

# MORGAN LINK

September & October 2017  
Volume 2, No. 5

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



## 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

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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](http://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: Ken Miles sent this great photo from the 50th Anniversary of The Morgan Sports Car Club of Canada. See p. 6 for the story.  
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.

## CHAIRMAN'S REPORT — OCTOBER 2017

Ken Miles, Chair

The past months have been active in the club with the great run by Dave Collis to the Dewdney Pub for lunch and Steve Blake's tech session which offered his garage and hoist for Dave Collis to check Morgans in preparation for winter storage. Unfortunately, forest fires forced Tom Morris to cancel his run to the interior.

Over the next two months the club has three events scheduled, two on the mainland and one on the island. On Nov. 5th we will be joining the OECC on their annual London to Brighton Commemorative Run, leaving the Delta Town and Country Inn at 10:00 AM with registration from 9:15 AM. This is always a fun event and is well attended. The other mainland event is our Christmas party, hosted this year by Bob and Alexis Wadden who are planning brunch and caroling starting at 11:00 AM on Dec 9th. Please RSVP Bob at bob.wadden@telus.net. (BY THE WAY, CONGRATULATIONS TO BOB AND ALEXIS ON THEIR MARRIAGE.)

The Island Pod's Christmas party will be December 3rd starting at 5:00 PM, hosted by Lloyd and Tracey Reddington. Please RSVP to tlredd@shaw.ca and kitjo@shaw.ca.

Welcome to two new club members: Sandra and Brian Nixon (who attended the run with Dave Collis in their red 1970 4/4) and Pauline and David Stephen. David is looking for his old 4/4 and hopes to find it.

Pat and I wish every member a Merry Christmas and Happy New Years and hope to see you soon at an event.

## MEMBERSHIP REPORT

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

We are pleased to welcome two new members to our club. Sandra and Brian Nixon have joined with their 1970 red 4/4 2-seater. Some of you might remember this car when it belonged to Leo Lee. The Nixons joined us on the drive Dave Collis organized in September which gave us a chance to meet them.

David and Pauline Stephen from Victoria have joined the club and our actively looking to purchase a Morgan. They previously owned a 1967 4/4 and are keen to find and possibly purchase a 1965 4/4 that belonged to Russ Hollingsworth and David Kirk in the 1970s. It was a series V competition and had a 1500 Kent motor. If anyone knows of its whereabouts, please let David know. Otherwise, they are looking for another 4/4 from 1965-1969.

This does remind me that there are many Morgans out there, some tucked away in garages that haven't seen the light of day for many years. It would be nice if we could coax some of these cars out and maybe sign up some new members.

## WELCOME OUR NEW MEMBERS

Sandra & Brian Nixon  
1742 Hampton Drive  
Coquitlam, BC V3E 3E1  
Home: 604-945-5501  
Cell: 778-888-5501  
SLNixon@shaw.ca  
Nixon.B@outlook.com  
1970 Morgan 4/4 Roadster,  
red, B2407

David & Pauline Stephen  
2722 Bowker Ave  
Victoria, BC V8R 2G3  
Home: 250-592-1746  
Cell: 250-891-6886  
sirdavidstephen@yahoo.ca  
Looking for a Morgan

### PACMOG Financial Report

Pat Miles, Treasurer  
As of October 31, 2017

**Balance Forward** \$1,943.41

### Receipts

Dues 2017: \$810.90  
Advertising: \$100.00  
Donations: \$0.00  
Badges & Crests: \$104.00  
Christmas Party: \$0.00  
Prepaid Dues: \$22.77  
**Total: \$1,037.67**

### 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: \$30.90  
Name Tags: \$0.00  
Christmas Party: \$0.00  
Sunshine Cards: \$11.20  
**Total: \$477.80**  
**Total for 2017: \$559.87**

**Cash on hand: \$2,503.28**

## THE EDITOR'S RAMBLES

By Steve Hutchens, Editor

### IS AN ELECTRIC CAR IN YOUR FUTURE?

The automotive news of late has had lots of references to electric cars. Several countries have announced tentative dates to end production and sales of gas and diesel powered cars, most about 2040. China announced that after 2020 all cars made in China would be either electric or hybrid of some type. Volvo, now owned by Chinese-owned Geely, beat that by one year and after 2019 there will be no more Volvos powered solely by gas or diesel. A few days later I read that gas and diesel powered cars could no longer be sold in several European countries. Indeed, a few have even set targets to have gas and diesel cars off the road.

Environmental considerations will rule the day by

2040 as they indeed should—this is the only planet we have to live on.

But all of this got me to pondering the future of our vintage car hobby. I easily could envision that the day will come when our gas-powered Morgans (and MGs, Triumphs, Volvos, Jaguars, etc.) will be relegated to show and display use only. If it were to come to pass that our collector cars were no longer road legal, what would we do with them? If the day comes when we can no longer drive our vintage cars on gas (2040 is only 23 years away and some of us will live to see it), what will become of our cars?

A few creative guys have created electric cars from gas-powered cars. I recall seeing an article on a TR6 that a guy had electrified. For several years there was a shop here in Bellingham that converted cars to electric power and had an electrified VW bug sitting out front. But these are one-off creations done by knowledgeable hobbyists. What about a mass market?

Then a thought hit me and I said to Celia, "Someone will develop an alternative electric power train to replace the gas engine and do so in such a way as to preserve performance, handling, and balance of the car."

Smarter folks than I at Jaguar-Land Rover must have had that thought several years ago as they recently unveiled just such a concept based on a beautiful Jaguar XKE. The engine is replaced by a battery pack shaped somewhat like the engine. The components necessary to make it a fully road ready electric XKE have been designed and balanced so that the weight, weight distribution, handling, and performance is similar to the original Jag. And everything is removable so that the car could be converted back to stock if someone wanted. The price of this one-off concept is beyond the reach of mortal man, of course, but the concept is there and, with mass production, I foresee the day when we will be able to buy a kit to convert Morgans! The future of the collector car hobby? Stay tuned!

## UPCOMING MOGNW ACTIVITIES - DETAILS AT MOGNW.ORG

<u>Date</u>	<u>Event</u>	<u>Time &amp; Location</u>	<u>Contact</u>
Dec 2	Southern Pod Christmas Party	Shriners in Wilsonville	Heinz Stronquist—southernpod@mognw.org
Dec 16	Midlands Christmas Party	TBA	Seam Amos—midlandspod@mognw.org
RECURRING EVENTS			
3rd Tuesday	Southern Pod Meeting	Location TBA	Heinz Stromquist - southernpod@mognw.org
3rd Saturday	Midlands Pod Meeting	11:30 AM at the Three Lions Pub, 8115 161st Ave NE, Redmond	Sean Amos - midlandspod@mognw.org

## UPCOMING PACMOG ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Time &amp; Location</u>	<u>Contact (see your roster)</u>
Dec 9	Christmas Brunch and Caroling	Details TBA	Bob Wadden

# You're invited to The Island Christmas Party

December 3, 2017

5:00 p.m.  
at the home of

Lloyd and Treacy Reddington  
860 Lands End Road  
North Saanich, B.C.



RSVP by  
November 18, 2017 to  
tlredd@shaw.ca  
and  
kitjo@shaw.ca

September 17, 2017

# Dewdney Trunk Road Run

By Dave Collis | Photos by Steve Blake

This run replaced the May run that was cancelled.

With dire forecast of rain for Sunday...typical! We just had a long hot dry summer, so of course it's going to rain on the day of the run!

However, Sunday morning dawned overcast but dry.

We met at McD's in Pitt Meadows at 10.00am-ish and present were the Morgans of Dave C, Ken and Pat Miles, Chris Allen and new members Sandi and Brian Nixon in their 1970 red 4/4. Steve and Susan Blake in their Porsche, and in Tin Tops were Bob Wadden and Doug and Jane. Unfortunately, Chris had to go home before the run as Pam was not feeling well.

We set off through Maple Ridge and eventually over the Dam and into the back roads of Maple Ridge and Mission. There are some good driving roads in that area.

After about an hour we arrived at the Dewdney Pub, AKA "The Church of the Blues" for lunch and were joined by Larry Sharp. This is quite a small pub, but the food (and drink) is good. They were quite busy as there was a big motorcycle group there as well.

Just as we were leaving to go our separate ways home it started to rain. I got a little wet, but it's still fun to watch other drivers as they stare at you sitting in an open car in the rain!



# MSCCC 50th ANNIVERSARY

By Ken Miles

As many of you are aware Pat and I drove over 6000 miles to attend the above event. Each day of our drive we wrote a short paragraph of what we had experienced each day and this has been distributed to the members of the MSCCC and to Steve Hutchens who published it in the last Link. This drive was accomplished in 10 days of total driving resulting in an average mileage of 600 miles per day.

We arrived in Burlington, ON. mid afternoon on Aug. 24 the day before the festivities were to begin. Glen and Gabby Donaldson had invited us to their house on Friday morning a 10 minute drive from the hotel to wash and check the Plus 8 out on a hoist to make sure it was okay and to a luncheon Barbeque. This was a wonderful opportunity for Pat and I to do our usual clean up and mechanical checks on the car. Also in attendance were two members of the club from its early days. Dave and Pauline Austin with their 3 wheeler and Chris Charles, the original owner of CMC the Morgan dealership succeeding Metro Motors in Windsor, Ont. It was a great get together.

Friday evening, most of us attended a get together with light snacks and a cash bar. For me it was a wonderful opportunity to meet and talk to people I had not seen for over forty years. After the party several of us went out for dinner with the other out of towners joining Alan Lytle for dinner. Members from Montreal, Quebec, Florida and Detroit attended the dinner. (As an aside Lorne Goldman of GO-MOG fame dropped in on us on Sunday and I had not seen him since 2005.)



On Saturday, there were a few events, a show and shine in a park accompanied by a walk to see some trumpeter swans led by Gabby Donaldson. These two events were followed by a drive on the back roads of Burlington. It was a great morning. In the afternoon, those that were invited to put their cars in the hanger had to leave the hotel by 3:30 to park their car in the Canadian Historical Aviation Museum.

Once the cars were parked, we were free to walk around the museum looking at the old planes including a Lancaster, a B-25 Mitchell, F-86 Sabre with Golden Hawk markings, CF-100, a Canso Flying Boat and many others.

The party got underway at 5:00 with the bar opening and then went on to a wonderful buffet dinner followed by some speeches. All of the speeches were given by people that had been in the club from the beginning like myself or had joined shortly thereafter. It was wonderful reliving those days of 50 years ago. The next morning we had a short drive and then everybody departed.

At the end we drove our cars out into the dark hot southern Ontario night and later over a beer relived the day.



# Workshop for Morgans

By Steve Blake

Somebody, I believe it was Tom Morris, came up with a brilliant idea to have a different kind of event such as a garage workshop. We tossed the idea around and thought that it would be great to have a chance to put our Morgans up on a hoist and look underneath. We could talk about what we need to do to prepare our cars for the winter and also see if there were any problems underneath. Dave Collis, our former resident Morgan mechanic volunteered to do the workshop and Steve and Susan Blake offered to be hosts.

October 29th came around and it was a nice Morgan weather day. Five Morgans and 18 members arrived at the Blake's garage. Bob Wadden supplied coffee and doughnuts, which kept members warm. All the caffeine and a sugar fix helped keep the questions coming as Dave imparted us with his wealth of knowledge. Dave worked for nine years as a mechanic at Sterne's Morgan dealership on Grandview Highway in Burnaby and has an intimate knowledge of many members' cars.

We started the session with some comments around preparing our cars for the winter. A good suggestion was to check your anti-freeze and try to remember when you last changed it! Anti-freeze breaks down and becomes acidic. It can eat through your radiator core and the recommendation is to change it every two years. Brake fluid should also be changed out every two years due to absorbing moisture. Tires are another item that tend to be left too long before being changed out. Manufacturers and dealers recommend replacing every 6 or 7 years but realistically, you should be checking to see if your tires are more than 10 years old. The synthetic rubber in tires hardens with age making for poorer performance, comfort and handling. Tire failure is also possible if the tires have started to crack, first noticeable in the treads.

We started with Steve's plus 4 on the hoist and Dave showed us all



the things to look for in a Morgan. Dave showed us all the grease nipples, including ones hidden from sight, such as on top of the transmission case. Brake hoses were discussed and again it was recommended to change these out frequently as they tend to break down on the inside, sending bits of rubber into the brake reservoir. The famous Malvern Dance was discussed and we looked at the dampening blades that slide back and forth between the shocks and the frame. These were tested for slop and we learned how to tighten up the shims to alleviate slack. All our cars were well lu-

bricated underneath due to oil leaks, which has helped many of the cars avoid chassis rust!

One other item that was noted was the small amount of distance between the gas tank and the emergency brake lever assembly. In a rear-end crash, you stand the chance of the lever punching a hole in the gas tank and causing a fire. Remember the problem the Ford Pintos had? At least we are in an open car, but you wouldn't want your car to catch fire. Pat Miles has come up with a solution to this situation by installing a metal plate between the tank and the break lever. She will be writing an article for the Morgan Link to explain how to go about fixing this problem.



Larry Sharp's 4/4 was hoisted next followed by Pat Miles 4/4, Sandie and Brian Nixon's 4/4, and Tom Morris's Plus 8. A handling problem was solved when it was noticed a nut was missing on one car. Another car had a radiator hose touching the steering rod. A quick turn of a wrench allowed the radiator to be repositioned solving that problem. A shield protecting the flywheel was missing on one car. Interesting what you notice when you look underneath!

It was a great learning experience and everyone shared their expertise and appreciated the professional eye and advice given by Dave. It was agreed that we should do this again, maybe in the Spring, and hopefully some different Morgans will be ready to go up on the hoist.

We adjourned and drove two miles down to the Rose and Crown Pub in Tsawwassen where we shared more stories and ate a good meal.



Want something interesting to do in May 2018?

## SUN VALLEY AND BEYOND

By Bill Button

I'm offering to lead a run in the spring of 2018 to Sun Valley. Probably the first half of May. Here is a map of my ideas. This map will be changed as I design the route, pick places to stay and eat and find out just who wants to join me.

This will be an 8 to 10 day run. I have been on all of these roads before, probably more than once. A days driving will be between 6 and 8 hours depending on the availability of accommodations.

My hopes are that there is not a queue of cars behind me. My goal is for you to pick a route you like and I will meet you at the next watering hole.

I will employ the "Buddy System" with no Morgans out there by themselves. I won't be mapping every pee stop on this route so you will be



pretty much on your own to enjoy the adventure as you like to travel.

Cell phone coverage is very spotty in that area, but the roads I pick will be well traveled should disaster strike. Needless to say, your Morgan must be in tip top condition.

At some places in the Rocky's we will be over 10,000 feet. Carbureted engines do not run well at high altitude. I just do not use 5th gear. TR-powered Morgans can be easily leaned out, but will be damaged if not readjusted when they drop altitude. I know because I damaged My TR engine this way.

My goal is to show you some of the sights I have experienced in my travels on the great roads in this fantastic area. You will notice I am not spending time in National Parks. They are destinations in themselves. RSVP if interested!



## 12 Ways to Ruin a Restoration — and How to Avoid Them

Hot Rod 9/28/2017 by Hot Rod Network Staff

1. Buy Your Project Without Inspection: be sure the car is all there and as described
2. Revive a Total Rust-Bucket: replacing a tin-worm-ravaged quarter-panel is one thing, but structural rust is terminal
3. Shop Resto Shops by Price Alone: ask at shows and online forums about a shop's work and timeliness
4. Change Course Midstream: have a plan before you start and stick to it to avoid serious cost over-run
5. Piecemeal Your Project: Minimize the number of shops and suppliers involved to attempt to avoid delays and lost parts
6. Disassembly Without Documentation: bag and tag parts and take lots of photos during disassembly
7. Throw Away the Old Parts: don't throw away any old parts, however bad they might be, until the project is complete
8. Rely on the Resto Shop to Acquire Parts: finding parts, whether NOS, used, or reproduction, requires time—do it yourself
9. Skimp on the Nuts and Bolts: small things show like nuts, bolts, and clamps show in the finished project so don't skimp
10. Rush the Paint Job: quality paint work requires lots of time in prep and follow-up, so brace yourself for the cost and don't skimp
11. Overlook the Details: tend to small details like sheen of paint, types of fittings, marks or numbers on parts, for a first class outcome
12. Expect You'll Earn Back Your Investment: restore the car you like because you want it as very few are worth what they cost to restore



# Could Jaguar's E-type Zero be the (distant) future of collector cars?

Kurt Ernst on Sep 11th, 2017 at 8am

Hemmings Daily

The World's Leading Classic Car News Source

Jaguar's E-type Zero. Photos by Ronan Glon, unless otherwise noted. Beginning in 2040, Britain is poised to ban the sale of all new gasoline- and diesel-powered automobiles and vans. While the rules do not yet include classic cars, Jaguar Land Rover envisions a future where even internal-combustion collector cars are outlawed. In response, the brand has created the E-type Zero, a battery-powered version of the classic E-type roadster that remains remarkably true to the original in terms of performance and external appearance.

From a distance, it would be difficult to tell the E-type Zero apart from any other 1968 Series 1.5 E-type roadster, except for the absence of twin exhausts exiting the rear of the car. The new car's headlamps, for example, resemble those originally fitted to the E-type, but LED bulbs are used to reduce draw and prolong battery power. Look closer, inside the car, and the absence of a gear shift is the first clue that something is amiss, along with the center console-mounted display and the thin-film transistor (TFT) instrumentation, which remains blank until the car is powered on.

To keep the electric E-type as close to the original as possible in terms of handling and performance, Jaguar opted to develop a lithium-ion battery pack very similar in size and shape to the E-type's inline six-cylinder engine. The electric motor and reduction gear are positioned aft of the battery pack, and a custom driveshaft transmits power to a conventional differential. Overall weight savings is said to be in the neighborhood of 100 pounds, and Jaguar insists the car's front-to-rear weight balance remains unaltered.

The 40 kWh battery pack is said to deliver a range of 270 kilometers (167 miles), and Jaguar insists this is a "real world" number, not a laboratory-derived optimum value. While a larger electric motor could have delivered even more spirited performance, the 220-kilowatt (roughly 295-horsepower) motor selected yields performance comparable, if slightly better, than the original 3.8-liter, 265-horsepower six. In 1968, the gasoline-powered Jaguar would have delivered a 0-60 mph run in roughly 7.0 seconds, while Jaguar claims the electric-powered roadster can make the trip from 0-100 km/h (62 mph) in 5.5 seconds.

Keeping power, weight, and balance comparable to the original allowed Jaguar to retain the E-type's original structure, four-wheel independent suspension, and four-wheel disc brakes, preserving as much of the driving experience as possible (auditory cues excluded). The absence of a transmission (and presence of a rotary shift knob with only Reverse, Neutral, and Drive settings) will surely discourage some, but if the eventual choice is an electric E-type or no E-type at all, perhaps it isn't a deal-breaker.

Tim Hannig, director of Jaguar Land Rover Classic, said of the project's purpose, Our aim with the E-type Zero is to future-proof classic car ownership. We have integrated the new electric powertrain into the existing E-type structure, which means a conventional engine could be reinstalled at any point. We think this is essential as it ensures a period Jaguar remains authentic to its DNA. We could use this technology to transform any classic XK-engine Jaguar.

Today, the E-type Zero exists as a proof of concept, but it was also created to gauge customer reaction to an electric-powered classic car. Should a serious buyer arise, Jaguar projects a price of £300,000 (roughly \$393,000 based upon current exchange rates), but this figure includes the full Reborn package of sourcing and restoring a suitable donor car prior to its battery-powered conversion.

Jaguar Land Rover is taking emission reduction seriously, further announcing that every model built after 2020, just two years away, will incorporate an "electrified" drivetrain, be it battery or hybrid power. Whether its customers are ready to accept such a bold change remains to be seen. Gallery images below courtesy Jaguar Land Rover.



# Solo—Going it Alone!

By Steve Blake

We are not going to the dark side, but rather the enlightened side! Today, Susan and I visited Electra Meccanica's office to test drive their new single-seater passenger car, the SOLO. Electra Meccanica is not simply a new startup company making innovative electric vehicles. The company is being built in collaboration with world-renowned coachbuilder, Intermeccanica. With more than 40 years of automobile production experience, Intermeccanica's award-winning and high-quality reproductions of Porsche Speedsters and Roadsters revolutionized the market. This same philosophy and spirit is being transferred to the EV commuter car market through the production of the SOLO. The SOLO single-seater they are building is meant as a car to do all those short trips or commutes that you tend to do with only one person in the car. The company has also announced plans for the production of a two-seater electric sports car named the Tofino that is slated to go into production in 2019.

We have Elon Musk and his Tesla company to thank for the rapid rise in electric cars over the past couple years. Those of us who are diehard petrolheads have ignored and even joked about electric cars. How long an extension cord do you get? Does it come with Ever Ready Bunny batteries? Will you get electrocuted in the rain? There is no sound like the rumble of a V-8, the song of an Italian 10 or 12 cylinder engine, or even the burble of a well know American motorcycle. The style and performance of Tesla cars made everyone have another look at these "electrical appliances"!

I first saw the Solo at the Luxury and Supercar Show at Van Dusen Gardens in September 2016. It was eye-catching and generated a lot of interest on the field. We next noticed the car displayed at the Salmon Festival in Steveston and started thinking that this was an interesting concept. At this year's Luxury and Supercar event, we



had time to spend with Lorenzo Caprilli, Vice-President of Sales and Marketing and he was able to answer all our questions about this fascinating little car. We were invited for a test drive of which we happily took advantage.

The Solo is a single-seater, three-wheel car that is totally electricity driven. It has a 16.1 KW/h lithium battery that powers the high performance electric rear drive motor. The motor develops 82 hp and 128 Nm. There is also a 12-volt battery that manages the dash and instruments. The top speed is limited to 130 km/h and the car will do 0-100 km/h in 8.0 seconds. Charging time for a full charge from empty is 3 hours on 220 volts or 6 hours on 110 volts. The lightweight aerospace-grade composite car comes in four colours, Electric Red, Arctic White, Raven Black, and Titanium Silver. Some of these specifications will change as advances are made over the course of production.

Currently, the company is taking deposits to reserve your production car. Only 2-4 cars are being built at the factory in New Westminster each month, but plans are in the works for a large scale

manufacturing facility later this year. The company has just announced that it has signed a manufacturing agreement with Zongshen Industrial Group Co. Ltd., to produce 75,000 SOLO all-electric vehicles over the next three years. The plan calls for the production of 5,000 SOLOs in 2018, 20,000 in 2019, and 50,000 in 2020. They are also fielding enquiries from other countries including the UK to operate joint ventures for marketing and/or manufacturing the SOLO in those markets. Interest is very strong from the States and Canada. Electra Meccanica is nearing completion of the compliance process for the



USA and well underway for the Canadian compliance license. Currently, ICBC has certified the SOLO for sale and use in British Columbia.

While the company is still in its infancy, Electra Meccanica has generated a very robust level of demand for its vehicles. In a recent media release, the company shared its volume and value of its order book amounts. The combined corporate and retail orders amount to 19,845 SOLO electric vehicles and 24,002 Tofino electric vehicle models, totaling \$1.604 billion (CDN) in anticipated purchase price value.

Today, Susan and I test-drove the Solo. We arrive at the company headquarters at 102 East 1st Avenue in Vancouver and were met by Lorenzo and Curran. Several questions were answered for us, before Mark West, one of the directors of the company came to assist us with our drive. I drove first and Susan took the second shift. Mark drove the white SOLO and I followed him in the black SOLO. With only one seat, you do not do the normal test drive with a salesman beside you!

Sitting in the car is noticeably different from any other car on the road. You have two doors! You can enter from either side to your single seat. This is not a motorcycle with handlebars, but a true automobile with a steering wheel and a proper seat. Mark explained all the switches, how to adjust the seat and mirrors, and the little knob that makes the car go forward, reverse or stay in neutral. The parking brake is a toggle switch as are the windshield wipers. A joystick on the door operates the electric windows and there was even an AM-FM radio with a USB connection. A back-up camera replaces the interior rear-view mirror, which did take a little getting used to. Once I was comfortable, it was time to go on our drive.

Mark led the way and I followed. The first thing I noticed as we were driving out of the parking spaces was the car moved out quite differently to a gas-engine car. Part of this was due to turning the wider tires at low speed. Acceleration is quick but very manageable. The two pedals on the floor were for the brake and the "Go!" I was corrected when I said it was the gas. No gas in this baby!

You sit in the centre of the car and drive down the middle of the lane. While warned that you must remember not to drift to the side, I found it not to be a problem. Rear visibility was very good with the side mirrors as the car slants from the front to a narrower rear. What I noticed was that the car was very well planted on the road. You felt like you were in a four-wheel car. Everything about it felt very solid and stable. The steering was quite responsive and the car has a reasonably tight turning circle.

As we drove, we had many wide-eyed stares as people tried to ascertain what kind of vehicle we were in or if we had just landed from space! It was a hoot! I had a smile on my face for the full drive as it just got better the further we went. The SOLO has pretty quick acceleration and the brakes were more than adequate. The big difference was the sound. I had the feeling I was on one of the rides at Disneyland! Instead of the revving you get with a gasoline engine, you just have a more pronounced whir as you accelerate away.



Susan had her turn after me. She followed Mark in the now familiar follow-the-leader test drive. She was quite nervous before she left but when I saw her on the return she was beaming from ear to ear and it was all thumbs up! Susan really enjoyed the little car and thought that it was a wonderful concept.

We looked at each other and the only question was, "Do you want the deposit on your credit card or mine?!!" We were told that we were just putting a deposit on an "expression of interest" as they couldn't take actual deposits for sales at this time. Once production is at an adequate level, the expressions of interest will turn into orders. We filled out the paperwork and chose a colour, Electric Red, choice of wheel trim, Titanium Silver, and answered whether we wanted air conditioning. It was that easy! We have been assigned car #708 and now we wait until the fourth quarter of 2018 after production is in full swing so our expression of interest can become a SOLO in our garage.



# The Canadian dream

I'VE BEEN a lover of the Morgan Plus 8 since the mid Eighties, partly fuelled by the Morgan dealers that advertise in *Classic Cats*. Although they were always in right-hand drive, it didn't matter because I wasn't ready to buy. They seemed to be hovering around the £20,000-30000 mark, and with the trip to the UK and shipping, buying one was just out of the question. I still bought the local club badge, though, and displayed it on my old Monte Carlo, and later on a Triumph TR6 I bought in 1992.

Then the day came in 2004. My wife Pam and I took the hour-long drive to Seattle for her to do some shopping and me to attend a British Field Meet. Once there, I made straight for the Morgans and the owners told me that there was a Plus 8 for sale in the used parts enclosure, and that it was cheap.

My knees shook, I made haste to the area and there in the sunshine she sat: a vision in dark blue. My mouth went dry. A young man, pen and paper in hand, was taking names of those people that were interested. I slowly walked around her for a minute or two; I thought the car was greeting me. I asked if I could open the bonnet. Sure', he said, would you be interested in the history?

'Well, my father bought it in January 1972 after ordering it at the factory in 1970 in person. He talked to Mr Peter Morgan, who took the particulars.'

'He asked what colour my father wanted and whether he wanted single or dual exhausts, writing this all down on the back of a used envelope. Father asked if he wanted a deposit, but Mr Morgan replied: "No, if you don't take it, someone else will".'

I was interested but all the time wondering what to offer. qt only has 4200 miles from new. Dad didn't drive it much, an orthopaedic surgeon doesn't have a lot of time. And besides, he was 6ft 4in. Too tall,' he said.

His price on the windshield was \$34,500. That night we stayed over in a hotel so I could show Pam the car the next day. We found his house and as we approached, Pam said to me quietly: 'Let's buy it.'

I stammered out my offer. 'No', he said, 'I'll wait for a better price.' Half an hour later we agreed on \$30,000.

The car is a thrill to drive. I think the documented 4200 miles makes this the lowest-mileage 1972 Plus 8 in the world.

Chris Allen, Canada



The Plus 8 has covered very few miles since 1972

## CONNECTING

By Dave Doroghy

Who doesn't like getting unsolicited emails from old friends from far away? When those missives have an attachment that is a picture of a Morgan it only makes opening them that much better. In one month three of them ended up in my Outlook inbox reinforcing my belief that owning a Morgan has little to do with the car itself but with the connections it helps you make, reinforce and maintain.

I guess that most of my friends know I own a Morgan. Heck they better. I am Tweeting, Face-booking, Blogging and Bragging so much lately that my fingers are getting calluses on them from all this typing. If that isn't enough I am even thinking of adding Instagram to my bag of digital tricks. My blog and column "DorgsMorg" has been a fun way to share some of my goofy experiences with friends and fellow Morgan enthusiasts, and the posts are just one more great excuse to just plain old CONNECT. We all have a need to connect! It enriches our lives and whether it is over cars, jobs, recreational activities or any shared experience for that matter it makes no difference.

Most of my friends don't really understand the affinity I have for old these old British Classics. But they do know I own one and sometimes when they spot a Morgan during their day to day travels they take the time to pull out their cell phone, take a picture and send it to me. And I really appreciate that for three reasons. Mostly it shows that they were thinking of me, which is always nice to know. It also helps me keep track of where they are. In today's ultra mobile world people travel and relocate so much I can't keep up. The final reason I like the Morgan photo emails is that often the cars and their locations are of interest. Oh and there is one more reason. The three emails that I received recently arrived at a time when I didn't have an idea for this column and was under a deadline.

The first email came from my old friend Andy who was my boss and the President of the Vancouver Grizzlies when I worked there a million years ago. He is a huge Mucky Muck in the world of American Professional Sports and was the CEO of the San Francisco 49ers and the Senior VP of the Oakland As. So it came as no surprise that the picture he took of a three-wheeler and spontaneously sent me was from Oakland, California. Andy and I have gone Sturgeon fishing on the Fraser River together in the past



From Andy

and I chuckled over his comment that accompanied the jpeg thumbnail picture "Dorg – We've caught Sturgeon bigger than this car". The picture quality is not all that great and I am not even sure that it is a Morgan in it.

The second shot came from my old friend Fergus. We both graduated from the Broadcast program of BCIT together in 1979 and I hardly ever see him anymore but wish that I did. The subject line of his email to me read "Dorg there's a Morgan on my cruise ship". After viewing the photo of the blue Morgan, and using all the analytical and problem solving skills I learned at BCIT I "deduced" that Fergus must be on a cruise somewhere. I should have been a detective.



From Fergus

The third email I got only last week came from Scott. I had fallen out of touch with Scott and didn't really even know where he was living. I worked with him in the 80s in the mobile music business, lost track of him for 25 years and then bumped into him on the streets of downtown Toronto in 2012. Out of the blue I get this email from him the other day with the subject line "is this what I think it is". So I open it and it reads "...walking down the street in Richmond Upon the Thames the other day....and why wouldn't I be?...when I see this (attached) and thought of you. Friend of mine says it's



From Scott

a fixture in the neighborhood. The bag of laundry in the front seat suggests that it gets a lot of use." A reply email to Scott clarified that he is now living and working in London.

All three of these emails came right out of the blue, were a joy to open and made my day. So you see it doesn't really matter if it is Morgans, Cocker Spaniels or Bananas that interest you. Just get interested in something, let people know and connect.

Thank you Andy, Fergus and Scott for thinking of me. Keep in touch.

# July 15, 1920: The Day Driving Took a Strange Turn in BC

By Richard Cooper [from *Western Classic*, March 1993]  
Submitted by Bob McDiarmid

British Columbia has always had a reputation for doing things a bit differently. They had an American by the name of William Alexander Smith wandering up from California, who changed his name to Amor des Cosmos and was elected as premier for a short, disastrous period.

Another example lies in the following announcement carried by all B.C. papers on July 1, 1920.

"Department of Public Works - rule of the road. In traffic district number 1, keep to the left. In traffic district number 2, keep to the right, on and after July 15. Issued by G.H. King, minister of public works."

The region included Vancouver Island and all other islands and the mainland areas lying west of Hope and south of the north tip of Vancouver Island. The policy remained in place until December 31, 1921, when it switched over to the right.

Residents of District Number Two were expected to comply and change driving habits. To jog their memory, all car owners were required to have a sticker on the windshield that read, "Turn to the right."

The system of change was a guarantee for confusion. In the summer of 1920, if you were to drive from Cranbrook to Vancouver, it was "drive to the right" until you reach Hope, then switch back to the left. Previously, the entire province drove on the left side of the road.

Because of the small number of cars on the road, only a few accidents were caused by forgetful drivers straying to the wrong side of the road.

There was believed to be only one fatality that was directly attributed to the change in traffic flow. An elderly widow living near Lumby was not prepared to meet an automobile on the right side of the road. She died of injuries received in the accident.

Horses had become accustomed to moving on the left and those animals who followed the same route every day found the new man-made law just a bit difficult to understand. One mild-mannered delivery horse had walked to the left for years and on the first time that he was guided to the right, he looked back at the driver curiously. When the milkman moved him to the right, the independent horse casually moved back to the left.

The switch was made difficult by the fact that most B.C. cars prior to 1920 were right-hand drive. But there were few problems because of the relatively small number of

cars on the road. As an example, on the July 1 weekend, the North Vancouver ferries, then the only means of transportation between the north shore and Vancouver city carried 25,000 people and 1,000 automobile for an all-time record.

Pioneer Judd Findlay of Kaleden, B.C., summed up the situation. "Autos were in such a minority that those of us who lived in the country were hardly aware that a change had been made. It was interesting though, to see how some people got all worked up over anticipated problems which never occurred."

There are other interesting aspects of the B.C. Highways Act. Section 21 prohibits racing or driving furiously any horse or other animal upon the highway. Section 22(4) warns against leaving a wagon detached from its team, upon any highway without leaving a space of two and one half metres on one side of the road.

Camping within six metres of the centre of the highway was a certain way to draw disapproval and official displeasure was assured for those who built a fire within six metres of the centre of the road, or any other place where it might endanger a bridge or cribbing. Finally Section 22(10) takes an exceedingly dim view of dragging logs of timber over or along any public highway. The many highway regulations provided great scope for the industrious traffic officer. The fine for committing any offence was between \$25 and \$300. If the person could not pay the fine, the money could be raised by sale of his goods and chattels. As a last resort, the offender could be imprisoned, with or without hard labour, up to six months.

The changeover from left to right was accomplished with a lot of chuckles and very few real problems. Perhaps the fact that our pioneers were familiar with meeting the whims of nature, allowed them to meet the whims of government with perfect equanimity.

An enthusiastic driver enjoying her right-hand drive Buick roadster (approximately 1910) on a country road.  
Photo: Collection of the Library of Congress.



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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.**



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# Pacific Morgan Owners Group

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(Please print in block letters)

2018 Membership:  
Renewals for 2017 members: **\$10**  
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Send Dues and Completed Form to:  
Pat Miles, PACMOG Treasurer  
15410 Kildare Drive, Surrey, BC V3S 6B9  
Cheques payable to **PACMOG**

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 \_\_\_\_\_  
\_\_\_\_\_  
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