



The Morgan Link

Vol 4 No 8 The Magazine of the Pacific Morgan Owners Group December 2019

Wishing you a Merry Christmas!



From the Editor's Desk...

The Morgan Link will be continuing for the next year. That is the good news for our club that was emailed to members after the last executive meeting. I look forward to publishing a magazine once every two months unless I get deluged by articles, in which case I will happily do an extra issue or two. Remember, it is a club magazine and we need your input to make it a success.

Sadly, many print magazines are disappearing. I received my last copy of Autoweek dated November 4, 2019. They will no longer print a magazine but will continue online with a website. National Geographic Traveler followed one week later and let us know that they will no longer print a magazine. Times are changing.

This issue is packed with interesting articles. Lloyd and Treacy Reddington have written an adventurous article on their trip in their 1927 Nash roadster on the Himalayan Rally. Alistair Crooks has written an interesting perspective on the electric car. Vern Dale-Johnson has two articles, one on how to install a hidden lockable compartment in your Morgan and the second article is Part 1 of a four part series on preparing your car for a long journey. In addition, Pat Leask has brought to our attention a change in policy with the Washington sales tax that will allow us to reclaim tax paid and Machiel Kalf has written about an amazing 1955 Morgan Plus 4, 4-seater DHC. Dave Doroghy has written Part 3 of the wooden bicycle story.

I am always amazed at the variety of articles and ideas that arrive in my inbox. Keep them coming! I am sure there are lots of Morgan projects going on, let me know what you are doing and we can spread the information to the members.

Susan and I will be off on our 3rd of 6 trips this winter. We plan to dodge as much of the cool weather as possible! Please be patient if we don't answer your emails in a timely fashion. We will wish you a Merry Christmas from Cambodia as we float down the Mekong River into Viet Nam. We wish you peace and happiness for the season and all the best for 2020!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

December 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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Chair Report - December 2019

By Tom Morris

First of all, I'd like to wish everyone in PacMOG a Merry Christmas, Happy Hanukkah, Wonderful Winter Solstice, or whatever else you may be celebrating at this time of year, and all the very best in 2020.

This is a time of year when the Morgans tend to be tucked away awaiting the warmer salt-free days of springtime. Our thoughts tend to drift toward the glories of next year, and we begin to make our plans. Some of those plans may be around repairs or upgrades to our cars and some might be for drives we'd like to do in the coming season. For PacMOG board members and administrators, it's a time to contemplate how the club can best serve the membership in the coming year. Many of the people involved in those positions have been in place for several years now and feel that it's time for new members to step up to take PacMOG to the next level. New energies and new ideas are needed to keep the club active, interesting and moving forward. With that in mind, I'm asking each of you, whether long-term members or relatively new, to consider how you can help accomplish that. To paraphrase U.S. President John Kennedy: "Ask not what your club can do for you, ask what you can do for your club."

Before you all rush forward to volunteer, maybe a bit of review is in order. The board is presently made up of seven members, although that is subject to change from time to time. The elected positions are Chair, Vice-Chair, Treasurer, and 4 Directors-at-Large. The Chair moderates all meetings, the Vice-Chair acts in the Chair's absence, and the Treasurer looks after all things financial. Beyond that, all board members hold equal decision-making power and all decisions are made by the board as a whole. The board meets, either in person or on Skype, 2 or maybe 3 times a year and other routine business is handled via email or through telephone conversations.

As well as the elected board positions, there are several administrators that are appointed by the board. These include Secretary, Morgan Link Editor, Island liaison, Membership, Communications, Events-Coordinator, Webmaster and others as required. Administrators fill vital roles but do not hold a vote on the board, unless, of course, they are also elected board members.

Fortunately, Steve Blake has agreed to stay on until the end of 2020 as the Editor of the Morgan Link, but I think many of the others presently serving the club will be stepping down at the AGM in May. It is therefore critical that new people come forward to take on these roles. I must stress here that this is a simple passing of the baton and does not reflect any dissension or dissatisfaction within the board or the club. Quite the contrary in fact. Every motion put forward by the board over the last 2+ years has been carried unanimously, and we are very proud of that fact. It doesn't mean there hasn't been disagreements, there has. In fact, quite lively at times, but in the end, we have always managed to come to a consensus. (continued on P.4)

PACMOG Directors

Chair, Webmaster -
Tom Morris

tomm8847@telus.net



Vice Chair, Events,
Communications -

Bob Wadden

bob.wadden@telus.net



Treasurer – Pat Miles

pat_miles@hotmail.com



Island Liaison –

Jane Cowan

janecowan@shaw.ca



Membership, Regalia -
Brian Nixon

nixon.b@outlook.com



Events helper
Ken Miles

kengmiles@telus.net



Inter Club Liaison
Steve Hutchens

sphutchens@gmail.com



Chair Report (cont'd from P.3)

It is critically important that we have some new people come forward to fill these roles. None of them are terribly demanding but they must be filled if the club is to continue. Please give some serious thought as to how you can help keep PacMOG active and thriving.

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Welcome to New Members!

David and Annamarie Beardsell
1970 Morgan Plus 8

James Battison
1962 Morgan Plus 4, 4-seater

Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake

Editor - Steve Blake

Cover Photo Credit:

The cover this month is a Christmas card that was found on the internet, suitably edited for us. Happy Holidays!

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, Phil Johnson, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, Ron Fermont, James Gilbert (Morgan Motor Cars), Valentin Tanase, Alistair Crooks, Vern Dale-Johnson, Lloyd and Treacy Reddington, Bill Button

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

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The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

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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.

PETER MORGAN: A CELEBRATION

Today, November 3, 2019, marks 100 years since the birth of Peter Morgan. Son of the company's founder, HFS, Peter worked for Morgan for more than half a century, leading the company as chairman for most of that time, before his passing in 2003. A natural engineer and modest man, he was adored by all who were fortunate enough to know him. We look back on some of his most defining moments...



Single-minded focus

Peter became famous for his appearance on the BBC TV programme *Troubleshooter*, in 1989. In the series, boss of chemical firm ICI, Sir John Harvey Jones, would visit companies and suggest improvements. Peter, along with his son Charles, rejected Jones' advice to modernize and increase production. Morgan continued to thrive, while ICI ultimately failed. It was an insight into Peter's determined nature, and it's in a large part his respect for tradition that has made the company what it is today.

Earlier in his career, he had been approached by Rover, which had tried to buy Morgan. He rejected the offer, but managed to turn the situation around to his advantage. He agreed a deal to purchase Rover's new aluminium V8 engine, which was fitted to the Morgan Plus 8.

(Article and Photos courtesy of Morgan Motor Company)

Behind the wheel

Not only was Peter a successful businessman, but a talented racing driver, too. In 1938, he raced a 1122cc Coventry Climax 4/4 at Brooklands, averaging an incredible 81mph. The same year, he won the 10hp closed class in the RAC International Rally and, following WWII, won the team prize and came second overall in the 1951 event.

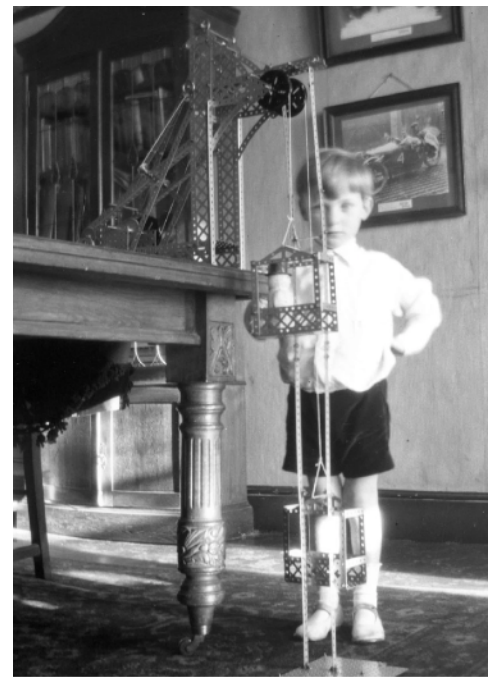
A man of the people

Despite shying away from attention, Peter treated all his customers and employees in a way that earned him great respect.

In 2000, a customer enquired about the Aero 8, three months before it was due to be unveiled at the Geneva Motor Show. Chris Lawrence, the project lead, decided to lend it to him for the weekend. When Peter discovered this on the Monday morning, he immediately went to visit the customer and find out his thoughts.

Peter would give up his time to come to Morgan owners' club events on a Sunday afternoon and present the prizes. In fact, on one occasion even took part in the driving event himself in his own personal Morgan Plus 8.

It's thanks to Peter's steady hand on the tiller through turbulent times, as well as his push for sales in export markets, that Morgan has continued to this day, 110 years since it was founded. But, more than the admiration he earned in the industry, it'll be his warm personality for which he'll never be forgotten.



The Black Sheep Mog 'n Platter

By Steve Blake

Bob and Alexis Wadden have sold their house and are moving to South Surrey! This is great news as they will be closer to us and will see a lot less rain than in Maple Ridge. However, they are leaving behind one of their favourite pubs, the Black Sheep Pub. They thought it would be a good idea while they were still living there, to have us join them for lunch at this auspicious watering hole.

On October 28th, Morgans set out for the slightly less than an overnight journey to the outer reaches of Maple Ridge. Arriving in Morgans were the Bob and Alexis Wadden, Ken and Pat Miles, Chris and Alayne Brunt-Tompsett, and Bob McDiarmid. Steve and Susan Blake arrived in their Porsche as their Morgan was in the shop.

It was a great driving day as we were still being treated to the beautiful, sunny Autumn days. The Black Sheep food was exceptional and we all decided that we would visit again even after Bob and Alexis complete their move. Chris was the lucky one to be served last thus gaining him loonies from the rest of the group.

Watch your emails for notification of the next Mog 'n Platter!



The Morgan Link





It is time to re-new Memberships!

Please, send your \$10 dues to:

**Pat Miles, Treasurer
15410 Kildare Drive
Surrey, BC V3S 6B9**

Jane's Birthday Celebration

(Bill Button photo)

The OECC's Annual London to Brighton Commemorative Run

By Steve Blake

This year was the 24th running of the London to Brighton Commemorative Run. I started doing the runs on the second year, in 1997, when it was called the Ladner-Bellingham run. These runs continued for several years until the border became more of a challenge to cross. Old British cars don't like sitting in lines so they overheat to show their dismay. I have completed 19 runs missing only when we were out of town on holidays. It was very heartening to see the number of first-time entrants this year, 79 cars registered with about 150 driver/navigators.



The OECC committee are to be thanked for their great organization. The relocation of the start last year to the Delta Heritage Air Park proved to be popular, as we were able to look at some of the old airplanes parked on the grass runway and taxi-ways. This year's finish was at Adrian's Restaurant where we had a delicious buffet lunch which also proved to be very popular. Ninety people were in attendance for lunch. There was lots of food and we were well looked after, such an improvement from the last couple years at a different venue.

We also must thank the committee for providing coffee, tea and treats at the start. Nice touch!





Club Member's cars

Top left - Morgan of Miles, Brunt-Tompsetts and McDiarmid

Top Right - Morgan of Waddens

Right - Austin Healey of Blakes

Bottom Left - Morris of Morris, Ford Anglia of Collis

Bottom Right - Mini Traveller of Hutchens



(Photos by Steve Blake)

The London to Brighton Commemorative Run is done on the same day as the Royal Automobile Club do their London to Brighton run in the UK. Theirs is for cars built before 1905. These can be any make of automobile. While we allow newer cars, what we can be proud of is that they are all British! OECC President Alan Inglis brought us together for a driver's meeting after which our very own Lord Winchelsea read the proclamation followed by the symbolic tearing of the red flag. The red flag in itself was symbolic of the imposed speed limits that were repealed that limited cars to a speed of 2 mph in town and 4 mph on highways.

Lord Winchelsea's proclamation was,

"Ladies and Gentlemen, we are gathered here today to celebrate yet again the triumph of common-sense over ideology.

As you all know, in 1865 the British Parliament enacted the now infamous "Locomotive Act" which, among other things, imposed severe speed limits for self-propelled vehicles on the public roads of Britain: 4 miles per hour in the country and 2 miles per hour in town. And to add insult to injury, the said self-propelled vehicles had to be preceded by a person on foot, at least 60 yards ahead, bearing a red flag.

This "Red Flag Act" (as it was called) was thankfully repealed on the 14th of November 1896 and a drive was organized from London to Brighton to celebrate the event. My illustrious predecessor, Lord Murray Edward Gordon Finch-Hatton, 12th Earl of Winchelsea and 7th Earl of Nottingham, gained well-deserved immortality for his symbolic ripping apart of a red flag to celebrate this small but significant step towards freedom of movement and the enjoyment of our vehicles. The commemoration continues even today. At the last count, there were over 400 motor vehicles registered for the London to Brighton Rally in England this month, all of them built before 1905; at least five of them were made between 1894 and 1896, old enough to have been able to take part in the original run.

Now, how many of them actually start the run, and how many of them actually manage to finish up in Brighton is, of course, another matter. The important thing is what they are commemorating, and what we are celebrating here in British Columbia: that is, resistance to the pseudo-liberal secular puritanism that is insidiously encroaching upon our lives as motoring enthusiasts!

And so, Ladies and Gentlemen, without more ado, let us undo this Red Flag yet again!

Ladies and Gentlemen, start your engines!"

After the proclamation and the tearing of the red flag, the participants gathered for a group photo and then we were off to our cars for the start of this historic run.

The drive basically followed the route set last year with a tweak or two to save us from crossing a busy highway and to get us to the new finishing point at Adrian's Restaurant at the Langley Regional Airport. From what I could see, there were no mishaps and all the cars made it from start to finish. We started off in the fog and were back in sunshine within the first few kilometres. It made for a nice top-down day, sunglasses and flat caps!





While we enjoyed a foggy start but a nice sunny, cool drive, Lorne Goldman shared the following photos he took from a previous true London to Brighton run that he watched in 2009. Lorne says that after the run, they were able to escape to a nice pub with a fire burning in the fireplace and enjoyed a pint with a steak and kidney pie!



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Thanks to Lorne Goldman and GoMoG for supplying these great photos!

Driving Over the Top of the World - Part 1

By Lloyd and Treacy Reddington

As we shivered inside our four seasons sleeping bags, sleep was impossible despite four layers of clothing, thick socks and a woolly hat. Condensation inside the tent made the outside of our cocoons cold and wet. Our decision to participate in the Trans Himalayan Adventure and to camp high on the Tibetan Plateau suddenly seemed misguided. This was a truly tough event.

Two years earlier we had signed up to join a small group of classic car enthusiasts and drive from Chengdu, China to Kathmandu, Nepal, a journey of over 5000 kilometres across some of the highest mountain passes in the world. Most of the participants were experienced rallyists, having previously competed in the Peking to Paris Rally, though for some like Jamie and Ed in their 1930 Rolls Royce, this was their first event. Other cars included a 1925 Bentley Super Sports, a Rolls Royce Silver Ghost, a triad of Jaguars, an XK120, an XK150 DHC and a Mk 2 Saloon, two Alvis 4.3L's, a 911, a Mercedes 280SL and our 1927 Nash Roadster, alongside a bevy of Land Rover Defenders 4WD vehicles not being excluded.

Our adventure began in Chengdu, the Szechuan capital and home to the largest Panda sanctuary in the world. Three days earlier we had flown from Canada to Shanghai and then taken the bullet train to the starting point. Construction cranes punctured the skyline as we sped by. The first three days in Chengdu were fully occupied taking delivery of the car, repacking the trunk, obtaining our Chinese Driving Licences and Car Registration. Next the cars had to be inspected. Were the lights working, horn functioning, fire extinguisher present, medical kit stowed, warning triangles carried, and turn signals flashing? Then came the lectures. The Rally Doc talked about the risk of Altitude sickness, distributed Pulse Oximeters to monitor our Oxygen saturation and advised on when to start taking Diamox, a preventative treatment for Mountain sickness.

Distribution of the GPS units and route books, full of tulip diagrams followed, along with instructions from Kim Bannister, the Route Designer, on how to find the track. He also informed us that the original route planned was impassable due to heavy snow but that an alternate route to Zhada in Western Tibet had been identified. On the last night in Chengdu we went to a restaurant featuring a floorshow of Chinese acrobatics and a female performer who amazed us with her manual dexterity in casting provocative shadows!



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The next morning we were up early. The skies looked leaden. The Nash had overnight developed a flat tyre, the cause was never determined. Changing the wheel in the humid underground car park was a rude awakening to the challenges ahead. By 9.00 o'clock we were lined up outside the Shangri La Hotel being flagged away by Liz Wenman, the Rally Director. As we drove through the outskirts of Chengdu, a city with a population of 16.5 million, the skies opened and a deluge of biblical proportions commenced. The only relief from the teeming rain was found in the many tunnels bisecting the hills surrounding the city. Having no de-mister Treacy was kept busy clearing condensation from the windscreen and tracking the route.

The organizers had repeatedly warned us that the first three days of driving would involve many long climbs up to the Tibetan plateau. Their concerns were well founded. The continual grind of rounding hairpin bends and climbing higher and higher into thinner and thinner air began to take its toll. Three cars were soon out of the running. We noticed that the Nash, we call her Ruby, was losing power. More and more often we had to drop down to first gear. Crawling along in the wake of one of the many, many trucks labouring up the mountain was a nightmare as we lost all momentum. Finally Ruby succumbed. She refused to go any further.

Luckily, Rudi, a fellow participant driving a Land Rover, was soon on the scene. A tow rope was attached and we sailed up the final ten kilometres to the summit at 4690 metres. We realized that the engine was running too rich fouling the spark plugs with carbon. We needed to reduce the proportion of fuel to air.

Examination of the carburetor showed a control to lean off the mixture. Once dialed back, the power seemed to improve and the exhaust fumes were less black. From now on, no incline would defeat us.

At last we could enjoy the snow capped vistas and photograph the prayer flags adorning the cairns at the top of each pass. Yaks sporting shaggy coats wandered across the road. Glacial blue lakes, some still frozen over, reflected the bright sunshine. In the thin air, any exertion caused laboured breathing and a feeling of exhaustion. On the third day, we formally entered the Tibetan Autonomous Region, part of China since 1962. At 1.2 million sq. kms., Tibet is twice the size of France. The road paralleled a deep ravine with a fast flowing river which had undercut large chunks of the tarmac. Heavy equipment was scattered for miles along the route repairing the damage. We very slowly trailed along through the mud and over the ruts interspersed with long delays. As bulldozers dredged the stream bed and concrete trucks disgorged their loads with no concern for the fish habitat that was on display. The frequent holdups frustrated many local drivers who surged ahead in their 4WDS at every opportunity. It was a long slow day.





Tibetan culture is steeped in Buddhist tradition, prayer wheels and stupas bedecked with flags grace every village. The oldest Buddhist monastery founded in 775AD is at Samje. Whilst climbing the hill to view this venerable institution the car began to struggle and clatter. We crawled into the town square. Once again Rudi was on hand. The clatter had to be investigated. The rocker cover was quickly removed revealing two broken rocker arms. It was a miracle that Ruby had managed to ascend the mountain in that condition. Luckily I had two spare rocker arms with me. Present only because I had suffered a similar mishap years ago. The mechanics set to. The new rocker arms were quickly installed. But there was a problem, a ball bearing sitting at the base of one of the push rods was missing.

By now a crowd, including the omnipresent platoon of Chinese policemen, had assembled around the car watching the mechanics strip the engine. An enterprising officer realized our dilemma and disappeared into the town soon reappearing with a perfectly proportioned ball bearing. Just what we needed to complete the job! The engine was quickly reassembled, the timing adjusted and with fingers crossed the starter engaged. The engine sprang to life to the delight of the

crowd and applause all round. My only regret was that there was insufficient time to visit the oldest Buddhist monastery in Tibet, a place frequently damaged by fires, earthquakes and civil war including the Cultural Revolution in the 1960s, but always rebuilt and enhanced after each round of destruction.

Part 2 will be in the January/February edition of the Morgan Link.

(Photos taken by
Treacy and Lloyd Reddington)



Long Distance Touring - Part 1

By Vern Dale-Johnson

It does not take long during my discussions with other Morgan drivers for the topic of long-distance touring to be raised. Often this is from owners of older (1950's – 1970's) Morgans who can't believe I (and many others) have often taken multi-month tours of many thousands of miles / kilometers in a Morgan. My list includes two full coast-to-coast Morgans over America (New Orleans to Nova Scotia in 2000, San Francisco to New York in 2005) tours, Morgans to New Zealand 2004 tour, with touring between these major events of over 3000 miles (5000 km) per year from 1990 through 2019. These trips, the majority

taken in a 1966 +4 4-seater (we liked to room) but some in a 1978 +8, and more recently in our our current 2010 Roadster, have not been without trauma. On the 2000 MOA (66 +4) we did drop an oil cooler line and fried most of the main and conrod bearings, and on the 2005 MOA (66 +4) we developed a stress crack in the oil pan but by and large the tours were issue-free and enjoyable. What made these trips enjoyable were modifications to make our +4 both comfortable and reliable. Over the next few issues of the Morgan Link, I'll discuss these mods and give you some hints on how to make the changes yourselves.



First, I'd like to recommend, for those who enjoy working on your own Morgan, two publications. Although these publications primarily relate to 4-cylinder models from the 50's through the 70's there are enough hints in them to make them invaluable to owners of all 4-wheeled Morgans. Both are available from David Crandall a Morganeer who took on the publishing and distribution activities from the authors. Dave can be contacted via email mogdriver@gmail.com or davidc@thenetworkinc.org . If you need an address, give me a call (02) 9527 4818.

Fred Sisson's "Morgan Bedside Reader". Revised and expanded from my early example of this book you'll find 260 pages of wisdom, hints, improvements, diagrams, and sources of parts from Fred and other Morgan owners who have actually done the work and created the modifications. This book (reference MOG-101) is in 8.5 x 11 inch format. Price is US\$50. Contact David for shipping costs. David does accept Visa to make the purchase easy

Gary Bell's "A Yank in Malvern" is a 169 page tome (reference MOG-103) in 8.5 x 11 inch format. Again full of hints, improvements, diagrams and modifications. Price is US\$40. Contact David for shipping costs. Again, David accepts Visa to make the purchase easy.

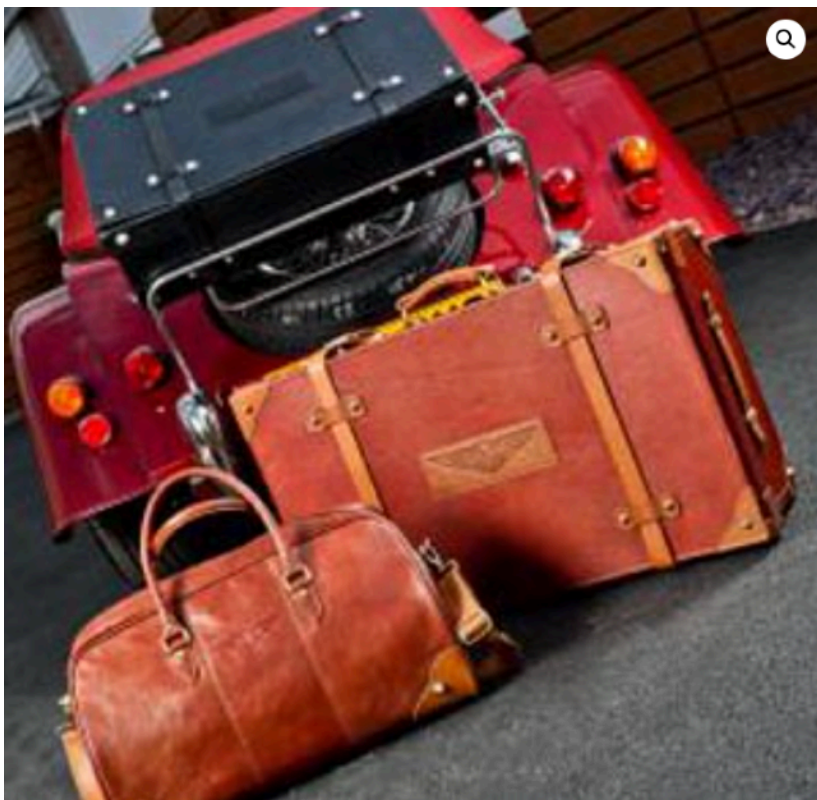


Topics I'll cover (with the help of extracts from Fred's and Gary's books) over the next few issues include:

- λ Suspension modifications for touring comfort (springs and shocks)
- λ Steering modifications (Burman to Gemmer conversion)
- λ Wheels, Tyres & brakes
- λ Generator to Alternator conversion
- λ High torque starters
- λ Radiators / oil coolers
- λ Oiling system
- λ Seats & interior trim
- λ Weather equipment
- λ Modifications of a 4-seater for touring without a luggage rack.

Today let's talk about springs and shocks. Richard Rogers talked about the back suspension mods to a 4-seater in his article published in the August 2007 Ear (Ed. Note - the Morgan Ear is the magazine of the Morgan Owners Club of Australia) – well written. We used the Rutherford shock conversion with Koni's but added a change in the rear spring set – from 7 leaf to 6 leaf making a world of difference – no more crashing of the axle on the frame! The change in springs is not in either of the manuals. In 1996 when I did my conversion I received a hand-written note directly from Dave Rutherford – discarding the 5th leaf (3rd shortest) and cut leaf 3, 4, and the old 6 to approximate the 6-leaf sets used in 2-seaters. Of course, if you are starting with a 2-seater the spring issue is different (as is the conversion kit)!

For the front suspension, the key is to have good kingpins. Here I refer you to Fred's manual – reproduced with permission. If you are doing a kingpin refit consider replacing the “dampers” - those flat steel plates between the kingpin and frame – with John Sheally's roller bearing conversion (available locally from MOCA member Roger Shawyer). When doing a conversion to roller bearings you will want to include a steering damper (available from another MOCA member Tony Heard). More details on these conversions will be discussed in my “steering” discussion.



This is part 1 of a 4 part series.

Part 2 will be in the next edition.

Photos from the Internet

Challenges in Store for the Electric Vehicle Revolution

By Allstar Crocks

The Tesla Model S entered the automotive firmament in 2012 and your sceptical scribe had the good fortune to drive one 6 weeks after its launch. It was a favourable first impression (*Amping up the Electric Car – The Dynamo* October 2012) which concluded with the comment “Perhaps I have had a peek into the future”. Fast forward three years and thanks to a trusting friend he got 3 hours seat time behind the wheel of his friend's Model S (*Tesla on a Charge – The Dynamo* December 2015) This reacquaintance confirmed his first impressions that the Model S is a remarkable car. It is a testament to Elon Musk and his team of engineers that 7 years after its introduction the Tesla Model S remains the benchmark for electric vehicles.

It is only a matter of time before the automotive industry resolves the issues with range anxiety, the time it takes to recharge battery packs, the high cost of production and the charging infrastructure, However I see problems on the horizon that will be beyond their capabilities. If and when the mass migration from the internal combustion engine to the EV takes place, this will dramatically increase the demand for electricity. How this demand will be met globally is a source of concern. Coal fired power stations are very much out of favour. Nuclear power has never been the flavour of the month and if you are European, buying LNG from Russia carries with it political risks. With governments passing legislation to penalize the I/C engine could it be that nuclear power will become persona grata to satisfy the increased appetite for electricity?

Here in BC we are blessed with hydro electric power but even that has its critics who argue we should be using renewables. By this they allude to wind and solar power but regrettably neither can be relied upon to generate power 24/7. In this instance power generation is only half of the story as the capacity to store electrical power on an industrial scale is not possible nor appears to be imminent, a fact often overlooked by environmentalists. Those huge lakes BC has up north in its hydro schemes are akin to a vast battery pack that can be turned on and off at will. It will be interesting to see what evolves on the sensitivities of power generation over the next two decades.



Tesla Model 3

The political conundrums connected to the mass use of EVs doesn't stop there. The tax revenues generated by the sale of gasoline are mind boggling, in Canada they hovers around 33% per litre while in parts of the EU they can be as high as 50%+. Any erosion of this tax base will have to be replaced. Unlike gasoline, electricity is supplied directly to every home so taxing power used solely for transportation purposes will be a nightmare to administer.

A possible solution, which many would welcome, would be a tracking device fitted to every vehicle that could be used to charge for each kilometre driven. The administration and collection of such taxes will also have its challenges. For example how will charges be levied on out of province traffic? At present the local gas station acts as an unpaid tax collector and the user is paying the tax in advance rather than after the fact.



Lexus Concept EV City Car

All of the above suggests that ownership of an EV at present represents a “honeymoon” cost wise. One thing we can be sure of is that taxes currently paid on gasoline will be replaced by hook or by crook. To quote that old adage, “There are two things certain in life, taxes and death” (A optician would add spectacles to that list!) Pain at the pump might become a thing of the past. Instead it will become pain at the meter but where that meter is located is up for debate.



Lotus 2000 hp EV Hypercar Concept



Did you remember to pay your 2020 dues?

To continue membership and to receive upcoming Morgan Links, get your \$10 to Pat Miles by December 31, 2019.



Morgans in the Movies

By Steve Blake

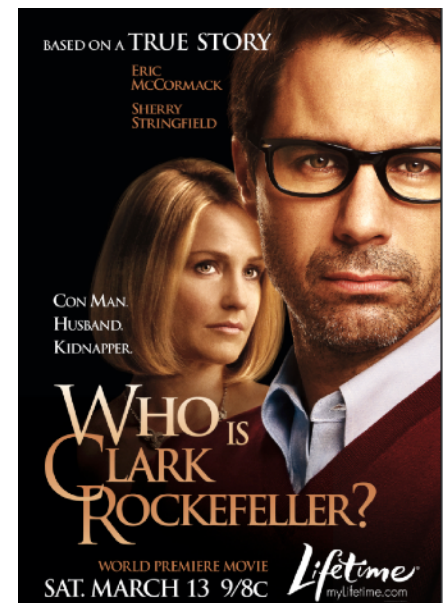
Who is Clark Rockefeller?

Starring Eric McCormack and Sherry Stringfield

This is a 2010 Canadian-made for TV crime movie directed by Mikael Salomon and written by Edithe Swensen. It stars Eric McCormack as Christian Gerhartsreiter/Clark Rockefeller and Sherry Stringfield as Sandra Boss. The movie is based on the true story of the life of a German con-artist who impersonated people for many years, claimed to be related to the Rockefeller family, and kidnapped his 7-year old daughter. There is one scene that shows the Morgan.

The plot according to IMDb:

Called "the longest running con in FBI history," Christian Karl Gerhartsreiter, the man that people knew as "Clark Rockefeller" (McCormack) had brilliantly impersonated numerous people, ranging from a talk show host to a Pentagon Advisor before ultimately claiming to be an heir to the famous Rockefeller family. Confident from the success of his prior scams, Clark quickly became well known and highly respected among Boston's elite and used his purported high society status to charm his way into the life of Sandra Boss (Stringfield), a millionaire with a Harvard MBA and a partner at the prestigious management consulting firm, McKinsey & Company. Following a whirlwind courtship, the two married and had a daughter, Reigh (Emily Alyn Lind, *Eastwick*) before their rocky 12-year union ended in divorce, leading Clark to abduct his beloved daughter after losing custody to Sandra. With the help of FBI agent Megan Norton (Taylor), Sandra's search for her daughter exposed Clark's lifelong con game for the world to see and ultimately raised questions about the real man and the deception he is capable of.



A Lockable Storage Box

By Vern Dale-Johnson

Back in 2008 the editor of our Morgan Ear published a series of 4 articles I wrote on enhancements to make touring in a Morgan more enjoyable. I've asked our webmaster to publish those articles on our website those interested can see some of the thought process that goes into my work to make touring in a Morgan more enjoyable.

I wrote those initial articles from the standpoint of an owner of a 66 +4 4-seater and a 78 +8. In 2010 we purchased our current Mog... a Roadster – christened the “Sage Lady”. Over the last 3 years I've done a few mods to make touring in this Morgan more enjoyable. These mods are primarily related to storage.



Shortly after purchase we were introduced to the “Hills Alive” storage bags for the rear package shelf. These are available from Chris van Wyk of Morgan Cars Australia and although some might consider them expensive we have found them to be valuable additions to the Sage Lady. “Amanda’s” usually carries our picnic supplies on local runs but is used for those items Amanda needs access to when we are touring. “Vern’s” usually carries a few tools (engine fault analyzer and small air compressor are the most valuable) along with those items Vern needs access to when

we are touring. Both bags are secured in place by a thin strap shown here folded out of the way. It passes through a lower SS bracket (sourced from a boat chandler’s store) below and above the bag. This photo shows the area behind the driver’s seat.

As with all Mogs, interior storage is at a premium for small bits. We did have a covered glove box included when we ordered the Sage Lady but this is rather useless for anything more than a pair of gloves and a warm beanie! To increase storage I sourced a



couple of kayak bungee storage panels (available from Hobie) and mounted these on the GRP panel under the dash. This did require moving the cigar lighter over closer to the steering wheel but... it was in the way of the passenger’s knees anyway! You will also note a wooden box I found at a local homewares store (this one is bamboo) that fit very nicely on the top of the transmission. I used a couple of rubber blind nut fasteners to attach it to the unused “radio” plate in the heater box. You can see where the second Hobie panel is located in this photo as well. Amanda uses the one under the glove box, I use the one on top of the transmission tunnel.

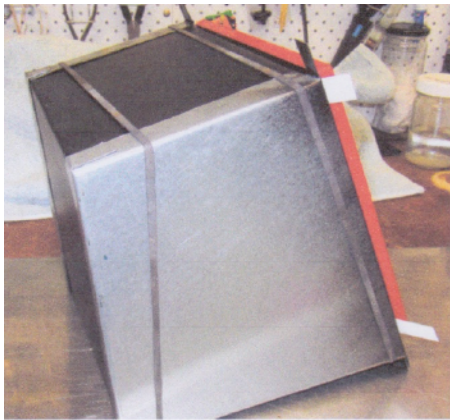


Now, as I titled this article “a lockable storage box”, it is appropriate to discuss this addition. As space is always a premium in a Morgan this job was to utilize the space behind the driver’s seat behind the “vertical” panel separating the axle area from the cabin. In the Roadster the space behind the passenger’s seat is used for the battery while the space behind the driver’s seat is just empty.

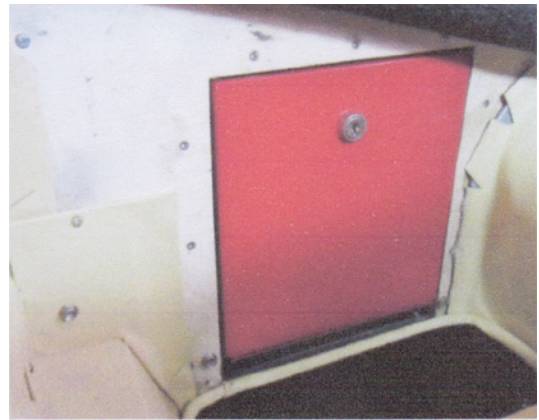


In our +8 I'd fitted a small wooden box into this area accessible from the panel over the axle using it for tools and spares. In the Roadster, with a tray under the top panel it was really not practical or convenient to duplicate this option but what was of interest was access through the vertical panel. As I already had a shallow lockable "box" that could be used (red top is visible in the photos) I mocked up a larger cardboard template using the "red" lockable box as the access port. Once happy with the fit I translated the cardboard box into a steel

structure (mild 1mm steel sheet from an old dishwasher), cut the bottom out of the "red" steel box, and now have a hidden, lockable, "storage box". This works in the Sage Lady as our seats have adjustable backrests allowing easy access. The carpet was left intact thus completely hides the box -- just undoing a couple of push fasteners allows the carpet to be lifted from the bottom exposing the box door (see photo above of Hills Alive storage bag). As this box is not hermetically sealed, I will be using a dry storage bag to keep items placed in it both dry and clean.



Steel box before riveting



Finished box under carpet



(Photos by Vern Dale-Johnson)

The Washington Tax Man

By Pat Leask

Non-residents of Washington State have to pay Washington Sales Tax, the same as residents. Following new legislation, I made an enquiry to find out how non-residents can go about claiming back the tax we paid to Washington State. The response from Washington, which explains the process, is below. This is great news for us!

-----Original Message-----

From: DOR Comm TIC Responder [<mailto:DORCommTICResponder@DOR.WA.GOV>]

Sent: November 4, 2019 5:18 PM

To: Pat Leask

Subject: RE: Ask a Quick Question online form

Thank you for your email.

In 2019 the Washington state legislature revoked the sales tax exemption for non-residents, but did set up a program to allow non-residents to request a refund of the state portion of any sales tax paid in Washington. The program allows for a once a year refund, beginning on January 1, 2020 for all purchases made from July 1, 2019-December 31, 2019. Because the program does not go live until January 1, 2020, neither the instructions nor the application are available yet. Please visit our website (www.dor.wa.gov) after January 1st for more information.

Going forward, non-residents will be required to save their receipts for the year and request a refund starting in the January after the year has ended. Only one refund request per year can be approved.

Thank you.

Thanks to Hill Kindly for the cartoon!



Ford v Ferrari Review - THIRD TIME LUCKY

By Allstar Crocks

Readers will be aware of the expression never let the facts get in the way of a good story which pretty much sums up Disney's recent release *Ford v Ferrari*. Unlike its contemporary motor sport related films such as *Grand Prix* and *Le Mans* which were works of fiction, *Ford v Ferrari* tells of the considerable effort made by Ford to thwart Ferrari's dominance in the Le Mans 24 hour endurance race, a success that was finally realised in 1966.

The story line focus's on the colourful Carroll Shelby who was hired by Ford to make this happen, aided and abetted by Shelby's abrasive and politically incorrect engineer/test driver Ken Miles. Not only are they faced with the technical challenges but they have to navigate the internal politics of the Ford Motor Company. The budget for the film is said to have been around \$100 million and it is easy to see why. A replicated track was set up in the state of Georgia as the current one has seen many structural changes and 450 period cars were rented, leased or borrowed. Around 50 of these were an assortment of AC Cobras and GT40 replicas which in polite conversation are referred to as continuation cars. The odd Porsche appears to make up the numbers but the Ferrari's looked the real McCoy but are seldom seen driven in so called anger but merely pushed around the paddock!

Bearing in mind Disney are in the entertainment business, one has to appreciate that artistic licence is required to get bums on seats so historical accuracy can be treated with a degree of disdain. To this extent it's not so much what is said in the movie but what is not said. This quickly becomes apparent in the opening scenes when we hear an excited radio broadcaster announce that Carroll Shelby has just won Le Mans. This refers to his win for Aston Martin in the 1959 race but fails to mention his co driver Roy Salvadori. The on track scenes are spectacular but Ken Miles is portrayed as the gung ho type, with a penchant to over rev his car and treat it in the most brutal manner. Considering in real life he was the development test driver for the project, I imagine he was much more circumspect.



Reality is suspended when Shelby takes Miles to an airfield and takes the tarp off the car they have been asked to develop. It's a GT40 but no explanation is given who designed the car so one can only assume it was Ford. (See what I mean about things that are not said.) As the final credits roll the success of the GT40 winning Le Mans in the following 3 years is attributed to 'designer' Shelby and Ken Miles. No reference is made to the man who actually designed the prototype GT40, the man who left the project after the first year due to the internal politics later experienced by the Shelby/Miles duo, but as that car was the Lola Mk6 GT, Eric Broadley and his car are air brushed from history. Never let the facts get in the way of a good story.

Entertainment rating 6 out of 10 Historical accuracy 4 out of 10.



A Sports Car Called Morgan: out now

Hello,

A new Morgan children's book has hit the shelves, just in time for Christmas.

A Sports Car Called Morgan has been written and illustrated by James Waller, one of our very own development engineers at the Morgan factory. It marks our first-ever children's book, and features 28 pages of hand-drawn colour illustrations.

After meeting other cars, Morgan starts to feel sad that she is not as useful as them, but after seeing the smiles she puts on her owner's face, she realises her purpose is the best of all: making people happy.

A Sports Car Called Morgan is priced at £8.95 plus postage.

Buy it today from our online shop.

<https://www.morgan-motor.com/shop/>



Is The Ride Over For Wooden Bikes And Cars?

By Dave Doroghy

(Part Three of a Three Part Article)

When it comes to bikes and cars is wood good?...well I don't really know.

I think the real question is, is wood sustainable as a key element in specialized collector cars and bikes?

When you really stop and think about it, and distill it down to the basics, both the Renovo bikes and Morgan cars are made up of three core elements. Metal, leather and wood. As a reader of this column you know where to find those important elements in your Morgan. On my bike, the seat is leather, the spokes and wheels are made out of aluminium and as you know the frame is wood. All of these elements are functional as well as traditional.

In my last article I told you that Long Beach Bikes went out of business. Kaput. Gone. Family run independent bike stores are having a tough go of it in 2019. I hate to have to remind you now that the Renovo Bike Manufacturing Company ended up going bankrupt last year, too. Renovo operated a small niche factory in Portland that only produced a couple of wooden bikes a day. Its demise came as a complete surprise to me because I was so blown away by the craftsmanship of my wooden framed two-wheel beauty. I was also their biggest promoter. Every time I jumped into the saddle and took my bike for a peddle, I became a wooden frame ambassador boasting about the bike's beauty, patina and utility. I kind of do the same thing when I take my 1966 Plus 4 Morgan for a spin.



(Photos submitted by Dave Doroghy)

The analogies you could draw between Morgan and Renovo are striking. They are both a bygone niche transportation product with wooden frames. Both appeal to a limited market fueled on the unique selling proposition of craftsmanship, tradition and the age-old romance of wood. Both companies have such limited production that they must be more vulnerable to the whims of detrimental market factors. As I stated in my original (part one March / April) article, they are both luxury products that you can certainly do without. Finally, both small global companies are tasked with weathering so many external factors beyond their control affecting their bottom line.

With the recent acquisition of Morgan Motor Car company by an Italian venture capital group backed by businessman Andrea Bonomi, will tradition and romance trump the bottom line? If cutbacks were to take effect, one place that they might start with is the ash frames. I don't even want to go there.

The twelve staff that worked at Renovo Bikes have of course all been laid off. I wonder what morale is like for the 190 employees of Morgan Motor Cars in Malvern Link?

The ride for Renovo is over. They were once the shining star of the wooden bike industry. They hung in there for 12 years. Morgan has ten times the history and ten times the number of employees. For every one of those employee's sake, let's hope that the Italians think that wood is good.



Don't forget to enter the contest!
Here is #85 - Reifel Island Bird Sanctuary

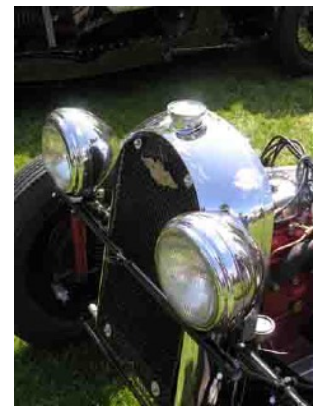


See Page 35 for contest details



Morgan Historic Register (MHR)

By Machiel Kalf

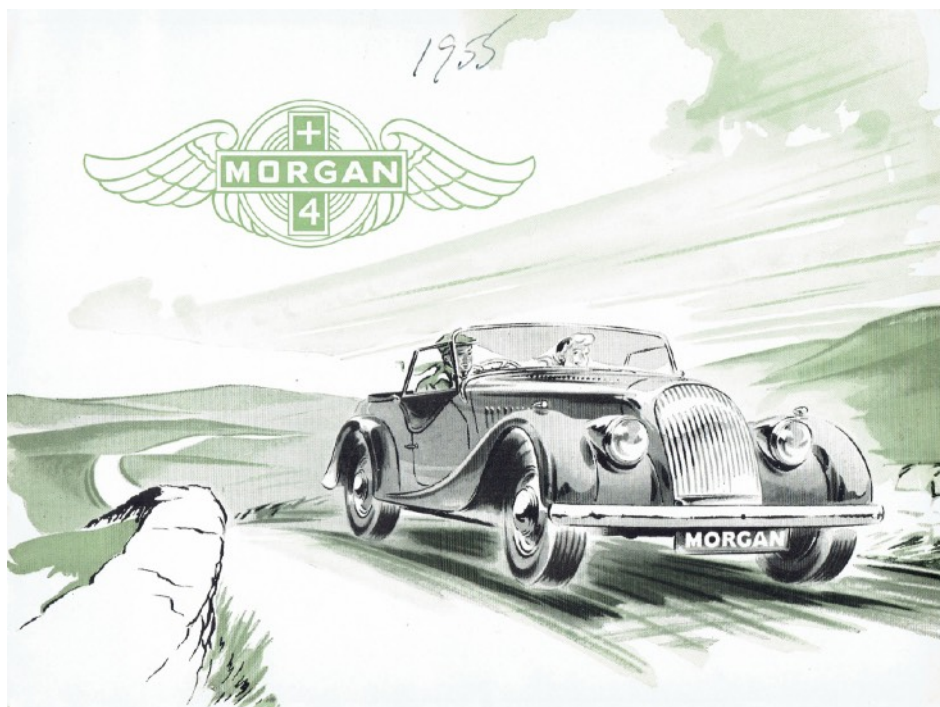


Sales brochures; the prices are going down.....

Did or do you collect Morgan sales brochures? For decades I collected a lot of them. In the past I had a lot of Three Wheeler brochures as well, but I sold them, in that time for a reasonable price. In September I visited the Auto Jumble at Beaulieu. It was more or less a shock to see that the prices of sales brochures, in general, are so much lower than let's say 10 years ago. But, the good news is, for those who are collecting, you can buy some extra for a much lower price, or if you are thinking about to start with it, this is the right time to start. At Beaulieu, the most expensive brochure, from the Sixties, was £35. I remember me the time that you paid £75, or even higher, depending on the condition. Mint condition is hard to find, but they are, of course more expensive. Oh, sorry, they were expensive..... Did you collect Morgan sales brochures or are you a collector? Please, if you like to share something about it, or you would like to show us the ones that are the most important to you and comment on them, feel free to contact me.

machielkalf@ziggo.nl

Personally, I feel that it's interesting to have a brochure of the Morgan you own. Maybe you ask yourself: why shall I start to collect them? The sales brochures are, to my opinion, the best possible resource, if you are interested in originality. Some people, are keen to keep their Morgans as original as possible. If you own one from new, that's not a problem, because you know exactly how it was. However, if you bought an older Morgan that you would like to restore, that is something totally different. With the help of the sales brochures you can check a lot of information and you can learn a lot about the specifications and so on.



Talking about restoration. I remembered that John Beskeen was busy restoring his 1955 +4 four seater DHC. A DHC we call a SnobMOG. I contacted John and asked him how the situation with his car is. Here you find his response:

Hello Machiel, Hope you and your wife are keeping well.

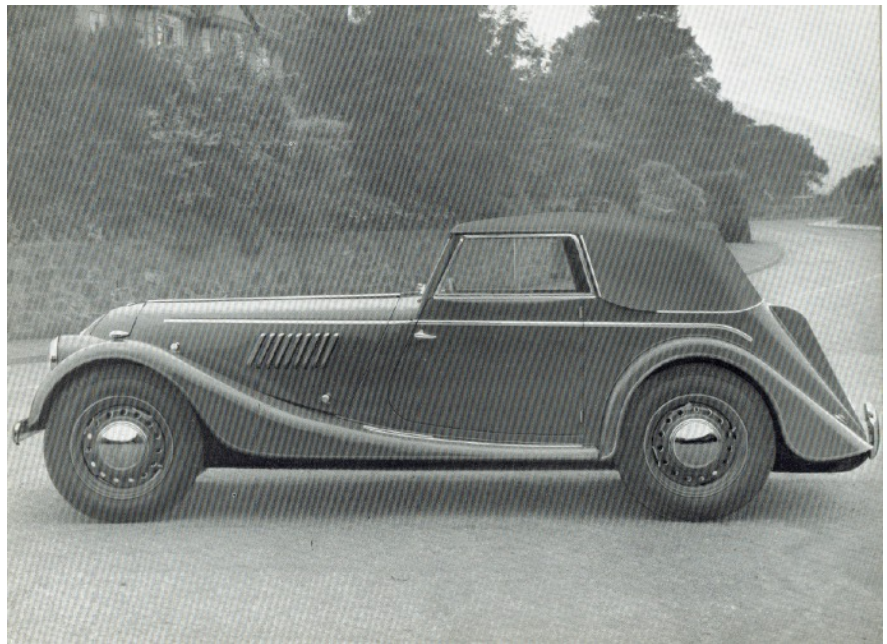
Yes, I'm nearly there after a 4 ½ year intense restoration project on a Morgan that only 29 out of 51 cars are on record to have survived to date! I suppose that after 42 years of owning and restoring Morgan's this has been the most intense and involved project that I've worked on let alone the cost of the project and that's with me doing most of the work. The car is presently with an upholster that I've selected from a number of highly recommended upholsterers over a 3 year period. The body paintwork colour is in a light grey with a very dark blue mohair hood, dark charcoal / blue leather (4 hides in total) having dark blue edged carpets. The car will and has the correct details for a future concours. I will write an article for your column Machiel, as I researched "Snobmogs" for some 5 years whilst negotiating to purchase the car that we now have. The car should/will be back from the trimmers by the end of November this year, but, on the 1st of December, Avril and I fly out to NZ for just over 8 weeks to visit our daughter and granddaughter. Although I have a very large number of photos of the car before, during and after the restoration, I would like to add the interior trim and hood shoots before doing the article please. Although this is a rare four seater DHC most people would mistake it for a two seater model, and this is purely down to the styling of the hood. Thanks once again for your e-mail, Best regards, John.

Well, I think we all look forward to learning more about the project John and Avril are working on. To give you a pre-view, I made some scans of the 1955 Morgan sales brochure, so that you know precisely what car we are talking about.

Xmas presents: We still have some MHR-car badges and MHR-pins in stock. You can order them from Andy Downes, mssc.mhr.assist@gmail.com Andy can inform you about the prices and the transport costs.

May I wish you very nice festivities during the month of December - Machiel Kalf.

<p>TWO SEATER TOURER</p> <p>An attractive Two-seater or Sporting three. Set out for its own pleasure cabin, with a single rear seat, raised which is a space for luggage and a concealed hood. The front seat loading, 11 gears and three with a 4-speed gear. It is the hood behind the luggage seat.</p> <p>PRICE £555</p> <p>PURCHASE TAX £22 7s. 6d.</p> <p>Also available in a Sports Model fitted with the T.R.2 Engine, 3.75 Horse Power, and Rear Coaxial. For Engine Specification, see Page 7.</p> <p>PRICE £595</p> <p>PURCHASE TAX £26 0s. 10d.</p>	<p>TWO SEATER COUPÉ</p> <p>In the Coupé body we have endeavoured to provide good weather protection and comfort combined with good performance. A feature being the windows, above the 3" wide seats, which are arranged with sliding glass so that ventilation can be adjusted as required. This arrangement also leaves the driver free of restriction, allowing a considerable increase of airflow round the frame carrying the glass panels can be removed entirely without difficulty if a completely open car is wanted.</p> <p>PRICE £610</p> <p>PURCHASE TAX £25 5s. 10d.</p>
<p>FOUR SEATER TOURER</p> <p>The spacious six seats in the two-seater, with the body heightened to provide two extra seats. The front seats are also raised to bring the rear seats, only one seat which is included in the equipment and a single 12-inch battery is under the hood. A "down" hood is fitted, which, together with carefully arranged six corners afford complete weather protection.</p> <p>PRICE £580</p> <p>PURCHASE TAX £24 15s. 10d.</p>	<p>FOUR SEATER COUPÉ</p> <p>This is a new body on the same chassis as the Two-seater, but by modifying the seats which we have been able to arrange two extra seats, all seating being covered by the Drop-down Hood which folds away when not required. Access to the rear seats is from either side where the front leather seats are folded forward. The space which is created in a double compartment, the corner of which, when folded, forms a useful luggage carrier.</p> <p>PRICE £620</p> <p>PURCHASE TAX £26 7s. 3d.</p>



<p>YANGUARD ENGINE SPECIFICATION</p> <p>Cyls Capacity ... 1254 cc. (in. 0.006 c.c.) Bore and Stroke ... 3.347" X 3.622" (86 X 92 mm.) Number of Cylinders ... Four Compression Ratio ... 13.1 Valve Drive ... 1, 3, 4, 2 B.P.M. ... 48 to 5250 r.p.m. Oil Capacity ... 10 pints Valve Timing ... With valve rocker (down) open 210° (0.35 mm.), valve (up) open 10° before and 10° after. Exhaust closed 90° after top dead centre. Valve Rocker Clearance ... With engine cold. Intake 0.02 (0.25 mm.), Exhaust 0.02 (0.5 mm.) Ignition Timing ... With the throttle plates just opening, set to fire 4° before 1500 r.p.m. centre. Contact breaker gap 0.02 (0.5 mm.)</p>	<p>T.R.2 ENGINE SPECIFICATION</p> <p>Cyls Capacity ... 1254 cc. (in. 0.006 c.c.) Bore and Stroke ... 3.347" X 3.622" (86 X 92 mm.) Number of Cylinders ... Four Compression Ratio ... 13.1 Valve Drive ... 1, 3, 4, 2 B.P.M. ... 48 to 5250 r.p.m. Oil Capacity ... 10 pints Valve Timing ... With valve rocker (down) open 210° (0.35 mm.), valve (up) open 10° before and 10° after. Exhaust valve closed 15° after top dead centre. Valve Rocker Clearance ... With engine cold. Intake 0.02 (0.25 mm.), Exhaust 0.02 (0.5 mm.) Ignition Timing ... With distributor points just opening, set so fire 4° before top dead centre. Contact breaker gap 0.02 (0.5 mm.)</p>
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EXTRAS WHEN ORDERED WITH NEW CAR

TORNEAU COVER, Rear-seater ... £ 4. 6.	HORVELL WHEEL TRIMS, 449887 ... £ 5. 4.
" " Two-seater ... 9 0 0	LEATHER UPHOLSTERY ... 5 0 0
BADGE BAR ... 3 0 0	SPECIAL COLOUR PAINT, or UPHOLSTERY ... 8 0 0
PASS LAMP ... 10 0 0	OVER-DRIVES TO FRONT WHEELS ... 2 10 0
HQS LAMP ... 4 12 6	BROOKLANDS STEERING WHEELS ... 1 10 0
HEATER (500/75) Road ... 10 0 0	FLASHING INDICATORS ... 5 0 0
HORVELL WHEEL TRIMS, 4-seater ... 8 0 0	HIGH ANGLE RATIO on YANGUARD MODELS ... 10 0 0

In the auction section, you will see that one of these 1955 Morgan Plus 4, 4-seater DHCs was offered for sale on Bring-a-Trailer and did not sell. If you are interested in one, it is still available. Contact Bring-a-Trailer for information.

Malvern Memories
Photos of Malvern and the Morgan Factory from Years Gone By



Looking through the factory doors in 2002



(Steve Blake Photos)



Pacific Morgan Owners Group

Website Report

By Tom Morris

Voting has now opened to choose the 2019 winner in the

Morgan Moments Snapshot Contest

Voting closes Midnight January 15, 2020

I'm sure most of you will remember the beautiful shot entered by Kit Raetsen & Joanne Cockshutt, of their Plus 4 parked up beside Buttle Lake on Vancouver Island, that won out over a strong field in our 2018 Contest. Now it's time for the members to decide what image will take the prize for 2019. Be sure to visit the club [website](#) to cast your vote. You'll need to click the Members Only button at the top right of the Home Page, enter our secret password (contact me if you've forgotten it), click the Morgan Moments button on the lower left and follow the easy instructions to cast your ballot.

As I mentioned in the Report from the Chair elsewhere in this issue, it's time for some new people to step up and take over responsibility for some of the club positions. One of the positions that needs a new hand at the tiller is Webmaster. We use a simple program called Weebly to maintain the site. It's based on a simple system of dragging and dropping boxes, then filling in the desired text or image, much like common desktop publishing programs. The new Webmaster will be able to just carry-on with existing look or completely redesign everything and bring in something fresh and new, whatever she/he wishes. Of course, I'll be available to offer advice and assistance, should it be needed. So, if you're looking for a way to express your creative side and can spare a little time to help the club, why not take on the PacMOG website. No experience necessary. Call or email me for more information at 604 740 0356 / tomm8847@telus.net.

Don't forget to vote for your favourite snapshot!

www.pacmog.com

Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Dec 8	Island Xmas party	Lloyd & Tracey	5pm Home of Lloyd & Tracey Reddington, 860 Lands End Rd, N Saanich.	RSVP by Nov 23 to tlredd@shaw.ca
Jan 25	Mike Powley Memorial Run (formerly Robbie Burns)	PACMOG	Meet location TBD but lunch (& HAGGIS?) likely at Ocean Park Pizza	Email Ken at kengmiles@telus.net
Feb 16	Hearts 'n Tarts Run	PACMOG	Meet at Tim Horton's at 2202 -4949 Canoe Pass Way, Tsawwassen Commons, Delta. 10:30 arrival for 11:00 start. Lunch at Sharkey's, 4953 Chisholm St, Delta	RSVP to Steve & Susan Blake. Email sblake@telus.net
Mar TBD	MOG 'n Platter lunch	PACMOG	TBD	
Apr TBD	MOG 'n Platter lunch	PACMOG	TBD	
Apr TBD	St. George 's Day British Motoring Show	LAMBS	10am-4pm @ Fort Langley Community Hall on Glover Road.	For details and to register your Morgan: http://www.lambscarclub.com/
May 15/16	Vancouver ABFM at VanDusen	Western Driver	May 15 Meet/greet - 5:30-8:30pm. May 16 ABFM 7am-4:30pm. Van Dusen Gardens	TBD
May 16	PacMOG AGM/BBQ?	PACMOG	TBD	

111 Places in Vancouver Contest Run

Dave Doroghy is sponsoring a contest where you take photos of your Morgan next to the 111 places in his book. Winner is the one submitting photos of the most places. 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 or Ken Miles if you would be interested in us setting up this run, weather permitting. The contest will end on June 1, 2020.

Email your entries to Dave at doroghy@hotmail.com



MORGAN DESIGN MORGAN 3 WHEELER AR MOTORSPORT

Christmas Gift Ideas from the Morgan Motor Company

Waterproof Shell Jackets



Our waterproof shell jacket is the perfect protection from the elements this winter. It's made from 100% polyester and has been certified with WR 5000 waterproof and MVP 3000 breathability ratings, meaning it's as functional as it is stylish. It comes complete with a hood with drawstring, adjustable cuffs, and a further drawstring on its lower edge.

Morgan "Spinner" Cufflinks



Our distinctive 'Spinner' cufflinks have been created as miniature two-eared wheel centre locks, replicating the ones found on wire-wheeled Morgan cars to this day. The detail even extends to engraved Morgan script on the each link's face. They come supplied in a presentation box, making them the perfect gift.

<https://www.morgan-motor.com/shop/>

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 1960 Morgan Plus 4 was bid to US\$26,650 on BaT but did not meet the reserve on October 31, 2019.



This rare 1955 Plus 4 4-seater DHC was bid to US\$23,000 on BaT but did not meet the reserve on November 4, 2019.



This 1933 Morgan 3-wheeler Super Sport sold on BaT for US\$30,000 on November 5, 2019.



This 2005 Morgan Roadster sold on BaT for US\$81,000 on November 15, 2019.



This 2018 Morgan 3-wheeler Heritage Edition sold for US\$45,850 on BaT on December 10, 2019.

Members Cars for Sale

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.



This car is also listed on Craig's List for \$38,000.

<https://vancouver.craigslist.org/rds/cto/d/surrey-1957-morgan-4-4-rare/7006364608.html>

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

Sadly, Tony passed away before he could sell his car. His wife, Gay Wise, can be contacted if you are interested in purchasing this Morgan at:

gaywise@wisefinancialservices.ca
Or by phone at 250-743-7777



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

www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

#410 - 20170 Stewart Cres.
Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2020 Membership Application (Please print in block letters)

2020 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.