



The Morgan Link

Vol 5 No 1 The Magazine of the Pacific Morgan Owners Group January 2020



From the Editor's Desk...

We are between holidays and Susan is wondering about our timing. We came home from Cambodia and Vietnam to spend three weeks with the coldest weather of the year before we are off to Hong Kong. We will try to dodge HK's protesters and the volcano south of Manila as we cruise north, all the while thinking about the wildfires in Australia and our driving trip down under planned for April. We do not shy away from adventure!

You will read more about adventures in this issue as Lloyd and Treacy Reddington complete their story on rallying in the Himalayas. There is a tech article on calibrating your speedometer by Vern Dale-Johnson. Dave Doroghy has written an interesting article on the Vancouver Olympic Licence Plates. Machiel Kalf has shared some more Morgan history with us. Member profiles have been slow coming in so I am pleased to report that this month we have an article on one of our newest members, Rudi and Patty Koniczek. Frank Gruen has submitted an interesting piece on valve cover racing! Maybe something we should try? Part 2 of Vern Dale-Johnson's preparing your car for long distance touring has some interesting ideas for us.

As the electric car is being forced upon us, Alistair Crooks has written an interesting perspective which showcases some of the battles that will soon be taking place. His article shows the similarities and differences between the upstart Tesla and Porsche. New companies are popping up in a similar manner to what happened in the early years of the combustion engine automobile. Even Sony has "dipped its foot" into the water. When we think of the decades long Ford versus Chevy discussions, I wonder which companies will survive to be the main players 20 years from now.

Again, I must sincerely thank those of you who are writing and sending articles. Hounding people for material is never fun, so I really appreciate your contributions.

In case you are unaware, more print magazines are finished. TEN publishing has shuttered 19 of its 22 magazines including Automobile and Car Craft. They only have Motor Trend, Hot Rod, and Four-Wheeler left. Some are transitioning to online media. As I always say, the only constant is change!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

January 2020

Editor – Steve Blake

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The Morgan Link is the bi-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 - January 2020

By Tom Morris

With the holiday season well behind us we've wrapped up the 2019 season by tallying the votes in the Morgan Moments Snapshot Contest (see the Webmaster's Report elsewhere in this issue). As is usual, PacMOG's opening event of the new season is the Mike Powley Memorial/Robbie Burns Run scheduled for January 25 and organized by Ken Miles. This is always a surprisingly popular event considering the time of year, must be the haggis tasting that brings members and friends out. It's also an opportunity to demonstrate what a hardy Morganeer you really are (although modern tin-tops often outnumber the Morgans). The MPM/RB will be followed closely by Steve and Susan Blake's Hearts & Tarts Run on February 16. The Hearts & Tarts is run in conjunction with the Old English Car Club, so we need a good turnout to fly the Morgan colours.

We're hoping to improve the turn-out numbers to all our events this year, so if you have any ideas on how to help accomplish that do let us know by emailing or calling any of the Directors. I know I do drone on about this but, the other thing we still need is volunteers to step up and take on some of the duties of running the club. It's not such an onerous thing, and it's past time for new blood and new ideas. Please consider doing your bit to help make the club all it can be.



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Welcome to New Members!

Rudi and Patty Koniczek
2002 Morgan Plus 8 “Lemans 62”

Hal and Garnet Irwin
1968 Morgan Plus 4, 4-seater

Tom Everts
2019 Morgan Plus 4

Larry and Donna Vail
1963 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 the winning photograph from the Morgan Moments Snapshot Contest on our PACMOG website. The photo was taken by Steve Blake from our drive on the Sunshine Coast.

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, James Gilbert (Morgan Motor Cars), Alistair Crooks, Vern Dale-Johnson, Lloyd and Treacy Reddington, Bill Button, Eric Weiner, Frank Gruen, Jane Cowan

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
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PACMOG Constitution:

The purpose of the society is to encourage the restoration, preservation and enjoyment of all Morgan Motor Company vehicles. The group will foster communication, cooperation, education and recreation among all members by holding regular monthly 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.

Christmas Memories

Christmas is past and the New Year of 2020 has begun! We must not forget the fun we had and the people who went to great effort to bring us together. Every year the Island Christmas party is a resounding success and many thanks have to be given to Treacy and Lloyd Reddington for opening up their house, preparing the food, and being wonderful hosts. We received many compliments and know all the people who attended are grateful and very thankful for your hospitality.

Interest for a Christmas party has been less enthusiastic on the mainland. Many of the club members who are at the events regularly, were unavailable due to travel to all parts of the world. Several PACMOG members are also members of the Old English Car Club and attended their Christmas Party.

Through Pat Miles, we also received Christmas greetings from our sister clubs in Poland and Romania.

Island Christmas Party 2019

On December 8th, 30 intrepid Morganeers met at the Reddington's for the Annual Island Christmas Party. Representation came from the Gulf Islands, the Lower Mainland and the U.S.A, including the indefatigable Bill Button! A goodly cross section of Morgan owners were in attendance. We were delighted to welcome into our fold newcomers Harry and Mandy Broersma.

The house was dressed in festive fare and Treacy produced her usual ensemble of tortiere, ham and mince pies. In other words, the quintessential Christmas spread minus the turkey. Union Jack crackers were pulled and hats were donned by all but Mr. Grinch!

Garnet Irwin entertained the troops on the piano and a few hardy souls joined in the carols. With ferries to catch, a few departed early. The remaining house guests lingered over the wine, reminiscing on past Morgan trips and events. In the morning, Jane Cowan celebrated her birthday with a 'small glass' of Prosecco, before everyone departed with cries of Merry Christmas and to all a Good Night!



The Morgan Link



(Treacy Reddington Photos)

January 2020



Treacy and Lloyd Reddington's welcoming front door



Thanks to Bill Button for sharing photos of Jane Cowan celebrating her birthday with a giant Prosecco!



The Morgan Link

Six PACMOGers at the OECC Christmas Party



(Steve Blake Photos)





Website Report

By Tom Morris

www.pacmog.com

You will no doubt have noticed the beautiful picture on the cover of this issue of the Morgan Link. That, my friends, is the 2019 PacMOG Snapshot of the Year as chosen by you, the members, in the Morgan Moments Snapshot contest on our website. This Morgan Moment was captured by Steve Blake on the Sunshine Coast Run last August and shows Bill Hayter's 1970 4/4 at a rest stop on Heritage Road in Sechelt. While others were struck by the spectacular views of Sechelt Inlet, Steve recognized this less obvious perspective and got this wonderful shot. Interestingly, it has some striking similarities with last year's winner, taken by Jo Cockshutt and Kit Raetsen. Both pictures show a rear ¾ view of a Morgan in front of a striking background. Perhaps that's something to remember as you compose your entries for this year's contest.

Honourable mention must go to second place finisher Jane Cowan for her on-the-road shot of a row of Morgans on the Rocky Mountain Run last June and I'm proud to say that my shot of Larry Emrick's brilliant green bonnet at the Vancouver ABFM garnered third place.

Entries are now open in the 2020 version of the Snapshot Contest and I'm hoping we'll see something come in after the Mike Powley Memorial/Robbie Burns Run near the end of this month. Who will be the first to capture a Morgan Memory for 2020?

Morgan Moments Snapshot Contest - 2020

The rules are the same as last year.

- Snapshots must have been taken at a Morgan Event*
- Snapshots must be taken by a club member or member of their family
- Snapshots must include some recognizable portion of a Morgan car
- Digital correction/manipulation is permitted
- Members will cast their votes online 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 BC with one or more PACMOG Morgans.

2019 Morgan Moments Snapshot Contest Winners



1st Place - Steve Blake



2nd Place - Jane Cowan
The Morgan Link



3rd Place - Tom Morris

Sparks Fly in the Electric Car Market

By Allstar Crocks

Seven years is a long time in the motor industry and it is usually the lifespan of a model before it receives technical as opposed to cosmetic updates. It is therefore significant that from its debut in 2012, the Tesla Model S has remained the high water mark in electric car circles. Over the intervening years the mainstream manufacturers have produced hybrids and EVs but none have ventured into Tesla S territory; until now. Last autumn Porsche presented their first all electric car since their founder displayed one 120 year ago at the Great Paris Exposition. The Porsche Taycan, Porsche insist this be pronounced “Ty-can”, received numerous reviews on social media before any one had driven it and most were from pro-Tesla fans. Numbers were crunched and the general consensus was that the Taycan was no threat to the Model S. It was even suggested that the Taycan would be a flop because even at \$50000 more than the Tesla, Porsche would make minimal profit while Tesla make a handsome margin on the S. Obviously this member of the Teslarati has never consulted the balance sheets of the respective companies!



When professional automotive journalists did report their finding after driving the Taycan, it received favourable reviews, particularly regarding how the car handled, braked and steered as you would expect from one of their products. However, in back to back tests with a Model S, they produced a thunderbolt when both a German and British publication revealed the newcomer had beaten the Tesla in both 0-60 mph and the standing quarter of a mile acceleration tests. The internet lit up as the Teslarati took to their keyboards. The journalists were accused of incompetency. They had not deployed the Tesla's launch control, it was not in the correct mode, it was not even the correct Model S. Remember that the differences we are referring to are mere tenths of a second but it revealed the Teslarati's sole definition of performance, acceleration. No mention was ever made about the other qualities desired from a modern performance car as reported about the Taycan.

Amidst this social media clamour, Elon Musk issued a tweet claiming a Tesla S had lapped the 'Ring faster than the Taycan. When the management at the 'Ring were contacted they had no knowledge of this, which only added to the confusion. Since then, it has been reported that two modified Tesla S have been seen on the 'Ring. Allegedly fitted with an extra electric motor, sticky tyres and modified bodywork to accommodate them, no official times have been set but one was involved in a shunt. Because Tesla have now installed one of their own electric supercharger charging points on site, we can only assume they will return in the Spring.

(Photo courtesy of whichcar.com.au)

Throughout all of this social media activity, Porsche have kept a low profile but did admit that all of the publicity for the Taycan was welcomed. They also confirmed that they have sold their entire 2020 production of 20000 units and their motor sport resources are now focused on the all-electric Formula E series in 2020. Tesla stockholders must wonder why all this expenditure is being incurred in chasing bragging rights when the company remains very much in the red and Model S sales were down 39% in the last quarter.

All of this hyperbole changes little. The Tesla S remains a practical alternative in the luxury saloon car segment backed by a comprehensive recharging infrastructure. The Taycan is not a direct competitor but will be seen as an aspirational alternative albeit less practical but more sporty for those influenced by such things.

Perhaps the most significant car launched at the Frankfurt Show was the VW ID. 3, an all electric Golf-sized saloon that goes on sale in Europe in 2020. The nomenclature refers to this car being perceived by VW as a third generational shift. First was the air-cooled Beetle. Second was the water-cooled Golf and now an all-electric successor. It is being produced with three different size battery packs with the plan to scale up production to 300,000 units per annum. Although this car will only be available in Europe, a cross over ID.4 will go on sale in North America in due course and both cars will share the same platform, which is rumoured to also be used by Ford on an up and coming EV.

In 2020, we are promised a plethora of new EVs in addition to the above. Ford, Tesla, BMW, Rivian, Audi, Volvo, Mercedes Benz and Peugeot all have such vehicles in the pipeline. Legislation within the EU that came into effect in January makes it mandatory that manufacturers sell cars with lower emissions in the hope it will drive electric car sales. It's apparent that the mainstream manufacturers are catching up with Tesla's technology, while the latter continue to struggle to make a profit. How long Tesla can defy financial gravity will determine if the upstart from Silicon Valley will remain a niche or mainstream automotive manufacturer during the next decade.



(Photo courtesy of Automobile-Propre.com)

Resetting Your Speedometer

By Vern Dale-Johnson

When I bought our Roadster (2010, SN 4117), I noted the speedo was reading low (at 100 kph on the TomTom the speedo was reading 95 kph) and, as police in Australia don't take kindly to those who travel even a couple of kph over the limit I wanted to adjust the speedo to reflect actual speed.

First, I went to the local dealer -- could not help. Then the MMC factory -- no response. Then online where I found some info on how to calibrate the VDO speedo but could not correlate the info to the Smith's speedo I had. More searching and eventually some info on Caerbont Automotive Instruments, Abercrave, Swansea who supplied the unit to the MMC. No response to my email so I planned to visit them in November during travels in the UK... but ran out of time.

By now, I had learned there is a constant in the speedo that could be modified to correct the error. Now, if you are pragmatic you can take your wheel circumference; determine your revolutions per kilometer or mile; work back through your differential ratio and the number of magnets used by the sensor for the speedo to develop a new "constant". Too much work.



Easier to do the following:

1) determine the factory constant by holding in the "trip meter" button while you turn the ignition to "on" (no need to start the car). Release the button when you see a series of numbers - mine were "05370". You will note the speedo automatically steps through the numbers from left to right. If you pulse the "trip meter" button while on a number it will start to step up and then back to 0 (for example the second number is "5", by starting to pulse the "trip meter" button this will go to "6", then "7", then "8", then "9", then "0", then "1" etc). If you thus enter a new series of numbers and allow the sequence to finish (that is move through all the numbers in sequence 0-5-3-7-0) the new calibration constant will stay in memory.

2) as noted my speedo was reading low by about 5%. 105% of "5370" is "5595" on the upside, 95% is "5165" on the downside. I worked through the constants in units of "50" and found that at "05210" when the TomTom was reading 100 the speedo was reading 98. At "05160" when the TomTom reads 100 the speedo is reading 102. I left it at "05235" and am very happy with the results.

Hope this helps...

Photo from 1998 Morgan Plus 8
For sale at
Chequered Flag International, Marina Del Rey, CA

VALVE COVER RACING

By Frank Gruen

As I was reading an article in the Hemmings newsletter, I spotted this photo. Intrigued by this sport, I looked into it further and found the following information from the Vintage Car Club of Canada. There have also been valve cover races sponsored by Nielsen's Building Supplies in Point Roberts. Maybe this could be a new PACMOG challenge!

What are Valve Cover Cars?

They are small cars that are constructed using a car engine valve cover. Most cars are constructed from overhead valve covers, but it is also permissible to use the plate that covers the valves on a flathead style engine.

How are the cars used?

The cars are raced down an inclined track.

Most tracks are designed to allow two cars to participate at a time. The winning car can be determined by electronic beams or by human judges.

There may be 20 to 30 cars at a race but the track can only run two cars at a time. The registrant will race at least three times during the elimination process. The fastest cars will probably race up to 7 or 8 times.

What is the criteria for the cars?

Length – up to 36 inches

Width – up to 10 inches

Height – up to 9 inches – including an optional 'driver'

Weight – up to 10 pounds

Wheel diameter – up to 4 inches

Construction Tips

Most successful cars employ ball bearing wheels. The type of wheels used on inline skates work very well. Some people machine wheels from steel or aluminum and insert small ball bearings into the centre of each wheel. The car can have three or four wheels. It is vital that the car track straight or it will run into the side of the track and friction will slow the car. Cars should be built with some way to adjust the axle so that straight tracking can be achieved.

No form of propulsion is allowed. Gravity draws the cars down the track. The cars are held in the start position by vertical pins about 1.5 inches height. No part of the car may extend past this pin.

Some cars even contain a battery so lights can be turned on for the race.

Many of the cars owned by members have unique design and may carry humorous names. For example, Gord Angus painted his car black and white, attached ears and a tail and called it the "Black Angus". There was also a car called the "Green Machine" and another called the "Pink Ladies". These cars provide a great opportunity for imaginative design.

At some race sessions, they may have a Junior event to encourage younger people to become involved. Building a car is a great project for a grandchild and grandparent or parent and child to work cooperatively

Some Chapters will even announce a variety of categories and prizes may be awarded for such things as best engineering and most unique design.



The Morgan Valve Cover Racer

Long Distance Touring - Part 2

By Vern Dale-Johnson

Hope you enjoyed the first in this series of articles and have ordered (or at least considered ordering) one of both of the manual's available from David Crandall. As Neil Hurst (and others) have noted some of the parts listed in the manuals may be obsolete (Neil noted the Gabriel shocks were no longer available). Of course info in a book is only as good as the day it was written! Combined with a low volume manufacturer (Morgan) relying on various suppliers for low-volume items we are bound to see some errors from obsolescence.

In the notes (from Sisson's manual) accompanying last month's Ear, Fred talks about fitting grease zerks on the firewall for the front suspension and the clutch bearing... great idea. If you don't want to go the fittings-on-the-firewall route but still want the benefits of grease another option is to locate and install some self-pressurized grease reservoirs. I did this with our +4 (and +8) using "Lube Site Model 302" units (these or similar should be available from a local machinery supply house or buy them on-line directly from Lube Site – about US\$37 each). You may need a brass "adapter" to screw this into your existing oil line fittings. An option for the clutch grease zerk is to mount the zerk on an "extension" bringing it to just below the transmission-bell housing cover for easy access through the inspection hole.

For steering, we changed our +4 from a very worn Cam Gears (I was reminded by John Merton these were Burman up until the early 50's, then Cam Gears through to the late 70's) to a new Gemmer box sourced from Melvyn Rutter (although most Morgan dealers should be able to get you one). I picked the new box up from Melvyn's shop and carried it to Toronto as "hand luggage". They are not cheap! However this swap of steering boxes is the second most enjoyable change you can make to your Morgan... you will not believe how easily your Mog will steer, and how relaxed the trip becomes. Some dealers will graft your single piece steering shaft

(that "spear" on your old Burman/Cam Gears box pointed at your chest) or, you can do what I did and buy the short shaft Gemmer, use the mods suggested in Fred Sisson's manual -- TR7 top shaft lengthened (for our +4 by 13.5 inches) with a MGB "universal" to join the two. If sourced from a Morgan dealer the Gemmer can be purchased with a new drop arm and the entire assembly dropped into your Morgan with only minor "opening" of one bolt hole! I used a hard plastic block and u-bolt to secure the short-shaft of the Gemmer to the inner front wing, mated the box to the extended TR7 top shaft (complete with collapsible section for your protection) and with very little additional fiddling had the +4 back on the road in less than a day.

Alternately you can go to a rack-and-pinion using something like the Ford Escort assembly or any of countless other small car units now available... more fiddling, and this does not look original, but most likely a less expensive option.





While we are on wheels, a couple of additional changes are to be considered, replacement of your front brakes (if a drum setup) with a conversion to discs... if you have discs already, ensure the disc thickness is within specs and the calipers are sound. For pads, many Morganeers in North America source carbon-kevlar pads from Porterfield (they have a website and will make pads to order). For rear brakes, no real need to do anything but ensure you have sufficient shoe thickness (Porterfield can supply replacements), the pistons are working

properly, and the pistons don't leak. One trick to increase the effectiveness of the fly-off handbrake is to install a compression spring around the handbrake line between the fitting on the crosspiece where the cable is secured and the yoke on the cable near its attachment at the brake drum (some cables have this spring installed, others don't). This will both ensure the handbrake is "off" when released and helps maintain pressure when you pull the handbrake "on".

If you are into cosmetics, Datsun Z finned aluminum (sic) drums can be machined to fit, replacing the Morgan cast iron drums. Again, Sisson's book has a "how to" on this. Won't improve your braking power by much but they sure look good behind spoked wheels!

With wheels, if your "older" Morgan has spoke wheels, they are most likely 60 spoke 15 inch (I think these are 3.5 or 4-inch width). These are both flexible and if you use 165 x 15 or larger radials you do get interference with the front suspension uprights. Safety is the issue with these old spoke wheels so put an upgrade to 72 spoke "Cobra" wheels on your Christmas list (Dunlop manufactures these in India, they are available from Australian Classic Wire Wheel – painted, chromed, or stainless). These will be 5 inches wide, pull the track out about an inch on each side, eliminate interference with the uprights, ensure your exhaust does not rub on the tyre, and open up your options for radials. My 72 spoke wires, with Michelin XZX 165 x 15's, fit without any clearance problems. My last set of Michelin radials were purchased from Coker who now have the molds from Michelin... over US\$200 each (plus you have to get them here and pay the customs man). A quick search in Australia suggests you might look at the Hankook K702 or Nankang N-812 both available in the 165/80R15 size. This change to 72 spoke wires is the third most enjoyable change you can make to your Morgan for long-distance touring!



Next month I'll talk about alternators, high-torque starters, spin-on oil filters, and oil coolers. Remember these are my personal experiences with the expectation they offer you food for thought – many Morganeers have found other solutions that work just as well! If you need clarification on any of my comments you can call me at (02) 9527 4818, 0416 397 124, or email verndj@optusnet.com.au.

Happy Morganeering!

Driving Over the Top of the World - Part 2

By Lloyd and Treacy Reddington

With the engine now humming along we quickly sped down the motorway to Lhasa. Once the home of the Dalai Lama and situated at 3655m. one of the highest cities in the world. We revelled in the luxury of the Shangri La hotel, our home for the next three nights. The old town brimming with pilgrims prostrating themselves, stupas billowing incense and prayer wheels being spun by saffron robed monks was the quintessential Tibet.

We toured the Jokhang Temple, being careful to travel clockwise, peering at flickering images of various incarnations of Buddha lit by candles of yak fat. That night a group of us dined at a traditional Tibetan restaurant. As the menu was incomprehensible and Google translate produced some hilarious suggestions 'This way to the Subway' we resorted to pointing to dishes that fellow patrons were enjoying.

The one thousand room Potala Palace, a UNESCO World Heritage site contains the tombs of eight past Dalai Lamas. At thirteen stories it was once one of the highest buildings in the world. Climbing the 150 metres to the top, in the thin air, proved to be a challenge worthy of any aerobics class!

We left the hustle and bustle of Lhasa behind to travel 360Km to Shigatze climbing to 5048 metres. Many of the glacial lakes were still frozen over and deep snow frequently lined the road. In places land slides had destroyed the surface and Chinese troops were assigned to repair the damage. Security in Tibet is paramount and the integrity of the highway system is a top priority for the Chinese government. Too important to be delegated to mere contractors. Police check stops every 100Kms



or so and overhead cameras mounted on gantries monitored our progress. Some police officers were very officious and demanded to see passports, our Chinese Driving Licences, and the car registration, whilst others just wanted to pose by the car and have their photo taken.

On Day 11, we arrived at the Everest Hotel which we were warned might be cold, with no hot water, but with oxygen available if needed! Blessed with crystal blue skies we zigzagged over the Kya Wu La pass at 5200 metres to the Rongbut Monastery eight kilometres from Base Camp. The summit of Mt. Everest at 8844 metres or Mt. Qomolangma meaning 'Mother of the Universe' in Tibetan straddles the border between Nepal and the Tibetan Autonomous Region of China. The Chinese government, fearing a backlash of adverse publicity doesn't allow climbers to approach the mountain from the Northern side, consequently we enjoyed spectacular, unpolluted views of the highest mountain in the world.

(Photos by Lloyd and Treacy Reddington)



So on to Saga the last town supposedly with 24 hour electricity supply. The Grand Hotel boasted its own generators, but even so could not deliver consistent power throughout the evening. Sleeping at 4400 metres proved to be less restful than hoped, no doubt exacerbated by 'pins and needles', a side effect of Diamox, the altitude sickness treatment.

With Central Tibet beckoning and the prospect of spending three nights under canvas the Grand Hotel's failings quickly faded. The first night of camping was a disaster. The wind howled and the Tibetan crew were ill prepared. The awning for the Mess tent blew away and a cold unappetizing supper was eventually served about 10.00pm. The crews corralled their cars, sat on their running boards in the lee of the wind and sipped whisky. Even urgent trips to the latrine were postponed as long as possible! A frigid

night as earlier described completed the experience.

The next morning some of the cars refused to fire and the mechanics tow started them. Day 2 of camping proved equally demanding. En route to the next camp site "Boulder Pass" had to be navigated, a rough rock strewn mountain pass with hairpin bends, steep gradients and loose shale making traction almost impossible except for 4WDS. Being over 4000 metres the oxygen starved engines only produced a fraction of their normal power. Of the classic cars, only three managed to make it to the top under their own steam, ours being one of them. Treacy enabled the feat by walking to the summit, a lung-bursting contribution!

For Camp night #2, the organizers had learned their lesson. A proper mess tent was somehow sourced and erected. As dusk approached several crews had still not appeared. Phil and Yvonne's Jaguar had ruptured the fuel tank and had to be towed in. Rudi, eventual winner of the "Spirit of the

Rally' award left that evening in his 4WD to drive 160Kms to collect fuel so that they could continue.

As Day 3 of camping dawned we were all relieved to hear that the organizers had scuppered that plan and had found a 'hotel', although lodging might be a better description, to accommodate us. There was a collective sigh of relief! As we drove to Zhada, the most Westerly point of Tibet that we reached, we enjoyed views of the sacred Mt. Kailash, altitude 6656 metres, the centre of the world to Tibetan Buddhists and Jains. Shaped like a pyramid it is the focus of worship for tens of thousands of pilgrims every year. On the way Ed and James in their 1938 Rolls Royce 25/30, affectionately known as 'Buttercup', sustained a broken rear spring. We stood by at a discrete distance, holding a fire extinguisher, as a local mechanic welded the fractured ends, immediately adjacent to a full fuel tank! As the sparks flew Ed bravely stood by gamely and successfully shielding the tank.





From Zhada we explored the 'Lost Kingdom of Guge', an ancient deserted city carved into the mountain side during the 10th Century. Steep steps led to temples and fortifications with precipitous drops. Another pulmonary challenge! Then we set off East back to Saga via Darchen and several passes over 5000 metres high. This road being of military importance was well maintained. Saga really is a miserable frontier type of town, it was unfortunate that we should cross its path twice. Like many towns in Tibet it is a work in progress with construction cranes evident everywhere. China is building roads, bridges, railways, schools and block after block of identical apartments at a dizzying pace. The local paper 'The China Daily' claims that the number of impoverished residents has dropped from 590,000 people in 2016 to 150,000 in 2018. Whether this was fake news or not we had no way of determining, but there is no doubt that colonisation is in full swing.

With little regret we departed Saga for Jilong close to the Tibetan border. We descended through a beautiful Alpine region with soaring peaks, waterfalls and small villages clinging to the hillside. Though one of the most remote parts of Tibet it has been dubbed the "Back Garden of Everest". It was positively invigorating to see trees once again. We celebrated with a picnic by the roadside to the

amusement and curiosity of local travellers who stopped to stare and take photographs.

From Jilong we rapidly descended a 1000 metres to the very imposing Chinese border crossing building. A marble edifice with various officials decked out in immaculate uniforms tending the banks of X Ray machines, Maps and Guide books were examined and subversive works such as Seven Years in Tibet were confiscated. The Nepalese border proved very different. Chaos is the only adequate word to describe it. Immigration consisted of a corrugated tin hut. Miles and miles of dilapidated trucks lined the street, their drivers awaiting clearance, providing ample custom for the hawkers and vendors eager to sell their wares. We arrived at the border at 8.00am and departed at 4.00pm!

Now we were only 160 kms to Kathmandu and the end of our journey, where we embarked upon one of the worst drives I have ever experienced. We dodged potholes, chickens and children. Motorbikes buzzed around as cows ambled across the narrow rutted surface. A worrisome clang from under the engine was quickly investigated. Two bolts from the sump guard had parted company. Two Zap straps solved the problem. Each bend brought views of the precipitous drop off. As dusk approached, the headlights failed. Luckily, the spotlights worked, much to the annoyance of oncoming traffic. After four hours and covering 60 kms, we reached the 'main road', a two lane highway choked with trucks winding their way over the mountain passes at an excruciatingly slow speed. Overtaking was all but impossible. Even ambulances with flashing blue lights couldn't get through. It was close to midnight as we entered the suburbs of Kathmandu.

The intricate instructions in the route book proved too much for us. We were lost in the street warren of Kathmandu. In frustration I hailed a taxi and instructed the driver to lead us to the Yak and Yeti Hotel. As we drove through the gates of the hotel, the prospect of a cold beer had never been more appealing!

Our ongoing adventures in travelling to Darjeeling are for another day, but for any intrepid motorists wanting to test their endurance and that of their cars, Rally Round is offering a second edition of the Trans Himalayan Adventure departing in April 2020.



Morgans in the Movies

By Steve Blake

Agatha Christie's "By the Pricking of My Thumb"

Starring Geraldine McEwan, Chloe Pennington, and Oliver Jordan

This made for TV movie directed by Peter Medak aired on February 5, 2006. This is a classic Agatha Christie show starring her super sleuth Ms. Marple. For us, the star is the 1952 Morgan 4/4 flat-rad. The storyline as written on line on IMDb's website is as follows:

Tommy and Tuppence Beresford visit their aunt Ada in a nursing home. Aida cryptically mentions to Tuppence about a murdered child. The next day Ada is found dead in her bed. Causes appear to be natural but Tuppence's suspicions are aroused when a note from Ada mentions that fellow-nursing home dweller Mrs Lancaster is not safe. Coincidentally, Mrs Lancaster has just checked out, accompanied by Mr and Mrs Johnson. While pondering all this at the nursing home, Tuppence runs into someone who is intrigued by her musings - Miss Marple. Together, and aided by a painting, they set off to find the Johnsons and Mrs Lancaster, as they are sure they are key to a mystery and potentially a murder, or two.



New Member Profile - Rudi and Patty Koniczek

Editor's Note: We are pleased to welcome Rudi and Patty Koniczek to PACMOG. Rudi is a world-class auto restorer and the Koniczeks are the proud owners of a very special 2002 Morgan Plus 8 "Lemans 62". It is number 1 of a run of 40 cars and we will do a write up on this car in our next issue. This month we are reprinting an article courtesy of Eric Weiner and Automobile Magazine which highlights Rudi's career.

Rudi Koniczek, the Canadian King of the Mercedes-Benz 300 SL Childhood immigrant's infectious passion keeps tradition alive



From beneath his wide-brimmed hat and trademark driving goggles, Rudi Koniczek flashes a genuine smile, welcoming me inside from the Canadian morning chill. He motions for me to sit in a cozy armchair inside his tiny, cluttered office. Stacked high are mounds of automotive books, memorabilia, posters, and models, the mad physical overflow of a giddy mind with a lifelong obsession. Not 10 feet above our heads, one floor up, millions of dollars worth of vintage Mercedes-Benz steel is being restored to its former glory. "Are you having an orgasmic morning?" he asks, with a glint in his eye.

Most people don't start conversations this way. Rudi isn't most people. His house is packed to the gills with thousands of Tintin collectible toys and figurines, as well as high-end art both tasteful and raunchy. The man has devoted an entire room to building slot cars and racing them on a hand-built track. And at this colorful, far-flung home and workshop, down a narrow and forested road outside of Victoria on Vancouver Island, lives one of the world's most accomplished and respected experts on the Mercedes 300 SL, as well as one of its most eccentric personalities.

Rudi works on all vintage cars, but he's known as a bona-fide Gullwing guru. Customers send him cars from all over the world, from the U.S., Hong Kong, Monaco, Switzerland, and more, shelling out \$300,000-\$400,000 for his time-reversing powers. He takes me upstairs to the shop, casually past his showroom of concours-winning restorations. Under fluorescent lighting, five majestic 300 SL Gullwings and Roadsters are lined up in various states of progress. "We get cars that have been upside down, burned to the ground, wrapped around telephone poles, you name it," Rudi says. To keep track of them all, they get nicknames like R2-D2, Punch, Monaco, and Timbits. "Punch was smashed up front and back, like it got punched on both ends. Timbits? Belongs to this guy Tim, who sent me the whole damn thing in boxes."



A full restoration takes about 18 months, which seems like a short turnaround given the stupendous level of craftsmanship that goes into every nook and cranny of each project. Everything from mechanicals to body repair, leather, fitted luggage, and wood crafting goes on under Rudi's watch — only chrome work is outsourced. "For me, my work is about honoring history and my commitment to the mark — and especially the Gullwing," Rudi says.

"When somebody asks what the car is going to be worth after the restoration, that's the wrong question. This isn't some commodity; I treat it as a work of art. "

That commitment's story begins with his birth in Germany in 1949, near the Czech border. "We lost everything in the war, so Papa fled to Canada, and my mother and I followed six months later. I was 4," he says. The family settled in Toronto, but being a German refugee in the post-war era wasn't easy. "It was a tough gig, not knowing the language, the culture, the food. Everything was foreign," Rudi recalls. Things got rougher when he was 10, when kids were more cruel. "I'd get beat up or spit on. After the war, Germans were Nazis and squareheads and Krauts. My parents taught me never to fight back, just to turn the other cheek and laugh. Laughter and jokes were my refuge."

Tintin comics proved another key escape, and the one that inspired his love of cars and racing. "Hergé, the artist, was just a freak for detail, like me," Rudi explains. "He captured the cars so well, the swift movement of those little European sports cars and racers. Maybe it was my German pride or heritage, but soon all my model cars were Mercedes-Benz." Model cars turned to a job at a Toronto hobby shop, and soon Rudi was building 300 SL, W196, W154, and W125 slot cars and racing them competitively against other hobby shops. "I was playing, of course. But when I saw those cars run I felt like I was there in real life."

At 15 he walked into the offices of Mercedes-Benz Canada with a suitcase full of slot cars and charmed his way into the office of the president, who offered him a job as a lot boy. Sweeping floors, shoveling snow, and cleaning cars turned into a factory apprenticeship that lasted four and a half years. "It was the best education imaginable," Rudi reflects. "From the bottom, you learn how to clean tools, be a mechanic's assistant. Then you graduate to terrible jobs like studding tires and oil changes on diesel trucks — the real grunt work. It was wonderful."

Most of the mechanics there were passionate about the new technologies being developed in Germany, but the allure of Mercedes history and tradition put the blinders on Rudi. "I was a sponge and just sucked it all up," he says. "Most of the hands were older and German, so I'd help them learn English, and they'd

answer my questions about pre-war superchargers and bearings, little tricks to know from a bygone era." The moment he drove and worked on his first 300 SL, Mercedes' claws were set deep. "I was just blown away by the beauty and the quality of engineering and design. I thought that like dinosaurs, which died and turned into valuable oil, the knowledge I was collecting would someday be worth something."

Rudi finished his apprenticeship in 1971, when he was 21 years old. He moved to Victoria to start his own sports-car tuning shop, mostly for the British machines that used to flood Vancouver Island. He recalls there were lots of so-called remittance men — black sheep of wealthy British families — who had been marooned all the way out in western Canada with a mansion and a sports car. "Those cars were great for business," Rudi says. "Fun, cheerful, and always breaking down!" Soon he started leaving business cards on Mercedes-Benzes he'd stalk at dentists' offices or university parking lots, and eventually he got a bite.



"Dr. Martin Scherzer called me, wanting some routine maintenance and a valve adjustment on his Mercedes 230 finback," Rudi remembers, like it was last week. He does this constantly with apparently zero effort, recalling people, names, or places from decades ago in excruciating detail. Scherzer took a liking to him and invited him to dinner, and after that the Benzes started arriving at Rudi's door as word got out. Not long after, he sold the tuning shop and opened a new business for German cars — and later a specialty arm for Mercedes, Bentley, and Rolls-Royce carriage cars.

Business was booming with eight employees by the mid-1980s, but by then it was running him. "It stopped being fun, and if it's not fun, I don't do it," he says. "After two years of internal turmoil, going to tea-leaf readers and fortune tellers, I closed the damn thing. I needed to go back to my roots, which was always Mercedes and the Gullwing." The first 300 SL arrived from Wales, and he restored the entire car with one assistant. He sent it back — perfect, of course — and soon another showed up. Then another and another.

Twenty-five years ago he moved his shop from downtown Victoria to this location just outside the city. Before long both Rudi's staff and his clients started to feel like the workshop was home. "People should come over, talk cars, feel the love of what we do and share in it," he offers. "We should go from the shop to the kitchen, have some wine and a giggle. The clients come back, they become family, part of this little club."

Things really picked up after a weeklong Gullwing owners' festival at Rudi's house in 2001. In recent years, the clientele has shifted with a huge uptick in the cars' value. One of his finest cars, a gorgeous silver 1955 300 SL with a rare aluminum body and blue-plaid interior, sold in 2012 for \$4.6 million. "These days we turn away more people than cars," he admits. "When somebody asks what the car is going to be worth after the restoration, that's the wrong question. This isn't some commodity; I treat it as a work of art that's meant to be shared with future generations."

It's been Rudi's mission to share his passion for vintage Mercedes with people who appreciate it, who can enjoy the wonderful heritage and tradition he loves. So it follows that as long as there are people who want to dive into the world of vintage Benzes, there need be others who have the expertise to fix them. Six of his eight staff have been with him for 18 years or more, many since they were kids.

Production manager Ross Morrison, at 15 years old, was hitchhiking up the road when a crazy guy in a crazier car pulled over, waving him in. "This Rolls-Royce shows up, which he tells me belongs to the ambassador to the Ivory Coast," says Morrison, beaming. "He asked if I needed a job, and I thought it would be landscape work or something. When I showed up the next day and saw I'd be working with these cars, my jaw hit the floor. That was 25 years ago, and now I'm doing engines, transmissions, everything."



Mark Root started out as summer help when he was 14, also about 25 years ago. Now he's the chief road tester, driving each car for about 400 miles. "As the miles pile up, he goes down the shit list until there's no more shit," Rudi says. On the other end of the spectrum is Eric Cherneff, who began his career as a mechanic at the ripe age of 47. Once an extremely successful but equally miserable accountant, Cherneff is grateful Rudi gave him a shot. "I laid my heart out on the line, thinking there's no chance he'd want some hobbyist like me," Cherneff says. "He just threw me right in the fire and let me be creative." The team is called Rudi & Company, and the man in charge takes the latter part seriously. "We're like a dance troupe. A band of artisans, doing things the right way."

Rudi tells me to hold on a second. He pulls one of his guys aside and tells him to clean off a fingerprint he spots on a windshield. He circumambulates the workshop with palpable energy, scanning for imperfections with keen precision. The cars are executed flawlessly, oozing style and class. Brightwork shines gently around great swaths of rich paint, which matches perfectly the snazzy interiors and fitted luggage. Those details, that perfection, is what Rudi calls the sizzle of the steak.

To make sure the tradition carries on, Rudi decided to bequeath his entire business to his friends at GAIN, a luxury dealer group based on Vancouver Island, rather than sell it. Rudi helped the same group last year kick off a local motorsports club and racetrack, called the Vancouver Island Motorsport Circuit, ("Welcome to Speed Island," September 2016). He trusts that, in their hands, his staff and his legacy will live on properly when he's gone. The team is called Rudi & Company. "We're like a dance troupe. A band of artisans, doing things the right way. "

We head from the workshop to his house, where Rudi undergoes one of his frequent outfit changes. He dons a chef's coat before cooking dinner, admitting it makes him feel closer to his father, who was a chef. After lots of wine, some spontaneous dancing, and another outfit change for Rudi into a bizarre animal-skin pelt, something is unmistakable. Deep down Rudi is still a kid, surrounded by toys and friends, and he hasn't for a minute lost the heart of a child. His verve for life, for artistry, and not for money, is why Rudi's cars are so special. Commission him to work on yours and you get a lifetime seat at his table. "Our doors are always open; you're part of our weird extended family now," he tells me. He throws me a wink before closing the door, and I know the crazy bastard means it.



(Eric Weiner Photos)



The Story of the Vancouver Olympic Licence Plates

By Dave Doroghy

This story hinges on the idea that a piece of metal with the right design and surrounded by some clever marketing will shake about \$100 per person out of a lot of consumers' pockets. This particular piece of metal is more useful than a pet rock but the marketing idea was what people were really buying.

In the fall of 2005 we approached ICBC, the government authority that insures all cars registered in the province and issues their license plates. Fortunately we were able to start right at the top: through an introduction from a VANOC board member a meeting with the president of ICBC had been arranged. On a cold blustery October day Dave Cobb, Andrea Shaw and I took the SeaBus from our old offices on Pender Street to the giant automobile insurance company's headquarters on North Vancouver's shore. As we sat on the SeaBus bench, strategizing while we crossed the choppy waters of Burrard Inlet, we were completely ignorant of the fact that our sale with ICBC was actually pretty much a done deal.

First, ICBC President Paul Taylor was a huge Olympics fan. He had lived in Calgary during the 1988 Games and had witnessed firsthand the transformative nature of the event. He took the entire 18 days of the Calgary Games off work to serve as an Olympic volunteer. It was always a good sign when I walked into the office of the president of a large company and he had Olympic memorabilia from the Calgary 88 Games hanging on his walls. During our meeting Taylor admitted that he was a bit of an Olympic junkie and how strongly he believed in what we were doing for British Columbia and the rest of Canada. He said we could count on ICBC's support.

Second, there was political will from the very top to do the deal - the premier's office wanted it. Issuing a license plate to support the games was not a new idea but doing it early and doing it well was. What followed that meeting was two years of trying to navigate the terms of a politically sensitive sponsorship agreement through a never-ending, long, slow-moving labyrinth of bureaucrats, legislators, provincial finance committees, sub-committees, ICBC managers, politicians and, finally, the premier. Everybody got his or her fingerprints on this one. For a long time it moved at a snail's pace. But thank goodness we started working on it five years out so that we had sufficient lead-time to ink the deal and establish the program. In the end it took over two years to close the deal: the first plate hit the streets of BC in 2007.

In partnering with ICBC, VANOC needed \$15 million in true value to do the deal. Even though ICBC was a crown corporation, it would be unfair to the rest of the Tier II sponsors to do a deal for anything less. The \$15 million could be in cash or a value-in-kind that alleviated a budgeted expense. In this category we happened to have a large expense line item related to ICBC's business; namely, underwriting the insurance policies for the 5,000 automobiles General Motors was lending to us. The costs that we would incur if we had to go out and insure those vehicles before, during and shortly after the Olympics, was \$6.2 million. Of course we wanted ICBC to cover the insurance coverage costs as part of this sponsorship agreement. I met with the head ICBC actuary a few times as he tried to assess how many claims they could expect from us over the next few years from accidents in our massive fleet, and at what cost to them.

To attain the remaining \$8.8 million for a \$15 Tier II sponsorship, ICBC committed to producing a special Olympic-branded license plate and making it available to the public for an additional fee over and above what they would have to pay for their regular plates. The program was on an opt-in basis and totally up to the motoring public to decide if they wanted to buy the plates or not. Each year, ICBC issues just over two million car insurance policies, each one with a front and back license plate, and all of our projected calculations were based on this universe of potential participants. We figured if we hit the ball out of the park we might achieve a 5-percent sales rate and sell 100,000 of our special Olympic license plates.

The auto-insurance company really did its homework on how to structure the pricing for the public plate offering. First of all it looked at every single Olympic Games over the past 50 years and researched what Olympic automobile license plates had been offered to motorists. Here is some trivia: the first known Olympic license plate was issued in Melbourne for the 1956 Summer Games: 200 to 300 plates were produced. Many subsequent Olympic Games applied the Olympic logo to the general issue of plates but it was not until the games in Los Angeles in 1984 that the program was implemented as a fundraiser. In Los Angeles 25,583 special Olympic plates were sold for \$100 each, raising over \$2.5 million for those games. ICBC unearthed countless other facts and figures on other games and commemorative plate programs that helped us mold our offer.

When it came to raising money off of license plates, there were two revenue variables that ICBC and VANOC had control over and had to agree on. The one-time, up-front incremental special Olympic plate price and the annual renewal fee for the right to continue using it. This is the way the existing personalized plate program in BC worked. In reviewing our options we recognized that a large, up-front fee to enroll in the program would result in fewer people taking part, but that a fee that was too low would leave money on the table. We knew, however that the real money was in the renewals. If we could get enough motorists to buy the plate as soon as it was issued then we could collect renewals every year, for three or four years. “Ca-ching, Ca-ching,” we heard, the sound of a cash register ringing up sales.

ICBC conducted a quantitative research study with 1,000 motorists to ascertain how to maximize our revenues by correctly choosing those two magic numbers. Motorists were shown a mock-up of an Olympic license plate and asked if they would sign up for the program for a \$10, \$20, \$25, \$30 or \$40 t enrolment fee. Then they were asked what annual fee were they would likely pay to leave the plates on their cars. ICBC then went to market with more research and focus group studies to confirm their initial findings. The entire three-month study was presented to me in a one-hour Power Point presentation with the final slide revealing the two magic numbers that they were recommending.

After a lot of number crunching it was decided that the initial up-front fee to purchase the plate would be \$35. Then, every year when the motorist who purchased the plate went to renew his or her insurance policy, he or she would be charged an additional \$25 to continue displaying the plate for another year. Get those plates out there and collect the renewal money! Simple. The formula to maximize our revenue was pretty clear to anyone who took the time to go through the extensive research. What wasn't as clear was what design should go onto the plate itself, to make it appealing enough to the motoring public to purchase.



The design element is the fun part of a deal. Both VANOC and ICBC started working on plate design concepts shortly after our discussions began. VANOC had a crackerjack creative department full of about 20, cutting-edge designers, who were mainly in their mid-twenties, had trendy hair cuts, cool tattoos and many pierced body parts, wore mainly black clothing and sat in front of huge Mac monitors all day. The department, called Brand and Creative Services, was on the second floor of our office building and I used to love to go down there just to soak up the great energy. The staff designed everything from our logos to our mascots, our posters and background signage used at the sport venues. They also produced all of our publications and all of the newspaper and TV ads that we ran. The entire branding of the 2010 Olympic Winter Games was developed in-house by this group of talented, young and very hip contemporary artists. We had a very short period of time to develop a look and feel for the games and everything that we produced had to be consistent with our brand positioning.

The group of designers that we used on the ICBC project viewed the 12-inch-by-six-inch metal plate as a canvas that would display something inspiring that communicated our celebration of the games and the uniqueness of British Columbia. We put them to work on dreaming up a concept and gave them only one restriction: the numbers on the plate had to remain highly visible. That was non-negotiable, and came down from the police who had to read them. Our original concept depicted a spectacular snow-capped mountain range in the background with a silhouette of Vancouver's downtown skyline in the foreground.

In fact, whatever artwork we put onto those plates they would have sold. Dale Bumstead, the ICBC executive who was assigned this special plate program, was a lifer with the corporation and really sank his heart into the assignment. "We have had the most boring and dull, standard blue-and-white plates for decades," he told me. "There is a real pent-up demand for a colorful and new plate. These things are going to sell like crazy." He knew his stuff because later on they went on to do just that.

Since the program had such a high profile, the provincial government wanted in on the design too. We got word from the premier's office that they didn't like our initial mock-ups of the plate and that they wanted to add the not-very-modest new slogan that they had dreamed up: "British Columbia – The Greatest Place on Earth". Some of the senior executives at VANOC felt that the line was too boastful and not really our style at Vancouver 2010. Reaching consensus on artwork, or slogans, is always difficult because everyone has his or her own opinion. It became an internal debate at our office, whether we should go along with the slogan or not. We heard that the premier really wanted it on the plates and that it could be a deal breaker to remove it. In the end we settled for a stunning photo of snow capped XXGarabaldi MountainXXX with our 2010 logo on the middle of the plate and their slogan on the bottom.



Premier Gordon Campbell (right) was joined by VANOC CEO John Furlong (left) to unveil the new B.C. licence plate celebrating the 2010 Olympic and Paralympic Winter Games.

So we had a design: problem solved? Not quite. In introducing a new license plate you can't just come out with a plate for cars. The plate also has to be available for trucks, motorcycles, trailers and any registered vehicle. Every BC insurance agent selling plates at the more than 1,000 locations in BC has to stock all of the different variations. Finally, an optional plate had never been made available in BC, so systems had to be put in place to administrate the program, track revenues and manage restocking.

Within a couple of months of launching the plate program we had sold 50,000 of them. Over subsequent months the numbers just continued to climb way beyond our expectations. Around the three-year countdown to the games Opening Ceremonies ICBC was selling up to 500 plates a day. I specifically remember that date because our three-year countdown was mired in controversy with violent protests breaking out at a ceremony that we staged in downtown Vancouver. The aggressive disruption of our event was heavily covered in the media and quite a downer for us at VANOC. But the day after the ruckus occurred, John Furlong received an e-mail from ICBC President Paul Taylor and it was quite a morale booster at a time when we needed it. It read: "John, sorry to hear about the protests that happened yesterday. I just thought that I would drop you a line to let you know how the average British Columbian feels about the games. As of today we have sold 53,875 plates." Paul's point was that the plate program could be used as a barometer to measure the public's support for the games against the violence perpetrated by comparatively few protestors. In the end we sold 187,000 plates and raised over \$10 million making it the most successful plate program in the history of the Olympic Games.

John Furlong once took me aside and told me he could not believe the phenomenal success of the ICBC license plate campaign. "The way I look at it is that after you pay the up-front fee of \$35 and renew the plate for two and a half or three years, it will cost you about \$100," He paused, smiled and then said, "It just goes to show the power of the Olympic brand and the support that we have out there, that would make someone pay \$100 for a small piece of metal".

From a personal point of view, one of the things I liked the most about the program was its highly visible nature. I was proud to have worked on it. To me it was like an encouraging wink or pat on the back every time I saw a car with a 2010 plate on it drive by. I started counting them on my way in to work every morning. On one particular commute, when I was driving in to the office and ruminating on a litany of no's that I had just received from companies that I was courting, I counted 23 Olympic plates. That visual symbol of public support motivated me to get back onto the phone and make some more cold calls.



The Morgan Link

Don't forget to enter the contest!
Here is #109 - Westham Island Bridge



(See Page 33 for contest details)

BRITISH CAR COUNCIL INC. - LONG DISTANCE AWARD

The purpose of the event is to encourage British automobile drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride and for the general public. By driving their British classic cars as much as possible, we are consistently bringing to mind the love of the British Classic Car.

British Classics do not include British cars considered “daily drivers” unless they are 15 or more years old – however club executives should use discretion with final judgment up to the BCCI executive.

To help and encourage all participants, the British Car Council Incorporated offers a “Long Distance Award”. This award, a specially struck plaque with the participants name and vehicle particulars is presented to those who have traveled the pre-requisite distance during the driving season of April 1st through October 31st.

The logistics, rules and regulations are as follows:

1. Vehicles participating must NOT be “daily drivers” (i.e.: only classic cars used for driving and related events and pleasure during the season are eligible – unless they are 15 or more years old)
2. Contest timing will be April 1st each year through October 31st each year. The contest will NOT begin prior to April 1st or end after October 31st.
3. The event will be open to all members of BCCI participating clubs, regardless of residence.
4. Each participating automobile will have the odometer read by a member of their club executive at the start and end of the contest.
5. Club executives will be responsible for recording the starting and the ending odometer reading on the BCCI LDA form.
6. Any defective odometer instruments are the responsibility of the owner to repair (no verbal estimates of distance will be accepted)
7. Dash plaques will be awarded to every driver successfully completing 3000 miles or 5000 kilometers (individual vehicles or combination of vehicles).
8. Dash plaques will be given to each club BCCI representative and distributed to the appropriate club members.



BRITISH CAR COUNCIL INC. - LONG DISTANCE AWARD

LONG DISTANCE AWARD CERTIFICATION FORM

Contest runs from April 1, _____ through October 31, _____

Driving Season Commencement

Club Name	Car Make, Model & Year
Driver(s) Name(s)	Mileage/Km reading at April 1, _____
Odometer/distance gauges in working order Yes / No	Name/Signature Club Executive Member Date

Driving Season Conclusion

Mileage/Km reading as at October 31, _____	Club Name
Odometer/distance gauges in working order Yes / No	Name/Signature Club Executive Member Date

Submit this completed form to the British Car Council Inc. after the event close date, no later than December 1, through your local club. Awards will be presented early in the New Year through your local club. All enquiries should be directed to the BCCI at:

British Car Council Inc.
Bayview Village, PO Box 91135
Willowdale, Ontario
M2K 2Y6



Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

It's 4 years ago that we made a start with the MHR. From the start we had two registers:

- 1 - For 4 wheeled Morgans fitted with a carburettor from the factory on
- 2 - A Parts & Suppliers Register.

It wasn't and still isn't necessary to be a member of the MSCC to be registered with the MHR. To begin with the rate of Morgan registrations was extremely high, now after 4 years the number doesn't grow a lot. This isn't a problem, but, please tell us if you sell your Morgan. Let the new owner know that the car is registered with the MHR. Please, ask them to contact us, so that we can update the register – it is most useful when it is up-to-date ! The Registrar is Ron Fermont and you can Email him at: fa@zeelandnet.nl .

With a little bit of luck, next month we can let you know who owns the 900th MHR-registered Morgan! From the beginning, the MHR-news was at least two, sometimes even three pages in Miscellany. The cooperation with the Editor is really good. Thanks Charles! What is the opinion of the readers of the monthly MHR-news? I/we think that is good to know what people think and what they like to read in their 'own' club magazine. Please, feel free to contact machielkalf@ziggo.nl .

Parts & Suppliers Register

From the start, we thought it would be a great idea to make a Parts & Suppliers Register - so, we did. But now, 4 years later, the following question comes my mind: is this Register very useful? Who uses this register? With the experiences I have, I see that most owners of older Morgans use their own network, mostly nearby. If you have other ideas or experiences, please, let me know. machielkalf@ziggo.nl . Andy Downes now maintains the Register and if you think that this is the first step in cancelling the Parts & Suppliers Register, sorry, that isn't the case. Of course we keep alive what we have. This is a valuable resource, if you've spent time and effort tracking down that difficult to find part or skill please share that hard won success with your fellow enthusiasts. If you use a particular supplier who has given you good or exceptional service, please let Andy know at mscc.mhr.assist@gmail.com or call 07952 634 611 and he will update the list. If you would like an updated copy, again contact Andy – this is only available via Email in PDF format at present.

Technical Advice.

I phoned Terry Foxen of G.E.E. Ltd. Terry is one of those technical people who have loads of experiences with Morgans. My phone call had to do with rear brake drums. We discussed my question and at the end Terry said: maybe it's a good idea to write the following in the MHR-news: Did you ever realize that the brake drums aren't balanced? So, as most of you know, the brake drums are made of cast iron. The inside of the drums aren't always perfectly concentric with the outside. The thickness of the drum isn't consistent all around its diameter. At the place the drum is thicker there is more weight. In other words, even if your wheel is perfectly balanced it is possible the total mass on the same axle/hub isn't. This might be the reason if you have that mystery vibration in your car. For those who drive with a four wheeler with drum brakes at the front this could be interesting to check. At the rear axle you don't feel it so much as at the front, but, it is interesting to check!

Not all the invited people had the possibility to come to Goodwood. But afterwards I received a very nice text from Neil Dangerfield:

Glad to hear your day was a great success and your guests got a bit of track time. Pity no SLRs turned up. You suggested I might "jot down a few notes/stories on a rainy Sunday afternoon". As Jersey suffered from thick fog this morning and my Seniors golf competition was cancelled I am making use of "fog" time to type a few anecdotes/comments on the characters mentioned in your email.

1. David Piper and I both lived in the same small village of Redbourn in Hertfordshire in the 50s, so I have known him for nearly 70 years. Last saw him racing near Cape Town, around 2010.
2. Liz Piper (nee Michelle) was Chris's secretary/girl friend at the time I first took my TR4 to LawrenceTune in '62.
3. Chris entered TOK in the supporting race to the Italian GP in September 1963. The Morgan was transported to Monza inside a vast caravan which doubled as living quarters. I also got an entry for my TR4 and drove it to Italy with my flat mate Tony Flory. We had agreed a route with Chris & Liz in case we struck trouble which was just as well as within the first hour the engine developed a nasty sounding knock. I decided to park in the entrance to a field, facing back up the road and hope that Chris had not deviated from the chosen route. It was a long wait and by dawn the caravan had not been seen. I couldn't risk continuing to Italy with that knock so headed back the way we had come and fortunately met up with Chris within about 10 miles. Sump was dropped, loose bolt on gudgeon pin tightened and on we went. At Monza the TR had a faultless run, finished second in the class to a semi-works Lancia. Picked up about £85 in prize and starting money which in those days just about covered the weekend's expenses! I was back in the London Stock Market on the Tuesday. I can't recall what happened to TOK – Chris either retired or had the 2 litre engine and ran in the preceding race in a different class.
4. Liz later went out with Tony Flory for a while. Tony was tragically killed at Paddock Bend, Brands Hatch in practice for the Ilford films 500 in one of our syndicate's ex-works Shelby Cobras.
5. Naturally I saw quite a lot of Gordon Spice in Marque Racing with his Morgan and later SLR.
6. I also remember close battles with Adrian Dence and his Morgan.
7. Keith Ahlers has lived in Jersey for some years but quite extraordinarily we only met for the first time last year. He drives a pre-war Morgan in Jersey Old Motor Club events, limited to cars built before the end of 1950.
8. Richard Shepherd Barron's great partnership with Chris at Le Mans was before I started racing so the first time we met was at one of your Goodwood days, not long before Chris passed away.
9. If the Deep Sanderson Formula junior is the one with two Mini engines, then I drove it at Brands Hatch in practice at a Boxing Day meeting about '63 or '64. As usual Chris had only just got it together in time for the race and all sorts of bits were not properly finished. In particular the seat was sliding all over the place. After a few rather tentative laps I handed it back to Chris commenting I was not prepared to risk my neck by driving it in anger!
10. I drove the VX 4/90 in a sprint at Brands in Nov'63 and noted that the suspension was remarkably efficient- despite a spin!
11. Len Bridge is another name I recall from the past as chief mechanic and a very fine one at that.
12. I seem to think Alan House raced a Morgan at one time?

Hope these memories from more than half a century ago are of some interest.

Best wishes, Neil.

Editor's Note: Even though, most of our club members have not registered their cars with the Morgan Historic Register, Machiel has kindly offered to continue writing articles for us. He is sharing articles he is writing for the Miscellany and I am cutting and pasting what is appropriate for us. **Please, consider registering your car with the Morgan Historic Register.**

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Production line and paint shop in 1974



(Steve Blake Photos)

Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact (see your roster)
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 by Feb. 10. 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

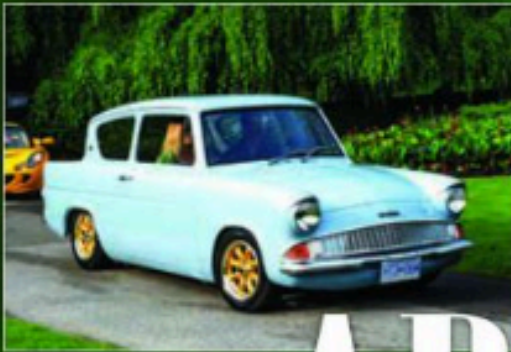
Dave Doroghy is sponsoring a contest where you take photos of your Morgan next to the 111 places in his book. Winner is the one submitting photos of the most places. We are thinking of having a run at some point to drive past several of the 111 Places allowing you to take a photo of your car. These photos 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

THE GREATEST SHOW ON BRITISH WHEELS

35th

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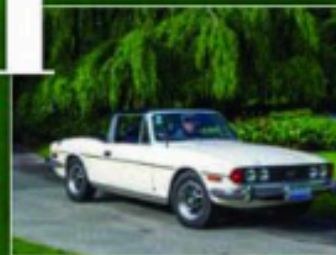


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- Set includes three Wilson Ultra Balls with Morgan wings branding
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<https://www.morgan-motor.com/shop/>

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 2005 Morgan Aero 8 was bid to US\$74,500 on BaT on December 20, 2019, but did not meet the reserve price.



This 1990 Morgan Plus 8 was sold for US\$40,001 on BaT on January 13, 2020.



The Morgan Link

A Christmas-themed advertisement for John's Thistle Auto Ltd. The ad features a blue Morgan Plus 4 in the center, surrounded by a group of staff members. The background is decorated with pinecones and holly leaves. The text reads: "MERRY Christmas & HAPPY NEW YEAR! Thank you to our valued customers for your support in 2019! JOHN'S THISTLE AUTO LTD. 4892 Elliott Street, Ladner 604-946-6626". There is also a small logo for "NVA AUTOPRO" in the bottom right corner.

Ad published in the Delta Optimist showcasing the Blake's 1962 Morgan Plus 4.

This 2019 Morgan 3-wheeler was sold for US\$40,000 on BaT on January 14, 2020.



This 1937 Morgan F4 Roadster was auctioned by Barrett Jackson, Scottsdale on January 13, 2020, and sold for US\$22,000.



This 1964 Morgan 4/4 was auctioned at Worldwide Auctions, Scottsdale on January 15, 2020, and sold for US\$22,000.



This 1961 Morgan Plus 4 Super Sports (Lawrence Tuned) was auctioned at Bonham's Scottsdale on January 16, 2020, and sold for US\$103,600.



This 2005 Morgan Aero 8 was auctioned at RM Sotheby's Scottsdale on January 17, 2020, and sold for US\$75,000.



This 2005 Morgan Roadster was bid to US\$60,000 on BaT on January 20, 2020, but did not make the reserve price.



Mazda trying to be a Morgan?

I spotted this hood ornament on a Mazda in Saigon in January.

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

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BUT YOU CAN PICK ONLY TWO
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FAST & GOOD WON'T BE CHEAP
CHEAP & FAST WON'T BE GOOD

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



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

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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.

