



The Morgan Link

Vol 5 No 5 The Magazine of the Pacific Morgan Owners Group

June 2020



From the Editor's Desk...

If you are reading this edition of the magazine, it means you have successfully navigated to the PACMOG website download section where we store the issues of the Morgan Link. We made the change from emailing the magazine to having you access it online to make it easier for distributing in one part and with reasonable resolution photos. You will also notice that in this location, we have stored the complete archive of Morgan Links. Thanks to Doug Barofsky for getting me thinking of a better way to distribute the magazine.

We just came back from the Stir Crazy III drive to Squamish and all had a great day. It looks like we will soon be able to change them back to a Mog 'n Platter as restaurants are starting to open up. Either way, a drive with a meal at the end or just a drive, it makes a nice outing and a chance to swap stories of "house arrest" with friends.

You are now reading the 5th edition of the Morgan Link for this year. What was to be a bimonthly magazine has certainly grown. Keep sending us ideas for stories and we will keep publishing. Thanks to all the contributors who I count on desperately for variety and content. Please, read the list of contributors on page 4 to see the number of people involved in creating the Morgan Link. Even the smallest idea or suggestion is appreciated.

I am looking for some personal Morgan stories. If you have any funny stories, interesting experiences, or would like members to get to know you a little better through a Member Profile, send me an email or give me a phone call. Any of the Morgan stories you tell your friends are the types of things that could make a good article. We are also looking for non-Morgan articles. We are all petrolheads and enjoy reading about other cars and the hobby in general. While we will continue to focus primarily on Morgans, we will shake things up a bit!

It looks like the Covid-19 situation has changed some things in a positive way. We are now having Zoom meetings where we can all be "face-to-face" while separated by distance. It is such a great way to have a meeting. Now, any member, residing anywhere in the world, can become a director of our club. This can only be a positive outcome. The AGM is coming!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

June 2020

Editor – Steve Blake

morganlink@telus.net

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.

Copyright © 2020 by PACIFIC MORGAN OWNERS GROUP.

Permission must be requested to reproduce any portions of this magazine. If granted, give PACMOG credit, acknowledging the issue, author, source, or photographer stated. Email the editor for permission.

Submitting Material for Publication: Email content to the above address. Deadline: 10th of the month of publication.

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

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

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

Chair Report - June 2020

By Tom Morris

The full slate of directors was in attendance at PacMOG's first-ever Zoom-based executive meeting on June 11. Also attending were recording secretary Susan Blake and Morgan Link editor Steve Blake. I'm very happy to report that, through the wonders of modern technology, it all came off without a hitch.

The first item under new business was a discussion on using the Zoom platform for our 2020 AGM. After a brief discussion, a motion was made to that effect and unanimously carried. Our AGM will, for the first time, be a virtual affair, using Zoom, and held on Thursday, August 13 at 7:00 pm. You will all be receiving official notification of that shortly, along with instructions on using the Zoom platform. You'll be able to participate using your computer, tablet or smartphone. Not only does this get around the Covid-19 gathering restrictions, but it also enables members to attend the meeting from anywhere on the planet, provided they have an adequate internet connection.

It was also decided that most or all future board meeting would be held using Zoom. At present PacMOG's board is made up of members from all around the lower mainland, as well as Bellingham, Sechelt, and Victoria. The amount of travel time and expense involved in getting these people together has been significant. Using Zoom, none of us has to leave the comfort of our own home. For me in Sechelt, attending a 90-minute meeting in the lower mainland (where most of the attendees reside) can take 9 hours or more, and Jane Cowan, from Victoria, is in the same boat (or at least a very similar ferry). Eliminating ferry rides, border crossings, and wasted time and money, and incidentally reducing our carbon footprint, can only be a good thing.

The most important benefit for the club in all of this is that it makes serving on the board so much easier and less time consuming, regardless of where you live. We hope that that results in new members stepping forward from a wider geographic area to help manage and operate PacMOG. We know there is a range of ideas and skills out there among the membership, and that voices from different places will only make the club better.

That brings us to the upcoming AGM and its executive board elections and operations appointments. Pat Miles, our long-serving Treasurer, has announced that she will be stepping down from that position at the end of this term, although I hope she will stay on as a director. Many thanks, Pat, for all that you have done in that role for so many years.

(continued on page 5)

PACMOG Directors

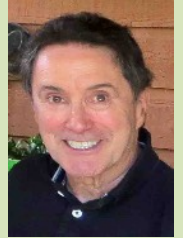
Chair, Webmaster
Tom Morris

tomm8847@telus.net



Vice Chair
Bob Wadden

bob.wadden@telus.net



Treasurer
Pat Miles

pat_miles@hotmail.com



Island and Inland Liaison
Jane Cowan

janecowan@shaw.ca



Membership, Regalia
Brian Nixon

nixon.b@outlook.com



Events, Nominations
Ken Miles

kengmiles@telus.net



At Large

Steve Hutchens

sphutchens@gmail.com



Contents

- Page 2 – From the Editor’s Desk
Page 3 – Chair Report
Page 6 - Trials and Tribulations
Page 8 - Stir Crazy II - Dewdney
Page 11 - Morgans in the Movies
Page 12 - Stir Crazy III - Squamish
Page 15 - Scooby Doo - Mystery Solved
Page 16 - Morgan Historic Register
Page 17 - The Champion Spark Plug Story
Page 18 - Morgan Fantasy Photos
Page 19 - Morgan and the Road Rat
Page 21 - Famous People with Morgans - Sir S. Moss
Page 24 - How to maintain your Morgan during lockdown
Page 26 - Malvern Memories
Page 28 - Morgan vs. Aston Martin
Page 29 - Travels of Mr. and Mrs. Smith - Part II
Page 33 - Dorg’s Morg
Page 34 - Keith’s Blog - Grit at the Core
Page 36 - 1998 Morgan Plus 8 sold this month
Page 38 - Events
Page 44 - Marketplace
Page 46 - Membership Application

New Members

We don’t have any new members this month.

We currently have 80 memberships, 78 on the roster and 2 who have chosen to stay private.

This is a total of 145 individual members.

Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake

Editor - Steve Blake

Cover Photo Credit:

The cover this month is one I found on the Internet from whitenoten.tumblr.com of a 1927 Morgan Super Aero in a trials race. It was posted by George Tompkins. Original credit is unknown. See article on page 6 on Trials Racing.

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, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Frank Gruen, Phil Johnson, Les Burkholder, Keith Martin, Nigel Matthews, Alayne Brunt-Tompsett

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

PACMOG is affiliated with:

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

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

PACMOG Constitution:

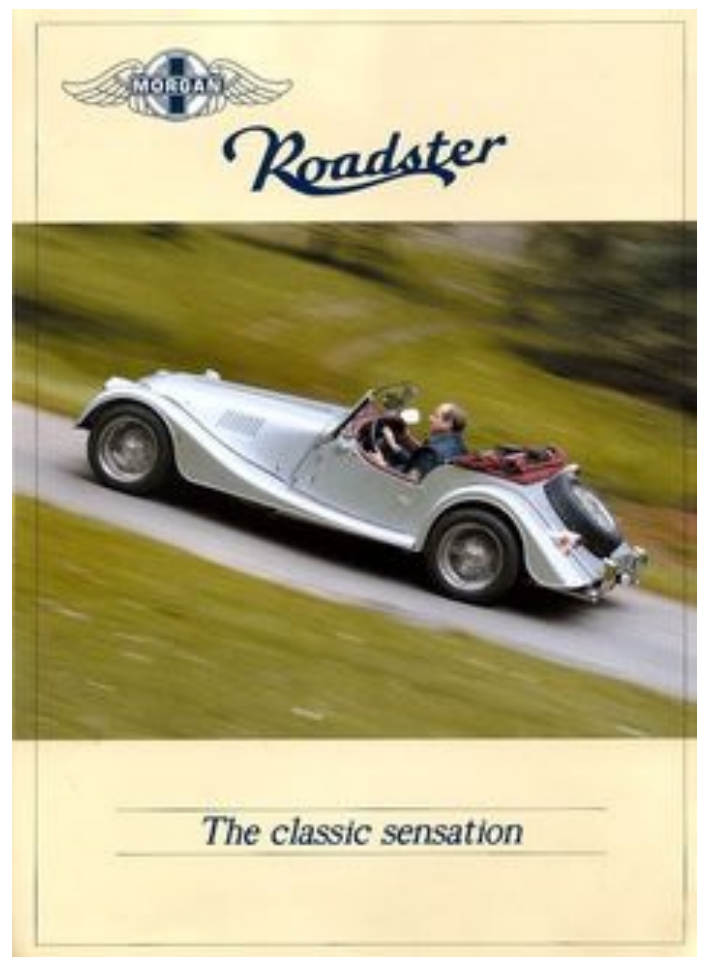
The purpose of the society is to encourage the restoration, preservation and enjoyment of all Morgan Motor Company vehicles. The group will foster communication, cooperation, education and recreation among all members by holding regular monthly meetings as well as drives, social events, shows and other events related to cars. By doing this we can enjoy the company of other enthusiasts and share our passion with members of the public as well as PACMOG members.

Chair Report (continued from page 3)

So, if you can keep your cheque book in order and can manage on-line banking, your club needs you. Please consider taking on the role of Treasurer. Also stepping down is Susan Blake, from her role as recording secretary. Thanks to you Susan, for doing such a good job for so long. Being Secretary involves organising meeting agendas, keeping meeting minutes and sending them out for approval. These two positions are critical to managing PacMOG efficiently, but please don't let that put you off. I'm sure that Susan and Pat will be happy to offer all the help they can in getting new people settled in. A third change is that Bob Wadden has decided to step down from his role as a director. Bob has been on the board since 2016 and was fundamental in drafting our Constitution and Bylaws, as well as serving as vice-Chairman and managing our events calendar. Thanks, Bob, for all that you have done for PacMOG.

Tom Morris

Chair



Zoom Directors' Meeting - June 11, 2020

TRIALS & TRIBULATIONS

By Allstar Crocks

Can you think of a motor sport where front seats passengers have to be at least 12 or 14 years old, this depends upon if it is an open or closed vehicle, and rear seat passengers, if carried, have to be over 2 years old? Welcome to that quaint British sport of Trialing. The three major Trialing events held in Britain each year are organised by the venerable Motor Cycle Club that was founded in 1901. They are the London-Exeter, London-Edinburgh and London-Lands End held respectively in January, Easter and October giving plenty of time for participants to prepare their vehicles between times. Furthermore, it is open to 2,3 and 4 wheeled vehicles of all ages that are road legal. Four wheel drive is not permitted.

At the time the MCC was founded and as a means of establishing motor transport as a viable option to the horse, long distance events were common place to prove both the endurance and reliability of the new technology. The events started in London on public roads with competitors driving overnight to the destinations. After breakfast they were required to tackle difficult sections on roads which at that time were little more than cart tracks. This last feature has been retained for the past 119 years which has given these events a unique status.



As the popularity of the motor car grew, manufacturers began to participate in Trialing and successes were used in publicity materials, however by the 1930s it became very much an amateur sport and has remained so ever since. Today the emphasis is now on the observed sections, many of which are run on the original crude off road cart tracks. There are usually 12/18 of these sections where the marshalls are there to observe if the climb was made without incurring penalties. On some, the vehicle is required to stop on an incline before progressing without coming to a halt again or going off the track. Usually 2 of these sections are timed so the emphasis is very much on the skill of the driver as opposed to the speed of the machine.



Naturally there are different categories. Class 1 is the real McCoy where entrants are encouraged to strengthen transmissions and drive shafts whereas the Classic Road trial is held on tarmac that requires minimal preparation of the vehicle. Many specials have been built to participate in trials but the age or type is no barrier. Few other places can you see a TR7 competing against a pre War Austin 7 or a Citroen 2CV against a VW dune buggy.



Many famous names have taken part including Donald Healey and Peter Morgan. The latter remained active in both the Exeter and Lands End trials into the 60s campaigning the Morgan 4/4. While the Lands End and Exeter venues have remained faithful to their geographic roots, the Edinburgh event was truncated, initially taking in Yorkshire and the Lake District but today is based in the Derbyshire Peak District. Manned by volunteers, some of whom have been involved in the sport for decades, brings us to the Carlyon family who have been present at the Lands End trial for almost a century. Robert Carlyon and his son Mark man an ancient winch that was first used in 1925 by Robert's grandfather. It is used on the Blue Hills section where it is dug into the hillside and used to winch out the unfortunate cars that cannot complete the climb. Elsewhere it is inevitably a strategically placed Land Rover Defender that comes to the aid of stranded cars.

The popularity of this relatively low cost sport is not lost on large crowds who can watch motor cycles with and without side cars and cars of all types and ages battle the elements and gravity at no cost to themselves, a rarity in motor sport in the 21st century!



(Photos are screen-captured from Youtube)

Stir Crazy Run II - The Valley

By Steve Blake

As the Covid-19 virus wreaks havoc on our economy and social practices, people are being mandated to stay in their homes, avoid unnecessary trips, and to endure social isolation. As a club, we respect what is being suggested and are trying to do what we can to maintain the safety of our members and others, while at the same time allowing for healthy, social interaction. Thus, the need for the Stir Crazy Runs. We try to keep at a correct social distance from one and other, allow for needed conversation, and exercise our Morgans in the fresh air.

On Tuesday, May 26, 2020, Dave Collis organized and lead us on the Stir Crazy Run II, a brilliant drive through the upper Fraser River Valley on the north side of the river. We thank Dave for his great planning and how he managed to dodge us through the overcast skies to miss any of the predicted rain. The forecast was for a cloudy day with 30% chances of rain through the morning. We saw nary a drop, even though the clouds hung heavy as we traversed the numerous rain forests on our route.



The run was to start at the Shake and Shingle Pub in Maple Ridge. The Blakes in their 1962 Morgan Plus 4 drove from Tsawwassen to meet the Miles in their 1969 Morgan Plus 8 at their home. From there, we drove north to join the Brunt-Tompsetts in their 1965 Morgan Plus 4. These three cars displayed a very patriotic look in their red, white, and blue liveries! A spirited drive took us over the Golden Ears Bridge through Pitt Meadows and on to Maple Ridge where we met up with Dave Collis in his 1963 Morgan 4/4. This was a pleasant hour drive to get to the start of the real run.



The Shake and Shingle Pub was the end point, several years back, for the London-Brighton Commemorative Run. Today the pub is no longer in operation with the log cabin-style building fenced closed. What was once a great pub with tasty food, became a hangout for the less desirables and the owners decided enough was enough and shut her down. One of the adjoining lumber companies bought the place with thoughts of converting it into offices. As yet, this hasn't happened.



Dave Collis planned a super drive on roads truly befit for Morgans. We twisted and turned, up and down hills through some very scenic roads that had us wondering who would choose to live way off the grid out in these areas. As we left the pub, four Morgans strong, we drove up Wilson Street and marvelled at the first of two hydro-electric dams. This first one is the Ruskin Dam that my grandfather worked on as a young cement mason back in the late 1920s. Hayward Lake was formed by that dam and it ends at the bottom of the spillway to the Stave Falls Dam. My grandfather started work on this dam when they raised it in 1925 before moving on to work on the Ruskin

project.

As we crossed over the Stave Falls Dam, we could see Stave Lake on the left and the hydro-electric complex to the right. The Stave River used to flow through a canyon similar to Capilano and Lynn Canyons but now most of it is taken up by Hayward Lake. The only parts of the Stave River left are a 3 km stretch from the Ruskin Dam to the Fraser River and a 45 km stretch from its headwaters in Garibaldi Park to the head of the Stave Lake. The Hudson Bay Company named it Stave River in 1828 after the trees that lined its banks. They were used to make the staves for barrels for exporting fish.

As we wound out of the Stave River Valley, we made lots of turns, climbs and runs along various stretches of the Dewdney Trunk Road. Because of this, Dave is calling this the Dewdney run. Dewdney Trunk Road was named after Edgar Dewdney, a surveyor, who went into politics and eventually, in 1892, became the Lieutenant-Governor of British Columbia.

We only had one mishap along the way. I heard a metal clanking on the road and saw, in my rear view mirror, the Miles pull over. Three of us pulled off to see what the problem was while Dave motored on. A few minutes later he returned to meet us when he realized nobody was following him anymore! Ken was off in the bush and came back sheepishly with his horn in his hand. The horn had come off and bounced along the road. Next time you see Ken, offer him a lock washer or two!

We parted company along the Lougheed Highway with each of us off to our next adventure.



Susan demonstrating the use of Morgan Cup Holders

(Steve Blake Photos)



Pat with their recovered horn



(Bottom 3 photos - Alayne Brunt-Tompsett)

Morgans in the Movies

Vintage Roads Great and Small

By Steve Blake and Phil Johnson

PBS has played a series titled, "Vintage Roads Great and Small." This series stars Peter Davison and Christopher Timothy driving a "modern" Morgan 4/4 around the back toads of the United Kingdom. These two gentlemen are well known for their roles in the TV series, "All Creatures Great and Small" based on British veterinarian surgeon Alf Wright's books, written under the name James Herriot, about his work. The lead character was James Herriot played by Christopher Timothy. Peter Davison played the role of the little brother, Tristan Farnon, to the veterinarian, Siegfried Farnon, who was based on Wright's real life partner, Donald Sinclair.



There were seven episodes over two seasons. You can find the first season of three episodes on Youtube as they aired on PBS networks in the USA and Canada. I expect the second season will be available soon.

Season 1

Episode 1 - Inverness to the Isle of Skye

<https://www.youtube.com/watch?v=sk60R0D42As>

Episode 2 - London to Lands End

<https://www.youtube.com/watch?v=7lYfx4LHsh8>

Episode 3 - Cardiff to Snowdonia

<https://www.youtube.com/watch?v=u419bGs0v6E>



Season 2

Episode 1 - Scarborough to
Langthwaite, the Yorkshire
Dales

Episode 2 - Calshot Beach to
Burgh Island, New Forest

Episode 3 - Edinburgh to
Hadrian's Wall, Border Country

Episode 4 - Axmouth to
Lincoln, on the Roman Way

Stir Crazy III - Squamish

By Tom Morris

On Friday, June 19 eleven club members in six Morgans gathered in West Vancouver for our third Stir Crazy Run. Along with the intrepid PacMOG contingent were about 14 or 15 other English cars. Ken Miles suggestion that we extend invitations to some of the other local English car clubs resulting in cars from a diverse range of manufacturers - Triumph, MG, MINI, Austin Healey, Rolls Royce, Jaguar, and Morris.

PacMOG members in attendance included Ken and Pat Miles (4/4 Four Seater), Steve and Susan Blake (Plus 4 Four Seater), Chris and Alayne Brunt-Tompsett (Plus 4), Bob McDiarmid (Plus 8), Larry Sharp (4/4 Four Seater), and Bill Hayter (4/4) in their Morgans. Sadly, my Plus 8 was still laid up with a leaky gas tank, despite my best efforts to seal it up, so Elaine and I were in the little green Morris Minor Tourer. Also, Bill, a mechanically sympathetic sort of chap, didn't feel that his 4/4 was quite up to a run to Squamish, so he was just there for a bit of a visit and to see us off. This raises a good point; if you can't join us for a full run or if the Morgan is temporarily indisposed, you are always welcome to participate in a PacMOG event in whatever way, and in whatever vehicle, you can manage.

We had more than decent weather, so it was tops-down as we set off along Marine Drive to Horseshoe Bay, then up the Sea to Sky to Squamish. Being mid-morning on a Friday, the traffic was light, making the drive very pleasant indeed. Arriving in Squamish we separated into small groups, to make physical distancing easier, and set out in search of lunch. A few of us ended up at the Howe Sound Brewpub for a nice pint and light repast. After eating, folks wandered back to their cars and headed home, restored by a bit of responsibly-distanced social contact, and loads of fresh mountain air. That's the point of these Stir Crazy Runs; they're just a chance to get out of the house for a few hours to clear our heads and prepare us for a few more weeks or months of our Covid-19 restricted lives.



Bob had a good use for an old MOGNW shirt!







Abbey Road??



(Steve and Susan Blake Photos)

Scooby Doo - The Mystery Begins - Solved!

By Steve Blake and Les Burkholder

Les Burkholder informed me that it was indeed his car used in the "Scooby Doo - The Mystery Begins" movie that I highlighted last month in Morgans in the Movies. One correction, Les's car is a 1969 Morgan 4/4 2-seater. Here is what Les has to say on his movie experiences with his Morgans.



Hi Steve:

Re Scooby Doo film, I do not have any photos on the set. I was contacted by someone that sourced cars for movies. Apparently, they had seen the car at Van Dusen and asked if they could use the Yellow Morgan for a static display in the garage. They would like me to deliver the car to the set and leave it there for a couple of days. There would also be security and insurance on the car, and remuneration. I was on site only to deliver the car and pick it up when they were finished.

The Yellow 4/4 was in a Shell commercial in the late 80s.. it was filmed with other American convertibles. They provided a driver dressed in typical English outfit with a big English Sheep Dog. They were driving around the blocks around Gassy Jack for a number of takes. I believe it was shown in eastern Canada. Here I was able to watch the filming, and was welcome to help myself to any of the food that they provide. It was interesting for a while, but was an all day session.



In 2018, they asked for the DHC for a movie. You had to be on set by 6 AM, by 10 you were sent to wardrobe to be outfitted, then you waited till 5 PM when they asked all of us (other 60s American cars) to line up and drive slowly around in a large circle and pass in front of the cameras. After a number of circles they pulled me out as the DHC stood out too much as they wanted to use the cars going by as background traffic .

I have had offers from photographers to use the DHC in a lingerie shoot, with the models laying around, in and on the car. I refused, I didn't want them on the DHC. I guess I am getting old.

I have been asked since to use the cars for more movies but have declined. It was interesting at first, but becomes very boring standing around and the remuneration was not worth it.

Cheers
Les.

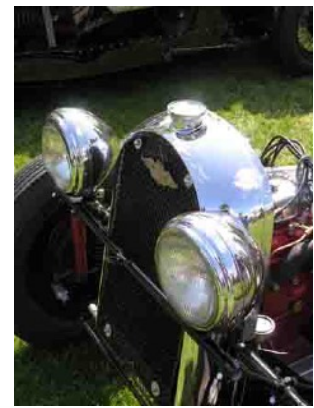


(Steve Blake Photos)



Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

So, as you probably noted, the Morgan Historic Register has many, maybe all, the official factory Instruction Books for the 4/4, even the Series I, the +4's and the +8's with carburetors, in stock. They are digitally available from us. Contact me at machielkalf@ziggo.nl

If you have all the "different" instruction books, it's interesting to find out what these differences are. One of the parts mentioned in the instruction books, which are recommended by the Morgan Motor Company (MMC), are the spark plugs. Of course, there are more modern types and brands available, that do a very good job, but for those who are interested in the history of Morgans, like myself, I try to find the original recommended spark plugs. So, let's focus on the recommendations for the Plus 4s.



That sounds easy, but my experiences are telling another story. Maybe there are (web) shops in your part of the world where they lay on the shelf, but here in Europe the situation is different. From the moment the MMC started the production of the +4s, they recommended the Champion L10 or for high speed touring the L11S. (The reach is always ½".) With the help of a friend in the UK, I found an original box, new old stock, with 10 Champions L10 plugs. But the L11S are very hard to find.....

Later, the MMC came with spark plugs made by an English company called Lodge. The types are Lodge CNY and for high speed touring the Lodge HN. Again, I found a set of Lodge CNY.

But the HN type, I have not been able to find. If you know a source for the old spark plugs I mentioned, please let me know. I would like to make a nice display of all of these Morgan related parts.

What I was wondering: who really did the recommendations? Was that the Champion factory or for example the TR-engine factory (Triumph). Or was it the result of test work done by the MMC?

Where did they make the Champion spark plugs? On Wikipedia, I found the following: Champion is an American brand of spark plugs. Originally Champion was a Fortune 500 Company founded by Robert A. Stranahan and Frank D. Stranahan, in 1908 in Boston and then moved to Toledo, Ohio in 1910 to be close to the Willys-Overland Auto Company. In 1931, Champion introduced its first suppressor-type spark plugs. They used a carbon-based resistor to reduce the effects of ignition noise on radio waves.

In 1989, Champion was purchased by Cooper Industries and is now a wholly owned brand of Federal-Mogul Corporation. Its main products are a line of spark plugs for a wide range of cars, trucks, SUVs, racing and marine applications. Also included in the brand, depending on the regional market and brand history, are spark plug wires, wiper blades, batteries, oil filters, lighting, and glow plugs.

But to my surprise, I found the following text on the box with L10 spark plugs: "By appointment to H.M. the Queen suppliers of sparking plugs Champion sparking plugs Co, Ltd". Does that mean there was a factory in the UK as well?

Do you have more information about this company or does have technical information, perhaps a catalogue from the Sixties about the Champion or Lodge spark plugs? I look forward to your response. machielkalf@ziggo.nl

Best regards, Machiel Kalf.



(Photos by Machiel Kalf)

The Champion Spark Plug Story

By Steve Blake

As per Machiel's request in the last article, let me shed some more light on the UK Champion spark plugs.

Champion Spark Plugs is a well-known American brand of spark plugs (sometimes known as a sparking plug). Albert Champion (1878 - 1927) was born in Paris and began his career as a road bicycle racer. He was a top French cyclist who won major races and became involved in auto racing.

Champion came to America in 1899 to avoid conscription and participated in races. Champion began to make his own bicycle parts as he found the parts hard to find in America. He found out all he could about engines to ensure his performance was the best it could be and this included the spark plugs! He began making spark plugs to sell to his friends. Champion quit racing but continued designing and manufacturing spark plugs and magnetos.

William Durant, the founder of General Motors in the USA, spotted Champion's potential and moved him and his operation to Flint, Michigan, in 1904. The Champion Ignition Company was formed. In the early 1900's, Robert A. and Frank D. Stranahan invested in Champion's business. Champion left the Stranahan brothers' company but the brothers' continued to manufacture the spark plugs under the Champion name. Over the next few years, Champion lost control of the company, he left and subsequently setup the AC (Albert Champion) spark plug company in 1908. In 1909, Robert Stranahan designed and made his own spark plug called the Champion X as he was disappointed by the quality of imported spark plugs. It was an immediate success.

GM's production of motor vehicles grew significantly and GM Corp purchased the AC spark plug company in 1909 to service their ever increasing needs. After a legal battle brought about by Albert Champion's original investors in 1922, GM were forced to give up the Champion brand name. The GM subsidiary adopted the AC brand name whilst the original Champion Ignition Company backers set up the Champion Spark Plug Company in competition.

In 1937, a Champion Spark Plug factory was established in Feltham, Middlesex. This is the first plant outside North America.

In 1965, growing sales in Europe led to a new plant at Peronnes - Lez - Binche, Belgium which complemented Champion's UK facilities to supply the markets of Europe and Africa.

In 1968, a second British Champion Spark Plug factory was built on farm land at Arrowbrook Road, Upton, Wirral, England employing up to 1,000 people. As well as the spark plug assembly plant, the site accommodated a major ceramics manufacturing facility. When the factory closed in 2006, production was moved to Italy, logically perhaps as they made the OE spark plugs for Ferrari, Ducatti, and others.

United Motors Service was renamed United Delco Division in 1971. After this, the AC Spark Plug Division and United Delco formed the company AC - Delco. AC - Delco provides parts for non - GM vehicles. It has a long history and has been known as United Delco, United Motors Corporation and United Motors Service.

In 1989, Champion was bought by Cooper Industries which was then bought by Federal - Mogul Corporation in 1998.

Albert Champion's name still lives on to this day as both the name Champion as well as his initials ,AC, are still used.

(Thank you to sparkplugs.co.uk and the Green Spark Plug Company Ltd. for historical information.)

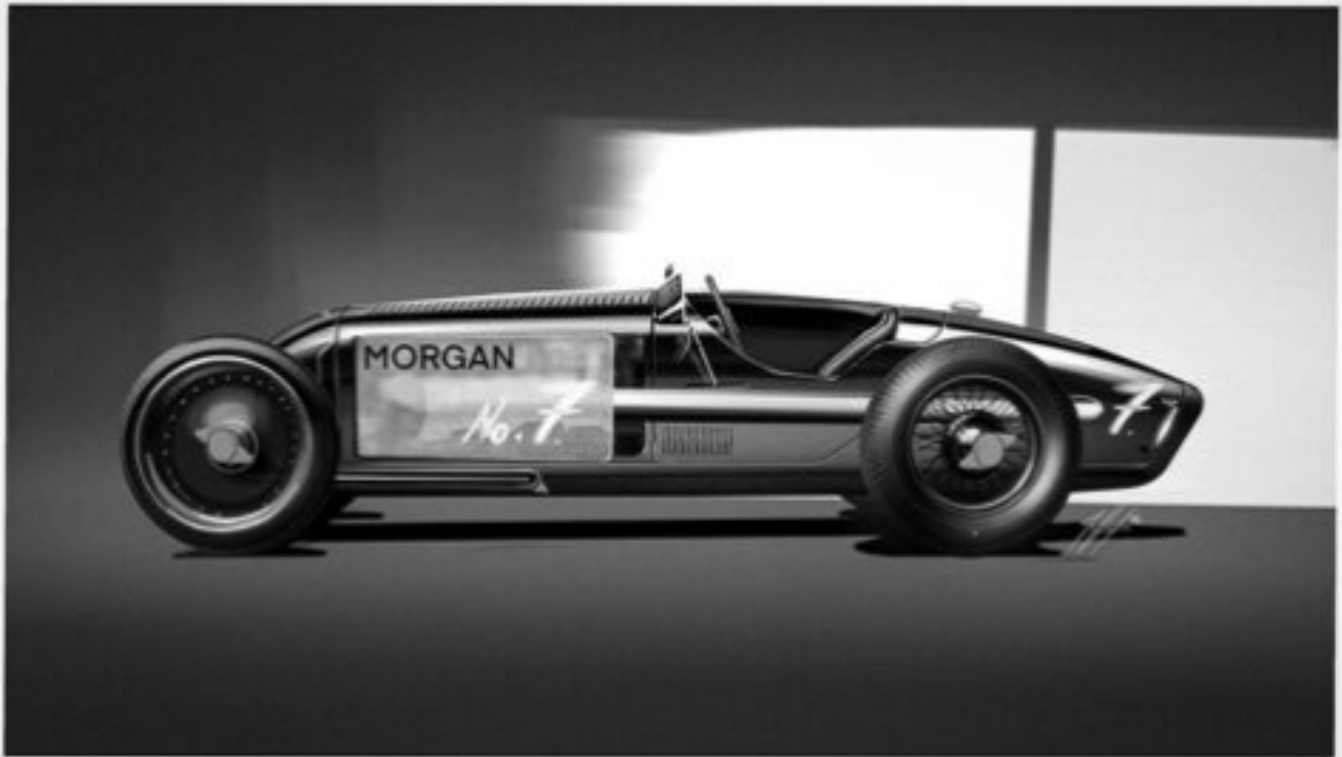
Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads. Some are taken by Lorne Goldman, some generated from a dialogue he had on GoMoG, and others from the Internet. Enjoy!





Morgan and The Road Rat: A unique chance to own original prints of these Morgan designs



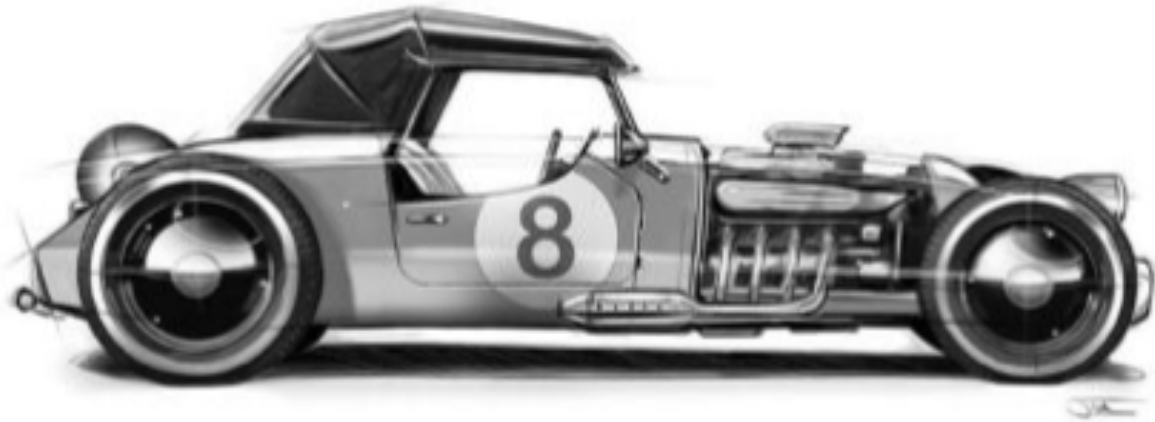
Morgan "Pre-War" sold for US\$3276.20

We are delighted to introduce a series of alternative Morgan designs that have been recently created for Road Rat Magazine's weekly lockdown supplement, 'The Ratchet'.

As part of a joint project with 'The Ratchet', we are pleased to announce that a selection of one-off prints are being auctioned to raise money for Cavell Nurses' Trust Charity. Each high quality print will be A2 size, signed by its creator and framed in an ash wood frame, crafted by the artisans in our Wood Shop.

These highly collectable items will not be for sale anywhere else or replicated, so we would urge anyone interested to please visit the auction website before the lots close on Monday 1 June. All of the money raised will be donated to Cavell Nurses' Trust so please bid generously if you can.

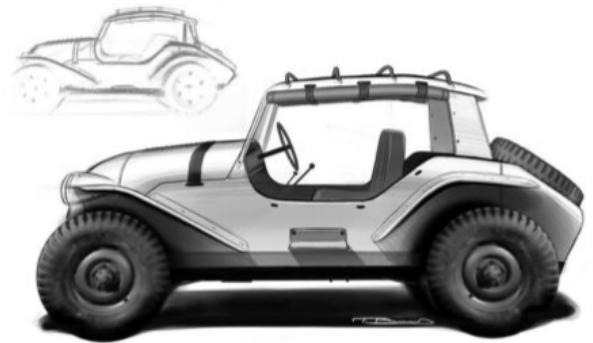
The Morgan and Road Rat “The Ratchet” auction for these five prints ran on eBay until Monday, June 1, 2020. The auction raised US\$10,897.99 for the Cavell Nurses’ Trust Charity. Congratulations and “Thank You” to Morgan Motor Company!



Morgan “Hot Rod” sold for \$4110.70



Morgan “3-Wheeler Commercial” sold for \$494.52



Morgan “4X4” sold for \$1075.58



Morgan “Tractor” sold for \$630.51



Morgan “Belly Tank Racer” sold for \$1310.48

Famous People with Morgans - Sir Stirling Moss

By Steve Blake

Stirling Moss was introduced to Morgans at a very early age, before the four wheeled models were built. His mother had a Morgan 3-Wheeler that she raced when Stirling was very young. One photo of Aileen at the wheel of this Morgan with a young Stirling standing in the car is copied here from the book, Stirling Moss. - the Authorized Biography by Robert Edwards. Aileen later raced a Singer 9 and a Marendaz Special 15/90 Tourer.



Aileen and a very young Stirling Moss



Aileen's Morgan as found many years late

Aileen Moss



Aileen, con el Marendaz Special 15/90 Tourer

Stirling Moss first drove when he was 6 years old. He would drive the lawn mower around the farm and later he was allowed to drive a dilapidated Austin 7 around the property. When he was 15 years old, he purchased a 1934 Morgan 3-Wheeler Sports with 50 GBP he had won from horse racing. His parents had taught him that to get something new, he had to give up something old, thus the Austin 7 was traded as well to complete the deal.

The Morgan was in the garage waiting for him to turn 16, however, Stirling applied for his driver's licence early and it came back almost by return post! Being August 1945 and few cars on the road, the licencing authorities had little work to do and turnaround time on applications was unprecedentedly fast. With a driver's licence in hand and his father turning a blind eye, Stirling hit the roads for the first time one month prior to his 16th birthday.

Stirling was pleased with the Morgan and called it his "Babe Magnet," finding he could pick up girls easier than with his bicycle. He kept the Morgan until he was 17 and his father let him have his 1940 MG TB coupe.



Stirling Moss's Morgan 3-Wheeler in 1946



Stirling Moss's 3-Wheeler as it sat on the lawn at the 2013 Kansas City Art Institute's "Art of the Cars" Concours.

The following excerpt is by Steve Hobbs from the Three Wheeler Club's "The Bulletin".

"I was born in Southampton, England, in 1959 and, like most young boys of that era, I grew up hearing about the legendary Stirling Moss, who retired from racing when I was age three. Perhaps therefore, it was only appropriate that, having lived in the United States for 30 years, I was the one who purchased CXD 628 on e-Bay in California in 2007 and shipped it to Connecticut.

Unaware of its history, I commenced a six year restoration of chassis number D841, a 1934 Sports, only knowing that it was sent from the factory in green with black trim and a JAP engine (D26778/5K), long since replaced and needing tons of work. There was evidence that the Morgan had once been painted off-white and there was light blue paint in the interior and on the rear forks." ...In 2012, imagine my excitement when John Layte contacted me with the news that a picture of Sir Stirling Moss's first car, a Morgan three-wheeler with the licence plate CXD 628 had been published in the book [My first Car.](#)

Hobbs met Sir Stirling Moss at the 2013 Kansas City Art Institute's "Art of the Cars" Concours. Moss spoke at a lecture and panel discussion and later met with Hobbs to chat, sign his dash, pose for photos and become re-acquainted with his old Morgan 3-Wheeler.



Sir Stirling Moss, Steve Hobbs, and CXD 628

Moss telling the story of his experiences in his 3-Wheeler Morgan.

"The first car I had to drive on the road was a Morgan three-wheeler. It had a two-cylinder Matchless 1000cc air-cooled engine. We paid 50 pounds for it, which was quite a lot in those days. It was considered a "non-reversible tricycle" which, back then in England, you were allowed to drive when you were 16 years old. I actually drove illegally at 15, a bit prior to my birthday. It was quite exciting to me to be driving.

One time, I had a problem with it when I was coming back from the country. I got a puncture in the (single) rear tire. The car swerved to the side, I went up an embankment, and the Morgan tipped over. It wasn't very bad; it just sort of gently rolled. My pet ferret was riding in a box mounted to the back, and I was very worried about it, but the box was undamaged and the animal was fine. It got a little oil on its head, but blinked at me and was otherwise okay. I managed to get the car rolled back over, and it was a pretty exciting event for me at a very young age.

The Morgan was a lovely cream colour, with a blue flash as I recall. It ran along really well, although I think it only had about 22 horsepower or something like that. It was a very rudimentary vehicle, but weighed very little. They raced them quite a lot back then.

The great thing about having a car was that you could pick up the crumpet (girls) a lot easier than if you had a bicycle, of course. It was quite useful from that standpoint. Driving was quite fun back then as well, because there were far fewer cars on the road. I drove this car until I was 17 or so."

(Last two photos from the Bulletin of the Three-Wheeler Club)



HOW TO MAINTAIN YOUR MORGAN DURING LOCKDOWN

By The Morgan Factory

The current situation has left many of us with a bit more time on our hands. But beyond checking the fluids and polishing your Morgan to perfection, how can you keep it in fine fettle while it sits unused, and prepare it for hitting the road – be that a summer evening blast on the local lanes or a cross-continental adventure – when the time comes? We speak to Morgan Works Malvern Service Manager, Mark Baldwin, who gives his top tips for lockdown Morgan maintenance. A Morgan is designed to be simple to maintain, so no vehicle lift or specialist tools are required.

Oil the wing and cowl beading

“Just run a little thin oil over the beading and allow to soak in,” says Mark. “This can be done with both the standard and covered beading.”

Protect the chromework

“If the car is already polished, take a soft lint free cloth and soak in WD40. Wipe all the chrome surfaces with the cloth, covering all chrome completely.”

Lubricate the side screen knobs

“Remove the side screens from the car to allow access to the side screen knobs. With a screwdriver check all the fixing screws to ensure they are tight. Then, unscrew the side screen knob to fully open and apply some light oil to the threads. Work the screen knob backwards and forwards to allow the threads to be coated in the oil or lubricant. Once that’s done, wipe any excess oil off the threads, as oil residue can stain the materials of the side screen.”

Mark adds: “Remember to secure your side screens with the tommy bar supplied, as if this is not done, the fixing screws can work loose, and the side screen will not be secured correctly.”

Check and lubricate door mirror fixings

“Pull the arm of the mirror towards the rear of the vehicle to expose the spring, spray a little lubricant into the recess and allow spring to retract. Again, wipe off the excess to prevent staining of the side screen material.”

Check and lubricate door hinges

“With the door open, check the door hinge fixings for tightness, both the hinge to the door as well as the hinge to the body. Once checked, apply a little oil or lubricant on the hinges and work the doors to allow the lubricant to

penetrate. Wipe off the excess.”

Check and lubricate door locks

“Clean the old grease from the door lock and the striking plate on the quarter panel post. Lubricate the internal mechanism of the door lock through the plastic cover where the internal lock knob and the internal door handle is. “Then, lubricate the moving latch. Using some grease or preferably petroleum jelly (Vaseline) apply a small amount to the internal part of the latch and some to the top and bottom part of the lock that enters the latching post on the quarter panel. Open and shut the doors several times to lubricate both fixing parts. Wipe off the excess.”

Check and lubricate bonnet

“Open the bonnet clean off any old grease from the scuttle and cowl tapes. Apply fresh grease or petroleum jelly. Apply a small amount of light oil to the bonnet hinges, then open and close the bonnet several times and wipe off the excess. Do not over lubricant the hinge as when driving at speed excess can spray across the windscreen!

“Next, check the security of all bonnet knob fixings including the fixing screws of the sliders. Lubricant the sliders by pulling the bonnet knobs fully down and then applying light oil to the tracks of the sliders. Lightly lubricate the slider spring, and wipe all excess off. Grease the underside of the fixing hook and the mating bonnet catches fixed to the body of the vehicle. Once this is completed, wipe over the impregnated beading to ensure all lubricant is cleaned off the external side of the vehicle.

Fit a battery conditioner

As well as Mark’s Morgan-specific advice, there are some general tips for keeping your car in full health – whether it’s a Morgan or any other marque – while it’s laid up. The first, if the car isn’t being run for more than a few weeks, is to connect the car to a battery conditioner. This will ensure it starts at the first turn of the key, and there is no degradation to the battery itself.

Inflate your tyres

If you’re not able to move the car on its tyres for more than a month or so, inflate the tyres to above their normal pressure, to reduce the risk of developing flat spots. Of course, don’t inflate them above their maximum possible pressure, which should be written on the sidewall, and remember to put them back to road pressures before driving the car again. To be safe, leave a note in the windscreen to remind yourself to check tyre pressures before driving again.

And when you drive it again...

...remember to test your brakes. Though lack of use, it’s possible that brake discs may have developed surface corrosion. After some normal use, through the friction of the brake pad against the disc, this will clean itself off.

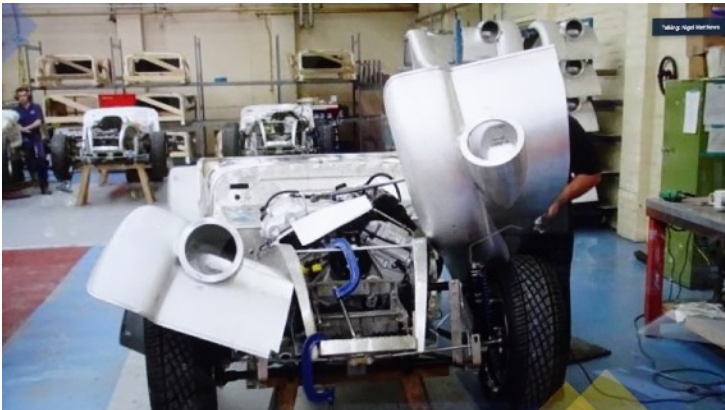
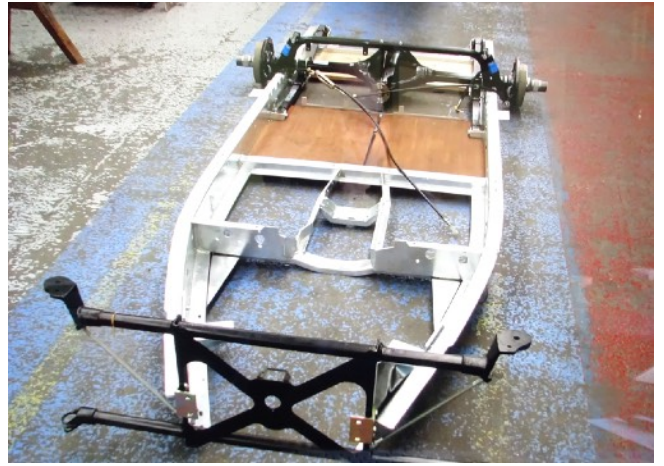


(Morgan Motor Company Photos)

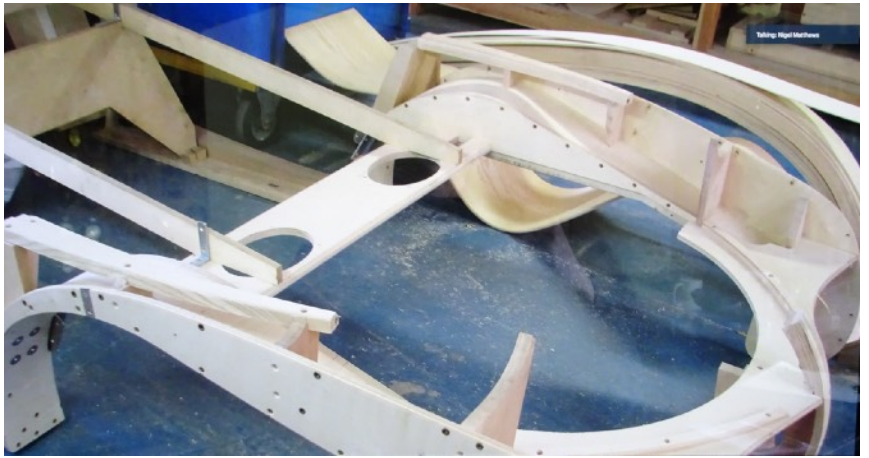
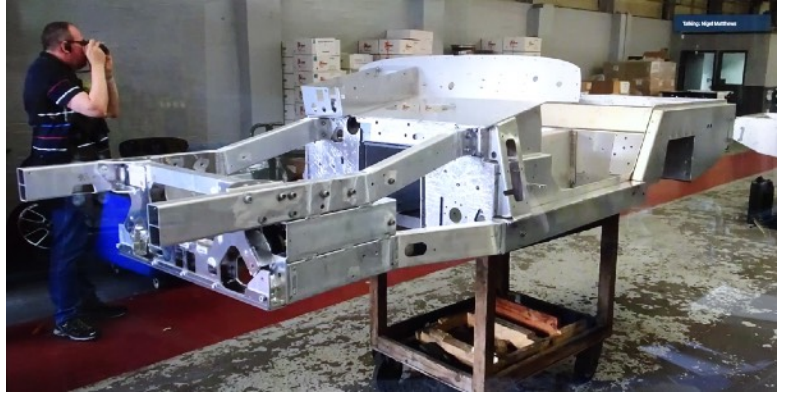
Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By

Something different this month! Nigel Matthews of Hagerty Insurance invited us to a Zoom meeting where he presented a virtual tour of the Morgan Factory based on photos from his last visit. For those of us who have been many times to the factory, it was a pleasant bit of nostalgia and for members who have never been there before, I believe they will have a better feel for the "Works" and possibly will now think about doing their own tour. Thank you to Nigel and here are some screen captures of Nigel's slides.



(Nigel Matthews Photos)



Car and Driver Presents Morgan vs. Aston Martin

Frank Gruen passed on the following youtube link to this 2012 video by Car and Driver. They pit a Morgan Aero 8 Coupe against an Aston Martin V8 Vantage. There is some great footage driving the Morgan along the Welsh countryside. The showdown takes place at the Anglesey Coastal Circuit and there is brilliant footage of the two cars driving the track on a wet day. Jethro Bovingdon drives the cars and narrates the video. It is well done and worth the 18 minutes. Here are a couple screenshot photos along with the website link.

<https://www.youtube.com/watch?v=mkeaRYrXwV8>



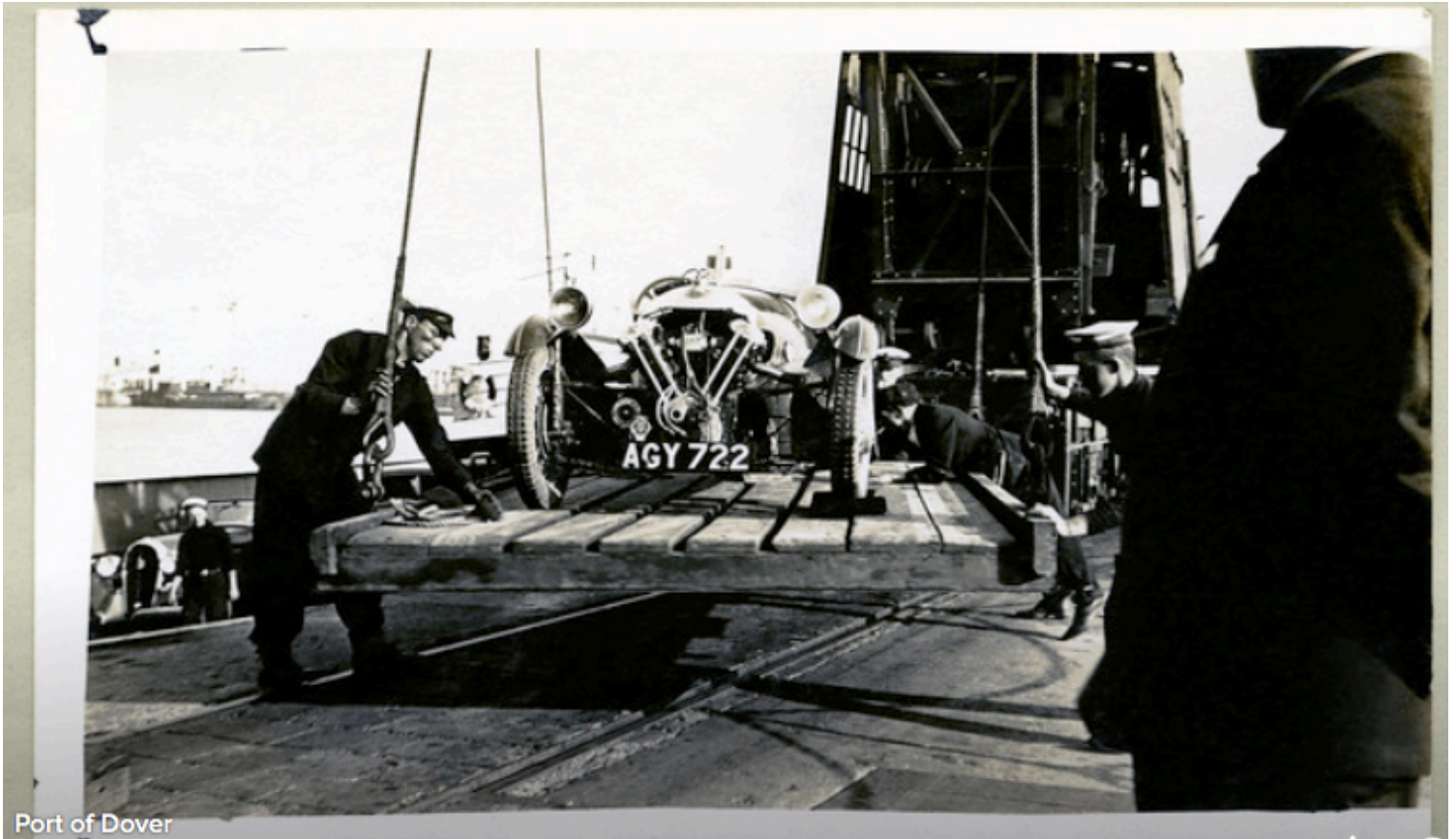
(Photos are screen captures by Steve Blake from the Car and Driver video
"Showdown: Aston Martin V8 Vantage S vs. Morgan Aero Coupe)

Mr. and Mrs. Smith's Travels by 3-Wheeler Morgan - Part 2

By Phil Johnson

This is part two of three sets of photos put on Flickr by Vintage Cars and People. The photos were purchased from an antiques dealer and show the travels of John and Minna Smith. John was born on June 17, 1902. The Smiths lived in Chingford in Northeast London. The 3-Wheeler Morgan is most likely a 1933 model as it carries a London registration plate #AGY 722 which was issued in 1933. Part three will be in the next edition of the Morgan Link.





Port of Dover



Port of Dover

(Loading the 3-Wheeler for the crossing of the English Channel)



Arras, France



Alpine Road



Porta Nigra, Trier



Gasthaus zur Rose, Baden-Baden

Editor's note: I lived here from 1983-1985 on loan to the Department of National Defence



Hotel du Tremblois



111 Places in Vancouver Contest Run

Dave Doroghy is sponsoring a contest where you take photos of your Morgan next to one of the 111 places in his book. Winner is the one submitting photos of the most places. 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. I have grown up in the Vancouver area and worked there all my life and I have found new discoveries in the book. It makes a nice days outing to visit a few of the places in your Morgan. The contest prize is an autographed copy of the book by Dave which is priceless! The contest will end on October 31, 2020.

One last thing.... to find out what "places" are in the book, you can go onto AMAZON.ca, key in the book's title, [111 PLACES IN VANCOUVER THAT YOU MUST NOT MISS](#) and browse through the index pages. The link is below.

Email your entries to Dave at doroghy@hotmail.com

https://www.amazon.ca/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr_1_1?crid=3UQUZ3CCZNO56&dchild=1&keywords=111+places+in+vancouver+that+you+must+not+miss&qid=1593027159&sprefix=111+places+%2Caps%2C199&sr=8-1



The Morgan Link

Don't forget to enter the contest! See page 36
Here is Steve Blake's #80 - Point Grey Road Bike Path



Keith's Blog: Grit at the Core

By Keith Martin and Courtesy of Sports Car Market

I watched a solitary jogger run down S.W. Clay Street this morning. He was wearing a mask. The streets were empty. On this past Friday night, Portland, Oregon was filled with a cacophony of sirens and popping sounds. Unaware of the civil unrest, I had just driven the SCM 1971 Jaguar E-type back from a dinner with John and Carlyn Draneas at their home in Wilsonville, about 20 miles south of Portland. John is SCM's Legal Files contributor.



It was only by luck that I didn't drive into the unruly crowds filling the streets of downtown. I'm glad that didn't happen. In this morning's quietude, I paused to reflect on what strange times we are in. It seems like just as we start to make progress on one front, a challenge erupts on another.

Our affection for classic cars can seem irrelevant and inconsequential — given everything else that is happening. But as awful as current events are, life goes on, and will continue to go on. Just as our country has weathered pandemics before, it has also suffered through spates of periodical, illogical and self-serving violence.

Cities in Oregon are slowly reopening as our Safer at Home and near-universal mask-wearing policies show their benefit. Classic cars continue to change hands. Bring a Trailer registered \$64 million in sales for the month of May. An increasing number of classic car dealerships are listing their cars on BaT, lessening the need for a storefront. As SCM contributor Stephen Serio said to me, "Perhaps the model for the future is a small shop with a lift and a crack technician. There is already a new business segment where companies will take your photos and prepare your listing for BaT."

This is the model that the *Avant-Garde Collection* has embraced. Based in Portland, it is owned by my friends Matt Crandall and Josh Bryan. Under the moniker 911r, they have sold over 200 cars on BaT. They achieved very strong prices for the SCM Alfa Sprint Veloce and Bugeye. They couldn't quite seem to work the same magic with our Bradley GT. Perhaps that had something to do with the car...

On my personal side, I continue to make progress in my stroke rehab. I have an adult tricycle, and recently set a new personal best by riding it six miles on a Willamette River waterfront loop, across Tilikum Crossing and the Steel Bridge. I can't know how much I can get the damaged nerve synapses that control my left leg to repair themselves. But my only option is to keep pressing every day and willing my brain to learn how to talk more efficiently with my left leg.

I am optimistic this morning. I believe the civil unrest will be a passing phase — as it has been in the past. I believe that as the pandemic subsides, we will be back in our cars, touring and visiting each other. I believe the stock market will return in a robust fashion. And I believe I will drive a stick-shift classic once again!

This has been a trying time for this country, for our hobby and for me personally. But America has grit at its core, and all of us together are on the path to finding our new normal.

(Keith Martin Photo)

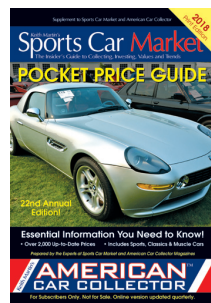
Keith Martin's Sports Car Market™

Subscribe Today!



"Your publications allow me to dream of the cars I cannot own and enjoy the ones I do. Thanks, Keith."

— Norman Gile,
Haverhill, MA



The Pocket Price Guide and Insider's Guide to Restorations are included with your subscription



www.sportscarmarket.com/subscribe 877-219-2605 Ext 1



Website Report

By Tom Morris

www.pacmog.com

Entries are now open in the 2020 version of the Snapshot Contest. This year will be tough with so many events canceled due to the Covid-19 concerns. Who will be the first to capture a Morgan Memory for 2020?

Announcing a Pandemic Related Rule Change for the Morgan Moments Snapshot Contest

For the duration of the social-distancing restrictions, anytime you have your Morgan out for a drive you'll be able to snap a photo and enter the contest. You probably already have some perfect locations in mind for that prize-winning snapshot. Get out there! Carefully position the car, frame the shot just so, and send it in to us via the Morgan Moments page in the Members Only section of our website. Fame and glory could be yours as easy as that, and all without coming within six feet of anyone. Perfect way to relieve some stress in these trying times. Other rules still apply, so remember, you'll have to include a recognizable portion of the Morgan in the shot to be eligible. And please be sure to include the location and date, along with a brief comment when you submit your entry.

A big thank you to Steve Blake for placing the first entry, taken on the Stir Crazy Run, in this year's contest.

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

Two for One!

If you are trying to think of where to take a photo of your Morgan, why not look at the list of [111 Places in Vancouver You Must Not Miss](#). You can take a photo beside one of these places and enter your photo to both contests. Enter your photo in the Morgan Moments Contest and also send a copy to Dave Doroghy for the 111 Places in Vancouver contest. See Page 35 for information.

1998 Morgan Plus 8 Sold This Month

By Steve Blake

The car we are featuring this month is a one-owner 1998 Morgan Plus 8 owned by a MOGNW member. This car belonged to Bill and Cassandra Ward (MOGNW) who resided in Washington State until moving to Arizona. The car was well-used and has 73,000 miles on its odometer. As reported, the car sold for US\$48,000. The ad in Bring-a-Trailer had this to say about the car. (Thanks to Doug Barofsky for tracking down the ownership to the Wards.)

This 1998 Morgan Plus 8 was purchased new by the seller at Cantab Motors, Ltd. of Purcellville, Virginia, then driven cross-country to his home in Washington before being moved to Arizona in 2014. The car is finished in Connaught Green with a red fender stripe and a tan Connolly leather interior. Power comes from a 4.0-liter Rover V8 paired with a five-speed manual transmission, and features include a walnut dash panel, a luggage rack, and a tan soft top as well as modifications such as an aluminum radiator, a leather hood strap, and an Optima battery. A tune-up was performed within the past 2k miles. This Plus 8 shows 73k miles and is offered with a set of wire wheels, side curtains, a custom Bimini sun top, a tonneau cover, a purchase order, service records, an owner's handbook, and a clean Washington State title in the seller's name. A tan factory soft top and side curtains with sliding windows are included in the sale along with the custom-made green Bimini sun top seen in the gallery. Center-lock 16" alloy wheels were ordered by the seller and are mounted with BFGoodrich g-Force Sport Comp 2 tires, with a matching spare fitted out back. Five factory chrome wire wheels with Pirelli rubber are also included in the sale.

BaT Essentials

Lot #32349

Seller: **FourFour**

Location: **San Tan Valley, Arizona 85143**

Chassis: SA9CE2839W1012059

73k Miles Shown

Original Owner

4.0-Liter Rover V8

5-Speed Manual Transmission

Connaught Green over Tan Connolly Leather

Tan Soft Top & Side Curtains

Custom Bimini Sun Top

Tonneau Cover

16" Centerlock Alloy Wheels

Luggage Rack

Burl Walnut Dash

Aluminum Radiator

Spare Set of Wire Wheels

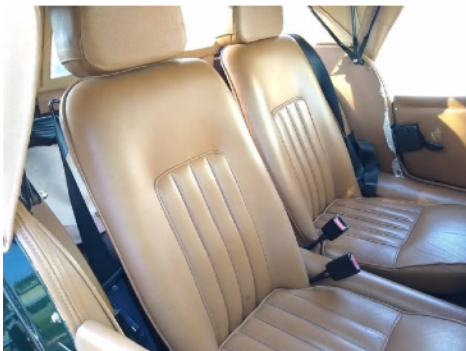
Original Purchase Order

Service Records

Shop Manual

Private Party or Dealer: Private Party

Category: **British**



Upcoming PACMOG Events

By Bob Wadden

Activities Report June 2020

In these reports, it is typical to provide a list of what events the Club has enjoyed since the previous AGM. This is then followed by the proposed events for the coming year.

To keep things brief for now, if you wish to learn about the excellent events that have been organized by hardworking Club members, I'd encourage you to read the fine reporting done by Stephen Blake (and others) in the Morgan Link.

The format of our events has typically been a run followed by a lunch. Unfortunately, the health crisis this year has caused the cancellation of most of our normal events and has necessitated a change to our general format. As you will have seen in emails from pacmogcalendar@gmail.com, Ken Miles has been organizing several drive only runs so we can, at least, exercise our hobby.

Prior to the outbreak, participation at many of our events has been low and the current risks have not helped matters. I would encourage everyone, however, to try and make it to some of our runs. You do not have to leave your car, if you prefer. Or, you can join the parking lot discussions while keeping social distanced and, hopefully, wearing a mask.

There's an old expression and purported curse that says, "May you live in interesting times." We don't know how long we'll have to live with our current health emergency, but we do know that the Club and its members are resilient. As such, we will continue to adapt our events so that we can safely enjoy both the cars and the people that drive them. Stay tuned for our upcoming driving events. I know, at least, that your Morgan will appreciate the exercise!

A Drive that will take place!

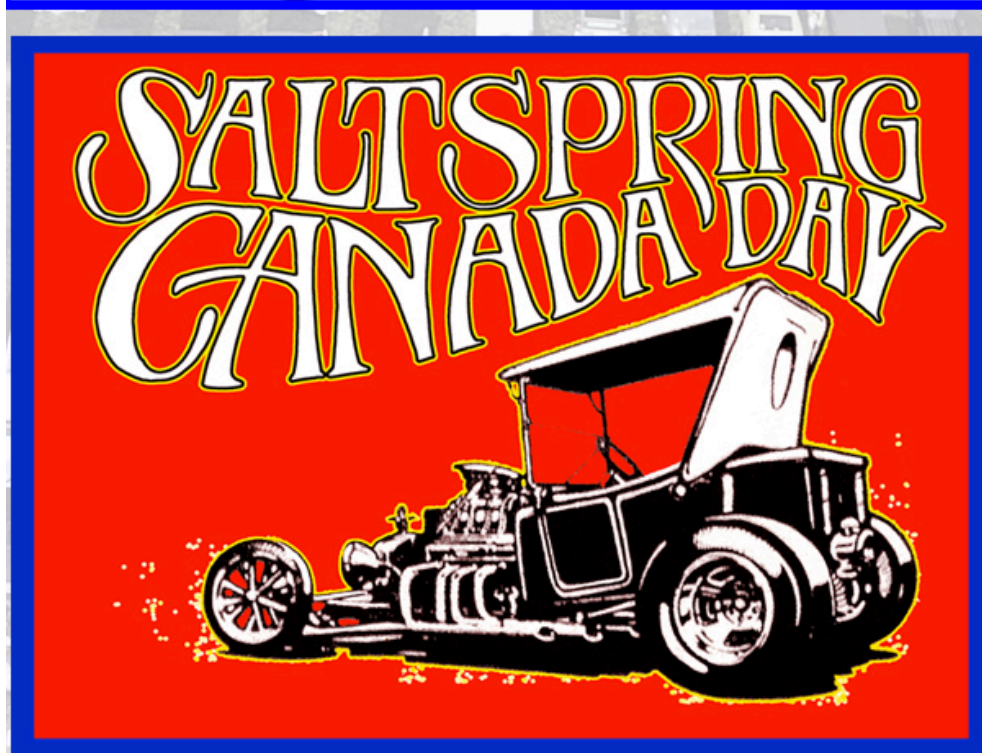
Marv Coulthard, PACMOG member from Salt Spring Island, has invited us to the virtual car show on Canada Day. Check out the flier and web address on the next page.

Save the Date!

The Stir Crazy IV drive will happen in July. Watch for an email message from the events director to notify you of the meeting location, time, and plan for the drive. As we go to press, the date has not been finalized because we are watching the weather forecast. We are planning for the run to take place on Saturday, July 11, 2020.

Stay Tuned!





20th Annual
Wednesday July 1st 2020

This is a virtual Event

Showtime All Day

Entrants Gates open now.

Right here on this website.

Saltspring Island BC

Go to the Salt Spring Cruisers Website for more information.

<http://www.saltspringcruisers.com/canadaday.html>

CAR DISPLAYS • SWAP MEET • VINTAGE RACING

Celebrating 90 Years of MG

20  20

All British
44TH ANNUAL
Field Meet

Special Guest
John Twist
of University Motors

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

SEPTEMBER 4-6, 2020 • PORTLAND INTERNATIONAL RACEWAY



71 days until the 2020 All British Field Meet
Keep Calm And Motor On - September 4th, 5th & 6th 2020

Just as the United Kingdom was threatened with mass air attacks on major cities in 1939, here in the USA we have been threatened with COVID-19 in 2020. Based on the disruption we have all experienced, the Board of the 44th Annual All British Field Meet has changed this year's theme to Keep Calm and Motor On. The Board is working closely with Portland International Raceway to assure that this year's event is COVID-19 compliant.

Some of the changes you will note for this year are:

- * John Twist's visit and saluting MG will take place at the 2021 event.
- * No Banquet or Raffle.
- * There will be no loaner helmets provided for this year's Giant Slalom. You must bring your own SA2010 or SA2015 rated helmet to be eligible to participate in this year's Giant Slalom.
- * If you have already registered for a banquet ticket our registrar will be sending you a refund for that cost.
- *

The 2020 Board of the Portland ABFM is working tirelessly to provide much-needed entertainment for the British automobile enthusiast. We will be updating our website, email, and Facebook page with any additional changes. We look forward to visiting with you at the 2020 Portland ABFM taking place Labor Day Weekend at Portland International Raceway. Plans will be in place to adhere to state guidelines around COVID.

Register at: <https://abfm-pdx.com/2020/registration>

This event is still on! One of the few auto events this year.

Sea to Sky All British Rally 2020

www.seatoskyallbritishrally.com

Sea to Sky All British Rally - Vancouver to Whistler
Saturday, September 26th, 2020



Come and join us for the annual Sea to Sky All British Rally and showcase your beautiful British cars!

The Whistler Olympic Village Committee is limiting the number of cars that will be allowed to be on display to 50. We hope one of them will be yours!

Be sure to register early and fill in the quick entry form at <http://www.seatoskyallbritishrally.com>.

We look forward to welcoming all types, makes and years of British cars. This fall rally is one of the last, and possibly the only, event of the 2020 British car season.

We look forward to seeing you September 26th, 2020!



To the valued entrants, supporters, enthusiasts and sponsors of the 2020 Vancouver ABFM & Whistler Run events

Event Dates Rescheduled

The **Vancouver ABFM** has been actively monitoring governmental and WHO advice regarding the development of Coronavirus COVID-19 over the past weeks. With a dramatic shift in the global response, it is clear that COVID-19 will have a profound impact beyond our health and day-to-day activity. As a result, and in discussion with all concerned, the decision has been made to postpone this year's event from Saturday, May 16, 2020, to **later this summer**, subject to week-to-week developments of the pandemic and direction from City officials.

The **ABFM Whistler Run**, originally scheduled for May 17, 2020, is postponed to **later this summer** and is also **subject to week-to-week developments of the pandemic**.

The nature of the Vancouver ABFM & Whistler Run events, together attracting large crowds of enthusiasts of all ages from across British Columbia, Alberta and the U.S., means that the postponement of these popular annual events is the most appropriate decision to take at this time.

The safety of our event attendees, exhibitors and participants is of paramount importance and we will continue to closely monitor this unprecedented situation. We will continue to keep you regularly informed on both these events.

Vancouver ABFM & Whistler Run Policy

The Vancouver ABFM & Whistler Run organizers wish to reassure all paid entrants and sponsors to both events (purchased for the original May 16 & 17, 2020 event dates) that their current confirmation of entry will be applicable for the rescheduled 2020 date(s).

For those already registered: If you are unable to attend on the new summer date(s) for 2020, you may apply your payment towards the 2021 event(s). If you choose this option, one of our anniversary dash plaques from 2020 will be forwarded, and if you have ordered a T-Shirt/Golf Shirt or extra dash plaque(s) those items will also be mailed.

Should you be unable to attend and would like a refund, please email jstewart@westerndriver.com and allow two weeks for processing.

Patrick & Joan Stewart, organizers of the Vancouver ABFM and ABFM Whistler Run, thank you for your continued support of these events and ask that at this challenging time, care and support for one another remains at the forefront of all our minds—together, we will overcome and enjoy better times down the road.



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 sold for US\$33,750 on BaT on May 28, 2020.



This 1998 Morgan Plus 8 owned by a MOGNW member sold for US\$48,000 on June 5, 2020. See the write-up on page 42.



This 2005 Morgan Roadster sold for US\$67,000 on BaT on June 9, 2020.



This 1960 Morgan Plus 4 sold for US\$27,000 on BaT on June 19, 2020.

PACMOG member, Don Morgan, is looking for a Morgan. If you have one for sale or are thinking of selling yours sometime in the near future, give Don a call. daklmorgan@gmail.com or 250-574-1862

Editor's Note:

I am always on the lookout for stories. It doesn't have to be a full article. Point form works and I can write it for you. Photos are greatly appreciated. Just had a ride in your Morgan? Snap a photo and drop me a line telling me where you went. Did a repair or maintenance on your Morgan? Tell me what you did. If you are about to do a project, even a very small one, snap a photo and share with us. See a Morgan when you are out and about, snap a photo and send it to me. Thanks to all of you who have been keeping me supplied with material!

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.

