



Link Light

Vol 1 No 1

The Newsletter of the Pacific Morgan Owners Group

January 2023



January 1, 2023

From the Editor's Desk...

Welcome to the first Link Light. These are the newsletters that will fit between the quarterly Morgan Links. Let me know how you like the content and format and if there is anything you would like to see different. I will try to accommodate your suggestions.

We are affiliated with the Morgan Sports Car Club in the UK and a number of us hold individual memberships. They publish an excellent monthly magazine called the "Miscellany". Pat Miles has negotiated with them to allow us to upload their magazine to our website so our club members can enjoy it. It will be posted in Document Downloads in our Members Only section. Please do not share with non-members. Thank you to Pat Leask and Marv Couthard for doing the heavy lifting to get this loaded onto our website.

Pat Leask has pointed out that there is one particularly good article in this month's Miscellany on converting our Morgans to power steering. This may be of particular interest to some of you.

Our cover photo this month was taken on January 1st and you can still see a pile of snow that was plowed off the parking lot. Is it not great that we can plan to drive our cars throughout the year?! Wahoo, BC!!

Happy reading and safe driving!

*Respectfully,
Steve Blake*

Link Light

January 2023

Editor – Steve Blake

sblake@telus.net

Link Light is the newsletter of the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts and friends across the globe. We publish eight times a year in the months between the **Morgan Links**.

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Non-voting administrators

Secretary - Susan Blake susanblake@telus.net

New Members

Bernard and Valerie Lafaut
1971 Morgan 4/4

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Cover Photo Credit:

This month’s cover photo was taken by Steve Blake at the start of the January 1st New Year’s Day drive and get-together at Ken and Pat Miles.



Contributors

Thank you to the following people for contributing articles, photos, ideas, or opinions to make this magazine a success.

Susan Blake, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Roger Mulloy, Cam Hutchens, Ted Thorne, Ken Miles, Jane Cowan, Lorne Goldman, Amelia Maestro

AGM, Dues

Dues!

 Thank you to everyone who has paid their dues. You will be able to vote at the AGM. 

Pat Miles, the PacMOG Treasurer at
15410 Kildare Drive, Surrey, BC V3S 6B9

Annual General Meeting



Mark your Calendars!
Our AGM is being held by Zoom Meeting on
Wednesday, February 8, 2023 at 7:00 PM
Zoom invitation is below.



Remember: We must have a quorum at the AGM so we can vote in the directors.

Join us on Zoom for this meeting using the following link.

<https://us02web.zoom.us/j/82099778619?pwd=bkl5R01NZ3JyTUk0M3ZnQlFHWNOUT09>

Late Arriving Christmas Greetings!

MORGAN CLUB POLAND



Tomasz Kamiński
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On the Road!

This section highlights Morgan cars spotted on the road or parked in scenic locations.
Send in your photos!



Above - Blakes and Morris/Davies on the London Brighton Commemorative Run (Cam Hutchens photo)

Below - The Thornes out on a drive on Alberta Highway 40, over the Highwood Pass in Kananaskis Country, (Ted Thorne photo)



New Year's Day Run

By Ken Miles

For the first time in several years, it was decided to hold a New Year's Day Run. Ten members of the club decided to show up for this run and they were Steve and Susan Blake in their Plus 8, Pam Mahoney and Chris Allen in their Corvette Sting Ray (leaving their +8 at home), Ken and Pat Miles in their 1960 Plus 4 DHC, Bob and Alexis Wadden and Larry and Tina Sharpe.

The drive was a short one in that we headed south to White Rock and then west to 128th St where we turned south to Marine Drive. We headed east on Marine Drive to King George Highway where we turned west to 152nd St. Turning North on 152nd St. we headed to Ken's house. It was a comfortable drive in nice weather.

Once we arrived at Ken and Pat's house the appetizers were presented and we had a grand time especially with Larry and Tina who we haven't seen for a few years. The appetizers were terrific. We started talking around the kitchen table and slowly migrated to the dining room table for a spectacular feast which was spread out for us. Larry regaled us with his story of making his own Christmas cake which was delicious. We talked for a couple of hours catching up with each other and then everybody went home.

The weather was great and the attendees enjoyed the day driving home with a dry cars!





Robbie Burns Run

By Steve Blake

Ken Miles organized the annual Robbie Burns Run, in honour of Mike Powley, on a nice rainy day! In fact, it was not just rain but it was mixed with snow. Ken phoned early Saturday morning and suggested we cancel the run and just have people meet up at the Ocean Park pub for lunch. Ken went to the start and found Bob McDiarmid waiting for the drive. He had not registered but come at the last minute. After chatting for awhile, Bob left for home as he was not able to go to the pub for lunch.

Meeting at the pub without any Morgans were Pat and Ken Miles, Steve and Susan Blake, Bob and Alexis Wadden, Tom Morris and Elaine Davies, Pam Mahoney and her friend Patricia. Chris was not able to join Pam because he was on a bus tour with model railway enthusiasts. In fact the vintage bus belonged to one of the group. We also ran into the problem that the pub had ordered our haggis, but it was not delivered on time so Pam read the "Address to a Haggis" over a Shepherd's Pie. All good fun and we look forward to hopefully a sunny day when we do the Hearts and Tarts drive in February.

Address to a Haggis

Fair fa' your honest, sonesie face,
Great chieftain o the puddin'-race!
Aboon them a' ye tak your place,
Painch, tripe, or thairm:
Weel are ye worthy o' a grace
As lang's my arm.

The groaning trencher there ye fill,
Your hurdies like a distant hill,
Your pin wad help to mend a mill
In time o need,
While thro your pores the dew's distil
Like amber bead.

His knife see rustic Labour dight,
An cut you up wi ready slight,
Trenching your gushing entrails bright,
Like onie ditch;
And then, O what a glorious sight,
Warm-reekin, rich!

Then, horn for horn, they stretch an strive:
Deil tak the hindmost, on they drive,
Till a' their weel-swail'd kytes belyve
Are bent like drums:
The auld Guidman, maist like to rive,
'Bethankit' hums.

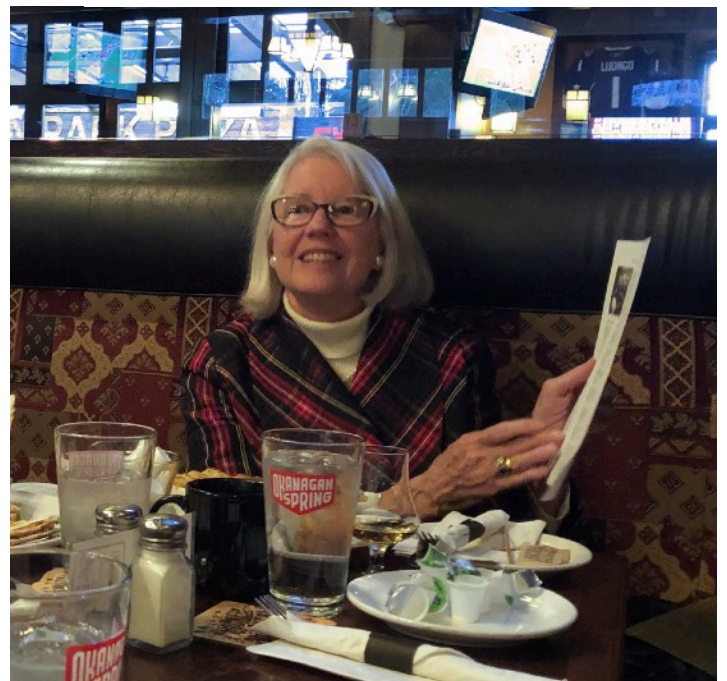
Is there that owre his French ragout,
Or olio that wad staw a sow,
Or fricassee wad mak her spew
Wi perfect scunner,
Looks down wi sneering, scornfu view
On sic a dinner?

Poor devil! see him owre his trash,
As feckless as a wither'd rash,
His spindle shank a guid whip-lash,
His rieve a nit:
Thro bloody flood or field to dash,
O how unfit!

But mark the Rustic, haggis-fed,
The trembling earth resounds his tread,
Clap in his walee nieve a blade,
He'll make it whistle:
An legs an arms, an heads will sned,
Like taps o thrisle.

Ye Pow'r's, wha mak mankind your care,
And dish them out their bill o fare,
Auld Scotland wants nae skinking ware
That jaups in luggies:
But, if ye wish her gratefu prayer,
Gie her a Haggis!

By Robert Burns



(Steve Blake photos)

After-Father's Day Run 2023?

Who is interested? Destination?

Happy New Year to all. Let's hope it will be an easier one than the last few have been.

In the past, I have organized a run after the Fathers' Day gathering at Beacon Hill Park in Victoria. We have gone to Tofino/Ucluelet on the west coast of the Island and to Gold River, north of Campbell River. We spent 2/3 nights along the way and had a great time exploring the surrounding areas and driving our cars on scenic roads. Fathers' Day 2023 is Sunday, June 18th. At this time, I'm assuming it will happen and that many in PacMOG will attend. I'm also hoping that it can be followed by an Island run.

In order to organize an event, I need to know how many would be interested in participating and where they would like to travel. Unfortunately, accommodation is likely to be more costly than in the past and availability could be an issue. I'd plan to book accommodation for the 19th and 20th and perhaps the 21st. So..... I need to know a.s.a.p. (before the last week of January) who might be interested and where they would like to travel - west or north?

Please reply to me via email at janecowan@shaw.ca

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2017 Morgan THREE WHEELER – Jet Green, Tan Leather // **LOW MILES - LIKE NEW**

2013 Morgan THREE WHEELER – Grabber Blue, Scarlet Red Leather // **SOLD NEW BY OURSELVES**

1933 Morgan MX4 SUPER SPORT – Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

1930 Morgan AERO VAN – MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // **FULLY RESTORED**



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2019 Morgan Plus Four – Polished aluminum with BRG wings // **850 MILES!**

2005 Morgan V6 ROADSTER – Blue/Grey Leather // **3,584 MILES!**

2005 Morgan V6 ROADSTER – Regency Purple/Grey Leather // **1,385 MILES!**

2005 Morgan V6 ROADSTER – British Racing Green/Mulberry Red Leather // **26K MILES!**

ANNIVERSARY EDITIONS

2003 Morgan Plus 8 – Royal Ivory, Mulberry Leather // **18K MILES!**



2003 Morgan Plus 8 – Two-Tone Silver, Dark Red Leather // **23K MILES!**

2002 Morgan Plus 8 – Rolls Royce Garnet Metallic, Gray Leather // **35K MILES!**

2002 Morgan Plus 8 – BRG, LeMans '62, Only one in North America // **#1/40!**

2001 Morgan Plus 8 – BRG, Tan Leather // **6 LITRE LS2 CORVETTE POWERED!**

1967 Morgan Plus 4 SUPER SPORT – BRG, Dark Red leather/White hardtop // **STUNNING RESTORATION!**

1967 Morgan Plus 4 LOW BODY – Burgandy/Black wings, Black vinyl // **BEAUTIFUL DRIVING EXAMPLE!**

1967 Morgan Plus 4 DROPHEAD COUPE – Ivory body/Irish Green wings, Ivory leather // **RECENT GROUND UP RESTORATION!**

1964 Morgan Plus 4 DROPHEAD COUPE – Red, Tan leather // **ONE LOCAL FAMILY OWNERSHIP!**

1963 Morgan Plus 4 ROADSTER – BRG, Black leather, 2-seater, well maintained // **GROUND UP RESTORATION!**

1961 Morgan Plus 4 FOUR SEATER – Tan body/Irish Green wings, Tan leather // **LEFT-HAND DRIVE**

1960 Morgan Plus 4 DROPHEAD COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // **CONCOURS QUALITY!**

1955 Morgan Plus 4 ROADSTER – Red Center Body/Black Wings, Black Leather // **LEFT-HAND DRIVE**

1954 Morgan Plus 4 – Yellow, Black interior, interim-cowl example // **RIGHT-HAND DRIVE**

1929 Morgan/GN BLACKBURNE AERO – Single seater, racing history // **ONE OF A KIND**



OTHER MARQUES

1965 Sunbeam TIGER MK1A – Race Rally Prepped!

1962 Fiat O.S.C.A. 1500S CABRIOLET by PININFARINA. Perfection!

1953 Jaguar XK 120 Fully restored by XK's Unlimited in 1995!



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Authorized Morgan Motor Car Dealer

Morgan Darmont

By Steve Blake

Darmont in France sold the Morgan 3-wheeler under licence from Morgan Motor Company. Here is what Charles Neal discovered and wrote in his great book, Morgan: The March of Progress.

“Also in 1919, Morgan agreed a licensing agreement with Darmont in Paris, which would build the cars for the French market. Following the commanding display in the 1913 Cyclecar Grand Prix at Amiens, the Morgan three-wheeler had developed a strong following in France. The deal with Darmont had the advantage of providing extra capacity and also avoiding heavy import tariffs, which were the norm at the time. Darmont would go on building these three-wheelers under licence into the 1930s, gradually developing them in its own way.”

Ted Thorne noticed an article on the Car and Classic website and passed it on to me. Their auction section offered a 1921 Darmont Runabout Morgan three-wheeler. It was eventually bid up to 27,000 GBP but was not sold.



(Car and Classic photos)



Link Light



Comments from Car and Classic's advertisement.

There's nothing quite like a Darmont. Well, that's not quite true, because Darmonts were essentially the same as Morgans, being exported to France and marketed under the Darmont name.

The Darmont offered for sale here is a very early 'two speeder' — with only two gears — which was sold in France in the early 1920s and it still bears the Morgan badge on its front.

We're pleased to say that this three wheeler is in fully running order, able to be driven once you have mastered the unconventional controls and get used to the idiosyncrasies of the model. And there's nothing quite like piloting a vintage three wheeler at speed, enjoying the V-twin concerto of the engine and the visceral experience of driving with more limb outside the car than in.

A three wheeler really ought to be on everybody's to-do list, and what better way to fully experience the sensation than to enjoy the thrills of very early motoring with this extremely rare Darmont Runabout.

There is very little on this Darmont which could truthfully be described as being on the interior. In fact, the driver and passenger can only really be classified as sitting 'inside' the car from the waist down. Driving an early three wheeler involves your elbow being cocked at a jaunty angle in order to manage the steering wheel, and getting a draught up your trouser legs from where the pedals pass through the floor.

The controls are most unusual. Starting the engine involves retrieving the starting handle from its holster, slotting it into place, adjusting the ignition timing, tweaking fuel/air mixture and then giving the handle a decisive turn. The throttle is located to the right of the steering wheel and there are just two floor pedals.

The interior is in charmingly patinated condition, with the well-worn wooden dashboard proudly showing its age. The paint on the steering wheel is gently worn and chipped from years of use, and the seat covers show similar levels of patination. It's all still very useable and just adds to the fascinating historic appeal of this Darmont.

With its bulbous nose, angular rear and simple cycle wings, this Darmont is an amalgamation of so many elements from the early days of motoring. Brass trim finishes off the bonnet and windscreen beautifully, and the scuttle mounted lamps hark back to the days of the horse and carriage. The green paint perfectly suits a car of this era and it is finished with artfully executed coach lining on each panel. It has worn in places and built up the warm patina of use which can't be manufactured.

Spindly wire wheels and narrow beaded-edge tyres hold the car on the road and the minimal bodywork leaves most of the mechanical components on show. The occupants are protected by a small windscreen, but there are no windows or roof.

Proudly on display at the front of the car is its air-cooled V-twin engine. This compact power plant features magneto ignition and side-valves. The casting on the front of the crankcase bears both the Darmont and Morgan names, showing just how closely the two companies were working together at this time.

The front suspension uses coil springs and sliding pillars to give independent movement between wheels, a feature which was very unusual when this Darmont was made. Braking is less advanced, however, with no brakes on the front wheels and a contracting band brake on the rear. Two chains transmit power to the rear wheel and provide the two different gear ratios. We believe that this Darmont does not have a reverse gear. And the twin leaf spring rear suspension is easily visible.

The Darmont starts up readily and runs well, with its distinctive exhaust note heralding its arrival long before it's seen by passers by. There's nothing quite like driving a three wheeler, which is perhaps the closest you can get to the experience of riding a motorbike while still remaining — officially at least — in a car.

Change of Chairman at Morgan Motor Company

Malvern, 22 December

The board of Morgan Motor Company have agreed to the resignation of Steve Morris, Executive Chairman. He will be replaced by Lawrence Price, a longstanding non-executive director, who will become Non-Executive Chairman. This change will be effective on 31 December 2022.

Steve began his career with Morgan as an Engineering Apprentice in 1983, exactly 40 years ago. He subsequently made his mark in a number of production and engineering roles before becoming Operations Director in 2004, Managing Director in 2013, then CEO and finally, Executive Chairman in April 2022.

Lawrence Price is the great grandson of the founder, HFS Morgan, and has long been closely associated with the company. He first joined the board as a non-executive director in 2012.



Lawrence Price

Going forward, Lawrence will work closely with Massimo Fumarola, CEO of Morgan, to continue the successful development of Morgan, rooted in the celebration of the essence of motoring and craftsmanship. Functional design, honest engineering and an exhilarating driving experience will combine with higher quality refinement and customer engagement, while international exposure will ensure business growth.

Steve Morris, outgoing Executive Chairman, said:

“I am incredibly proud to finish my career with Morgan during my 40th year, the year I reached the pinnacle of the business in my role as Executive Chairman. Whilst this decision has not been an easy one to take, 2022 felt like the right milestone at which to change direction. Throughout my years in leadership of the business, I have focussed upon continuous, stable growth. A goal made possible thanks to the passionate management team and workforce. My respect for both is absolute, and I have taken enormous pleasure in building, nurturing and working alongside Morgan's people, they are without doubt the heart and soul of the business.

“I have simply too many positive stories to tell from my years at Morgan. Looking back on my adventures with Morgan, it is the friends, colleagues and experiences that I will cherish and miss the most. Moving on will not be easy for me, but as I close the chapter on a hugely significant era of my life, I look forward excitedly to the next.

“Needless to say, I leave Morgan, the management team and the entire workforce with my best wishes for every success in the future and warmly welcome Lawrence in his new role as Non-Executive Chairman.”

Lawrence Price, Non-Executive Chairman and great grandson of the founder, HFS Morgan, said:

“It has been a pleasure to work with Steve since joining the board as a non-executive director in 2012. His impact and importance to Morgan throughout his 40 years has been vast. He has led the business through significant change delivering sustained growth and financial success. These achievements enabled the introduction of new product lines and investment into the facilities, operations and team.

“The founding Morgan family, along with the wider family of customers, suppliers, dealers and employees owe enormous gratitude to Steve, and I know that his presence will be sorely missed by all. He leaves the business stronger than ever in the company's 113-year history.

“I wish him every success in his next endeavours and once again thank Steve for his undeniable role in making Morgan the success that it is today.”

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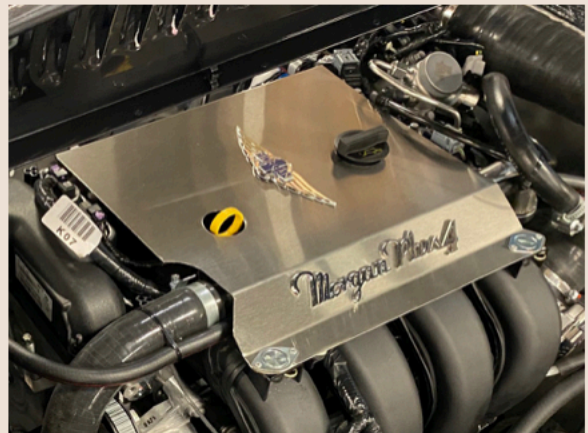


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(Thanks to Roger Mulloy)

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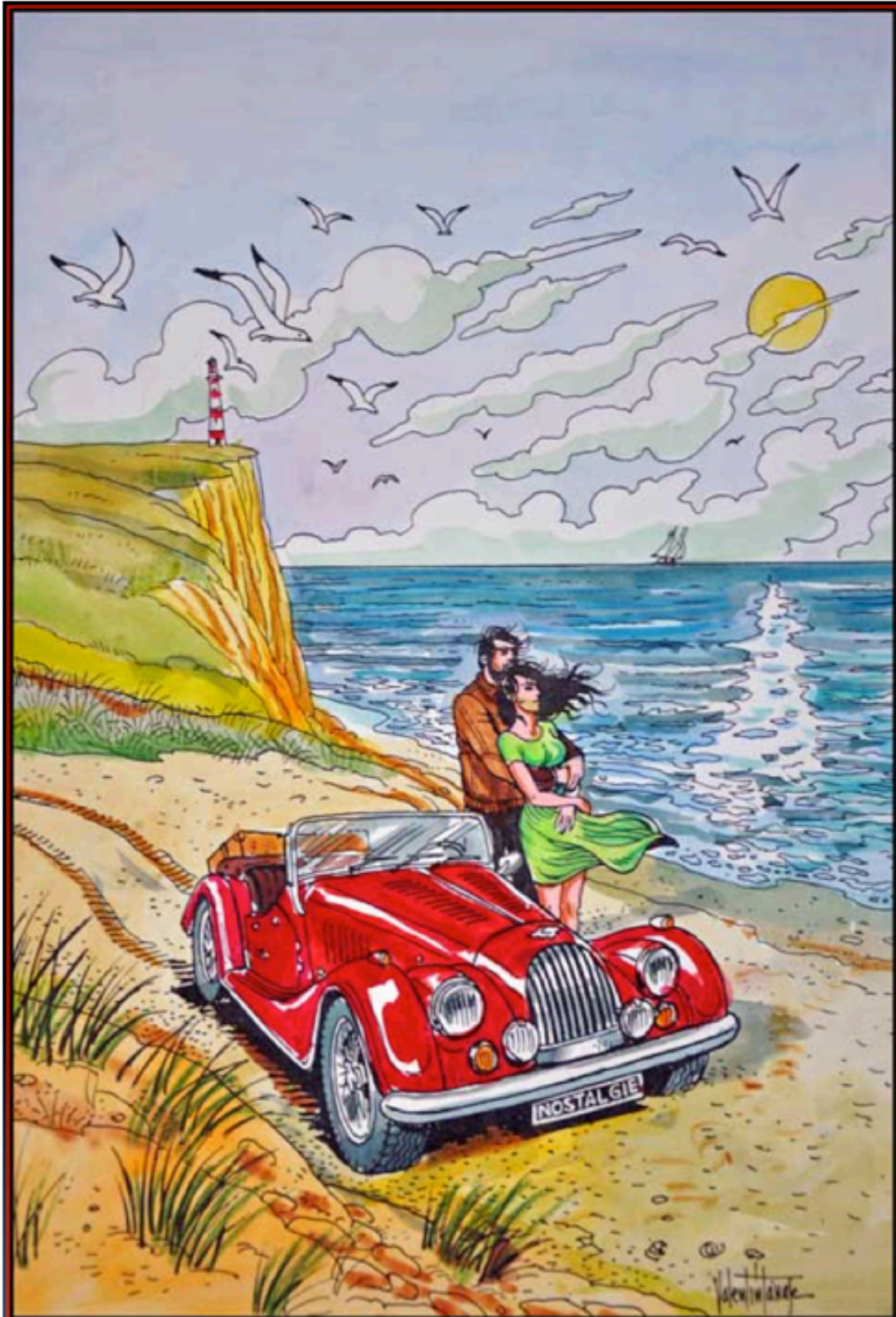
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Phone - 717-932-6600 or email

info@morgancarsmidatlantic.com

Morgan Art by Valentin Tanase

You were introduced to Valentin Tanase in January 2020, when we featured Valentin as a famous person with Morgans. I have received a collection of Valentin's artwork from Jacques Gallien, Vice-Chairman of the Morgan Owners Group Belgium and a friend of Valentin. We will highlight some of his work in each of our editions of the Morgan Link. Thank you to both Jacques and Valentin for allowing us to re-print these works.



Morgan Treasures from the Jacques Gallien Collection

Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use.



Morgan Fantasy Photos

Photos that capture the art of the Morgan. Many of the ones we show are from the Morgan Motor Company's collection of Timeline Photos. Other's are open-sourced on the Internet or from member's collection. This month we have a couple from Lorne Goldman's Winter collection.



Red Bull's Cup Runneth Over in F1

By Allstar Crocks

In truth, the 2022 season in Formula 1 has been an anticlimax following the high drama of the previous season when the World's Drivers Championship was not decided until the last lap of the last race. Even then this was in the most contentious of circumstances when the Race Director didn't follow the correct protocols after a safety car had been deployed. This effectively handed the Drivers Championship to Max Verstappen of the Red Bull team and deprived Lewis Hamilton's Mercedes of winning his 8th and record breaking championship.

A rerun of the Red Bull and Mercedes team rivalry in 2022 seemed a mouth watering prospect for fans but it never came to pass. With changes in the technical specifications for 2022, it quickly became obvious that the all conquering Mercedes team had a major problem with their new car.

At high speed it became unstable which caused what became known as porpoising, which in turn was highly unsettling for the drivers. Some other teams had similar problems but not to the same extent as MB. On the other hand RB had no such problem and dominated the season with 17 wins, 15 of them credited to the Dutchman Max Verstappen. It wasn't until the latter part of the season that MB became competitive when George Russell won the second but last race in Brazil by which time Verstappen was WDC and Red Bull were the Constructors Champions.



Equally disappointing was the performance of the Ferrari team. After a bright start they quickly faded with a series of mechanical failures and painful errors in race strategy, nevertheless, they finished runners up to Red Bull in the Constructors Championship and their driver Charles Leclerc in the Drivers Championship. It was particularly disappointing for Lewis Hamilton who for the first time in his F1 career failed to win a race in a season, finishing a lowly 6th in the drivers standings.

Although very much an international sport, 60% of the teams are based in England and with the exception of McLaren who are located south of London, Aston Martin, Alpine, Red Bull, Williams and Mercedes are situated within spitting distance of each other north of London, Silverstone being at the fulcrum of these activities. In the case of MB their entire operation, including the engine plant, is designed and produced in England. MB in effect only

write the cheques! Likewise with Red Bull although the 2022 season's success was very much due to their Honda engine. RB are in the process of developing their own power unit and are known to have poached some of MB's personnel from their engine plant at Brixworth. The current specifications for a F1 engine are impressive. They are all 1600cc V6s limited to 15000 RPM with a power output of around 700 BHP. Add to this a turbo charger and an ERS (Energy Recovery System) gives the unit around 1000 BHP. At present there are only 4 engine suppliers Renault, MB, Ferrari and Honda and each driver is limited to 3 engines per season which had to endure 22 races which included qualifying.



In spite of their dominant performance on the track, Red Bull have been stalked by controversy. When a TV journalist passed the comment that Hamilton had been 'robbed' of last year's WDC, Red Bull boycotted the broadcaster at the Mexican GP. (This implies journalists are not allowed to tell it how they see it) Then it was revealed that the organizing body, the FIA, had not been able to reconcile RB's accounts for the 2021 season. All teams are subjected to a cost cap and it seems RB had exceeded the limit. As a consequence they have been fined \$7 million but it raises questions about how did this additional expenditure influence the performance of their 2021 car?

Questions were also raised about Max Verstappen ignoring team orders at the Brazilian GP to allow his team mate Sergio Perez to overtake him. By this stage of the season Verstappen was already WDC but Perez was fighting with Ferrari's Leclerc for second place. By the tone of Verstappen's radio transmission, it was as if he was in charge of the team and was not prepared to assist his team mate, which all sounded petty if not unsavoury. Taken to task on social media about this turn of events, Verstappen never explained himself but rumour has it he was harbouring a grudge against

Perez for 'deliberately' crashing his car at the Monaco GP in qualifying thus preventing Verstappen taking pole spot. One wonders if any of this will come to haunt Verstappen as the pairing race together in the 2023 season.

This is in contrast to the events that took place at the Portuguese GP held on the streets of Oporto in 1958. The main rivals that season were Mike Hawthorn and Stirling Moss. Hawthorn was involved in a crash and Moss went on to win. The stewards wanted to disqualify Hawthorn from second place as in recovering from the crash they alleged he had driven the wrong way. It was Moss who intervened on behalf of Hawthorn and Mike retained his 7 points which at season's end yielded Hawthorn the World Drivers Championship.....by a margin of 1 point from Moss! Was Moss a sucker or a saint take your choice.



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Upcoming PACMOG Events

By Ken Miles



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat of Bob McDiarmid's 1995 Morgan Plus 8 on the Fall Colours Run)

Save the Date!

February 12, 2023 - Hearts and Tarts Run

The Hearts and Tarts will start from the MacDonaldis at 1835 56 Street, Delta, V4L 2B4. We will meet at 11:00am for an 11:30 departure on Sunday, February 12, 2023. The drive will go through Ladner and Tsawwassen ending at Harry's Fish and Chips in Tsawwassen Commons. Let Steve Blake know if you are coming and how many for lunch so he can notify the restaurant. sblake@telus.net



The Greatest Show on British Wheels, Vancouver , is looking forward to welcoming everyone to the celebration at VanDusen Botanical Garden on Saturday, May 20, 2023.

“In 2022, the post-COVID, one-day show was a record-breaking success with maxed-out vehicle displays in 62 classes on the VanDusen lawns and sold-out attendance at the gates, with more than 7,000 enthusiasts of all ages in attendance,” said Patrick Stewart, event co-chair. “Display layout plans for the 2023 show are underway to maximize space within the confined areas of the Garden while maintaining an overall balance and variety of vehicles within the total number of classes.”

Featured marque anniversary celebrations for 2023 will pay tribute to the **100th anniversary of the MG sports car**, founded in 1923 by ‘Sir’ Cecil Kimber; the five-series versions of the **Sunbeam Alpine**; and recognition of all marques within the fast-growing **Modified Class of vehicles**. Two-wheel class will recognize **British motorcycles** with a featured display.

A unique look at the future will be showcased in an **ElectraClassic vehicle display**, showcasing the trend of combining classic looks with modern driveability. With this growing electrified trend, knowledge of the process is vital in these early days. This ABFM feature area will provide experts and examples of converted vehicles from which the public and entrants can learn.

The Vancouver All British Field Meet at Van Dusen Gardens 2023

To Register go to www.westerndriver.com

Save the date!



Sunshine Coast, BC

All British Field Meet

2nd Annual!

Saturday May 6, 2023

Opens at Noon

A spring-time showing of "old & ancient" British motorcars and motorbikes, to be held at Bricker Cider Orchards, West Sechelt



Barn Finds, Auctions, Interesting Cars For Sale, and Other News

This section will report sales, auction results, barn finds, interesting cars offered for sale, and any pertinent information regarding purchase and sales of Morgans. If you know of any sales or recent barn finds, please email morganlink@telus.net so they can be included.

Recent Sales and Auctions



This 1965 Morgan Plus 4 DHC sold on Hemmings Auctions for US\$33,600 on January 13, 2023.



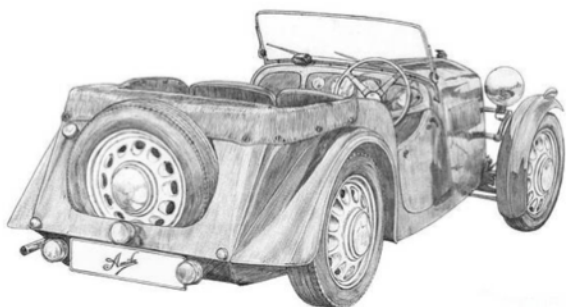
This 1951 Morgan Plus 4 sold on Car & Classics Auction site for 38,250 GBP on January 16, 2023.



This 1959 Morgan Plus 4 sold on BaT for US\$37,250 on January 20, 2023.

Panel Craft
Automobile Restoration

Steve Sillett
Unit 2, 6455 64th Street
Delta, BC V4K 4E2
604-530-1433 www.panelcraft.ca



Drawing by Amelia Maestro
Link Light

AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein
604 910 0857

www.autobauer.ca #410 - 20170 Stewart Cres.
autobauerCanada@gmail.com Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2023 Membership Application

(Please print in block letters)

2023 Membership

Membership is only \$10
Make out cheques to "PACMOG"
Send dues and completed form to:
Pat Miles, Treasurer
15410 Kildare Drive
Surrey, BC V3S 6B9
Or E-transfer to pat_miles@hotmail.com

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

Morgans - Continue on the back if you have more than two!

1. Year _____ Model _____ 2-seater _____ 4-seater _____ Colour _____

Engine type _____ VIN or Chassis number _____

Comments? _____

2. Year _____ Model _____ 2-seater _____ 4-seater _____ Colour _____

Engine type _____ VIN or Chassis number _____

Comments? _____

Members names, addresses, telephone numbers, email and Chassis/VIN are published to other PACMOG members in the Roster. You may opt out if you DO NOT want your information published or shared with the other members by placing a check mark here. _____