



The Morgan Link

Vol 4 No 6 The Magazine of the Pacific Morgan Owners Group August 2019



From the Editor's Desk...

What a great driving summer! With apologies to the folks in Calgary who saw a lot of rain; we had brilliant weather here on the coast. No smoke from forrest fires and sunny skies! Top down every day. What more could you want?

This issue of the Morgan Link covers our great drive to the Sunshine Coast and our new Mog 'n Platters. It is always nice to have an excuse to do a drive, have a meal, and share the camaraderie of friends. We hope that having Mog 'n Platters spread throughout the region will let us try some pubs and restaurants that are new to us. Let us know if you have a favourite lunch spot in your area.

Phil Johnson's Morgan is coming along. He has written another instalment on the restoration of his 1958 Plus 4 and I find it really interesting to watch the progression. I am always looking for tech articles so keep them coming!

On a sadder note, I am not sure how long I will continue to edit the Morgan Link. Most media is moving online and we have a good website already in place. A club magazine is almost redundant in today's busy world. With email, it is much faster for the Events Chair to get messages out. Other messages can be sent by the Communications Chair. The articles that make up the bulk of our magazine can easily be put on the website. If you have any comments on this idea, pass them along to one of the executive. We will be discussing this topic at the next Board Meeting, date yet to be determined.

I have really enjoyed my tenure as editor and will continue in this role at least to the end of the year. I can only do this job one way, cutting back to a short newsletter doesn't interest me. It takes me somewhere between 800 and 1000 hours a year to put 8 or 9 issues together. I have quite enjoyed it, but to be fair to Susan and myself, it is time I spent those volunteer hours on other endeavours.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

August 2019

Editor – Steve Blake

morganlink@telus.net

The Morgan Link is the almost monthly magazine of the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts and friends across the globe.

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Submissions by email preferred. Text should be in .doc, .docx, .txt, or .rtf formats. Pdf files would need to allow full access to change content. Photos should be sent in as high a resolution as possible. Send photos separate from articles. The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the Morgan Link.

Advertising: Limited non-commercial advertising is free to members. Commercial advertising is available at a cost of \$25 for a business card size for one year. Business card size is approximately 1/10th of a page. Larger ads are prorated as a multiple. Contact the Editor or Treasurer for a price.

Disclaimer: While we make an effort to ensure that material presented in the Morgan Link is accurate, neither PACMOG, nor its directors, or the authors can be held responsible for any inaccuracy or error in any article or advertisement. It is up to the readers to satisfy themselves that any technical or other advice, solution, method, material, product or service is right for them and their vehicle.

Chair Report - August 2019

By Tom Morris

It isn't necessary for you to show up in a Morgan, or even to own a Morgan, to enjoy attending a PacMOG event. Bring along whatever vehicle you want, I guarantee you'll enjoy the company of good Morgan friends, old and new.

To this end we have begun a new series of events. The monthly Mog 'n' Platter lunches are based on the Island group's Nog 'n' Natter get togethers that have been happening for several years. These events are meant to be a bit spontaneous, so time and place notification may be short at times, but if you miss out one month you can always attend the next. Drop Event Chairman Bob Wadden (bob.wadden@telus.net)

an email if you're wondering what's coming up next.

And by the way, Bob is always on the look-out for interesting places to stage a Mog 'n' Platter. If you have a favourite place that you think would make an interesting destination, please do get in touch with him. All that's required is to fill him in on the details and we'll take care of the rest (although it would be nice if you came along to welcome everyone.)

I am now off on holidays to the UK, so wish everyone well and safe driving though the Fall!

Best regards,

Tom Morris

Chair



PACMOG Directors

Chair, Webmaster -
Tom Morris

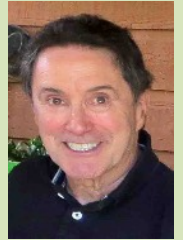
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Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake
Editor - Steve Blake

Cover Photo Credit:

The cover photo this month was taken by Susan Blake at Fort Langley on our Mog ’n Platter outing to the Fort Pub.

Contributors

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

Dave Doroghy, Ken Miles, Pat Leask, Susan Blake, Bob Wadden, Pat Miles, Chris Brunt-Thompsett, Debbie Grinke, Philip Rosemond, Kit Raetsen, Joanne Cockshutt, Bill Button, Phil Johnson, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, Ron Fermont, James Gilbert (Morgan Motor Cars)

Thank you to Susan Blake for proofreading the draft of the Morgan Link.

PACMOG is affiliated with:

The Morgan Sports Car Club (MSCC) UK
The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

Insured through CG &B Group Insurance
Markham, ON L6G 1C3

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 meetings 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.



111 REASONS TO TAKE YOUR MORGAN OUT AND DRIVE AROUND VANCOUVER

By Dave Doroghy

My writing partner Graeme Menzies and I recently completed writing a really cool book called [111 Places In Vancouver That You Must Not Miss](#). It is full of quirky and unusual stories about places that even if you have lived here your whole life, you may not know the background on. The 240-page book is distributed worldwide by a German publishing company called Emons. Here in Vancouver you can get it all the usual

bookstores including Indigo, the Book Warehouse and Coles. So if as if that wasn't enough blatant self-promotion here comes some more....

I have come up with a contest for our Club. In a nutshell whoever can take a picture of their Morgan in front of the most locations in the book will win an autographed copy of the book. It is not too onerous a request. After all, Vancouver is the most beautiful city in the world and to drive your MOG to places like the Nine O Clock Gun, Nat Bailey Stadium, the old CFUN building and the Sylvia Hotel should be a lot of fun.

So that's it. Pretty simple, just get out in your Morgan and start shooting pictures of it in front of any of the 111 Places in the book. Email me the shots you have taken before June 1, 2020, and we will let you know who came out on top? My email address is doroghy@hotmail.com

Almost forgot. One last thing... to find out what Places are in the book you can go onto AMAZON.ca, key in the books title 111 PLACES IN VANCOUVER THAT YOU MUST NOT MISS and browse through the index pages. The link is at the bottom of this page.

Have fun!
Dorg



https://www.amazon.ca/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr_1_1?crid=2U9VM054GEWXV&keywords=111+places+vancouver&qid=1565403298&s=gateway&sprefix=111+p%2C187&sr=8-1

The Fort Pub “Mog ‘n Platter” - July 29, 2019

By Steve Blake

We had an interesting discussion at our AGM concerning attendance at events. It holds true for many clubs made up of mostly baby boomer age people, in having similar challenges getting members out for events. All clubs are finding some events are extremely well attended and others not so much.

There are many reasons for this lack of attendance, though it appears that the best attended events are ones that are different and not too frequent. We had a great turnout for the first two tech sessions but subsequent ones bombed. Van Dusen and the Beacon Hill Fathers Day picnic weekend were very well subscribed.



One suggestion to stimulate attendance, was to have an event similar to the Island PACMOG group’s Nog ‘n Natter. I suggested we call ours the “Grog ‘n Platter” just so we are different. Bob Wadden had a better idea that we name the event the “Mog ‘n Platter,” to which we all agreed. The first of these was organized by Ken and Pat Miles with us meeting at the Fort Pub in Fort Langley. Bob Wadden sent out an email to notify members and we were pleased with a six-Morgan turnout for this event. Following its success, the next Mog ‘n Platter took place on August 26th.

Arriving in Morgans were Ken and Pat Miles, Steve and Susan Blake, Dave Collis, Bill Hayter, Chris and Alayne Brunt-Thompsett, and Bob and Alexis Wadden. Half of us were late arriving to Fort Langley as Dave Collis’s car had to be pushed to get him started.

His 10 year old battery wasn’t quite up to cranking the engine over.

The three of us stayed together for the drive to Fort Langley, just in case Dave’s alternator wasn’t up to the task. Fortunately, all went well and we made it to the pub, albeit slightly late!

A great lunch was had by all, after which, we broke off to drive to the old Fort for a photo op. We pushed Dave’s car again to get him running and he was able to make the photo and home with no further problem. If you would like a Mog ‘n Platter in your neighbourhood, or would like to set one up, it is dead easy. Just tell Bob and he will email the group. All you do is pick a lunch spot and the rest of us will meet you there. No need to do a run as we drive to the pub/restaurant and back anyway. All you have to do is phone the restaurant/pub a couple days before and let them know how many to expect. Very easy and makes for great socializing.



(Photos by Steve and Susan Blake)



Tour of the Taconite - An Island Nog 'n Natter

By Kit Raesten

Yesterday, we had the great pleasure of a personalized tour of the Taconite by Jim Walters who has been the Taconite's chief engineer since 1993. We first met for lunch at the Shipyard Pub in Maple Bay. After lunch, and since the road into where the ship was docked was not Morgan worthy, Hal and Garnet Irwin ferried everyone across from the Maple Bay Marina on their boat, Summer Isle.



About the Taconite, 125 feet of Depression-era opulence, this particular ship hosted billionaires and Congressmen, celebrities and the ruling class. It cost \$421,000 to build in 1930 (nearly \$6 million in today's dollars). The ship was built by Bill Boeing, founder of United Airlines and the Boeing Company. So why call it the Taconite, after all, taconite is a low-grade iron ore and what does that have to do with airplanes and boats. Well, Wilhelm, Bill's father, after emigrating from Germany, bought himself a large chunk of land, along with the associated mineral rights in Minnesota, and established himself as a timber and mining baron. The Boeing mine was located in what is now the

Hull-Rust mine pit north of Hibbing, Minnesota.

Wilhelm Boeing grew tired of the timber business and moved west, but retained the mineral rights.

Wilhelm died young, at the age of 42. His fortune paid for an elite education (and elite networking connections) for Bill Boeing.



The Morgan Link



When Wilhelm's widow Marie died, she left their son Bill \$1 million. He used that money to start his company building boats, the same year the Wright Brothers flew their first working airplane at Kitty Hawk. Boeing took an immediate interest in airplanes. He bought one as soon as he could, hastily learned to fly, and piloted his plane cross country. When he crash-landed back home, he lacked the patience to wait for new parts. So, he and his partner tore the plane apart and learned how to build it even better. The rest is history.

Meantime, Boeing commissioned his factory in Coal Harbour to build a yacht named for the iron ore that paid his way. She has glided through the Great Bear Rainforest as grizzlies swiped salmon from streams.



Bill and Bertha Boeing with Amelia Earhart on board the Taconite (Vancouver Archives)

But now, the Taconite has been sold to a foreign buyer. It's been in the Pacific Northwest all its life and the decision to remove the boat from B.C. waters was not a popular one. The new owners are meeting with quite a bit of opposition to taking it away from Canada. It will be very sad to see her sail out of these waters forever.

Our thanks to Jim Walters, Hal and Garnet Irwin for a most enjoyable day and a unique opportunity to see this magnificent ship.

(Photos by Kit Raetsen and Joanne Cockshutt)



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Sunshine Coast Run - August 15, 2019

By Tom Morris

The August run up the Sunshine Coast came off as an absolute treat. I think everyone who attended would agree that it was a great day out. What struck me at the time was that, as much as PacMOG is about Morgan cars, it's the people that make the club. We had five Morgans out on the day, but we also had several members in attendance in their OMs (Other Makes). We were also greeted at the start, by local Coaster and Brit-car fans Brett Wilkie and Lissa Forshaw in their Ford Anglia.

Long time members David Padgham and Debbie Grinke haven't had a Morgan for a few years now, but they came along just to enjoy a nice drive and a good lunch in the



company of fellow enthusiasts. Good for them, and I'm sure they had a very good time. Superstars Glenn and Susan Sorko came all the way from Osoyoos in a modern SUV for much the same reason. They had intended to be Morgan mounted but delays and minor niggles with their recent 4/4 renovation meant that couldn't happen. The good news was that they didn't let that put them off. Sadly, I was another of the non-Morgan mounted contingent. I wasn't happy with the way my Morgan was running and didn't want to break down at my own event. I was in my Morris Minor Tourer, accompanied by my

close friend Elaine Davie. Elaine is brand new to the Morgan experience, this being her very first (but definitely not her last) PacMOG event, and she really enjoyed meeting and chatting with everyone.

The point I'm trying to make is that it isn't necessary for you to show up in a Morgan, or even to own a Morgan, to enjoy attending a PacMOG event. Bring along whatever vehicle you want, I guarantee you'll enjoy the company of good Morgan friends, old and new.





(Photos by Steve Blake, Susan Blake, and Debbie Grinke)

Editor's Note:

The Sunshine Coast run started when the group arriving by ferry met up with the group already on the coast. We started with a loop on the Port Mellon Road and then drove north through Gibsons, Roberts Creek and Sechelt. Tom designed a very interesting route by having us leave the highway and circle through the side roads. This opened our eyes to views of the ocean, little hamlets, and some wonderful homes. We spotted two deer crossing our path as we slowed for a corner. It was interesting to see Molly's Reach, the restaurant made famous by the Beachcomber's series. We topped up with gas at the one lone gas station on the north end of the peninsula.

Leaving the highway, we took another 7 km road out to Egmont and ended at the Backeddy Pub. A great lunch was had by all with Tom winning the pot for having the last lunch served. After lunch, everyone parted ways with three Morgans convoying back to Gibsons. It was a great outing and worth repeating. Many thanks to Tom for organizing.



Cruise the Shore - a Charity Weekend in Support of Lion's Gate Hospital

By Steve Blake



This event was advertised in the last few Morgan Links and attended by a couple PACMOG members. While we showed up, we were not in Morgans. The Blakes were in their Austin Healey, Lyle Johanson was in his 1965 Aurora, a Canadian manufactured car resembling an AC Cobra, Larry Sharp attended as a spectator, and former members, Mike and Freydis Welland arrived in their Mercedes Benz SL350. Over \$35,000 was collected



from this event and went to the North Vancouver's Lions Gate Hospital.

The weekend started with breakfast at the Tomahawk Drive-in. After that, about 150 cars gathered at Harbourside Place for a bit of a show and shine. At 11:00 the group headed out on the 68 km drive of the



North Shore. The route went west along Marine Drive to Horseshoe Bay. Coming back along the upper levels, two



side trips took us up into the British Properties and upper Lonsdale. We dipped down below the Upper Levels and followed the Dollarton Highway out to Deep Cove. The drive ended up in a parking lot at Capilano College where we were treated to a barbeque.



On Sunday, the cars returned to the Shore with a car show in Edgemont Village. There was music, food, a silent auction, 50/50 draw, and awards. Steve and Susan Blake won one of the 8 awards by having their 1967 Austin Healey 3000 judged to be the Best Classic at the show. Highly recommended outing for a weekend event.



(Steve Blake Photos)

The River House Restaurant and Pub Mog n' Platter

By Chris Brunt-Thompsett

This month's Mog 'n Platter took place on August 26th at the River House Restaurant and Pub in Delta. We were honoured to have three Morgans parked outside today. Lunch was enjoyed by everyone, as I heard no complaint's. Thanks to Pat and Ken, Susan and Steve, Lyle, and my co-driver Alayne for attending. Bob was on his way but got turned back due to visiting guests. I am sure this won't be the last time that we will enjoy the River House Restaurant and Pub. I do hope the club continues to do a lunch or an event once a month as it is always great to get together with members, especially for myself being fairly new to Morgans. Everyone is a wonderful resource to keep my Morgan running well. Let's all get together next month and tip another pint to friends and Morgans. Cheers Chris B-T



(Steve Blake Photos)



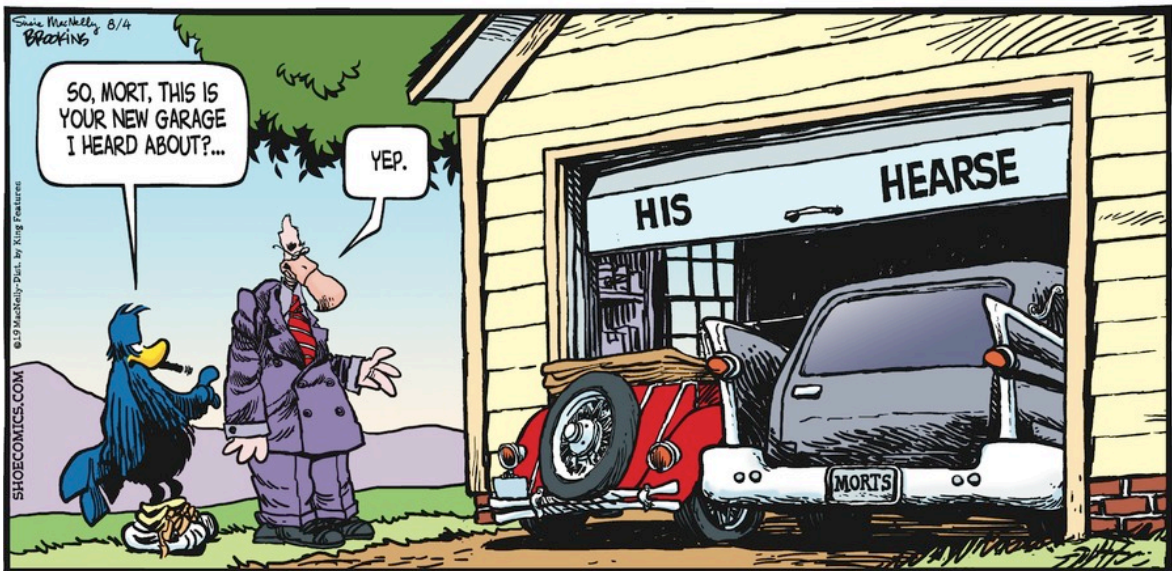
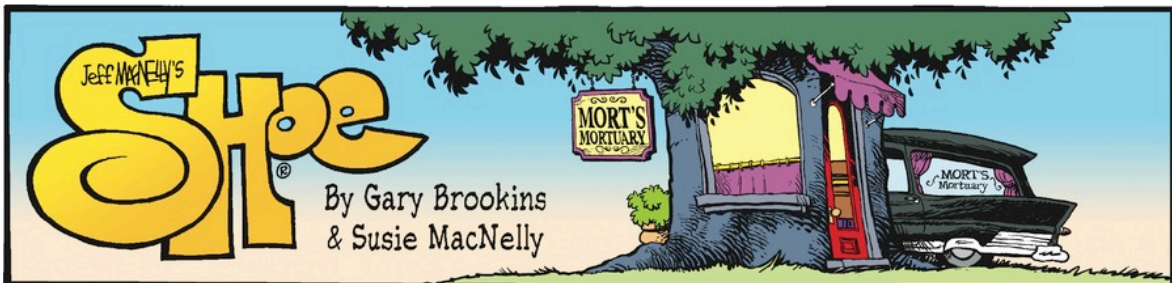
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August 2019



Three models of Plus 4 - Miles' DHC, Blake's 4-seater, Brunt-Thompsett's 2-seater.



Submitted by Bob Wadden and permission to use courtesy of Shoeniversal and Jeff MacNelly Archive

MOGWEST 2019

By Bill Button

This Spring, I drove to Sun Valley to co-host MOA VII with Lisa Holley. It was a fast trip, with a great dinner at the Pioneer with Lisa and the Fisher's. After this, I did Northern California's "Spring Mog". I had invited Tcherek (Bill Fink's step daughter) to be my navigator. Tcherek then invited me to go to MOGWEST as she was the Regalia Chairman.

My first goal was to drive to Brookings, Oregon on the coast just north of the California border. John Burks just bought a summer home there to escape the summer heat and smoke of Ashland. He had driven his Corvette-powered +8+ to Gold Beach for breakfast and back to Brookings on old Highway 101, a twisty road from yesteryear before Highway 101 was modified to take out the curves. There were lots of neat homes on the high hills and a Morgan road to die for! The next day, I was off to Bodega and the Fink's, where they fed me and gave me a room.

The following morning, Tcherek and I got a late start to miss commuter traffic and headed for the Golden Gate Bridge. Just across the bridge my +8 was overheating. We pulled off onto a residential street to cool down. Found a business district and Tcherek found water at a dentist office. Call your Dad! Bill asked me if the fan was working. No! It was not. Fix it! I did and we continued on to Nepenthe on the "Big Sur" for lunch and look at the ocean. It was crowded, but worth it. After lunch, we had a cool, fun run to Cambria. We were just in time for the MOGWEST traditional Friday night dart contest with plenty of drinks. Tcherek had brought her new dog, Sophie, and she did quite well.

Saturday was the Concours. I did not enter my +8 Bitsa. it was filthy and really not a Morgan for a concours. There was quite a variety of cars and the Morgans were stunning. There was a four-wheeled quad presented by Larry Ayers. Rare, with a two speed gear box and no reverse.

Sunday was rally time. Tim Waller was the Rally Master and he did a fantastic job of routing us on back roads to Moro Bay for lunch and back to the lodge at Cambria. We got off to a good start but overheated on the first very long hill. After stopping to cool down, we had time to make up. After missing a turn, I tried to pull a U-turn in the middle of the road and hit a Honda on the rear wheel. I did no damage to my +8 but slight damage to the Honda. Now we had much more time to make up. We drove through back roads and beautiful scenery to Moro Bay where we got Greek sandwiches and took a few pictures. I was out of gas, so of course, that put us all but out of contention. We did win the "Peach Fuzz" award.

Banquets are banquets and this was no different. Lots of fun and, of course, lots of laughs. It took 3 days to get home to West Seattle after about 2,500 miles total.

"I have now survived two Morgan club excursions with Bill Button in his delightful Itsa Bitsa. His Plus 8 shows the scars of having been driven, and driven a lot. Personally, I wouldn't have it any other way. When we hit a deep pothole, we just shrugged it off. When she breaks down, Bill inevitably fixes her and off we go again. When we have a fender bender, we take care of business and then get right back in the Rallye. I am very much looking forward to FlogMog with Bill in the Bitsa!" - Tcherek Kamstra





(Photos supplied by Bill Button)

Restoration of a 1958 Morgan Plus 4 - Part 7

By Phil Johnson

In the last instalment, I was fitting the dash with the rebuilt instruments, switches and a new glove box. The dash is now finished and installed in the car. It will, of course, have to be removed again for painting the car, but it all fits very nicely and looks good.

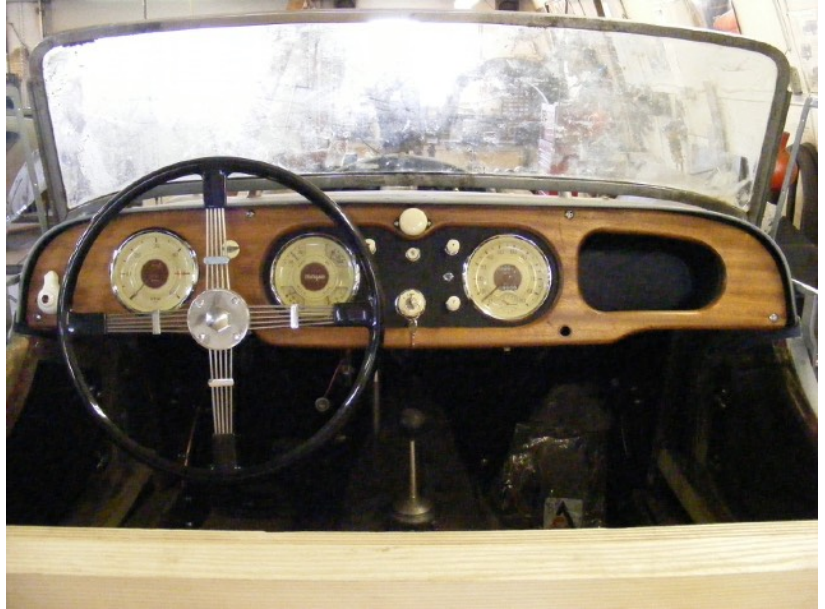
I replaced all the wood in the rear compartment as what was in there was pretty rough and not original. The upper seat back support was missing along with the end brackets so I fabricated these and fitted the adjusters with MG TC type wing nuts. I installed a new wood beam here, also. A battery access panel was fitted in the bulkhead behind the right seat base. Remove two screws and the panel lifts out.

The original seat bases were pretty rough so new ones were made just re-using the metal brace on the bottom. A new seat back was made from the original pattern and will be upholstered later. As you can see from the picture, the original seat is beyond salvage but will serve as a pattern for the new one. It might be usable for the initial test drive, but I wouldn't want to do drive very far on it!

Last item for the cockpit area was the sidescreen frames. The right frame needed considerable repair but it is now as good as new. It served as a pattern to make an opposite number for the left side.

The hood is now repaired and fitted to the car.

Most of the work was to address the fatigue cracks at each end of the hood hinge. I added light reinforcing plates on these corners, as I've used this repair to good effect on 'T' type MG's in the past. They suffer from the same problem.

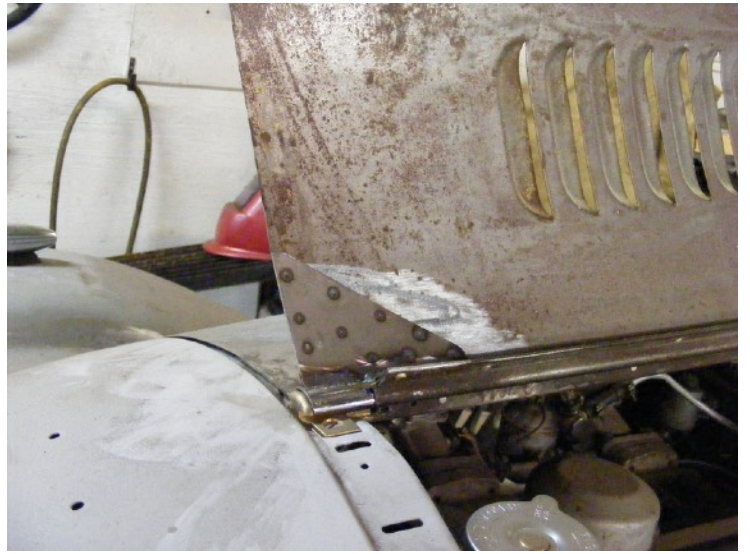


You can see in the picture, the surface rust which forms in a few days from the continual rain and humidity that we are experiencing this summer!! We only had about 10 days, here and there, with no rain! Not good top-down weather in this area this year. The hood and front fenders will have to go back to the metal cleaners and be primed right away. The rear fenders received this treatment and are now mounted on the car.

I've repaired the windscreen frame and it is going off to the plating shop right away for new chrome, followed by new glass. The engine comes out next, for whatever rebuild it requires.



(Phil Johnson Photos)



Spotted! - A New Style Corrugated Tonneau Cover





Dear Morgan Customer,

In 1909 the first Morgan 3 Wheeler entered production at Morgan's Malvern Factory. 110 years later, we are continuing to celebrate our most unique, exhilarating and attention-grabbing vehicle with the launch of savings on new orders of the Morgan 3 Wheeler.

For new 3 Wheeler orders placed between 1st August 2019 and 30th September 2019, Morgan will contribute £3,000 (plus VAT, where applicable) towards the cost of the car.

This offer applies to all 3 Wheeler models in all Markets.

Including this offer, the UK price of the Morgan 3 Wheeler is **£35,886 Inc. VAT**, before options and on the road costs.

This offer is available between the specified dates and whilst stocks last. Contact your Morgan Dealer for further information.

- Click [here](#) to be taken to the 3 Wheeler page on the Morgan Web site.
- Click [here](#) to locate your nearest Morgan Dealership.

Kind Regards,

Morgan Motor Company

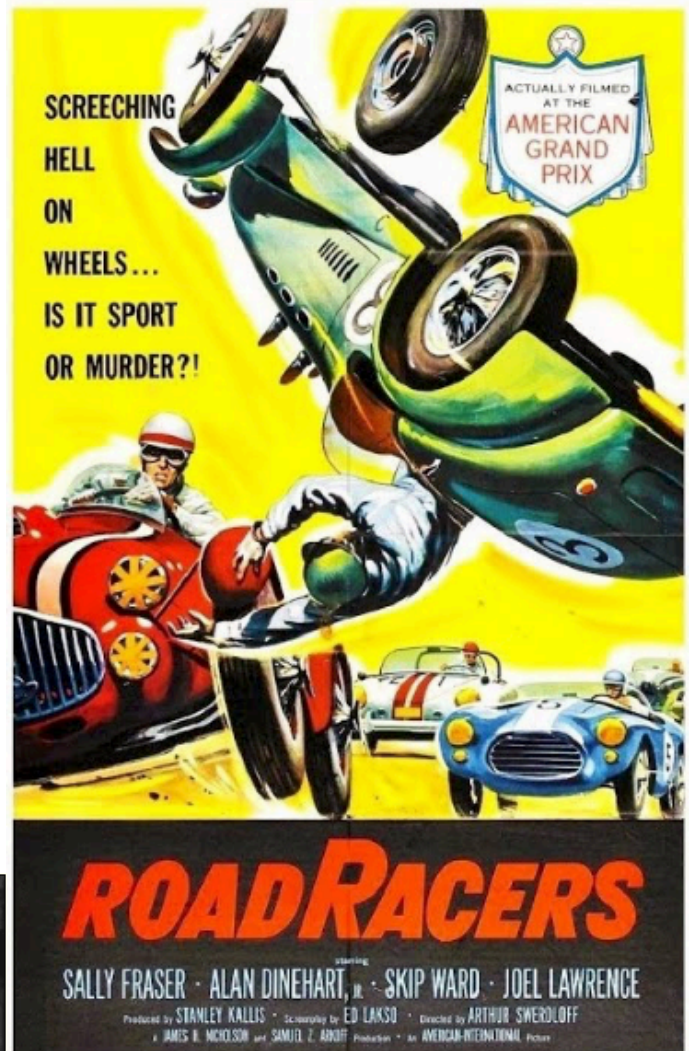
Morgans in the Movies

By Steve Blake

RoadRacers (1959)

Starring Joel Lawrence, Marion Collier and Skip Ward

This great movie from 1959 was directed by Arthur Swerdloff about car racing in the 1950s. The story is, today, very secondary to the cars in the show. The basic plot is the father of one of the racers blames him for the death of another driver, so he disowns him and supports a rival team. Forget the plot, even though the movie is well-acted, the cars are the stars. I was not able to find a full copy of the movie to watch but was able to watch a couple trailers and found several images of the cars. The movie was actually filmed at the American Grand Prix so rather than having amateur drivers doing the scenes, you actually have footage from the real race. It is so great to be able to watch cars such as Mercedes Gullwings and Testa Rossa Ferraris ripping around the track rather than just viewing them on the lawn at Pebble Beach or in a museum. Some of the cars racing around the track are Abarth Zagato, 1956 AC Ace, Arnolt Bristol Competition, Aston Martin DBR2, Ferrari 250 Testa Rossa, Ferrari 375 plus, Jaguar D-type, Lotus Eleven, Mercedes 300 SLR, Mercedes 300 SL Gullwing, Osca 2000 S, 1956 Porsche 356 A Speedster, Porsche 550 Spyder, 1958 Scarab Mk 1, and many other vintage cars including MGs and Triumphs. A great vintage movie!



1958 Morgan Plus 4, 4-seater



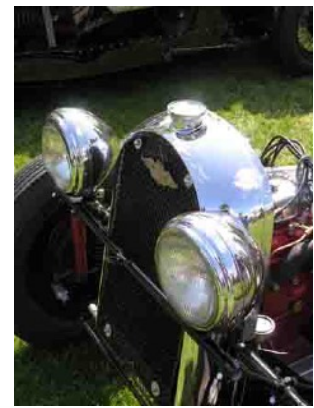
Ferrari Testa Rosa, Jaguar D-type

(Photos thanks to Internet Movie Cars Database)



Morgan Historic Register (MHR)

By Machiel Kalf



From time to time, there is contact between your passionate editor and myself. He knows very well that “news” concerning older Morgans isn’t easy to find. Don’t worry, I am not saying I bring you “The News”, but, till today, there is a lot overlooked.....and from time to time there are questions which shine a light on some subjects.

Sometimes, news is around the corner..... I had, by phone, a very nice conversation with the director of G.E.E. Ltd, in the UK, Terry Foxen. His company makes, for example, new chassis for your older Morgan, no matter what year, type or model. This time, conversation was on a different subject; brake drums for a +4. He told me that it’s very interesting to check them before you assemble the brakes on your car. The drums are made of cast iron. The final finish is done on a lathe. But, it could be that the outside of the drum isn’t perfectly parallel with the new surface of the inside. What that means is, if the inside fits perfectly, for example, the hub of the rear axle and it is perfectly centric with the axle, it could be that the outside doesn’t hold these same properties. The result is that the drum isn’t in balance. Even if your (wire) wheel is balanced perfectly, there could be an unbalanced part, (the brake drum) in a wheel section. The effect on the rear axle isn’t that big, but if you drive with a Morgan which was built before they started with the disc brakes, it could be the reason for a terrible “wobble” or vibration in the (front) suspension, even if the (wire) wheel is perfectly balanced.

How to balance a wire wheel?

Enclosed you will find a drawing that shows you how to support a wire wheel during the balancing process. The drawing “A” on the top shows you the right system. You see a conical part on the right that goes inside the wheel and on the left a conical part goes **over** the cone. This is precisely the way your wheel is fixed if you have it on your car. The cone on the left that goes **over** the wheel hub, does the same function that the centre wheel nut/ spinner does. The drawing “B” shows you the wrong way!! To balance the brake drum isn’t easy. That’s a job for you or a local technician.

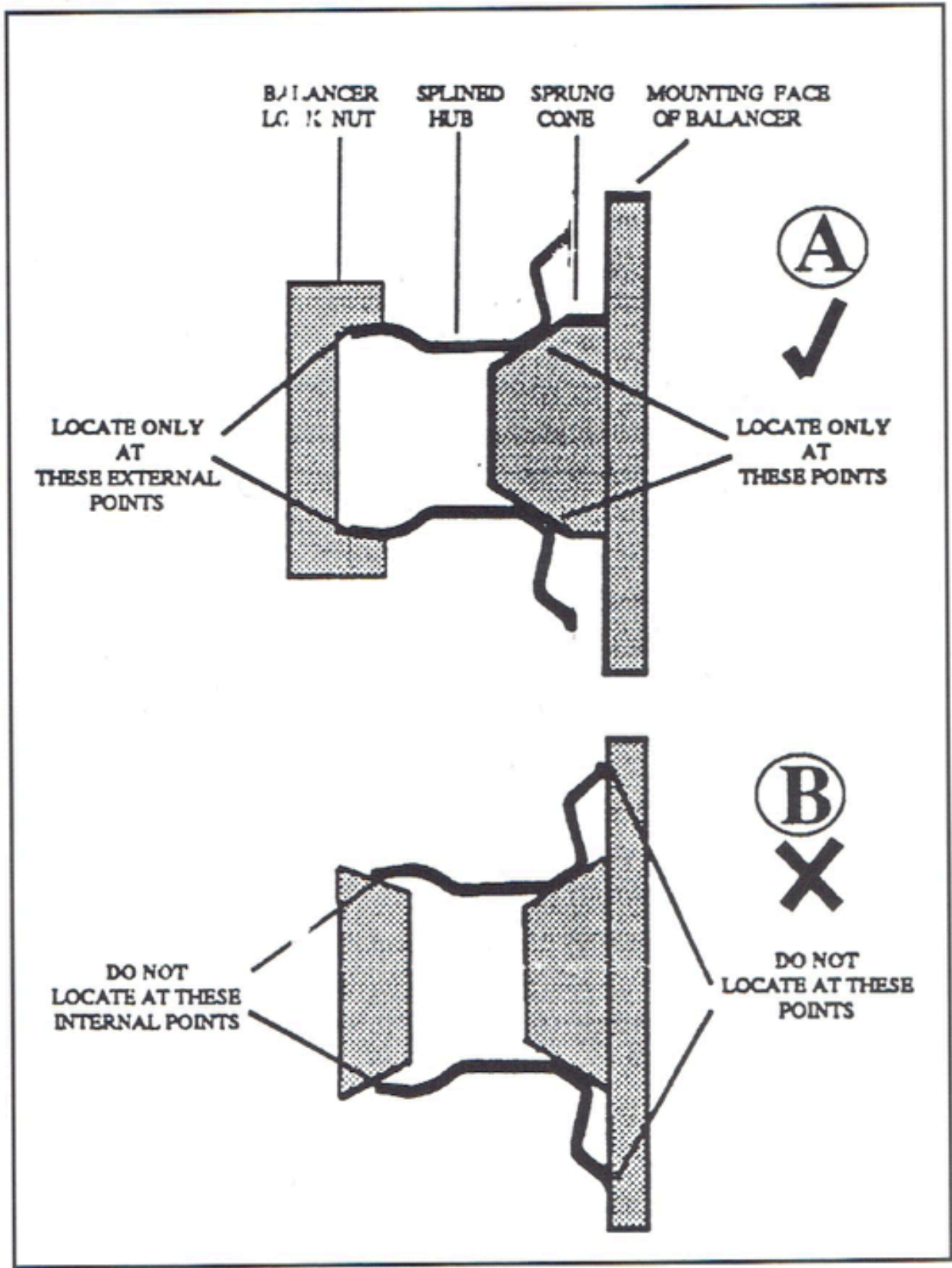
The Morgan Historic Register loves to help owners of older Morgans find technical solutions. Sometimes, there is a question that is difficult to answer and forces you to dig into old documents.

For example, there is a gentleman who is busy restoring his DHC. He asked us, "Do you know what the bags for the side screens look like?" To be honest, nobody in the MHR-team has ever seen bags for the side screens of a DHC. Did they ever exist? I remembered that I have a book, with the same dimensions as the Morgan Instruction books, with the title: 2 seater – 4 seater Coupé, “spare parts list”. Split up on the last two pages there is a list with “Tools”. No bag for side screens is mentioned. So, I/ we think this may never have existed. But very interesting, on the list with “Tools”, there are items like the Oil Can, Tool Roll, Grease Gun etc. In another Morgan book, titled, Plus 4 models and 4/4 Series II Models, the “spare parts list” is more or less the same as the first tools list. Has anyone ever seen a Morgan oil can? Or, what’s so special about the “Morgan” grease gun? Do you have one? Do you know what they look like?

I would love to hear from you with your answers to these questions and maybe with a question of your own.

Enjoy your Morgan,

Machiel Kalf, MHR-Team Leader, machielkalf@ziggo.nl



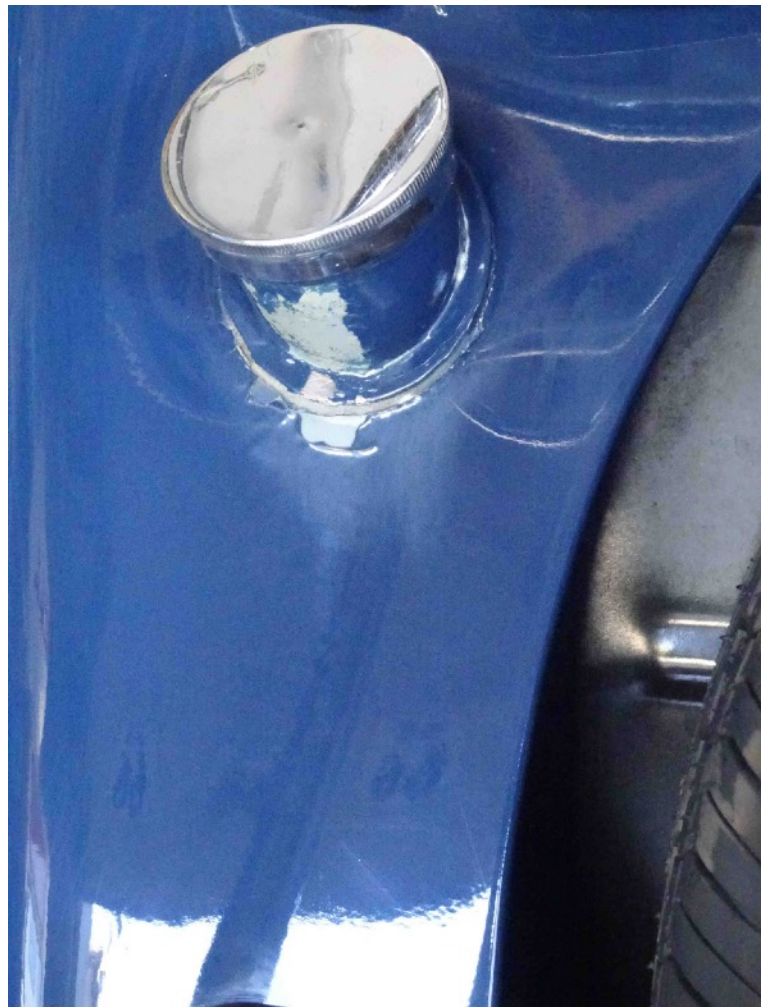
Tech Tip - Hot Day Warning!

By Steve Blake

You know the warning at the gas stations telling you not to overfill your gas tanks? They tell you not to fill after the nozzle clicks off the first time. In the Morgan that can be a problem as I often have the nozzle click off when it only gets a couple cents worth of gas in my empty tank. There can be too much back pressure from the pump combined with the design of the filler shape on the Morgan. It wasn't designed for modern pumps.

After a July drive, I filled my tank as usual and drove home. I parked the Morgan in the upper berth, on the hoist, knowing that I wasn't going to be using the car for a couple weeks. The heat of July came and that full gas tank became a problem. Gas expands in heat.

When I took the car down to use for our drive to the Fort Pub, I noticed that some of the gas had seeped out through the breather hole in the gas cap and dripped down the filler onto my paint. The filler paint chipped off and an area about 2 by 5 inches rippled from the gas. Now, it is back to the paint shop to have this remedied. That extra gas was expensive. Try not to fill your cars too full in hot weather.



(Photos and damage by Steve Blake)

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Fenders or wings in 2000



An early Aero 8 seen in 2002

(Steve Blake Photos)



MORGAN DESIGN MORGAN 3 WHEELER AR MOTORSPORT



Introducing the latest eyewear range from Taylor Morris x Morgan

The new Taylor Morris x Morgan A-GT frame is the second frame to be introduced by the two companies as part of their ongoing collaboration. Paying tribute to the outgoing Aero 8, the A-GT frame takes inspiration from classic racing goggles, whilst offering a more modern aesthetic.

Individual design details on the frames take inspiration from the flowing lines and fins witnessed on the Aero 8, whilst the colourways available offer a retro look, taking inspiration from Morgan's heritage.

Perfect for Summer, the new collection is available to purchase from the Morgan online shop now.



Website Report

By Tom Morris

Now it's time to begin all over again. The 2019 edition of the contest is open. The contest is all about encouraging members to get out to events, take a few snaps, and share them with friends. Our initial event of 2019 boasted 10 Morgans, which is not bad for mid-winter, so we're hoping that this year's entries will begin arriving soon. There's no limit to the number of photos you can submit, and remember, technical photographic excellence may have little to do with winning. Once again, it will be up to the members to pick the winner. They might opt for that perfectly composed, exquisitely lit shot that creatively optimizes depth of field and colour balance...or they might go for the one with the kitten.

Morgan Moments Snapshot Contest - 2019

The rules are much the same as last year, with a couple of clarifications. To qualify for the contest:

- **snapshots must have been taken at a Morgan Event***
- **snapshots must be taken by a club member or member of their family (grandkids all seem to have smartphones these days)**
- **snapshots must include some recognizable portion of a Morgan car**
- **digital correction/manipulation is permitted**
- **Members will cast their votes on-line at the end of the year**

*** A Morgan Event is defined as any organized event in BC with 3 or more PacMOG-member-owned Morgans in attendance OR any organized event outside the Province with even a single member-owned Morgan in attendance.**

Another thing we've been thinking about recently is a new page for the website. At some point we'd like to add more about the bygone days of Morganeeing in the local area. There are lots of stories to be told and history to be explored. Marv Coulthard did a wonderful job with his GB Sterne biography a few years ago, and we need to have more on the website about this founder of local Morganeeing. Also, many of our members and lots of the cars in the club have been active on the local Morgan scene for decades. I've heard great stories of MOGNW drives, events, and people of years past. All these things need to be explored and recorded, and the website is the perfect place to do it. Anyone who has comments or suggestions, please get in touch, either through the website or to my personal email (tomm8847@telus.net).

Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Sept 7	The English Car Affair in the Park (Saturday) plus Sunday drive/lunch	OECC - S. Island Branch	9:30-3, Govt House Victoria	Details at https://www.oecc.ca/sib/events/english-car-affair-in-the-park
Sept 6-8	Portland ABFM	PABFM	see link	http://abfm-pdx.com/2019
late Sept (TBD)	MOG 'n Platter lunch (& run?)	PACMOG	TBD	TBD
late Oct (TBD)	MOG 'n Platter lunch (& run?)	PACMOG	TBD	TBD
Nov 3	London to Brighton Commemorative Run	OECC	10am Delta Heritage Air Park, 4103 104 Street, Delta. Cost \$10 plus lunch \$23 pp +tx+grat at Adrians Restaurant Langley Airport— 5385 216 st. Langley.	More info TBD
late Nov (TBD)	MOG 'n Platter lunch (& run?)	PACMOG	TBD	TBD
Dec ?	Xmas party		TBD	TBD

111 Places in Vancouver Contest Run

Dave Doroghy is sponsoring a contest as you read in this issue's Dorg's Morg. We are thinking of having a run at some point to drive past several of the 111 Places allowing you to take a photo of your car. These photos can be submitted to the contest. We will not drive by all 111 Places! You can be taking photos ahead of time and after this drive. The book is a great one to have in your home for when guests come to stay. It shows numerous places that are off the beaten track and ones that have history or which you may not have been aware. The contest prize is an autographed copy by Dave which is priceless! Email Bob Wadden if you would be interested in us setting up this run, weather permitting. The contest will end on June 1, 2020.

bob.wadden@telus.net

CAR DISPLAYS • SWAP MEET • VINTAGE RACING

ADMISSION
\$10 PER DAY
UNDER 16 FREE
W/ ADULT

2019 43RD ANNUAL ALL BRITISH FIELD MEET

September 6, 7, 8, 2019



MINI COOPER

Featuring Special Guest:
"The Legend" Paddy Hopkirk



WWW.ABFM-PDX.COM

FACEBOOK.COM/ABFMPDX



We are delighted to invite you to the Seventh Annual Sea to Sky All British Rally!

Saturday September 21, 2019

You are invited to join one of the last British car runs before we put our beloved treasures away for the winter.

The rally will consist of a scenic drive from North Vancouver, along the Sea to Sky Highway, to the final destination of Whistler, BC. While taking your time to enjoy the views along the way, you and your co-pilot can also participate in a small rally questionnaire.

We will start the morning with coffee and donuts at 8:30am at Silk Cat Automotive, 1053 Churchill Crescent in North Vancouver. We will begin making our way through West Vancouver and up onto the Sea to Sky Highway 99. The first cars to embark on the scenic 120km drive will be at 9:30 am with the last car departing North Vancouver by 10:00am. Upon arriving at the Whistler Olympic Plaza, rally participants will be greeted by a welcome committee who will assist with parking all the British beauties. We will be displaying our vehicles in the Olympic Plaza for the day so that you can take a look at the other cars, enjoy some lunch, or even take a leisurely stroll around the village.

The car display portion of the Sea to Sky All British Rally will end by approximately 3:00 pm for those who would like to head back to Vancouver. The last car to leave the Olympic Plaza will be by 3:30pm.

There is some hotel information for those who would like to stay the night and enjoy a great meal with old and new friends in one of the many great restaurants Whistler Village has to offer.

Click here for more information:

<http://www.seatoskyallbritishrally.com/>



Fifth Annual

Southwest Idaho All British Field Meet 2019

Welcome to the SWIABFM 2019 information page. Here you will find everything you need to know about this unique two-day event and how you can be a part of it.

<https://www.swiabfm.org>



THRILL ON THE HILL

PRESCOTT HILL CLIMB

SUNDAY 11TH AUGUST 2019

CELEBRATING **110** YEARS OF HAND BUILT PRODUCTION

**Just one month to go until
TOTH19 at Prescott Hill Climb!**



Join the Morgan Motor Company for Morgan themed entertainment and celebration as we mark 110 years of the marque at Thrill On The Hill 2019.

Following the success and feedback of the 2018 event, TOTH will be returning to Prescott Hill Climb in Gloucestershire where visitors will have the opportunity to drive the famous hill climb in their Morgan.

Don't have a Morgan? Don't worry! We will be offering passenger rides in a factory car. We've just increased our allocation of passenger ride tickets,

Hello English car enthusiasts everywhere!

The South Island Branch of the Old English Car Club of B.C. presents the 25th Annual **English Car Affair in the Park** at **Government House, official residence of the Lieutenant Governor of British Columbia** on **SATURDAY, September 7th**. (Note the day is **SATURDAY**.) Registration for showing your English vehicle in the show is \$20 per vehicle with passenger (or passengers if a saloon) and **that includes one dash plaque while supplies last**. Additional dash plaques are available while supplies last at \$7.50 each.

This year's featured marque is **LOTUS**. All British cars are welcome whether restored, daily driver, refurbishing in progress or preserved! A bonus is the expected showing of the only Canadian entry in the 2019 Peking to Paris Rally!

Bring a picnic lunch or enjoy the on-site food trucks. Visit the Government House Gardens and Costume Museum.

NOTE: Enter before **SUNDAY AUGUST 15th** to be eligible for the next Prize Draw - **\$100 Ultimate Dining Card**.

Here is the link to the **ONLINE REGISTRATION FORM**: <https://www.oecc.ca/sib/events/english-car-affair-in-the-park> Online registration is strongly encouraged.

MAIL-IN REGISTRATION FORMS ARE DIFFERENT AND CAN BE DOWNLOADED HERE https://www.oecc.ca/sib/images/2019_Registration_Form.pdf These MAIL-IN forms must be **in the mail BEFORE August 31st**. **ALL REGISTRATION FORMS MUST BE RECEIVED BY WEDNESDAY SEPTEMBER 4TH**.

Saturday, September 7, 2018 We need to have vehicles in place by **9:30 AM** on Saturday, September 7th. Vehicles may not be removed until **3:00 PM**.

Advance registration is strongly encouraged so we can plan the parking. Please note that there cannot be any *For Sale* signs on vehicles and alcohol is not permitted on the grounds. Thank you for not smoking. Any pets must be on a leash at all times.

Saturday evening September 7th join us for buffet dinner at the Comfort Inn and Suites, 3020 Blanshard Street, Victoria. Advance sign up is encouraged – \$45 per person tax and tip included. (Cocktails at 6:00 and Dinner at 7:00.) Advance registration for the dinner is requested via the registration form.

Sunday September 8th – Join us for the **Sunday Drive to Lunch**. **10:30 AM sharp departure** from the Juan de Fuca Rec Centre parking lot at 1759 Island Highway in Colwood. A scenic interesting drive of 75 minutes ending at the **Axe & Barrel** 2323 Millstream Road in Langford. There is an area for minors. Please indicate on your registration if you will be joining us. That will help us with seating arrangements.

We do encourage advance registration online (hard copy registration form available on the Online Registration site to mail in if you cannot register online).

Online registrations must be received by **Wednesday, September 4th**. After this date, please register at Government House on Saturday by **9:15 AM**. (**subject to space available**) We do encourage advance registration online.

Food trucks will be on site or bring your own picnic lunch.

PRE-REGISTRATION STRONGLY ENCOURAGED. (REGISTERING IN ADVANCE ALLOWS YOU TO ENTER THE SHOW FASTER THAN DAY-OF-EVENT REGISTRATION.)

Do you need accommodation? The **Comfort Inn & Suites**, 3020 Blanshard St. offers a discounted rate of \$139 per night per room plus tax. This rate includes a hot breakfast. Contact the Comfort Inn (250-382-4400) and mention the Old English Car Club. Book before August 24 to take advantage of this offer from the Comfort Inn and Suites. Underground parking is available.



PLEASE JOIN US FOR THE 24th RUNNING OF THE ANNUAL
LONDON to BRIGHTON COMMEMORATIVE RUN
SUNDAY, NOVEMBER 3, 2019

On November 14, 1896, the British Motor Car Club celebrated legislation raising the legal speed limit from 4mph to 14mph with the Motor Car Tour to Brighton. Now known as the London to Brighton Veteran Car Run, the event continues to the present day and OECC's Vancouver Coast Branch has been celebrating it since the hundredth anniversary in 1996.

START: Delta Heritage Air Park, 4103 104th St., Delta.

COST: \$10.00 Registration
(Registration fees will be donated to the Delta Hospice Society).

*Optional London to Brighton Plate (per header above): \$10 ea.
Optional Run patch: \$10 ea.*

REGISTRATION TIME: 10:00 am.
FIRST CAR OUT: 11:00 am.

DESTINATION: Adrian's Restaurant, Langley Airport, 5385 216 St., Langley City, BC
CONTACT: Malcolm Tait (604 -224-0938) mbtait44@gmail.com

Delta Air Park – directions: located at the foot of 104 St. Delta, adjacent to the dyke. Access from Hornby Drive.
Google: Delta Heritage Air Park.

(Steve Blake photo from 2018)



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 2012 Morgan Aero SuperSports sold for US\$110,147 at Silverstone Auctions on July 28, 2019.



This 1960 Morgan Plus 4 did not make reserve on August 17, 2019 at the New England Auto Auction, at Owls Head.



This 1966 Morgan Plus 4 sold for US\$17,920 at Bonham's Auction on June 2, 2019.



This 1961 Morgan 4/4 sold for US\$29,120 at Bonham's auction on June 2, 2019.



This 2003 Morgan Plus 8 sold for US\$54,880 at Bonham's auction on June 2, 2019.



This 2015 Morgan Aero SuperSport was bid to US\$125,022 but did not make reserve at Sotheby's Auction on June 2, 2019.



This 2003 Morgan Plus 8 was bid to US\$47,750 but did not make the reserve on BaT on August 8, 2019.



This 1978 Morgan 4/4 was bid to US\$26,500 but did not make the reserve on BaT on August 14, 2019.



2017 Morgan 3-Wheeler with custom trailer sold for US\$48,500 on BaT on August 20, 2019.



This 1950 Morgan 4/4 was bid to US\$17,500 but did not make the reserve on BaT on August 26, 2019.



PACMOG Marketplace

1. Ads are free to members, others \$25 and up (contact editor for a quote)
2. Let editor know if you wish to re-run the ad
3. Must be submitted by first of month of publication unless by agreement with the editor.

1956 Plus 4, 4-seater

Cream with brown fenders, TR3 engine \$40,000 obo

The Morgan is presently enjoying a total inspection/renovation by a very experienced mechanic. Soon we will have a more detailed report available. And the mechanic will be pleased to discuss and answer questions.

Briefly, the Mog is a 1956 Plus four, totally restored about 4 to 5 years ago and very little used since! It has had one-owner status since 1966. It will soon be offered for questions/inspection to serious enquiries.

Contact Tony Hoar tonyhoar@shaw.ca

1957 Morgan 4/4

We are asking \$38,000.00 for this well-maintained, British Racing Green Morgan with black fenders. It has always been kept indoors. This right hand drive 1957 Morgan 4/4 has the 1600 cc Ford Cortina engine. It has a new battery and soft top. It was completely restored by the previous owner and well maintained after that. There were only 75 of this car model made in 1957. She's purely precious, a show stopper!!! Contact Sharon Robinson at storeyum@hotmail.com for more details.



1966 Morgan Drophead Coupe

The car was purchased after a full restoration was done in early 2000. Since then I've redone the upholstery in red leather and transmission in black. Replace old wire wheels with chrome wire wheels and Morgan knock offs. Car has new SU carbs and alternator conversion. The rear suspension was converted to the new Morgan shock set up. Lights were all converted to LEDs and brake light in the spare tire was added. Car shows well and has won awards at various British car shows. Only 500 drophead coupes were made in the 30 year period. Other information and pictures available on request. Contact Bob McDiarmid at 604-539-4636 or rjmcd@telus.net



PACMOG Regalia

Contact Brian Nixon for any regalia requests nixon.b@outlook.com

Let the world know that you're a proud member of the Pacific Morgan Owners Group



On the car or on the mantelpiece, this beautiful high quality enamelled grill badge adds a touch of class.

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



Whether it's on your cap, shirt, or jacket, this lovely embroidered fabric iron-on patch tells the world you're a Pacific Morganeer

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990.

Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it.

We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

Martin Beer & Stephen Beer

933093 Airport Road
Mona, ON L9W 6C7

cmcmogrbc@gmail.com

905-857-3210



Steve Sillett

Delta Location:

Unit 2, 6455 64th Street
Delta, BC V4K 4E2

Vancouver Island Location:

9709 Youbou Road
Youbou, BC V0R 3E1

604-530-1433

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autobauercanada@gmail.com

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Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2019 Membership Application (Please print in block letters)

2019 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

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 have more than two!

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

Member's names, addresses, telephone numbers, email and Chassis/VIN numbers are published to other PACMOG Members in the Roster. You may opt out if you **DO NOT** want your information published by checking the box.

