



The Morgan Link

Vol 4 No 3

The Magazine of the Pacific Morgan Owners Group

May 2019



From the Editor's Desk...

It is that great time of year when it's warm and we can drive around with our tops down! I hope this great weather holds for the Van Dusen ABFM, but as we all know, the rain can play havoc with that day. I am without my Morgan right now as it is at the upholsterer's having a new top made. Fortunately, I have other sports convertibles to tide me through!

A reminder to organizers of drives and events, please designate somebody to write an article on your event and have people submit photos. I have been fortunate to have a small group of writers who submit articles, of which I am very appreciative. I am hoping that more people come forward and take a role in the writing of articles for the Morgan Link so I don't have to write as much and my faithful contributors don't feel pressured to write every month. I am looking for volunteers to take on Member Profiles, tech articles and ads or events. This would make life easier for me and would give the magazine more variety. As I have mentioned before, I spend 80 plus hours to put each edition together. Let me know if you can help.

The AGM is coming up on Saturday and we are looking for members to step forward to take a role in the organization of the club. It is not a difficult task at this time as we are up and running and everything is in place. It is healthy for a club to have a change in its directors, so don't be shy! I promise it won't be onerous and you will have lots of fun.

I would be remiss not to thank Ken for his contribution to the club over the last three years as Chair. He has helped to guide us through the teething experiences of organizing a new club with many people of divergent viewpoints, all the while sharing the love of Morgan automobiles.

We have sad news again this month, after hearing of the passing of our good friend and lifetime member, Rosemarie Powley. She and Mike were stalwarts in the Morgan community and as much as we are missing Mike, we will also miss Rosemarie. Her smile, laughter, and good nature will never be forgotten.

*Respectfully,
Steve Blake*



The Morgan Link

May 2019

Editor – Steve Blake

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

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

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

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Chair Report - May 2019

By Ken Miles, Chairman

Chairman's Report May 2019

Fellow PACMOG members, this is my last report as in approximately three weeks' time, I will no longer be your Chairman. It has been a tremendous experience in my life and one that I encourage you all to do. You are all members of this club and as such I encourage you to take a part in either joining the executive or taking part by planning an event or some other outing. The club cannot function without it's members taking part in its events.

I encourage you all to take part in the AGM and vote in a new executive. Remember, you do not have to go to Van Dusen to attend the AGM. Your executive would love to see you all at this event. The cost of the BBQ after the AGM, if you would like to stay for that is \$15.00 a person. Please RSVP to me at kengmiles@telus.net. Look forward to seeing as many as possible.

Have a happy time in your Morgans and see you soon.
Thanks for your support.

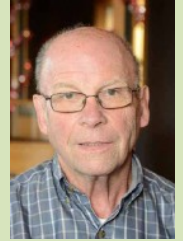
Ken Miles, Chair



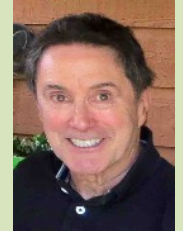
(Susan Blake Photo)

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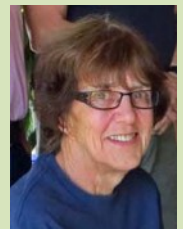


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Welcome to Our New Members!

Jonathan and Maia Brown
(Looking for a Morgan)

Cover Photo Credit:

The cover photo this month is a photo taken by Tom Morris of his Morgan Plus 8 in his garden.

Contributors

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

Ken Miles, Pat Miles, Alistair Crooks, Pat Leask, Susan Blake, Bob Wadden, Lorne Goldman (GoMoG), Tom Morris, David Powley, Cam Hutchens, Phil Johnson, Samantha Horkulak, Win Muehling, Machiel Kalf (Morgan Historic Register), James Gilbert (Morgan Motor Cars)

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

PACMOG is affiliated with:

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

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

PACMOG Constitution:

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

Remembering Rosemarie Powley

POWLEY, Rosemarie (nee Mulligan)

February 7, 1938-February 23, 2019
Rosemarie passed away suddenly on February 23, 2019. She was born and raised on Prince Edward Island and moved West (in 1965) to pursue a nursing career, working at the Cancer Control Agency of BC for over 30 years. She married Michael Powley (d.2012) in 1969, and was a loving mother to Marianne and David (Renee). She was also a full time Nana to Samuel, Regan and Alexander, whom she adored. Rosemarie is survived by her sister Elizabeth Murphy [Leonard] and brother Jack Mulligan [Alta]. She was predeceased by her sisters Margaret Spenard [Raymond] and Anne McCarville [Vernon]. In keeping with her wishes, there will be no service. In lieu of flowers please consider a donation to The Heart and Stroke Foundation or the BC Cancer Agency.

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Enjoying fish and chips in White Rock

(Steve Blake Photos)

Rosemarie and Mike Powley with their
1972 Morgan 4/4



Rosemarie and Mike driving off together.
We will miss you.

(Photos submitted by David Powley)

38th Annual Tulip Rallye

By Steve Blake

The Tulip Rallye is an annual event put on by the MG Car Club Northwest Centre. It is a fun/gimmick rally open to all British cars and non-British sports cars. It was originally just for British cars but the organizers are easy to get along with and they accepted entries from other clubs so now you have everything from Corvettes to Porsches to Fiats to Teslas attending. The Tulip Rallye had 162 entrants.

The Rallye started at Burlington, Washington, and wound through the tulip fields towards La Conner. This year we drove Chuckanut Drive and around the back side of Lake Sammamish. All the way, we were looking for answers to questions on our rally sheets. This makes for an interesting drive and we often saw cars heading back the way they came because they missed an answer to a question. The tie breaker at the end is the car which drove the least number of miles!

We had a small showing of PACMOG members entering this year as well as some of our MOGNW friends. In Morgans, we had Bob Stinson with Burt Hunter and Larry and Vicki Vandermay. Steve and Celia Hutchens were in Celia's freshly restored Volvo Amazon and Steve and Susan Blake were in their Lamborghini Huracan.



“...tiptoeing through the tulips...”



St. George's Day British Motoring Show

By Steve Blake

The annual St. George's Day British Motoring Show on April 28, 2019, put on by the Langley Area Mostly British Motoring Club was another resounding success. The event is held on the front lawn of the Fort Langley Community Hall and spills over onto the side streets and back parking lot. There is British music from the appropriate era playing and a silent auction to entice you to open your wallet in support of the Langley Memorial Hospital Foundation. Coffee and Timbits were provided to the registrants.

After parking our cars and getting them dusted off in preparation for the crowds to come, we enjoyed the sunny weather and reminisced about the years that weren't as favourable weather-wise. From our club there were the three Morgans of Ken Miles, Bob McDiarmid and Tom Morris, Dave Collis's Ford Anglia, and Steve and Susan Blake's Austin Healey. Several club members showed up to view the cars but without their Morgans. Brian and Sandi Nixon started off with their Morgan, but brake problems had them return home to change cars, arriving in their Aston Martin instead.

Our party of six wandered down to the Fort Pub to have lunch and share more stories. We arrived early and were seated comfortably together without the problems of some previous years when we had to divide into small groups or wait a long time for seating. Food was great as usual!

SHOW 'N' SHINE

1970 Nova makes welcome appearance

Vintage American muscle prominent in several recent auto showcases



CAM HUTCHINS

As followers of this column know, when I go to car shows I take photos. Lots of them. And like all car nuts, I have favourites.

Loyal readers might also recall that my favourite car is a first-generation Chevy Nova/Pontiac Acadian, the Canadian-only model. Next is a four-way tie between the 1966-67 Chevy Malibu, the 1969-70 Mustang Sportroof, the 1959 Impala and the 1970 Cuda/Challenger.

Oddly, whenever I like a car, I generally detest the model that comes out the following year. The Nova is the exception as I also like the third gen, so I was in for a treat at last Friday's evening cruise to Timmies on 192nd Street in Surrey. It was an amazing 1970 Acadian SS owned by Ray Friesen, who has owned this treasure since 2001 and put it through a recent restoration. The sweetest phrase in the English language is "Factory 4 Speed" and yes, this gem has the third pedal.

I also saw my preferred year of Mustang sporting a super-charger, but did not get to meet the owner, as is often the case at

owns this Bel Air. Cruise nights are going to start at all the usual spots soon and I encourage you to email me with your favourite spots so I can spread the word.

Last Sunday, I went out to the Old Country Car Show hosted by the Central Fraser Valley Chapter of the Vintage Car Club of Canada. This was the seventh year for this great show and I was lucky enough to get to create the show posters, which feature Mike McVay's 1929 Pontiac Sedan, a beauty that was restored and owned by friend Frank Stirling before he passed away a decade ago. This Pontiac features a little sign on the rear fender stating this car has four-wheel brakes to warn all those behind that this car can actually stop. What a novelty for 1929!

My wife came to get me at the show so we could head up to Fort Langley for lunch and the British Car Show at the community centre. I love British cars and a fellow member of the Austin Healey Club of B.C. had his latest car on display right in the front. Unlike all the other cars and people crammed everywhere, it was easy to get a nice photo. Steve Blake's 1967 Austin Healey 3000 Mk III (BJ8) is painted a lovely Brooklands Green instead of the more common British Racing Green. The car has a very well documented history and has just a tad over 80,000 kilometres since new. I remember when

England; Nykoping, Sweden; and Port Melbourne, Australia with some of the Australian models being available as "utes."

This weekend we have a couple of cool events to check out. For decades the DW Poppy Show has signalled the start of the outdoor car show season and this Sunday tons of cool cars will be on the grass behind the school. The small entrance fee charged for spectators goes to help the students at the school (and be warned, there are no bank machines close by the show, so bring cash). And make sure you bring a kid with you, but leave the pets at home for this show.

SHOWS

SUNDAY

What: DW Poppy High School Show & Shine

Where: 23752 - 52nd Ave., Langley

When: 9 a.m. to 3 p.m.

Admission: \$3; under 12 free (Proceeds to support school's Technical Education programs)

Registration: 7 a.m. to 10 a.m., \$15 for car, driver and 1 passenger

Info: 604-530-2151 or poppycarshow@gmail.com

What: 3rd Annual Princess Auto Spring Time Show & Shine

Where: Princess Auto, 2121 E, Trans Canada Hwy., Kamloops

When: 10 a.m. to 2 p.m.

Admission: Free
Registration: Show up before 9 a.m. as space is limited. Free and open to all two- and four-wheel vehicles of interest.

Info: 778-257-1401 or



Steve Blake's 1967 Austin Healey 3000 Mk III, seen gracing last weekend's British Car Show, is a fetching Brooklands Green. CAM HUTCHINS

Registration: \$20 for sellers; setup starting at 6 a.m.

Info: 250-746-7292 or ashiell@shaw.ca

What: 14th Annual Restoration Fair & Swap Meet

Where: Heritage Acres, Central Saanich

When: 10 a.m. to 3 p.m.

Admission: \$5 per person to a maximum of \$10/car. Children under 12 free

Registration: Vendors show up 8 a.m. British vehicles only
Info: Roy at 250-544-1374 or roysue74@telus

Website: oecc.ca/sib

approx. 11 p.m. (weather permitting)

Info: 604-826-6315 or info@missionraceway.com

Website: missionraceway.com

SATURDAY

What: Oval racing, Opening Day Mel Powers Classic

Where: Agassiz Speedway, 5045 Cemetery Rd., Agassiz

Info: 604-792-FAST (3278) or agassizspeedway@telus.net

Website: agassizspeedway.com

SATURDAY AND SUNDAY

What: CACC Road Race #1
Where: Mission Raceway Park, 32670 Dyke Rd., Mission



(Steve Blake Photos)

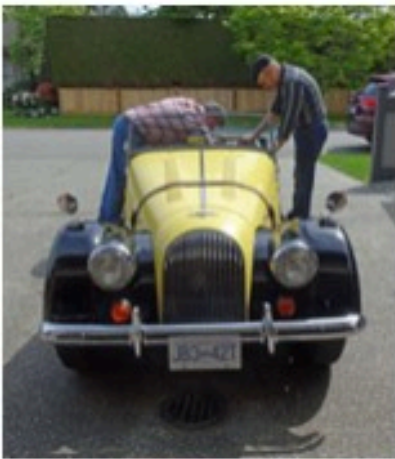
May 11 Tech Session

By Steve Blake

It appears that tech sessions are not all that popular with members. Ken Miles organized a tech session in April that had to be cancelled due to lack of interest. We decided to try again with a chance for people to put their cars on the hoist to have a look underneath. Again, there was very little interest possibly because we had two very successful sessions last year and it was too soon to repeat the process. I decided to go ahead and two members with new cars took advantage of the day.

Bill Hayter and Tom Morris both had new cars and questions which only a look underneath would answer. Sometimes, it is just a look to reassure yourself that all the bits are still there. Sometimes, you can spot an issue that needs addressing. In both Bill's and Tom's cases, the cars looked good underneath and both were confident that they would not be facing issues over the season. Tom and Bill swapped cars to see how each other's handled and Steve lead them on a route through Tsawwassen to test out each car.

After the session, we collected Susan and drove to the Rose and Crown pub for lunch.



Morgan Racing

We didn't have space to run this press release from Morgan Motor Company earlier in the year. Since we are coming up to the [Hublot](#) Diamond Rally for Supercars and the fact that our Lamborghini team raised money for the Wounded Warriors charity foundation, I thought it would be appropriate to run this article in this issue.

The Morgan Motor Company and UWRacing students were delighted to be involved in the Mission Motorsport Race of Remembrance at Anglesey Circuit on 11th & 12th of November 2018.

Running the race for the fifth consecutive year, the Race of Remembrance is a 12 hour endurance event run by the mission Motorsport charity that aims to help injured servicemen through motorsport.

Morgan were competing with 3 Plus 4 Clubsports, with drivers Tony Hirst, Craig Hamilton-Smith, Paul Voakes, John Richards and Tom Richards being supported by a compliment of University of Wolverhampton students as part of the UWRacing team.

Conditions were challenging as Plus 4 Clubsport owner and racer, John Richards, commented, "When I was doing my night shift, driving by brail and trying to stay on the track, I was wondering what on earth I had got into. It was cold. It was wet and as poor conditions as racing can get. Then it occurred to me that 100 years ago not only would I have been wet and cold, but I also would have been getting shot at or shelled with a lower chance of survival. It was a privilege to take part in the event, and humbling to watch the Mission Motorsport team during the weekend."

The Morgan team finished 22nd overall, out of 45 starting cars, and completed 312 laps. In the team event, Morgan were 7th overall and 2nd in class. All 3 Clubsports performed perfectly over the 12 hours in challenging conditions.

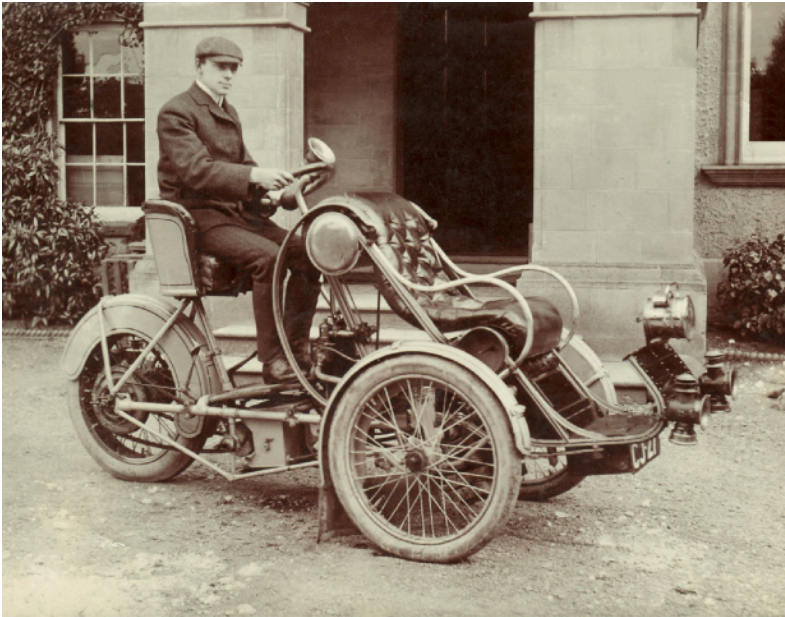
Congratulations to Mission Motorsport for a fantastic event, to all the teams for competing and to the servicemen and women. Morgan were delighted to be involved and look forward to returning in 2019.



Changing of the Guard

By Alistair Crooks

It was rumoured that seismic activities were recorded in the Malvern Hills following the announcement that the Morgan family had relinquished their control of the family business. The Morgan Motor Company has been manufacturing cars in nearby Malvern for over a century and this news was akin to the ravens being banned from the Tower of London! An Italian investment group has taken control, although the family have retained a minority shareholding. This all came as a surprise as Morgan recorded record profits and turnover in 2018 yielding a 10% margin which is respectable for an automotive manufacturer. We also learned that the investment group are not inheriting any debt which can be construed as another positive. This begs the question what has influenced this decision?



HFS Morgan in 1901

The Company was founded by Harry Morgan, usually referred to as HFS, in 1909. He had an engineering background and created a 3-wheeler powered by a motorcycle engine for his own use. This caused a great deal of interest which encouraged him to set up in business. The initial capital of \$5000 was provided by his father, the Reverend George Morgan. A site was purchased in Malvern and the Company attended the Motor Cycle Show in 1910. Business was slow but HFS realized that success in competition would be a good marketing tool and was soon proved right making his first profit in 1912. Winning the 1913 Amiens Cycle Car GP enhanced the Morgan reputation and profits had doubled by 1914 to \$18000. By this stage, the Morgan was being built under licence in France, too.

Although production volume dropped during WW1,

it was more than complemented by government contracts. In the immediate post war period, Morgan was possibly the first car manufacturer to get back into production and took full advantage of the situation. For example, in 1914 a Morgan cost \$150 but in 1920 the cheapest was \$290 with the Aero model selling for \$425. This boost in business saw HFS acquire land and build new premises on Pickersleigh Rd, a mere half mile from the existing factory in Malvern and where Morgan has been ensconced to this day. The project was completed without the need to take on debt, an indication of both the Company's success and HFS's financial acumen.

2 Advertisements

the Autocar

JUNE 23RD, 1939

AGAIN! & AGAIN!

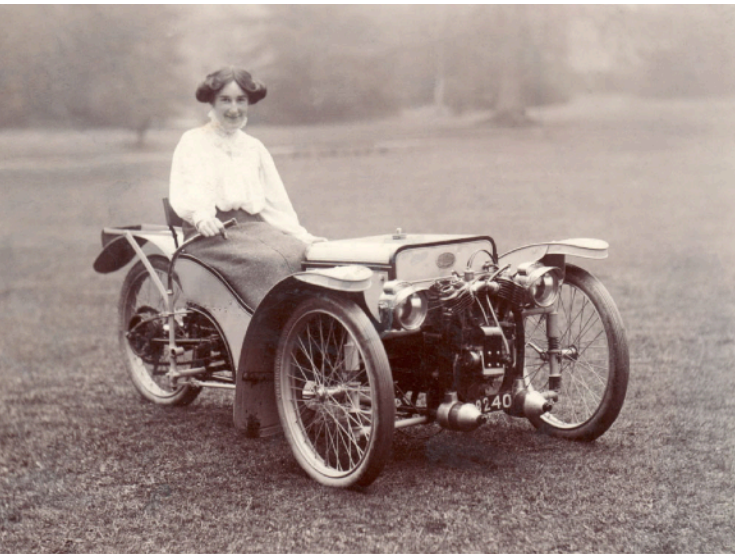
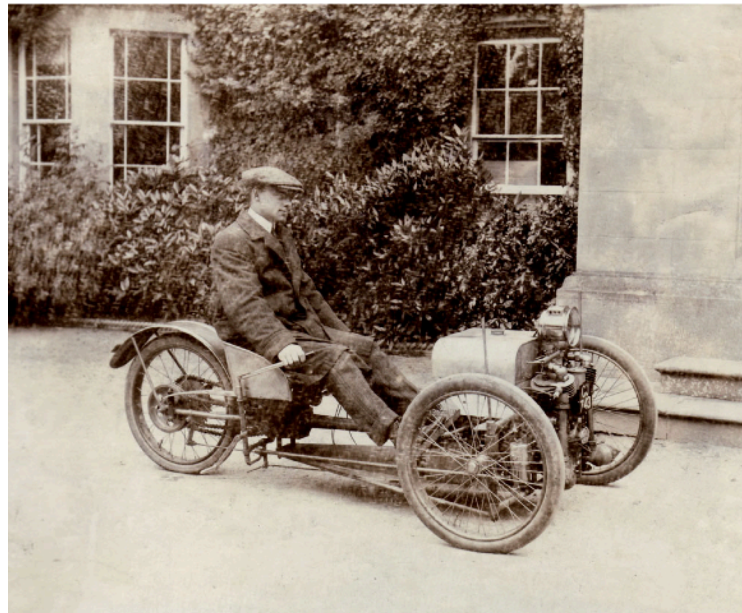
THE FAMOUS MORGAN '4-4' ASTOUNDS THE MOTORING WORLD WITH ITS AMAZING SUCCESSES IN THE LEADING TRIALS AND RALLIES

Readers of the "Sporting" columns of the Daily and Motoring Press, devoted to Motor Trials and Rallies, have commented on the frequency that the name of "Morgan" appears at the head of the winning cars. Experienced drivers in such trials will tell you that such strenuous tests demand good road-holding qualities, combined with great acceleration, accurate steering and good brakes. The Morgan Four-Four can justly claim to meet the most fastidious demands of the most exacting motorist, and the numerous and frequent successes that the car has already gained is eloquent testimony to its really remarkable capabilities.

May we let you have the fullest information?
Two Seater 190 Gns.
Four Seater 204 Gns.
Coupe 225 Gns.

THE MORGAN MOTOR CO., LTD., Malvern Link, Worcestershire.

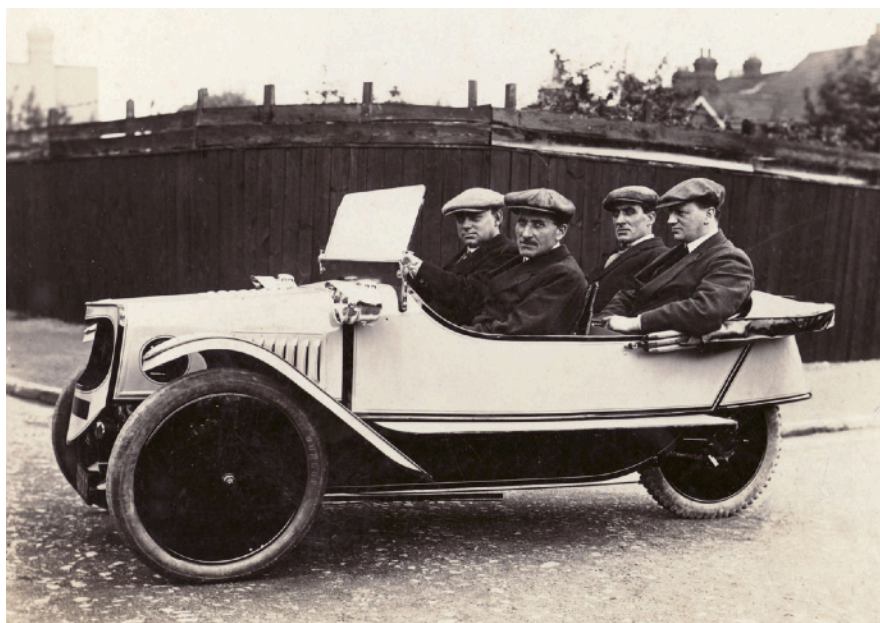
By 1921, Morgan was producing 2500 cars a year and HFS indulged himself with a Rolls Royce. It is estimated by 1924 Morgan and Darmonth in France had produced 40000 vehicles since production began 14 years earlier. These were the golden years of the cycle car movement but the introduction of the Austin 7 and its like was a sobering shot across the bows. To his credit HFS lowered prices and made his vehicles more sophisticated with the addition of self starters and electric lights, however, he was wise enough to curtail any expansion and gear production to demand. This decision and fiscal prudence allowed the Company to weather the Great Depression. Nevertheless, the writing was on the wall for the 3-wheelers as sales slumped from 659 cars in 1934 down to 137 by 1936.



It's not generally realized that Morgan produced a prototype 4-wheeler in 1915, but it wasn't until 1936 that they put a 4-wheeler into production. This was the 4/4 and it arrived in the nick of time to stave off the calamitous fall in popularity of the traditional 3-wheeler. As a result Morgan entered the WWII in a healthy financial state. As with the First World War, lucrative government contracts came along but car production ceased during hostilities.

It was in 1947 that HFS's son Peter Morgan joined the family business fresh from time in the Royal Army Service Corps, where he had been involved running motor workshops in Africa for the Army. With sales of the 3-wheeler now almost non-existent, HFS recognized the need for a more powerful car to satisfy export markets and thus the +4 was launched

in 1950. Due to a favourable relationship with Sir John Black at Standard Cars, Morgan was supplied with the Vanguard engine and when this was updated for use in the TR2/3, that was used in the +4, too. In 1955 the 4/4 was brought back as an entry model and has remained in production ever since. HFS died in 1959 by which time Peter Morgan was steering the ship. Morgan's by this stage were beginning to suffer in the domestic market being regarded as a dated design compared to contemporary British rivals of the day. Redemption lay in the export markets, particularly in North America and the policies of HFS's in gearing production to demand kept the Company solvent.



Peter Morgan's greatest challenge was replacing the trusty Triumph TR2/3/4 engine when it went out of production in 1966. Due to contacts in the industry, he learned of Rover's decision to build the Buick aluminium V8 under licence. He approached Rover who gave Morgan the green light and an engine was shoehorned into a +4 chassis, thus creating the Morgan +8. The +8 remained in production from 1968 until 2004 when Rover ceased production of this power unit.

It was in 1985 that a third generation Morgan entered the family business in the shape of Charles Morgan who came from a background in the media. He worked in tandem with his father until Peter stepped aside in 1999. It was Charles who set about modernizing the factory and improving quality control but he decided that Morgan needed to update its chassis technology which had hardly changed from the 1930s. The successful ex-Morgan racing driver Chris Lawrence was brought in to assist in this development on a car that would utilize a BMW V8 engine but would retain traditional styling. This incurred considerable costs which resulted in the Aero Morgan being sold at a price in excess of a Porsche 911 Turbo, a market that Morgan had never been in before. There were mixed reviews regarding the styling and the Aero 8 never really caught on. Fortunately, sales of traditional Morgans fitted with an array of Ford power units sustained the Company's fortunes.



Peter Morgan

Undaunted, Charles Morgan turned to another product in 2011 when it was announced that Morgan would produce a modern 3-wheeler. The development costs were modest as much of the work had been undertaken by Liberty Motors in Seattle. An amicable agreement was reached and Morgan began production in 2012 using an American-sourced V-Twin from S&S Cycle in Wisconsin. The car has been a modest success very much limited by a \$50,000 price tag!



In 2013, the family chose to remove Charles from his position of Managing Director, although he remained on the Board. Later that same year he was removed from the Board for alleged misconduct in spite of retaining an estimated 30% stake in the business. Legal action ensued which was amicably resolved in 2017. It emerged in that same year that the Company had repurchased its factory which had been mortgaged some years previously. We can only assume this decision had been taken to finance the development of new projects, the Aero 8 and the 3-wheeler.

One can only speculate that these events may have played a part in the decision of the family to take the money and run for the Malvern Hills. With no member of the Morgan dynasty actually running the business, possibly the appetite to stay in an industry that is in transition from the internal combustion engine to an electric form of propulsion is too daunting. HFS and his son Peter must surely be spinning in their graves and so the oldest privately owned car company is no longer in private British hands. Only time will tell if the marque will survive corporate ownership. Pass the Malvern Water!!

(Photos courtesy of Morgan Motor Company)

Rebuilding the Side Screens - Modification of the Rears

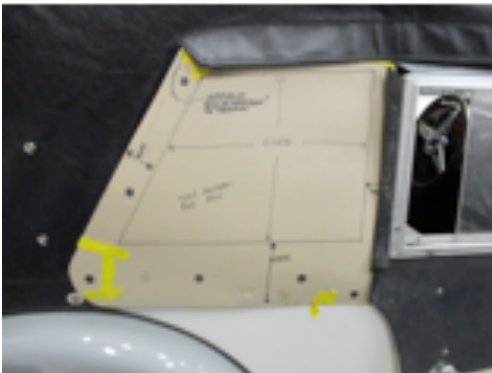
By Pat Leask

This winter it was my goal to attend to every thing on my long "laundry list" of improvements, upgrades and general repairs to our Morgan, some of which have been bothering me for years and this winter it was time to attend to them all. One of those goals was to make my side screens more weathertight; not to mention, it would be nice if we could see out of them!

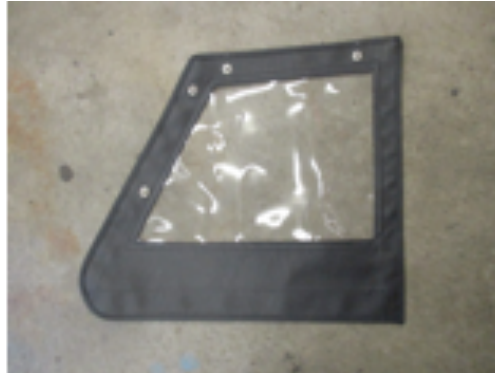
Let's deal with the modification of the rear screens first. Last year a friend of mine, whose name will remain anonymous (Okay Steve?) said that when he gets a new top made for his four seater, he was going to do away with the rear side screens and have them as part of the top it's self. What a great I idea I thought, as my top is only a couple of years old so I am not about to have a new top made so figured I would have them sewn in..

When the car was in the restoration area of my shop, I made up a pattern of what I wanted done, and figured out how to have it sewn in to the top permanently. Then I got to thinking, why make it permanent? It will be harder to fold the top, no flexibility and is, well, permanent. So again, more mulling and I decided I really liked the idea of vinyl side screens, they would be much easier to store in the car (as you all know taking four side screens in the car is a royal pain) and I could make them more weather proof.

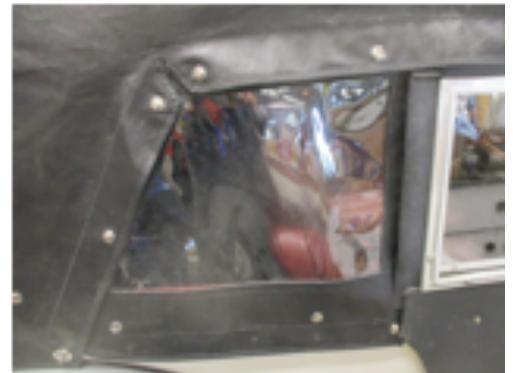
So what to do? Simple, why not make it so they can be removed, this I liked.. Now with the snap of a few poppers on and off they easily go, and super easy to store in the car. Norma made us a cloth bag out of an old towel with a divider in it to stow them in and out of the car.



Made a Pattern



Pattern Made into Reality



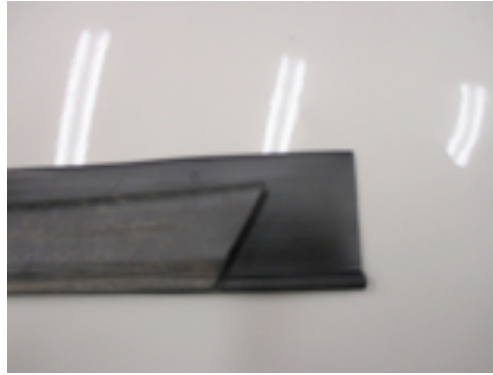
Installed

Another item on my list was to replace the sealing rubbers. If you notice on your cars and of course mine also, the corners are mitred (cut at 45 degrees) which allow in water because the rubber shrinks and leaves gaps and is not self supporting. I decided to overlap them to make a "watertight" seal, with a pop rivet painted black, to hold them together. For those purists out there, to take them back to a factory miter a simple knife cut will take care of that so no harm done.

I found that if I used rubber intended for the bottom of the windshield I got an extra half inch of height, giving me a much better seal where needed. Be aware, if replace yours, there are two types of window seals out there, one with a "T" and the other is in the shape of an "O" (like a lollipop). I have found that the "lollipop" seal is almost impossible to squeeze in to the either window frame, or side screens but the "T" style works really well. Also, you need two windshield rubbers per side screen.



How the Old Ones Fit



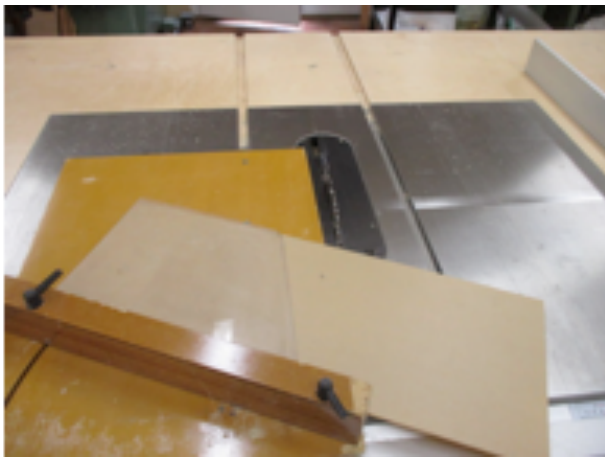
Old and New



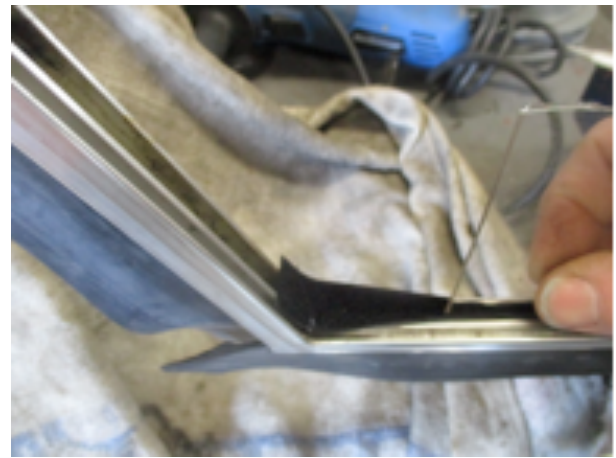
The Fit of the New Rubber

Next on the list was replacing the plexi glass, so I could see, a bit of a requirement for driving. The first job was to remove the old glass, I placed the side screen in my vise protecting the sides with a rag and bent it down and pulled it out. Only broke one of the four sections! Went to visit my local plexi glass store and bought what I needed in 1/8" thick material, scooted home and cut it all up on my table saw and sanded the edges. For the pulls, I used 1/4" plexi glass with epoxy to glue it on.

Of course, prior to installing the new panels (do the out side one first) I replaced the track the inner section slides in (is felt). One 3/4" wide (black) velcro was a perfect fit! (the smooth half of velcro, not the loop half). I simply used some contact cement and popped it in. A point to note is I did not let the contact cement fully cure like they tell you to in case I needed to remove it to reposition it, and I sure did that a few times. I'm super happy at how my window panes fit, slide and the fact I can see out of them now. I think I'll ask Norma to make up travel bags for them as the new stuff scratches easier than the original material did.



Cutting the Plexi-glass



Installing the Track Felt (Velcro)

A few points to note. If you do this, ensure you wear safety glasses and gloves, if this stuff breaks (old or new) it can be nasty and has sharp edges. Also, if you warm up the plexi glass it is easier to remove and replace as it bends easier. I placed my side screens in front of the wood stove, or used a floor heater with a fan to direct the warm air on tot hem.

Another improvement I wanted to make was to stop the top from flapping like crazy in two places, not sure if you have this problem but I sure do (did). I did two things, one was to install snaps on the sides of the metal hood bows, and the second was to install three snaps on the very back of the top directly in front of the spare tire. The two places the top flapped like crazy.



Rear Snaps



Metal Hood Bow Snaps

Road test and final thoughts

Stepping back after the new rear side screens were installed I thought my top looked more like a motorcycle riders studded leather jacket! Oh well, my goal was function and our comfort not appearances', and besides how often do we (I) use our tops. But once I got it out for a test drive with all side screens in place, what a joy to drive it was.

I got up to a 140K an hour, and there was no annoying flapping what so ever going on. I had no streams of air rushing in where the screens meet the windshield, top and screens. This, I hope, also means no rain when/if I ever drive the car in the rain, which so far is never.

The only thing I am not crazy about, is I found that by using the velcro for the side screen windows, which is a bit thinner than the original felt, the front one tends to rattle a little bit when driving. I will attend to this, but am currently mulling over the best way to fix it, as I have a few ideas. The good news is they slide really well!

Between the sound proofing I did, the new seats and the work I have described above I'm super happy with the results over all.

Update

I am writing this section of my tech article a few weeks after I completed the work as noted above. I have heard in the past many stories from people about having to wear a rain coat inside a Morgan when driving in the rain. I'll have to admit, that since I finished the restoration on my car, several years ago now, I have never driven it on wet roads let alone in the rain! Partially by luck, but mostly by planning.

I woke up this morning to rain... what to do I thought, work on my project car, walk the dog, dishes... Nope, I decided to take the Morgan out for it's first ever run in the rain, crazy right! I wanted to find out if the stories were true. Did my work really accomplish my goals of keeping dry? How did the car handle in the rain? How well did Rain-X work? Did the wipers work for more than 30 seconds? And simple things like could I see out the sides of the car?

I just got back from my hours drive as I type this update for the tech article. Now, please know that I fully realize and understand that an hour in the rain is nowhere near the same as eight hours on a run, but it's at least a taste. I'm happy to report that after careful inspection of the in side of the car with a flashlight, there is virtually no water. As for the drive it's self with the hood up, side screens on, there was no rushing of air coming in via gaps anywhere, and blissfully no flapping of the hood. With the heater on, dare I say, it was almost a rather pleasant experience.

Collector Plates, Badges, and Flags

By Steve Blake

Sometimes simple, logical things don't make sense. I recently applied for Collector Plates for my "new to me" 1967 Austin Healey. I was rejected due to a badge I had on the front of my car. This badge was a Union Jack with the letters GB. I phoned Michael Anyon at ICBC who is the Specialty Vehicle Program Coordinator. I was told to take the badge off, email a new photo, and the plates would be sent out. I did this and had the plates the next day. Obviously, this created a larger discussion.



Over the next weeks, I had several discussions with Michael to try to understand his views on badges adorned to our cars.

I first started by reading the regulations that come with the application for Collector Plates. They read:

- **Stickers and advertising** — My vehicle has **no stickers or advertising** of any kind. Exceptions are allowed to show affiliation with a collector vehicle club or for original dealer nameplates or decals that were dealer or factory installed.

This regulation is very specific. You are not allowed any stickers or advertising on your car. While a badge is not a sticker, it is deemed to be the same. There are three exceptions to this rule. First, you may have a badge or sticker to show and affiliation with a collector vehicle club. For example, our PACMOG badge is allowed. My Austin Healey now sports two club badges on the front that are permitted. Note that one has the British Columbia flag and the other has the Union Jack, both of which are acceptable because they are part of a club badge.



The second exception is for a dealer nameplate. That could be a sticker or a metal or plastic badge. Some of our cars still have vintage Plimley's, Fred Dealey's, Gordon Brother's, or Greenberg and Lopston badges on them. Did Sterne's ever have a dealer badge on a Morgan? I have not seen one.



The third exception is for factory installed badges. These can be the make and model of the car or any other badge attached at the factory. If your badge is disputed, you would have to show proof of it being original to the car. This can be challenging if the records from the factory are incomplete. Period photos could help with this.

From my own observations, many of our British cars are in violation of this section of the regulations. I spoke at length with Michael to get a clear understanding of his interpretations. We both agree that the regulations were written to allow vehicles that are of historic significance to have a break on the costs registering and insuring such vehicles. The purpose of the Collector Plate class is to have a category that reflects vehicles that replicate as closely as possible the vehicle as it came from the manufacturer. Since these vehicles did not come with badges, stickers, and advertising, Collector Plate cars should not have these either.

This broad interpretation of the rules means that items such as flags and country letter designations would not be allowed. This is where I had the problem registering my Austin Healey. Both Michael and I looked into this deeper and it was agreed that vehicles driving in Europe up to the mid-1980s had to have a white oval sticker with the letters of the country of registration. If you can prove that your vehicle was registered in the UK during that time period that the decals were used, you can now display one of those decals. As Michael pointed out, it is part of the history of the car.



Union Jack not allowed



Not allowed

If your car was first sold and registered in the USA or Canada, you would never have need one of those oval country designators so you are not allowed to display one. I did bring up the exception that if a Canadian registered car was shipped to Europe during that



These three GB badges would be allowed, only if the car was registered in the UK or at one point in its history. If it was sold new in Canada or the USA, a GB badge would not be allowed under the Collector Plate program.

time, it would have needed the decal. In this case, if you can prove it did travel in Europe, you may now display that sticker. For example, when I was stationed in Germany with the Department of National Defence, I had a Canadian DND issued license plate on my car but I also needed a CDN sticker. Today, if I still owned that car and it was licensed under the Collector Plate category, it would be allowed to retain its CDN sticker. Without the history of the car's registration in Germany, a CDN sticker would not be allowed.



(Steve Blake photos)

Those were the three exceptions to the rule of no stickers or advertising on a Collector plated vehicle. I immediately thought of a number of questions for Michael as I needed clarifications on some examples.

Michael reiterated that flags by themselves are not allowed. You cannot have a Canadian or BC flag showing on your car. However, if the flag is part of a club badge, it is allowed. For example, the Old English Car Club badge with the Union Jack and the Austin Healey Owners Association of BC's British Columbia flag are acceptable.



You could also have a license plate frame or valve stem caps with Union Jacks as these are not considered part of the car.

At car events, we sometimes purchase event badges. These are considered automobile related and are allowed to be displayed on our badge bars.

Automobile Association badges are also included as acceptable because they fall under the club category. This would include BCAA, CAA, AA, RAC, and others that are appropriate to the history of your vehicle.

Other approved stickers include BC inspection, right hand drive, Combat Auto Theft, or other government required stickers.

The interpretation of the regulations as they stand are not going to please everyone, but I believe the spirit of the concept of Collector car is maintained with some order. As Michael says, "Not every vehicle is going to fit into this category, and if you wish to have these additional stickers or badges, you are free to licence your vehicle a different way." He notes that his own Meyers Manx dune buggy, even though age appropriate will never qualify for a Collector plate because of its fibreglass body.

My Morgan had a GB sticker on the back but was never registered in the UK. It has now been removed and replaced with a GL sticker. This is historically correct as the Morgan Motor Company records show my car as first having been delivered to Thule, Greenland.



Punta del Este, Uruguay Sport and Classic Car Museum

By Steve Blake

On a recent cruise, we stopped at the port of Punta del Este in Uruguay. We had been here once before and walked along the beach where we came across a small motor sport park holding races. We watched for awhile, particularly enjoying the one which had vintage Volkswagen Beetles challenging each other. The track is now gone as development has overtaken the area; Punta del Este is a popular tourist resort. What we did find, however, was a magnificent little motor museum!

The museum is located along a shopping street with an entrance in a storefront. Entering you meet the delightful manager, Carolina, who directs

you down a set of stairs to the basement area holding the collection. The automobiles in this collection are mostly owned by members of the Automobile Club of Uruguay. Members put their cars on display for a period of time and are rotated out to keep the mixture fresh. A number of the cars belong to the museum, while the club makes up the rest of the display.

The cars are a mix of European and American cars. There are also vintage bicycles and motorcycles as well as automotive memorabilia on the walls. Cars are roped off so you are not able to put your nose on the windows but you can get close enough to see each one quite well.

There was one Morgan on display. There are several Morgans in the club which have rotated through the museum. On this day we were treated to a green Flat Rad 1948 Morgan 4/4, 4-seater. It looked to be in very nice condition. This museum is highly worth the visit if you happen to be spending time in Uruguay.



Daniel d'Angelo, Vice President



1948 Morgan 4/4



(Photos by Steve and Susan Blake)



1964 Austin Healey 3000



1949 MG TC



1950 Morris Mino



1951 Hillman Minx



1909 Model T Ford



1930 Model A Ford Post Office Van



1930 Chevrolet Limousine



Susan and Steve Selfie by the Morgan



1904 Clement Bavard



1972 Jaguar E-Type V-12 Coupe



1954 Ford Crestline

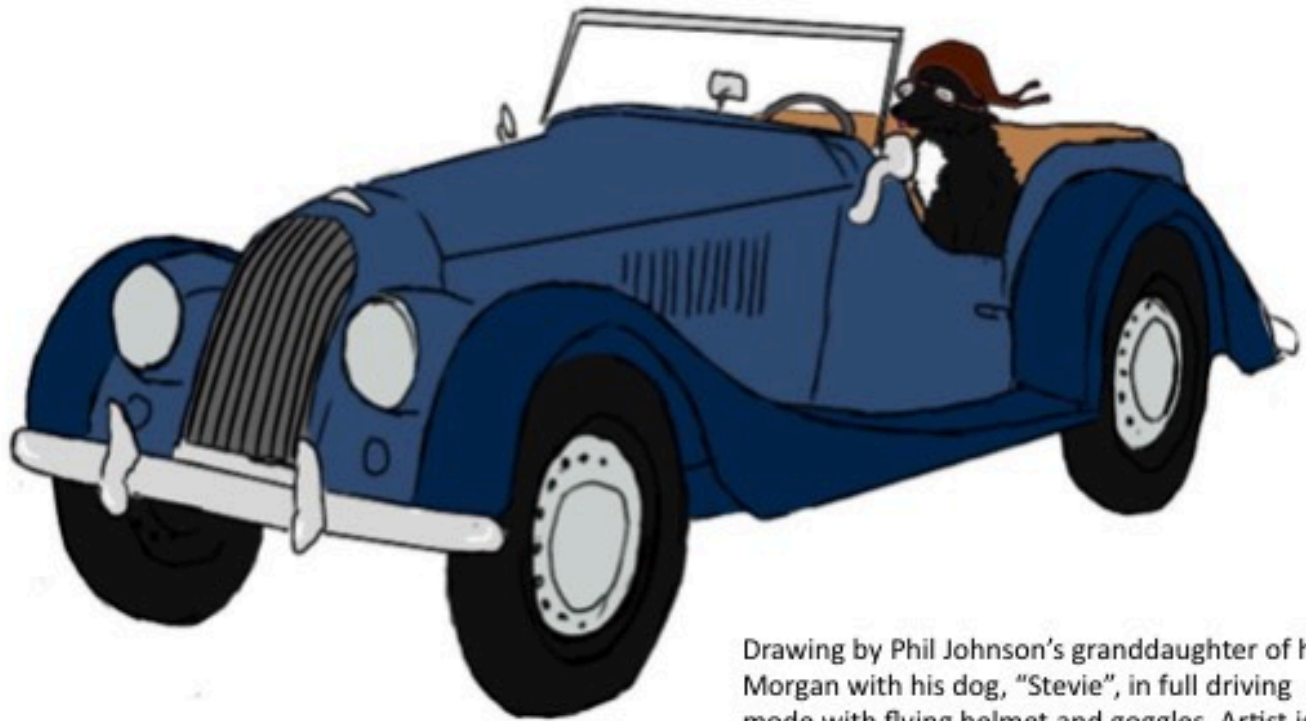


1985 Ferrari 308 GTS



1953 Mercedes Benz 300C

There is Hope for the Future of Morgan when Interest is shown by Grandchildren



Drawing by Phil Johnson's granddaughter of his Morgan with his dog, "Stevie", in full driving mode with flying helmet and goggles. Artist is Samantha Horkulak.



Win Muebling's 3-year old Grandson, Julian, was visiting from Montreal and enjoying a drive in Grandpa's Morgan.

Morgans in the Movies

By Steve Blake

Brigadoon - The 1966 Made for TV Version Starring Robert Goulet, Peter Falk, and Sally Ann Howes



Brigadoon was a popular musical that first hit the big screen with the 1954 version starring Gene Kelly, Van Johnson, and Cyd Charisse. The musical is played on stage by many high schools and universities as part of their drama productions. The Morgan appears in the opening scenes in the 1966 made-for-TV version.



The movie is about two American men, Tommy and Jeff, who are travelling across Europe purportedly racing their Morgan. The car breaks down in Scotland. They hear a girl singing and follow her to a little village named Brigadoon. Even though Tommy is engaged to a soap company heiress back in the USA, he falls in love

with Fiona. Jeff meets and has a relationship with Meg. The men discover that the town is under a magical spell which means that it only appears once every 100



years. Fiona wants Tommy to stay but Jeff convinces him to go home. They go back but Tommy cannot stop thinking about Fiona and returns to Scotland where he manages to find Brigadoon again and get back

together with Fiona.

The movie has some good music and it's nice that it stars the French Canadian, Robert Goulet. Peter Falk goes on two years later to star as Lieutenant Colombo in another TV series. The Morgan is only seen in the opening scenes of the movie.





Pacific Morgan Owners Group

Website Report

By Tom Morris

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

Morgan Moments Snapshot Contest - 2019

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

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

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

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

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By

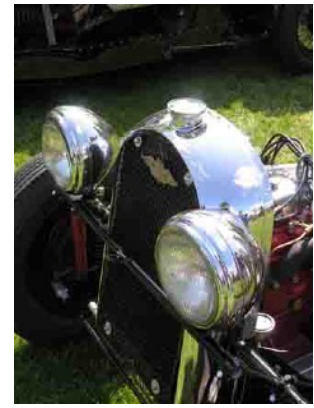


Steve Blake Photos from Factory Visit in 2006



Morgan Historic Register (MHR)

By Machiel Kalf



Please Consider Registering Your Morgan With the Morgan Historic Register

As a club, PACMOG is affiliated with the Morgan Historic Register. The fellows volunteering their time to put the register together need your support. We only have a small fraction of our cars registered with MHR and we would like to see everyone take advantage of this and to support the Register. There are benefits to belonging as has been outlined in articles in previous Morgan Links. In addition, Machiel has been kind enough to provide us with articles of interest for you to read in our Morgan Link.

It is an easy process to register and you can follow the information below to make your registration.

Let us see if we can get all of our cars registered. This will certainly make the MHR happy and may provide additional benefits to you and other Morgan owners.

How to register your Morgan?

You can register your 4 wheel Morgan in the MSCC Morgan Historic Register (MHR) if it left the factory with a carburetor fixed; please send an email to: fa@zeelandnet.nl

You can also use the "Send Message" field on the MSCC website – "Morgan Historic Register" page, in the Regional Centres tab. We will always respond with an introduction Letter and an Entry Form; if nothing is received from us, please send again, there has probably been an email problem. Please do register your "older Morgan" with the MHR, it is FREE and there are a lot of benefits!

Enjoy your Morgan!

Machiel Kalf - Team Leader - machielkalf@ziggo.nl

Ron Fermont - Registration - fa@zeelandnet.nl

Andy Downes - Regalia - mssc.mhr.assist@gmail.com

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

Upcoming PACMOG Events

By Bob Wadden

1) April 28 St Georges George's Day British Motoring Show (LAMBS)

This event was being limited to 80 cars so hopefully you've already registered. If not, you can try <http://www.lambscarclub.org>

2) May 11 - Pre-ABFM Tech Session at the Blakes' (PACMOG)

Email Steve at sblake@telus.net to book your turn on the "hoist". Let's make sure that your Morgan is going to make to Van Dusen the following week!

Start time 10:30am with lunch TBD

3) May 18/19 - ABFM and Run to Whistler (Western Driver)

If you haven't already done so please register your car at http://www.westerndriver.com/?page_id=10937

4) May 18 - PACMOG AGM (PACMOG)

Please support your Club and participate in the 2019 Annual General Meeting to discuss and vote on Club affairs as well as officers for the next year. The AGM will be held at Ken and Pat Miles home (15410 Kildare Drive, Surrey). It will start following the ABFM (around 5:30pm). email Ken (kengmiles@telus.net) to let him know you are joining the AGM meeting.

5) May 18 (Still!) - PACMOG BBQ after the AGM after the ABFM

Following the AGM, Ken and Pat will be hosting a BBQ as well at their home. Cost will be \$15/pp. email Ken (kengmiles@telus.net) to let him know you are joining the BBQ or AGM or Both!

6) June 1 - Jaguars and Friends in the Meadows (Pacific Jaguar Enthusiasts Group)

We have been cordially invited to attend this event in Pitt Meadows. For details and contacts see <https://www.icna.com/events/pacific-jaguar-enthusiasts-group-jaguar-and-friends-car-show>

7) June 3-7 - Rocky Mountain Rally (PACMOG)

Hopefully you have already registered for this (It may be booked full, but you could email Treacy at treddington@pacificcoast.net to ask)

8) June 15 - Fraser Valley Classic Car Show (FVCCS)

If you are NOT attending the PACMOG BBQ at the Leasks' in Victoria, then feel free to attend this event! It is being held in Chilliwack with details and registration at www.fvccs.ca

9) JUNE 15/16 - Pre-Father's Day BBQ followed by Father's Day Picnic (PACMOG)

The always popular Fathers Day BBQ, followed by the car show (with picnic) Sunday June 16th and a simple 3-4 hour morning run on Monday the 17th if there is enough interest (more on this later). Note that sometime mid May we will send out an email reminder to all asking for an RSVP so we know numbers.

When: Saturday June 15th, arrive at 5:00 PM, eat at around 6:00 PM.

What to bring: BYOB as usual and a contribution to the food table

Cost: TBD

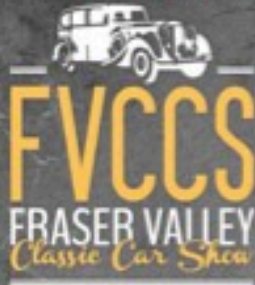
Where: 4748 Spring Road (Note: GPS does not always work well as our road has three dead ends)

- Cars will be parked on the grass as per normal, please take care with respects to ruts and so forth. Directions on where to park will be given upon arrival as space is a bit limited.

NOTE: There is a tentative 150km run for the Monday morning following the weekend of festivities, back to town very early afternoon for those wanting to catch a ferry (perhaps lunch, maybe not.. stay tuned)

Register with Pat at pleask@shaw.ca

THE FRASER VALLEY BRITISH MOTOR CLUB PRESENTS



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1957 Chevrolet Bel Air Convertible
- Peoples Choice Award Winner 2017



JUNE 15 2019
10:00AM - 3:00PM



UFV CHILLIWACK
CAMPUS LOT #7

REGISTER
YOUR VEHICLE
AT: FVCCS.CA



ENTRY BY DONATION

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Chilliwack Hospital Foundation

ORGANIZED BY:



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 FOUNDATION

AUGUST 24-25

SATURDAY: DAY CRUISE
SUNDAY: CAR SHOW

EDGEMONT VILLAGE,
 NORTH VANCOUVER

INFO@CRUISETHESHORE.CA

WWW.CRUISETHESHORE.CA

MUSIC RAFFLES 50/50 DRAW FAMILY FUN PRIZES CLASSIC CUSTOM HOT ROD ANTIQUE RARE COLLECTOR

The Alberta All British Motoring Society
 Presents



The
Alberta All-British Field Meet
Victoria Park
Edmonton Alberta

Saturday, June 8, 2019
11 A.M. to 4 P.M.

Alberta All British Field Meet

Saturday June 8th 2019
 Victory Park Oval, River Valley Road
 Come for the cars - stay for the people

Saturday, June 8, 2019
11 A.M. to 4 P.M.

Pre-register at:
www.albertaallbritishmotoringociety.ca

Featured Marque is MINI.
Stay tuned for details and our AABFM Poster & Flyer.



I am writing to you to invite the members of your club to show your wonderful Morgans (and other British Cars) at our annual "Jaguar and Friends" car show in Pitt Meadows on June 1, 2019.

Our annual car show takes place on the same field as the local annual Pitt Meadows Day Celebration. The car show portion is a small, friendly, unjudged event held as an opportunity to show our cars to a wide public, but also as an event for us British Car Enthusiasts to meet and swap tales. After the car show we will be gathering together for a Meet and Greet followed by a Dinner at a local restaurant. We are still working on the "After Show" portion of our event.

Pacific Jaguar Enthusiasts Group # 44

Jaguars and Friends in the Meadows.

(All Classic British Cars are invited and are welcome)

Saturday 9:00- 5:00 PM. (approximate times) June 1st 2019.

Show location @ Harris Rd Park, Pitt Meadows BC

All Early Bird registrations must be received before May 18th 2019

| | | |
|---------|--------|----------|
| Name | Tel. | |
| Address | City | Code/Zip |
| Club | E mail | |

Show Registration Details

| Car | Year | Make | Model | Body Style |
|-----|------|------|-------|------------|
| #1 | | | | |
| #2 | | | | |

Payment

First Car \$35.00 (\$25.00 for Early Bird Registration)
Second Car \$15.00

Release Of Liability

PJEG Event Participation: It is an Entrant's privilege to participate in any PJEG event upon executing proper registration forms and paying published entrance fees.

I hereby agree to enter the above described vehicle(s) in the PJEG Pitt Meadows Show. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Pacific Jaguar Enthusiast Club (PJEG) and club volunteers from any and all liability for injuries, damage or loss arising from my entry and attendance in the Show.

Signature of Vehicle Owner

Date

Make cheques payable to :-

Pacific Jaguar Enthusiasts Group

More info ? Email Silver007@telus.net

Pacific Jaguar Enthusiasts Group
 C/O 19548 Hammond Road
 Pitt Meadows B.C. V3Y 1L3
 Phone/Fax: 604-465-7244

*****Venue requires entrants to be on the show field before 10 AM, and to remain until 4:45PM**

Those wishing to arrange accommodation may contact: Ramada Pitt Meadows
 19267 Lougheed Highway Pitt Meadows, British Columbia V3Y 2J5
 604-460-9859. This hotel is within walking distance to the show field.

After the Show

After the car show there will be a "Meet and Greet" followed by a wind up Dinner at a local restaurant, at an extra cost. The details of this are still to be determined. We hope that all participants in the car show will be able to join us in this.

The Pitt Meadows Day Event is a one day local celebration and includes some agricultural booths, an event stage with live music and lots of other attractions for local families, including several food trucks. I'm not sure what the total people attendance on the field is, but it has got to be in the thousands. With our Jaguars we have been privileged to have been a part of this celebration for many years now and would like to extend the car show portion to other British makes.

So I would appreciate it if you would circulate this to your members and perhaps mention it in your Club magazine and include it on your club's calendar of events for 2019.



Thrill On The Hill 2019

Join the Morgan Motor Company for Morgan themed entertainment and celebration as we mark 110 years of the marque at Thrill On The Hill 2019. Following the success and feedback of the 2018 event, TOTH will be returning to Prescott Hill Climb in Gloucestershire where visitors will have the opportunity to drive the famous hill climb in their Morgan. Don't have a Morgan? Don't worry! We will be offering passenger rides in a factory car. Join fellow owners and enthusiasts alike in the relaxed atmosphere of Prescott Hill Climb where there will be plenty on offer for the whole family. Browse the 100's of Morgans from all ages on display or relax on the restaurant balcony and watch the cars take to the track. Cars spanning 110 years of Morgan will take to the track, from pre-war Three Wheelers to the latest 2019 Morgan range. We are also planning some special lunchtime parades and a number of trade stands for visitors to browse through.

General admission

- All visitors to the event must purchase a General Admission ticket
- The event will be open from 9am until 5pm
- Early bird general admission tickets are available until March 29th at 23.30
- General admission tickets will be available on the gate at a first come first served basis
- On-site parking is available free of charge. Unfortunately there is no camping facility available.

Date And Time

Sun, 11 August 2019
09:00 – 17:00 BST

Prescott Speed Hill Climb
Gotherington
Cheltenham
Gloucestershire
GL52 9RD
United Kingdom

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 Auctions



1964 Morgan Plus 4 DHC will be auctioned June 1, 2019 at RM Sotheby's Auburn Auction. Estimated sale price US\$35,000-\$45,000



One owner 1958 Morgan Plus 4 sold on BaT for US\$23,080 on April 16, 2019.



1966 Morgan 4/4 Series V sold on BaT for US\$35,250 on April 22, 2019.



1962 Morgan 4/4 bid to US\$22,750 on BaT on April 23, 2019 but not sold.

**Don't forget to attend the AGM
Saturday, May 18, 2019 following Van Dusen**

PACMOG Marketplace

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

1956 Plus 4, 4-seater

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

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

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

Contact Tony Hoar tonyhoar@shaw.ca

1961 Morgan Plus 4 "S"

This is a one owner car showing 78,000 original miles. Chassis #4846 is one of just 9 Lawrence Tuned Plus 4s (special induction and exhaust manifolds) and purchased brand-new from Sterne Motors in Sidney, when GB was racing the same model at Westwood. Features include chrome wire wheels, heater, tonneau cover, Brooklands steering wheel, windshield washer, Michelin "X" tires (80%), special "Smoke Grey" paint and red leather interior. Advancing age of owner requires that this very special car be sold. Asking US\$45,000. Call Roland Gilbert at 250-652-2159



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.



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

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Terry Firestein

604 910 0857

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autobauercanada@gmail.com

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Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2019 Membership Application

(Please print in block letters)

2019 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal / Zip _____

Home Phone _____ Cell _____ Other _____

Email Address _____

Spouse/Partner Email _____

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

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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

