

after they have been widened. The economy must have improved.

The scenery was very similar to Wisconsin and Michigan. It was a lazy drive with some rain but reasonable temperatures. Speeds in Ontario are slow. Even in BC we have most highway speeds faster than 100 k, often at 110 or 120.=

Tuesday, August 29

Once again I have reached my daughter's home in MN. We have had a peaceful two day drive from Burlington. This has been the seventh time we have used the Chicago loop and all but this one has been hell. For the first time, we entered the loop early about 1:30 and never stopped. This made for a short second day. Now for a down day and will continue on Thursday towards our other daughter's house in Leavenworth, WA.

From their daughter Liz to Ken & Pat:
"A down day?? With five grandkids running around?"

Bethel, MN, to Miles City, MT

Today was a great day off within 15 min. of targeted departure and

rapidly downhill an hour and a half later. We made a pit stop and after successfully completing objective, loaded into the car and tried to start it. No sound but all lights, horns, and gauges were working. Quickly determined that either the solenoid or the starter wasn't working and upon quick inspection determined a wire was loose. With some helpful bystanders, we were able to push the car upon a sidewalk so that I could get under the car and fix it.

The remainder of the day was uneventful but the heat was extreme. Left MN at 55 degrees but by 5:00. PM in Montana the temp was about 100 degrees Fahrenheit.

Final Entry: Monday, September 4

On Saturday Sept. 2, Pat and I arrived at our daughter's house shortly after 12:00. The night before we had spent the night in St Regis, MT a small town with a surprisingly good restaurant. Next to it is an emporium with clothing, gifts etc. And great ice cream. We will remain here until Tuesday and pull out early in the morning for a two hundred mile drive to home. As a result this will be the last entry of this mini journal.

PERTRONIX VS POINTS

by Bill Button

I had a very humiliating experience on the "Father's Day Run" to the West Coast of Vancouver Island. At Ucluelet, where we over night-ed, My +8 Bitsa would not start after breakfast. Not even a pop. To make a long story a bit shorter, after some time, I found that the points had come loose, loose screw, and had closed. On My +8 the points act as a "trigger" to control a CD Ignition. I won't go into the details of the merit of the CD however it is an old remedy for sparking up ones ignition system. I have dealt with points and coils since I was 18 years old. But really did not know the theory of a "Kettering Ignition System". I should have!!!!!!! It turns out I had two ignition systems available to Me when I built the +8. Pertronix a reliable electronic replacement for points and points. So in the fashion of "Button" I ordered two Delco Distributors, one with Pertronix and the other with Points.

First I used "Pertronix". All was well. But on My +4 I had had a problem with "Pertronix" that caused Me to loose almost a day at the "Gettysburg Civil War Battlefield". Another long story I will avoid. But I, nor the mechanic could figure out by looking what was wrong with this little black box. He changed My +4 back to points (which I had on board). Lately on one of the "Morgan Forums" We talked about the problems of "Pertronix" and I decided to go to "Points" because I know and can see the problems with "Points" with My own eyes and experience. (Sounds good if You say it fast)

I had recently ordered the "Delco Dizzy" from My favorite supplier in Michigan. I knew He had lots of old Buick 215 engine parts in his attic or basement or what ever. I asked Him to set up one of His Delco's with a set of points. He neglected to install lock washers. You guessed it, after about 2,000 miles of vibration they came loose. Well not My fault the Supplier screwed up. Or, why did I not check them and insure they were tight and done right. After all it was ?????????? You get the drift.

So lesson learned: Learn the theory of this stuff. EFI. Importance of grounds etc. Many mechanics don't, nor have ever learned about points. Even at 40 they are too young.

R.I.P. my R.P.M.

By Dave Doroghy

Certain dials and gauges on your Morgan's dashboard are essential, the most important being the gas gauge. It's so crucial that I'd be lost without it. Since I drive the car infrequently, I can never remember how close to empty I am without the dial's friendly, reliable and accurate reminder. It's a keeper.

The speedometer? Well it's nice to have but I find it's positioned in a strange, inconvenient place, too far to the right of the steering wheel and outside of my peripheral vision. Besides, it's not that important a gauge since I can usually sort of tell approximately how fast I am going just by observing how quickly stationary things like trees, telephone poles and buildings are whizzing by me. When I am going super fast in my 1966 Plus Four Morgan (55 MPH), when it is probably most important to know just how fast I am going in terms of complying with regulatory law enforcement bodies, that's when I am most reluctant to take my eyes off the road and turn my head 70 degrees to the right to view the poorly placed Smith speedometer. After finding it, I don't stare at it for too long since I am most vulnerable to crashing at high speeds and need to keep my eyes on the road.

The oil pressure gauge, the thermometer gauge and the battery amps gauge are all "nice-to-haves" that I could live without too.

I'd put the R.P.M. gauge into this category, too. That is why when the old white pointy needle fell off of the R.P.M. dial the other day, as you can see in this picture, I didn't panic. After all, R.P.M. can be measured in more ways than one. A round black and white SMITHS dial display is one way, but simply listening to the engine is my preferred method. I have driven my British racing green beauty for so long I just know what 3,000, 4,000 and 5,000 RPM sound like. And besides, lately when I did occasionally glance at the gauge, before it lost its needle, it bounced around like a four arrowed wind vane with an ornate rusting metal rooster top during a stormy prairie afternoon. Something has been wrong with my gauge for years making it fidgety, bouncy, erratic and volatile at best.



To describe my Morgan's tachometer as inaccurate would be an understatement. On the other hand, the beautiful roaring sound of my powerful 4-cylinder Triumph engine never lies when it comes to indicating revolutions per minute.

RPMs are kind of a dated concept anyways. As far as I am concerned, it should stand for "really primitive measurement." Everything is digital nowadays and tachometers like mine are so analog. As we head into a world of over pixelated animated four colour instrumentation, computerized automatic transmissions and ergonomically designed vegan cup holders, I wonder if new cars even have old fashioned round tachometers with small metal needles that spin around?

Pondering the dated concept of RPMs, three numbers come to mind. They are 33, 45 and 78. When I was a teenager I was first introduced to the measurement of revolutions per minute within the context of my small limited record collection. Exact rotations per minute became meaningful when it came to listening to my Rolling Stones, Monkey's, Beach Boys and Lead Zepplin records. The small ones with the big hole in the middle were 45's and the big ones with the small hole in the middle were 33's. My Mum had a few 78's that I rarely listened to. If you got the R.P.M. setting wrong on any of those three different varieties of records you would know immediately because of the irritating sound, not the visual setting on the dial. A 33 LP recording of the Rolling Stones played at 45 made Mick Jagger sound like a high pitched Chipmunk. Am I making my point that sound, not dial positions, are really where it's at when it comes to R.P.M.'s?

Still I realize the graphic information that my old fashioned R.P.M. gauge displayed is of some use. But something tells me that the scarce real estate it takes up on the modern 2018 models of expensive car dash boards is being replaced with GPS mapping color screens, satellite radio dials, and on-board entertainment system controls.

At times in the past it would get stuck and after I shut the engine off it would still be recording 4,000 R.P.M. When that happened I would just tap the glass cover with my finger until the needle became unstuck and returned to zero. Now that the gauge is broken and the needle has fallen off, I can't just tap it to fix it and I know that it's a job for my mechanic. I



don't have the mechanical skills to fix the old broken gauge on my Morgan. This means that the three letters of R.P.M can take on a new meaning after I get the bill:
REIMBURSE PAY MECHANIC.

**CMC Enterprises (1990) Inc
Reg Beer Coachbuilders Inc
www.regbeercoachbuilder.ca**

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990. Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it. We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

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PACMOG Autojumble

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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.



► **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.**



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.

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? _____