



# *The Morgan Link*

Vol 4 No 7    The Magazine of the Pacific Morgan Owners Group    October 2019



## From the Editor's Desk...

The rainy season is upon us so I thought the old photo sent in by Bob Sterne was most appropriate for this issue.

We had very sad news this month as we lost two of our members. Anne Maycock and Tony Hoar both passed and we will miss both of them. Thank you to the Island members, Pat, Kit, and Joanne, for sending me the articles we have reprinted below.

This will be the second last issue for me as Editor. The future of the Morgan Link will be discussed at a future Director's meeting. If you have any thoughts on how you receive club communication, please pass those ideas onto your chair, Tom Morris. Would you still like some kind of newsletter or will the web site cover your needs? Would an email from the communications director inform you enough on events and club happenings? At the same time, maybe one of you would like to step up and take on the role of newsletter editor. Format, length, content, and style would be completely up to you, with the pleasure of the directors. Think about it!

Again, I wish to heartily thank all the members who have contributed articles so that I have something to publish. Without you, we would not have a magazine. I look forward to your submissions for the December issue.

Michel Cotte, our Quebec member, has written an interesting article this month on replacing the loose screws holding the knobs for the sides screens. Whoever would have thought these would come loose over time? I bet we will all be running out to the garage to check to see if our Morgans have loose knob holders! No puns or jokes intended!!

Come join us for our next Mog 'n Platter at the Black Sheep Pub in Maple Ridge. You don't need to bring your Morgan, just come and enjoy the lunch and the company.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

October 2019

Editor – Steve Blake

[morganlink@telus.net](mailto:morganlink@telus.net)

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

**Copyright © 2019 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 1/10<sup>th</sup> 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 - October 2019

*By Tom Morris*

It will soon be four years since a group of avid Morgan enthusiasts first met to explore the possibility of founding a new Morgan Owners Group in British Columbia. If memory serves, there was something over twenty people at that meeting and every one of them was keen to get things moving. A few basic parameters for the new club were established, names were taken, monies collected, and an executive appointed. A new BC-based Morgan club was well and truly underway. Over the ensuing months, and in spite of some growing pains, much was accomplished. A name, Pacific Morgan Owners Group, and logo were agreed upon, grill badges and embroidered patches were designed and made available for purchase, a regular club newsletter was published, the constitution and bylaws were drafted and accepted, recognition under the provincial Societies Act was applied for and granted, insurance was put in place, and eventually a brand-new website staked out our place on the world wide web. Over the last four years we have had some excellent and memorable events and the roster has grown to 85 memberships representing 149 individual members. All in all, a pretty good record, and one that we can all be proud of.

Continued on Page 5



## PACMOG Directors

Chair, Webmaster -  
Tom Morris

[tomm8847@telus.net](mailto:tomm8847@telus.net)



Vice Chair, Events,  
Communications -

Bob Wadden

[bob.wadden@telus.net](mailto:bob.wadden@telus.net)



Treasurer – Pat Miles

[pat\\_miles@hotmail.com](mailto:pat_miles@hotmail.com)



Island Liaison –

Jane Cowan

[janecowan@shaw.ca](mailto:janecowan@shaw.ca)



Membership, Regalia -  
Brian Nixon

[nixon.b@outlook.com](mailto:nixon.b@outlook.com)



Director Duties TBD  
Ken Miles

[kengmiles@telus.net](mailto:kengmiles@telus.net)



Director Duties TBD  
Steve Hutchens

[sphutchens@gmail.com](mailto:sphutchens@gmail.com)





## Contents

- Page 2 – From the Editor’s Desk  
Page 3 – Chair Report  
Page 5 – Anne Maycock  
Page 6 - Tony Hoar  
Page 9 - Driving to the Prom  
Page 10 - Fish and Chips at Garry Point  
Page 11 - Crescent Beach Concours  
Page 12 - Looking Back 10 Years  
Page 14 - Spotted!  
Page 16 - An Inconvenient Cousin - Ferdinand Piech  
Page 19 - Morgans in the Movies  
Page 20 - Repairing Loose Wood Screws  
Page 23 - Malvern Memories  
Page 24 - Vince Wankling  
Page 27 - Dorg’s Morg  
Page 28 - Morgan Historic Register  
Page 29- Morgan Website and Photo Contest  
Page 31 - PACMOG Events  
Page 32 - Other Events  
Page 36 - Auction Results  
Page 38 - Marketplace  
Page 39 - Membership Application

### **Non-Voting Volunteer Members who attend Board Meetings**

Secretary - Susan Blake  
Editor - Steve Blake

### **Cover Photo Credit:**

The cover photo this month is a photo submitted by Bob Sterne from family archives of GB Sterne’s Morgan waiting out the rain at Westwood Race Track in the 1960s.

### **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, Michel Cotte, Alistair Crooks, John Rennie, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, Ron Fermont, James Gilbert (Morgan Motor Cars)

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

### **PACMOG is affiliated with:**

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

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

### **Welcome to New Members!**

Harry and Manda Broersma  
1966 Plus 4, 4-seater

Peter and Patricia Newton  
(Looking for a Morgan)

Eric and Sue Peterson  
1990 Plus 8

### **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.



After four years though, perhaps it's time to reassess our approach. The focus of the executive has been directed into three primary areas – our magazine, The Morgan Link; the website; and our events calendar. Steve Blake has single-handedly done an amazing job with the Morgan Link. It has been a great success and plaudits have come in from far and wide. The problem is that it requires a tremendous commitment from him that is simply not sustainable in the long term. We need to reconsider our options moving forward.

The website has also been quite well received but, again, our approach needs to be rethought to refresh it and keep it vibrant and relevant. On the events front we need to reassess the viability of maintaining a schedule of monthly events. The schedule and type of events haven't seemed to strike a chord with the membership and turnouts have not been especially good. We're busy people these days, with lots of different things occupying what spare time we do have. Still, it's disheartening to members who put in the effort to organise an event only to see a tiny turn-out. The exception to this tendency is the South Island group, whose 'Nog 'n' Natters continue to be well supported. We'll need to reassess the number and type of events that fill our calendar.

As the board reconsiders all these areas, what we really need is input from you, the members. PacMOG only exists to be of service to its membership. To be that, the board needs to know what people want and expect from their club. Do you read and value the Morgan Link? Do you use the various features of the website? Do you want to attend social and driving events? Are there other types of events we should be considering? Please, if you have any comments or suggestions on these, or any other club-related topic, contact me or any other member of the board. We'd love to hear from you.

Respectfully,

Tom Morris, Chair

## Sad News as We Lose Two Members

### Elizabeth Anne Maycock

December 13, 1949 - September 27, 2019

#### Obituary

---



It is with great sadness that the family of Anne announce her peaceful passing on September 27, 2019 in Victoria Hospice at the age of 69. She is predeceased by her loving husband, Bruce (May 8, 2018). Anne's most cherished times and memories

centred around her family. She will be missed by her brother, Geoff (Helen), daughter, Joelle (Blair), son, Geoff (Jackie), grandchildren, Jane, Aaron and Jeremy, brother-in-law, Brian (Karen) and many loved nieces and nephews, as well as treasured family and friends. Her memory will live in our hearts forever. Love you to the moon and back.

Published in The Times Colonist from Oct. 12 to Oct. 13, 2019

# Tour de France cult figure, inventor Tony Hoar dies at 87

Jack Knox / Times Colonist  
OCTOBER 9, 2019 06:00 AM



Tony Hoar at his bicycle shop in Mill Bay, 2010.  
Photograph By DEBRA BRASH, TIMES COLONIST

Five days before his death, Tony Hoar sat down with medical staff to discuss what was to come.

“All he could talk about was getting better and getting back to his projects,” says his wife, Gay Wise.

Hoar, an endlessly curious inventor, Tour de France cult figure, designer of Rick Hansen’s wheelchairs and friend of the disadvantaged, died of cancer Saturday at 87.

That Hoar wanted to get back to his Cowichan Valley shop surprised few. The bikes, carts, kayak carriers and other forms of human-powered transportation that emerged from Tony’s Trailers were an unending passion.

Neither Hoar nor Wise — who was 72 when she began working on her MBA at Royal Roads, and who then opened two more branches of her financial-services business — was ever interested in slowing down. “They never considered retirement or death,” says friend Bill Yearwood.

Hoar, big, strong, stubborn, animated and healthy, was indefatigable — right up until his recent decline.

Born in Hampshire, England, Hoar was known on that side of the Atlantic as a cyclist. Although he placed well in races in Britain, Ireland, Egypt and Holland, and competed in the 1954 British Empire and Commonwealth Games in Vancouver, his greatest fame came from the 1955 Tour de France, when he won the Lanterne Rouge.

The Lanterne Rouge — named for the red light hanging from the back of a caboose — is the unofficial honour earned by the last cyclist to complete the sport’s most famous race.

(Thank you to the Times Colonist for this article.)



It's no booby prize. Hard-core riders celebrate the final finisher for enduring more pain, more time in the saddle, than anyone else, even as crashes, fatigue and illness claim others.

In Hoar's case, he crossed the line 69th overall, but 51 others didn't finish at all. Eight of the 10 riders on his team didn't complete the 22-day, 4,495-kilometre war of attrition. "After nine days, we were down to two," he said a few years ago.

At one point, the 23-year-old crashed in a tunnel after hitting gravel at high speed. "There were no lights in the tunnel. Can you believe it?" The bike was OK, though, so he kept going, minus a good amount of flesh.

As the bloodied Hoar struggled past the roadside crowds, Lord Byron's poem about a gladiator who suffers for the entertainment of others — "butchered to make a Roman holiday" — came to mind. When Hoar and teammate Brian Robinson finally rode into Paris, they became the first two Britons to ever finish the Tour de France.



Tony Hoar, right, honoured with the Lanterne Rouge for finishing last, receives a paper lantern from Henri Sitek, who was second to last, on the final day of the Tour de France in 1955.

Hoar related this in 2010 while enthusiastically touring me around his Mill Bay workshop, which I described as looking like a meth head's rec room: a confusion of bikes, bike parts, shopping carts, lengths of steel tubing and other bits.

This is how Hoar the inventor became best known on this side of the pond: building trailers, cutting steel, welding joints and performing all manner of engineering wizardry. He built custom trailers for customers around the world.



He built the wheelchair in which Hansen began his round-the-world journey (and that the Man in Motion crashed while preparing for the Boston marathon, though separating his shoulder allowed him to meet the physiotherapist who would become his wife).

"Tony was a slow starter in the morning, but he'd work until midnight or later," Yearwood said.

Using his talents to make the world a better place got Hoar fired up. He would buy bikes at garage sales, fix them and give them to the down and out.

He designed and built bike-drawn cargo trailers that folded out into beds for those who had none. Grocers gave him old shopping carts that he would fit with bigger wheels and pneumatic tires. "He would convert these noisy, hard-to-push shopping carts into something the homeless could push or pull on their bikes," Yearwood said.

"He loved problem-solving," Wise said. Hoar would spend weeks, months figuring out an engineering puzzle, build what was required as a one-off project, then move on to the next challenge. It was satisfying, but hardly lucrative. "He certainly wasn't a guy who was going to get rich," Wise said.

She met him four decades ago when Hoar, then the general manager of an industrial valve manufacturer on the Lower Mainland, found himself drawn into bicycle-retailer Wise's plans to build a new kind of bike. "He left a secure, well-paying job to take a flyer in the bike business," she said. "We worked together in the bike business until we ran out of money."

They wed on New Year's Eve in 1982 (the timing allowed Wise the accountant to claim a year's worth of tax credits). After a series of overseas jobs and a couple of years in Campbell River, they settled in the Cowichan Valley, which they judged to have the best bike-riding on Vancouver Island, in 1990.

Although Hoar stopped racing competitively at age 75 (Yearwood thinks his last race might have been an 80-kilometre time trial), he never got off his bicycle.

Nor did he stop building them, though at first glance, the mud-covered machines might not look worth stealing. "There were no pretty bikes in his shop," Yearwood said. Hoar didn't maintain them; he just fixed them when they broke.

Hoar was fun to ride with, shunning the asceticism of some cyclists, said Yearwood, who succeeded his friend as president of the B.C. Masters Cycling Association. "I learned a lot from Tony about how to think about amateur sport, and how to help the less fortunate and how to help the environment."

Wise hopes to gather friends and family for a memorial in May, where those who wish to do so can start the day with an early-morning ride.

# Driving to the Prom 2019

*By Michel Cotte*

One of my friends contacted me in June and told me that his son (Oscar) would love to get to his prom in a Morgan. So, Friday June 21st, I drove him at 6:30 pm to the Marche Bonsecours in Old Montreal. He made a remarkable entry with a smile on his face! What a great way to get young people interested in Morgans.



Photos submitted by Michel Cotte, our PACMOG member from Montreal, Quebec, putting his 1985 Morgan 4/4 to good use.



## Fish and Chips at Garry Point, Steveston

*By Steve Blake*

Several of us PACMOG members are also members of the Old English Car Club. A popular event sponsored by the OECC is the September drive for fish and chips. Sometimes the drive takes us to Port Moody and sometimes to Steveston. This year we chose to meet at Garry Point in Steveston.

We had four cars from PACMOG attend; Ken and Pat Miles in their 1969 Morgan Plus 4, John Rennie in his 1969 Morgan 4/4 4-seater, Malcolm Sparrow in his 1993 Plus 8, and Steve and Susan Blake in their 1967 Austin Healey 3000. Other OECC members in attendance drove a Jaguar, MGA, Triumph TR4A, and Sunbeam Alpine.

This year Pajos fish and chip stand was not up to standard and it was a shame that it spoiled the outing for a few members. The stand was supposed to close at 8:00 pm but they shuttered up quickly at 7:00 pm. It was okay for the members who arrived prior to closing but was a disappointment for those who arrived at 7:00 and were not able to be fed. The stand has also lost its consistency. I won't say more here but you can read my review on Trip Advisor. Next year, at least Susan and I will choose to pick up our food at Dave's Fish and Chips, which could also be a good location for a future Mog 'n Platter.



(Steve Blake Photos)



# Crescent Beach Concours

*By Steve Blake*

The Crescent Beach Concours is an annual, by invitation, judged event held at Blackie Spit in Crescent Beach every September. The event is sponsored by Pelling Insurance but the driving forces behind the organizing and registration are PACMOG's Laurel and Colin Gurnsey. Without their effort and hard work, there would not be a show. Other PACMOG members volunteered to make the show a success. Pam Mahoney worked on registration and Chris Allen was one of the judges.

One Morgan from Seattle was in attendance. It was the 1932 Morgan Aero Super Sports owned by Brian and Randy Pollock. This 3-Wheeler is powered by a JAP V-twin coupled with a 2-speed transmission with no reverse.

Steve and Susan Blake were entered in the Supercar category with their 2016 Lamborghini Huracan Spyder. They scored a perfect 100 points but came in second after losing a tie-breaker to a 2009 Ferrari 599.



Best in Show was Jon Shirley's 1932 Alfa Romeo 8C2300.

Steve and Susan Blake's 2016 Lamborghini Huracan.

(Steve Blake Photos)



# Looking Back Ten Years

*By Allstar Crocks*

REPTON to MALVERN COMMEMORATIVE RUN 19th April 2009

Students of Morgan history will be aware of the connection between Repton School near Derby and Malvern College in the period prior to the Morgan Motor Company being established in 1909. It was therefore appropriate that as part of the Company's Centenary celebrations, a commemorative event was held involving these two seats of learning. It was of course no accident that the current bursar at Repton owns a Morgan 4/4!

120 Morgans were registered for this event including about 20 3-wheelers. They assembled at Repton School on a pleasant spring day and split into groups to take a scenic route to Malvern of approximately 70 miles. The initial destination in Malvern was at the new Morgan Visitor Centre, recently opened by Princess Anne. After all the participants had arrived safely, mini convoys formed up to drive through Malvern to Malvern College and the streets were lined with appreciative bystanders who made us feel very welcome.

At Malvern College, a Gothic pile located at the foot of the Malvern Hills with spectacular views over the Vale of Evesham, tea and sticky buns were partaken of as is the English custom in the late afternoon. Charles Morgan greeted the assembled throng at the first of many centenary events to be held in England in 2009 celebrating the work of the Morgan family over the past 100 years. "H.F.S" and Peter would have been very proud!

A couple comments on Repton School:

Amongst Repton's Old Boys are Adrian Newey who is the Chief Technical Officer at the Red Bull F1 team. The other is the infamous Jeremy Clarkson who tells everyone he was expelled. I am reliably informed this is not true as it was his parents who removed him. However, Newey was expelled for turning the speaker volume up at a school concert which damaged ancient stained glass windows!

Returning to Morgan matters, another public school not far from Repton, Trent College, has a famous Old Boy, Albert Ball VC. He was a RFC fighter ace in WWI who owned a much publicized Morgan 3 wheeler. With its external engine he compared it to the aircraft he flew and it is claimed brought about the use of the word Aero in the Morgan vocabulary.





Previous Page: The playing fields at Malvern College complete with cricketers.  
Below: The lawns of Malvern College with the Malvern Hills in the background.

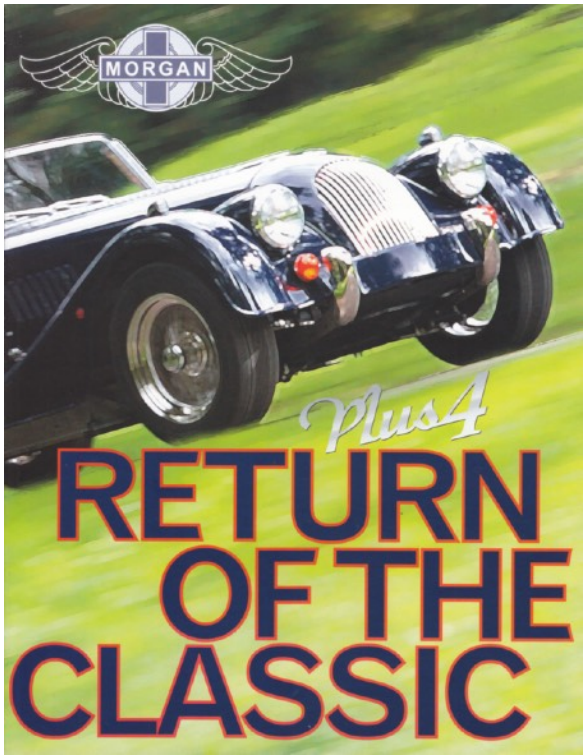


Left: 3-Wheelers leaving Repton School. Note the green car has a Guinness can acting as a catch tank. Great piece of improvisation!

Above: On the terrace of Malvern College. Note the orange Aero 8 which is a factory car and the only Aero 8 present.

(Photos from the Alistair Crooks collection)





Spotted!

Pat Leask's Jaguar E-type is now running. Great restoration in progress!





## CHASING THE LIGHT

We are pleased to introduce our latest film, Chasing The Light.

As the nights draw in here in the UK, we've been enjoying the last of what the Summer evenings have to offer.

Chasing The Light celebrates that perfect sunset drive, when you have no destination, no reason and no care but for the love of motoring.

That moment is not about lap times, speed records or high octane driving, it's about a connection to the road, to your surroundings and to your machine.

A Morgan of any age, engine size or wheel number is perfect for an evening drive. For Chasing The Light, we chose a Morgan 3 Wheeler. Enjoy...

<https://www.youtube.com/watch?v=sAVF9Wq2VsU&feature=youtu.be>

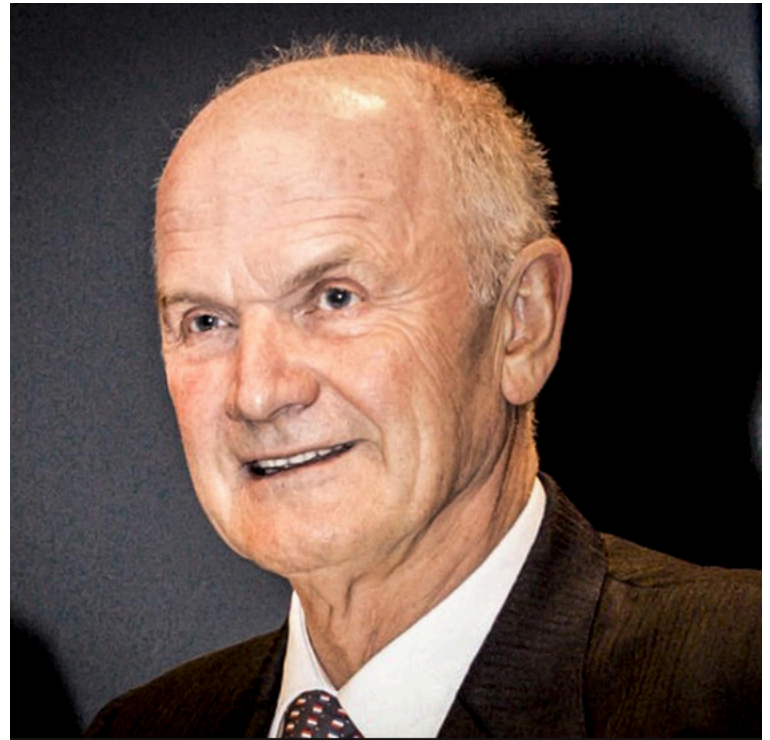


## AN INCONVENIENT COUSIN - Ferdinand Piech 1937-2019

*By Allstar Crocks*

In the Autumn of 1997 the British engineering group Vickers announced that they had sold their car division to the Volkswagen Group. This caused quite a stir considering the two brands involved were the none other than Rolls Royce and Bentley, two of Britain's most storied automotive marques. The man behind this coup was Ferdinand Karl Piech, grandson of no less a personage than Ferdinand Porsche, motor engineer extraordinaire. As things turned out, Piech only acquired the tail end of the horse so as to speak, read Bentley, as Vickers did not control the Rolls Royce brand name. This was granted to BMW by Rolls Royce Holdings who owned the name and were involved in joint aviation ventures with the former.

Piech swallowed his pride and a deal was thrashed out where BMW, who were supplying engines to RR, would continue to do so for the following 4 years and allow VW to use the RR logo until 2003. At that point VW became the sole manufacturer of Bentley cars and BMW had set up their own RR entity at Goodwood. W.O.Bentley and Henry Royce must have been turning in their graves but the former need not have worried. Under Piech's stewardship as Chairman of the Volkswagen Group, a major investment was made in the Crewe facility which saw production rise from 400 units in 1998 to 11000 in 2018 in the process dwarfing the sales of BMW newly acquired Rolls Royce brand.



Piech never admitted in public that he had failed to read the small print but it would have been interesting to see what his vision would have been for RR if that had been part of the deal he had originally envisioned. However, it was typical of the man that he saw the project through and made Bentley the success story it is today showing yet again that Piech was the ultimate automotive entrepreneur.

Piech had joined the family business building Porsche cars from university in 1963. In 1965 he was made Competitions Manager where his engineering talents oversaw a series of successful sports racing cars culminating in the ultra successful 917. This won Le Mans and captured Porsche's first Constructors World Championship in 1970. He moved on to work for Audi and transformed their image with the introduction of the Quattro which went on to win the World Rally Car Championship in 82 and 84 with its turbo engine and 4 wheel drive. After becoming the CEO of Audi he was appointed Chairman of the VW Group in 1993 just as the Company appeared destined to fail. There followed a remarkable transformation in the Company's fortunes under Piech leadership which laid the foundations for the VW Group's current dominance in the global market.



Piech's management style could be called autocratic even eccentric, but he was not a man to be crossed in pursuit of his objectives. It has been claimed that the secret to the Group's success was formulated by Piech when he slashed 19 platforms to 4 that supported numerous vehicles that featured in the VW, Audi, Skoda and Seat product ranges. He added to these Lamborghini, which incorporated Audi



engineering, and Bugatti. The latter project has been described as an indulgence as it's doubtful Bugatti has ever made a profitable contribution to the Group. It was Piech who set the goals to produce a road car that could achieve 250 mph, a masterclass in engineering possibly inspired by his illustrious grandfather. Although he stepped down as Chairman in 2002 he remained an influential member of the Supervisory Board until he resigned in 2015 following a major split within the Board. He later sold his considerable holdings in VW to his brother.



As a member of the Porsche family it is estimated that he owned 13% of the Company and as such played a role in VW's takeover of Porsche in 2009. This had been prompted when Porsche had the temerity to try and takeover the much larger VW. The bid failed, possibly brought about when the then CEO of Porsche openly criticized Piech, in particularly the Bugatti operation. Relationships between Piech and his Porsche cousins have always been strained and one of them has

claimed that it was Piech "who threw a wrench in the works" in their bid for VW. In spite of this, the Porsche/Piech dynasty now hold the majority shareholding in the World's largest automotive conglomerate, a legacy very much founded on the achievements of the "non name bearer" as Piech often referred to himself.

Those who believe in serendipity might say that it was the grandson of a famous German engineer, who restored prestige to the company founded by a famous British engineer. The chances are W.O Bentley would have been happier with the outcome than Henry Royce thanks to Ferdinand Piech.



(Photos downloaded from the web)



What were they thinking? Who came up with the ideas in these old ads?

## USE CAR'S EXHAUST TO CLEAN CUSHIONS



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

## FLARE-O-FLAME

Reg. Trademark  
Pat. Pending

**"CUSTOMIZE"  
YOUR  
EXHAUST**

for only  
**\$2.**

**FITS ANY TAIL PIPE  
EASY TO INSTALL**

**THE NEW  
TAIL PIPE ATTACHMENT  
THAT GIVES YOUR CAR  
THAT JET LOOK!**

- FIERY RED BY DAY
- FLUORESCENT BY NIGHT FOR ADDED SAFETY
- GIVES YOUR CAR LONGER APPEARANCE
- FLARES OUT ONLY WHILE IN MOTION
- FLEXIBLE, DURABLE NON-INFLAMMABLE

**MAIL THIS COUPON NOW**

FLARE-O-FLAME P. O. Box 1776 Colma, California HR-8

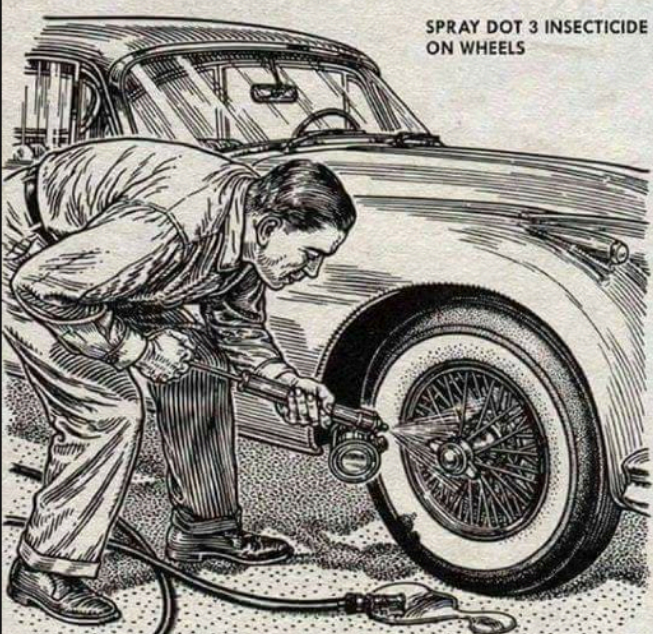
Enclosed is \$\_\_\_\_\_ for \_\_\_\_\_ Flare-O-Flame tailpipe attachments.  
Send cash, check or money order.  
(The cost for each is \$2.00 postpaid or \$4.00 per pr.)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zone \_\_\_\_\_ State: \_\_\_\_\_

SPRAY DOT 3 INSECTICIDE ON WHEELS



RINSE WITH HOSE

Wheels can be thrown out of balance by a buildup of wheel ants. Protect your car's smooth ride with weekly applications of automotive grade insecticide.



# Morgans in the Movies

By Steve Blake

## Suburban Girl

Starring Sarah Michelle Gellar and Alec Baldwin

This 2007 romantic comedy was directed by Marc Klein and has the dubious Rotten Tomato score of 50. Although, for us, the star of the show is the blue 1993 Morgan Plus 8. Wikipedia outlines the plot below.

Brett Eisenberg is an ambitious yet unconfident New York City assistant book editor living in the literary hotbed of Manhattan's [Upper East Side](#). Struggling to become a full-fledged editor, a task made harder after her mentor and boss is fired and replaced by Faye Falkner, Brett meets the notorious and much older publishing playboy Archie Knox. After spending time with him she realises how unhappy she is with her immature boyfriend Jed and breaks off their relationship in order to pursue one with Archie. Archie is revealed to have several issues such as being an alcoholic, although he is almost three years sober; suffering from diabetes; and having an estranged daughter. The age gap between Brett and him is made clear through their different lifestyles, such as his lack of understanding how to use a Blackberry and Brett taking him to a candy shop. Although this does not affect their relationship in the beginning—Brett appreciates the advice and confidence he gives her to stand up to her boss—she soon begins to resent his patronizing attitude. He eventually begins drinking again and sleeps with another woman in order to break off their relationship.

At the same time, Brett is shown to be incredibly close to her father; she is seen constantly explaining her situation and asking for his advice. While visiting her family home she is shocked to discover that he has cancer and that she was the last to know behind her brother Ethan, because her father felt she could not handle the news. Feeling depressed and unwell, Brett makes an awful impression on a celebrity client until Archie appears and rescues the situation. They decide to give their relationship another try and Brett introduces him to her family, who are uneasy with the age difference; her father especially after learning that Archie is an alcoholic when he is admitted to hospital. Brett's father tells her that she shouldn't have to spend her life taking care of Archie.

Later, it is revealed that her father has died and Brett realizes she must finally deal with her problems without his support. Following this, Archie proposes using the Blackberry Brett bought him but she turns him down, telling him that they see each other as teacher and student and not as equals. She says she needs time to be happy and grow up on her own.

The end of the film finds Brett finally confident in herself as she finally wears a pair of leather pants she was previously too scared to wear, and editing her work in a decisive way by using a pen instead of a pencil, as is seen throughout the film.



# Repairing Loose Wood Screws

*By Michel Cotte*

The wood screws fastening the side screen knobs to the doors on my Morgan became loose. The following shows a step by step procedure I used to fix the problem.



1. Unscrew the side screen knob



2. View inside door. Drill through the door wood frame from outside the door through the three existing door knob holes to the inside of the door. Important: Use a small drill size no more than the original size of the wood screw that needs to be replaced. These small holes will be used as a pilot when drilling for the T-nut.



3. Drilling the door wood frame from the inside to insert the T-nut. It is important to refer to the drilling chart to use the right size drill: 7/32 inches. The T-nut should be press-fitted into the door wood frame. Put a tape on the drill to indicate the depth of the hole to be drilled.



4. Door frame that has been drilled for the T-nut.

(Photos by Michel Cotte)



# Stafast Products Inc.

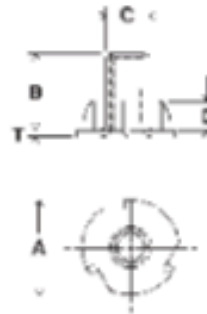
## T-NUTS, STRAIGHT BARREL

### 3 Prongs

Stafast T-Nuts are an economical method of fastening a metal mechanism to a component that is made of wood, plastic, particle-board, or pressboard, or for anchoring wooden components to each other.

3 Prong T-Nuts are used primarily in hard materials to minimize splitting caused by prongs. Also see Short Prongs or Propell Nut if splitting is a problem. (S) at the end of part number indicates short prongs.

(L) at end of part number indicates long prongs primarily used for high retention in soft materials. Also see clipped and Slab Base with Two Prongs and Slab Base with Tapered Barrel Hook Prong for applications close to the edge.



Part Number	Thread Size	A Flange Diameter	B Barrel Height	C Barrel Diameter	D Prong Height	T Material Thickness	Drill Size	Lbs./M	Pcs. Ctn. M
44023	4-40	23/64	1/8	.130	3/32	.024	9/64	2	20
63243	6-32	9/16	1/4	.162	5/32	.024	11/64	3	15
63243S	6-32	9/16	1/4	.162	1/16	.024	11/64	3	15
83243	8-32	23/32	1/4	.209	3/16	.031	7/32	5	5
83243TF8	8-32	1/2	1/4	.220	3/16	.039	7/32	4	10
83243TSF8	8-32	1/2	1/4	.220	1/8	.039	7/32	4	10
83243F9	8-32	19/32	1/4	.220	13/64	.047	1/4	6	10
83273	8-32	23/32	7/16	.209	9/32	.035	7/32	6	5
102433	10-24	3/4	3/16	.243	9/64	.039	1/4	7	5
102443	10-24	3/4	9/32	.243	3/16	.039	1/4	7	5
102453	10-24	3/4	5/16	.243	7/32	.039	1/4	7	5
102453F11	10-24	45/64	5/16	.243	13/64	.039	1/4	7	5
102463	10-24	3/4	3/8	.243	9/32	.039	1/4	8	5
102463SF8	10-24	1/2	3/8	.243	1/8	.039	1/4	5	10
102473	10-24	3/4	7/16	.243	5/16	.039	1/4	8	5
102473F11	10-24	45/64	4/9	.243	3/16	.039	1/4	8	5
102493	10-24	3/4	9/16	.243	5/16	.039	1/4	9	5
103233S	10-32	3/4	3/16	.243	9/64	.039	1/4	7	5

TN - 1 (2007)



5. Side view: Stainless steel screw, size 8/32 x 1 inch 1/2 and 3 prong T-nut.



6. Top view: Stainless steel screw, size 8/32 x 1 inch 1/2 and 3 prong T-nut.



7. Door frame with 2 of the 3 T-nuts



8. Door frame with the 3 T-nuts



9. Side screen door knob installed with the new Stainless Steel slot screw. The result is very solid!



## Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan four-seaters under construction in 2006.



(Steve Blake Photos)

## Vince Wankling

*By John Rennie*

I was reading the June 2019 copy of Octane Magazine and noticed an article in the back on the former Morgan factory wood shop manager, Vince Wankling.

He started Sept 22, 1975 and retired in 2016 at age 65, but he has come back to work, working mornings 3 times a week.

When he retired the staff had a cardboard cut-out of him made and set it up on the wall overlooking the wood shop.

When I was there in 2017, I noticed the cut-out and took a picture of it.

What I liked about the story was learning that when he started at age 24 he had never driven a car and didn't get his licence until he was age 43.

The other interesting fact was that he had never driven a Morgan until last summer.

He figures he built or part built about 6000 frames during his time there.

I have enclosed a copy of the article and a picture of the cut-out.

### Day in the Life

INTERVIEW GILES CHAPMAN





# VINCE WANKLING

*Morgan's wooden body frames are still handbuilt,  
and this craftsman has been creating them since 1975*

**I DON'T HAVE** to be in here at 7am but that's when I arrive. I like to have a cup of coffee and a chat with the other lads before I start work. I've got my own corner of the wood shop, and I only work on the standard Morgan – the 'Traditional', we call it. Over the years, I've done most of the jobs and they just leave me to get on with it.

At the moment I'm finishing off the last doorframe of a car, making sure it fits in the aperture. I've already built the doorframe in a little jig we have, which holds it all tightly as it's glued together. Once it's in place I'll trim it so it fits absolutely perfectly. Using modern glue means the time to make the door has fallen from a whole day, when I started here, to five hours. That's modern efficiency! Still, some things never change. The solid oak press we use to shape the wheelarch is at least 80 years old.

I started at Morgan on 22 September 1975. I'd already done ten years in various building trades, so I had lots of carpentry skills. I liked it because it was close to my house, so I could walk here in 13 minutes across the fields.

Before I came here, I didn't even realise Morgan had a woodworking shop. Or its own

sawmill, which it still has. It must be the only car manufacturer in the world to do so. Our ash comes from Lincolnshire; nowadays it arrives on pallets cut to the lengths we need, so we no longer have waste left over from long planks.

When I joined there were still four young ladies working on old capstan lathes, and one of them became my partner. A lot of relationships have started here over the years. Morgan has been my life, really.

I actually retired three years ago aged 65, on my birthday. They put a cardboard cut-out of me up on the wall when I left because I was such a fixture. But I soon came back and now I work three mornings a week. The 'ghost of Vince' is still up there.

The placing and lifting work does become a bit harder as you get older. I groan every time I stand up, but I don't mind because I just like doing it. I've built or part-built about 6000 frames in my time, and these days I'm often working with an apprentice by my side.

I love showing the kids how it's done, passing on my skills, although you've got to work swiftly to get the jobs done *and* do the training. The

Thank you to Octane Magazine for using this article.

Octane ISSN 1740-0023 is published monthly by Dennis Publishing UK Ltd. Subscription cost is US\$99 per year.

To subscribe:

<https://subscribe.octane-magazine.com>



## 'I GOT TERRIBLE TENNIS ELBOW WITH OLD-FASHIONED PLANES AND SCREWDRIVERS. NOW THEY'RE ALL BATTERY-POWERED'

bodies are going out at a fair rate. These days the apprentices come straight in. They're usually keen but, if I'm honest, a bit naïve. You're going to make cars, true, but most importantly you've got to start by becoming skilled at cutting and planing a piece of wood.

Patience and accuracy are crucial. Being proud of your tools, and sharpening them, is also important because it's all hardwood we work with. I have a young lad working by me at the moment who's just sent off for a rosewood-handled chisel to add to his tools. That's the right spirit. You have to love your tools.

Actually, the type of some tools is the thing that's changed most during my time. I used to have terrible tennis elbow through using old-fashioned planes and screwdrivers. Now they're all battery-powered, by Makita. It's much easier physically, and my hands are still quite soft. After all this time I rarely get a splinter. You just know by instinct not to brush a rough edge. It's an old joke here that you pretend to be in agony by getting a splinter from someone else's work!

I've always liked being in a steady job that you don't worry about when you go home. I work part-time throughout the whole year but I'll take a week's holiday when the Cheltenham Festival is on, because I love horse racing.

Morgan hasn't changed that much over the years, thank goodness. With the old gaffer [Peter Morgan] you could drop into his office to get your passport application signed or whatever, or to ask him something. The management now is much younger, and there's a bit more pressure on everybody. I've known the boss today, Steve Morris, since he was a 17-year-old in the tin shop next door – what we used to call the coachbuilding department!

My partner died 12 years ago but I have a large family life, including her two daughters, and I have three sisters and a brother all here in Malvern. I see my brother every week; he's the head porter at Malvern College. I'm quite practical at home but I don't have an ornate ash kitchen or anything like that.

These days I drive to work. I've got a VW Scirocco GT and it's a great car, really quick. I didn't learn to drive until I was 43, and I'd never driven a Morgan until last summer. My boss let me use a Traditional to take my great-nephew to his summer prom. Everybody looked at it wherever I parked, but they'd never guess there was a bit of the driver inside the car itself...







## 111 REASONS TO TAKE YOUR MORGAN OUT AND DRIVE AROUND VANCOUVER

*By Dave Doroghy*

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

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

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

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

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

Have fun!  
Dorg

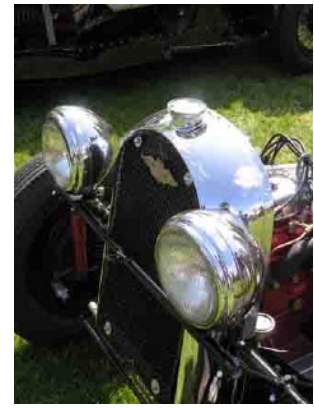


[https://www.amazon.ca/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr\\_1\\_1?crid=2U9VM054GEWXV&keywords=111+places+vancouver&qid=1565403298&s=gateway&srefix=111+p%2Caps%2C187&sr=8-1](https://www.amazon.ca/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr_1_1?crid=2U9VM054GEWXV&keywords=111+places+vancouver&qid=1565403298&s=gateway&srefix=111+p%2Caps%2C187&sr=8-1)



## Morgan Historic Register (MHR)

*By Machiel Kalf*



### MSCC Morgan Historic Register

#### Data Requested for car registration:

#### Pre-Registration Report

Asterix \* indicates important register data.

Morgan Model: \*

No: of Seats: \*

Chassis No: \*

Engine Type & Engine No: \*

Licence Plate No: \*

Original Licence Plate No: \*

Colour Now: \*

Original Colour: \*

Manufacture Date: \*

Date Purchased by you: \*

Road Wheel Type: \* (Steel,  
Wire, Alloy)

Interior Trim Colour & Type:

Modifications:

History Notes; (Gearbox, Body  
& Axle Nos. if known)

Owners Name: \*

Email Address: \*

Address (Road/Town):

County / State: \*

Country: \*

Post Code / Zip:

MSCC No. (if relevant):

Telephone:

Mobile (Cell) Tel.: \*

#### YOUR PERSONAL DATA WILL BE KEPT SECURE.

By requesting to register your car(s) with the Morgan Sports Car Club – Morgan Historic Register (MHR), you are consenting to us storing your data so that we may provide you with the services and benefits of the MHR. Your data will be stored securely, and we will not release your information to any third parties unless you expressly allow us to do so.

Please return to Ron. at: [fba@zeelandnet.nl](mailto:fba@zeelandnet.nl)





## Website Report

*By Tom Morris*

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

### **Morgan Moments Snapshot Contest - 2019**

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

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

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

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



## Morgan Pre-Owned

When you choose to purchase a pre-owned Morgan from an official Morgan Dealer, you are buying with peace of mind that the car has been prepared by Morgan Factory trained technicians, and that the Dealer has made a commitment to provide outstanding customer service. Morgan Dealers take the upmost pride in their levels of professionalism and they are required to work to high standards.

Whether you are looking for help with new or pre-owned car sales, aftersales services, parts or accessories, any official Morgan Dealership is ready to assist you on your journey. As Summer demonstrators are often rotated at the end of the season, now is a perfect opportunity to choose from a wide range of well specified and competitively priced pre-owned Morgan cars.



## Upcoming PACMOG Events

*By Bob Wadden*

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Oct 28	MOG 'n Platter lunch	PACMOG	Black Sheep Pub on Monday Oct 28 at 11:30AM. www.theblacksheepub.ca	Email bob.wadden@telus.net by Oct 25
Nov 3	London to Brighton Commemorative Run	OECC	10am Delta Heritage Air Park, 4103 104 Street, Delta. Cost \$10 plus lunch at Adrians Restaurant Langley Airport— 5385 216 st. Langley.	Please let Walter Reynolds (wdrauto@telus.net) know ASAP
late Nov (TBD)	MOG 'n Platter lunch	PACMOG	TBD	TBD
Dec 8	Island Xmas party	Lloyd & Tracey	5pm Home of Lloyd & Tracey Reddington, 860 Lands End Rd, N Saanich.	RSVP by Nov 23 to tlredd@shaw.ca

## 111 Places in Vancouver Contest Run

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

[bob.wadden@telus.net](mailto:bob.wadden@telus.net)



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

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

**START:** Delta Heritage Air Park, 4103 104<sup>th</sup> St., Delta.

**COST:** \$10.00 Registration

(Registration fees will be donated to the Delta Hospice Society).

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

*Optional* Run patch: \$10 ea.

**REGISTRATION TIME:** 10:00 am.

**FIRST CAR OUT:** 11:00 am.

**DESTINATION:** Adrian's Restaurant, Langley Airport, 5385 216 St., Langley City, BC

**CONTACT:** Malcolm Tait (604 -224-0938) [mbtait44@gmail.com](mailto:mbtait44@gmail.com)

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

Dear British Car Clubs:

The organizers of the London To Brighton Commemorative Run have changed the lunch venue and dining style to provide a better experience over previous years.

I ask you to share this information with your club members:

The lunch venue is Adrian's at The Airport.

The meal is buffet format consisting of:

Roast Baron of Beef & BBQ Chicken

Includes: assorted salads, potatoes & rice, seasonal vegetables, dinner rolls & butter, condiments, coffee or tea and dessert.

All at a cost of \$23.00 per person.

**The organizers ask that car clubs send an estimate of the number of their members who wish to dine to the email address [wdrauto@telus.net](mailto:wdrauto@telus.net) by Monday, October 28.**

Many thanks, again.

Alan Inglis

OECC VCB Chair



Come one, come all

to the

Island Christmas Party

on Sunday, December 8, 2019

5:00 p.m.



at the home of

Lloyd and Treacy Reddington

860 Lands End Road,

North Saanich

Please

RSVP

by November 23

to: [tlredd@shaw.ca](mailto:tlredd@shaw.ca)



# K r u i s e F o r K i d s

Scroll Down  
for Event  
Information



**NOV.10th,**  
2019  
8:30 AM

Red Robin Parking Lot,  
Guildford Town Centre

## ABOUT THE EVENT /

This years Kruse for Kids will start at the Red Robin parking lot in Guildford Mall again !!  
Assembly begins at 8:30am , Departure to Langley Event Centre will be promptly at 10am !

**this years event will be ending at the Langley  
Event Centre ,7888-200th st, Banquet hall , 3rd  
floor ,enter thru "gate 2 or 3" ...SPREAD THE  
WORD !!**



The Greater Vancouver Car Club Council invites one and all to attend the 2019 KRUISE FOR KIDS !! Decorate your car, decorate yourself !! There will be T-shirts for the first 150 entrants, and dash plaques for the first 200. K4K decals for all !. TON's of door prizes !!! Trophies for Best Decorated Vehicle, Best Dressed Driver and crew, Best Club Turnout, and Best Club Display!!

ALL we ask of you... is to donate ONE brand new toy (unwrapped) per entrant (plz no stuffies) and we always encourage all Car Clubs and individuals to make cash or cheque donations !! Please make all Cheque donations payable to the "Lower Mainland Christmas Bureau"

All toys and donations go directly to The Lower Mainland Christmas Bureau for distribution to children in the Greater Vancouver-Fraser Valley area.

**As much as we'd like you to have your good car there...It's more important that you are there  
Period!!**

We look forward to seeing you on **November, 10th** - 2019

---

## PACMOG

1. We are looking for events for 2020. Send in your ideas for lunch locations for our Mog 'n Platters. How about putting on a drive? Is there an event or run put on by another club we should add to our events list?
2. It is never too early to start thinking about how you can contribute to the club. The next AGM will be in May and we are always looking for new members for the executive.
3. The club dues will be payable by the end of December. Watch for notifications and try to get them in on time to give the treasurer less work to do. We are not going to hound people to pay their dues. If you decide not to re-join, just drop the treasurer a note and let her know.
4. Drive your Morgans and enjoy the vintage sports car feel that nobody else on the road can experience!

## 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](mailto:morganlink@telus.net) so they can be included.

### Recent Sales and Auctions



This 1965 Morgan Plus 4 sold for \$28,500 on BaT on September 3, 2019.



Update - this 1964 Morgan Plus 4 DHC was estimated to sell at US\$35-45,000 at RM Sotheby's Auburn Auction on June 1, 2019. It sold for US\$25,850.



This 2017 Morgan 3-Wheeler sold for US\$38,500 on BaT on September 30, 2019.



This 2018 Morgan 3-Wheeler was bid to US\$41,250 on October 9, 2019 on BaT but did not meet the reserve.

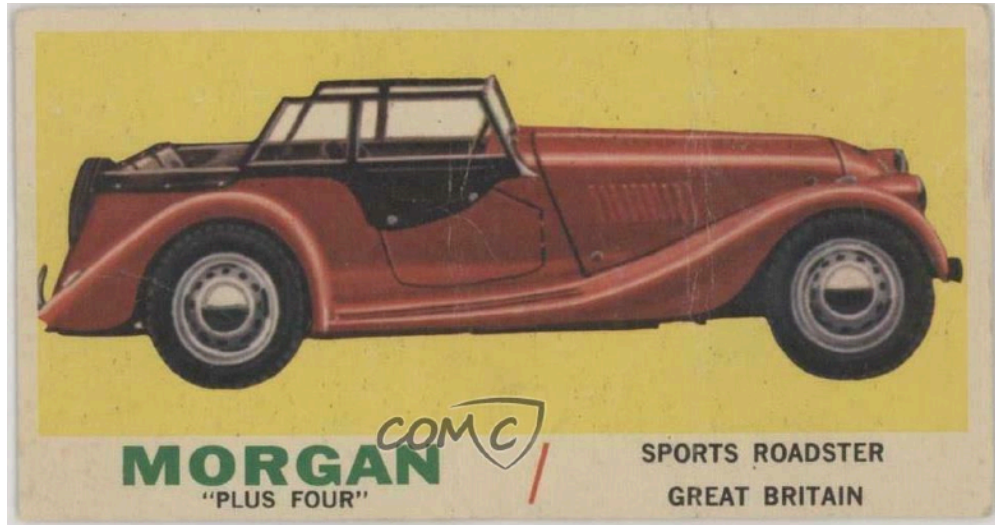




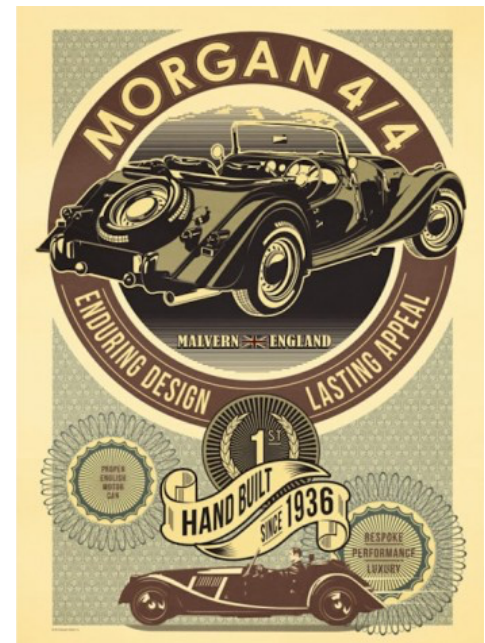
Bob McDiarmid's 1966 Morgan Plus 4 Drophead Coupe sold for US\$37,500 on BaT on October 2, 2019.



This 1968 Morgan Plus 4 was bid to US\$21,000 on October 4, 2019, on BaT but did not meet the reserve.



The Morgan Link



October 2019



# PACMOG Regalia

Contact Brian Nixon for any regalia requests [nixon.b@outlook.com](mailto: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](http://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](mailto: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](http://www.panelcraft.ca)



**AUTOBAUER**  
AUTO METAL RESTORATION

**Terry Firestein**

604 910 0857

[www.autobauer.ca](http://www.autobauer.ca)  
[autobauercanada@gmail.com](mailto:autobauercanada@gmail.com)

#410 - 20170 Stewart Cres.  
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.

