



The Morgan Link

Vol. 3 No. 1

Magazine of the Pacific Morgan Owners Group

February 2018



Message from the Chair

The months of January and February have been exciting. The annual Mike Powley, Robbie Burns memorial run was held on January 27th with 15 members attending. Despite the bad weather 7 members turned up for the drive with 3 being in their daily drivers and four in their Morgans. We had a grand tour of the lower Fraser Valley ending up at the Artful Dodger pub for lunch where 7 more members awaited us. We had a great time and were able to catch up on old events.

In conjunction with the OECC, we had our annual Hearts and Tarts run under the leadership of Steve and Susan Blake. Eleven PACMOG members drove the route and 3 met us at the pub. There were 24 members from the OECC and they all drove the route. The run commenced at Mandeville Gardens and drove up a winding route to SFU and had a stop at Horizons for a potty break. We left Horizons and headed down the mountain to New West where we picked up the 91A and headed south to Tsawwassen and the Rose and Crown Pub where we had lunch.

So together we had two great runs.

We also had an excellent executive meeting. The plans for the new Morgan Link are exciting and without saying too much, I think you will be impressed. However if you are reading this report you will have the first edition of the Morgan Link Magazine. Let us know what you think about it.

The other item reviewed was the new “website” which hopefully will be up and operating by the end of the month. Although Marv Coulthard originally agreed to remain on as Webmaster, he has since decided to take a break as he is still recovering from a serious illness. We wish Marv a speedy recovery and hope that he will soon be back to work with us.

I believe this new website will be one that you will visit weekly or more often as it will keep you up to date on PACMOG business and the Morgan world. There will be two sections to it, one for visitors and one for members. Look for it the end of February. Your club executive has been beta testing it on a regular basis and is quite impressed.

Also, have you checked out the PACMOG Facebook lately and maybe added some pictures of your own? If you wish to check it out, Tom Morris would love to have you visit.

Ken Miles
Chairman

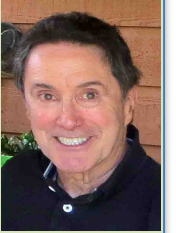
PACMOG Directors

Chair - Ken Miles
kengmiles@telus.net



Vice Chair, Events -

Bob Wadden
bob.wadden@telus.net



Secretary – Susan Blake
susanblake@telus.net



Treasurer – Pat Miles
pat_miles@hotmail.com



Membership, Editor,
Communications –

Steve Blake
sblake@telus.net



Regalia, Webmaster –

Tom Morris
Tomm8847@telus.net



Island/Island Liaison –

Jane Cowan
janecowan@shaw.ca



The Morgan Link

February 2018

Editor – Steve Blake

morganlink@telus.net

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

Copyright © 2018 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: 1st of the month of publication. Okay, if you have to be late, no later than the 15th!!!

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 (six issues.) Business card size is approximately 1/10th of a page. Larger ads are prorated as a multiple. Contact the club Chair 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.

Publishing dates (as close to as possible!):

February 28	August 31
April 30	October 31
June 30	December 31

From the Editor's Desk...

I am enjoying learning new software, formatting techniques, recovering from corrupt files, and how to make my computer do what I tell it! As your new editor, I hope what you find in these pages will entertain and inform you as well as being a medium to link together our local and distant Morgan friends.

You will notice many changes as my style and vision change the editorial content of our magazine. I remain committed to bringing you stories, technical articles, and summaries that will give you information, cause for reflection, and possibly some material for greater discussion.

Case in point, in this edition we will have several new topics that will continue in each edition. One section will include technical articles written by members like Phil Johnson and Pat Miles. GoMoG founder, Lorne Goldman will be a regular contributor and has given us permission to reproduce GoMoG materials. The MSCC Morgan Register will be supplying articles.

There will be the usual articles on past events, upcoming events, and some events sponsored by other clubs. Each edition will have a member profile and I am pleased to write one for Tony Hoar this month. Articles will provide you with stories on Morgans in the news, new products, Malvern Memories, and a marketplace for ads.

Auto manufacturers are rushing to bring electric cars to market and even the Morgan Motor Company has now produced the EV3, a wonderful three-wheeler. Look at Charged P(articles) to find out more about electric cars.

Finally, a huge thank you to all the members who are supporting my efforts by submitting articles and ideas for our magazine.

Happy reading!

*Respectfully,
Steve Blake*



CoverPhotoCredit:

Photo taken by Steve Blake at Centennial Park on top of Burnaby Mountain on the Hearts and Tart Run 2018.

Contents

- Page 2 – Message from the Chair
- Page 3 – From the Editor's Desk
- Page 5 – Morgan Motor Company message
- Page 6 – Information on our new Website
- Page 7 – Reports past events – New Year's Day, Mike Powley, Robbie Burns Run, Hearts and Tarts Run
- Page 14 – Member Profile – Tony Hoar
- Page 17 – Morganeering in Australia
- Page 19 – Morgan According to Button
- Page 21 – News from Van Dusen
- Page 22 – Regalia
- Page 23 – Dorg's Morg – Visiting the Viennese Morgan Dealership – Dorg Meets Joerg
- Page 25 – Morgans in the News
- Page 27 – Malvern Memories
- Page 28 – Morgan Historic Registry
- Page 30 – Technical Articles – Modification to Gas Tank, Greasing Front Suspensions
- Page 33 – Restoration Article – Phil Johnson's 1958 Plus 4
- Page 35 – Charged P(articles) – Morgan's EV3, Ohm My Goodness! Watt a Date Night!!
- Page 38 – PACMOG Events Calendar
- Page 39 – Other Upcoming Events
- Page 43 – Barn Finds, Sales, Auctions, Prices
- Page 45 – Marketplace
- Page 46 – Membership Application

Communication Volunteers

Webmaster – Tom Morris
Morgan Link Editor – Steve Blake

Contributors

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

Pat Leask, Phil Johnson, Vern Dale-Johnson, Tony Hoar, Pat Miles, Ken Miles, Susan Blake, Lorne Goldman (GoMoG), Bill Buttons, Tom Morris, Dave Doroghy, Machial Kalf (Morgan Historic Register), Bob Wadden, Joan Stewart (Western Driver), James Gilbert (Morgan Motor Cars)

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

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 completing another successful year for the Morgan Motor Company, the staff at Pickersleigh Road would like to extend their sincere thanks to Morgan owners around the world.

The continual passion and endless enthusiasm shown by Morgan owners is unrivalled and for this we thank you.

We wish the Pacific Morgan Owners Group the very best for 2018.



(Images used with the permission from Morgan Motor Company)

A New PACMOG Website Coming Soon!

By Tom Morris



Where Enthusiasts of the Morgan Motorcar Connect in Western Canada

We will be soon unveiling a brand new website at pacmog.com. Actually, it's more than a just website, it's an online clubhouse. It's place where we can meet up and get to know each other. Here's a brief look at what's on offer.

Home: Lets the world know that we exist, what we do, and where we do it. It also offers access to:

PacMOG News: This is for visitors and tells them what's been happening in the club recently and what's coming up.

Regalia: Displays club merchandise

Buy & Sell: Lists our current ads

Web Links: The place to find other Morgan related contact information.

Join PacMOG: Offers a membership form to interested visitors.

Contact: A means for you and the world to get in touch with us.

Members Only: This one is just for us and you'll need the secret password (To be sent out when we go live.) On the left side are 8 links that take you to the private members pages.

PacMOG All Stars: Click to see the names of our Life Members and those who have worked hard organizing recent events.

Morgan Link: Read the latest issue of our club magazine. Don't try to download it from here, we'll get to that below.

Members' News: Keep you up to date with information, notices and announcements from club HQ. Please comment on anything that takes your interest .

Member Surveys: Help us find out what the membership thinks and if you have an idea for a survey, drop us a line.

Events Calendar: An interactive listing of all our upcoming events and more.

Document Downloads: The place to get a copy of the Bylaws, meeting minutes, financial statements, etc. It's also the place to download a current or back issue of the Morgan Link.

Gallery: See pictures of member's cars, snaps of past events, and even short little video clips. Send us some of your pictures to share with other members. Check back often to see the latest.

PacMOG Forum: Post a note to stay in touch with other members, wherever they live. Planning to pop out for coffee this afternoon? Post a note and maybe somebody can join you. Having trouble adjusting the whazzit on the Morgan? Post a note, maybe someone can help. Thinking of adding an accessory? Post a note and get some advice.

We think the new website can be a really useful asset to the club, but only to the extent that the members use it. Be sure to check it out. Send us your comments and pictures, fill out any new surveys you find, visit the forum to see if you can give some advice or answer a question and by all means feel free to post whatever you think might be of interest to other members.

We want to thank Marv Coulthard for establishing us on the World Wide Web back when PacMOG was founded. He was also instrumental in getting us on-line with the new site but has decided to step down as Webmaster in order to concentrate on restoring his strength and good health.



New Year's Day Run

By Pat Miles

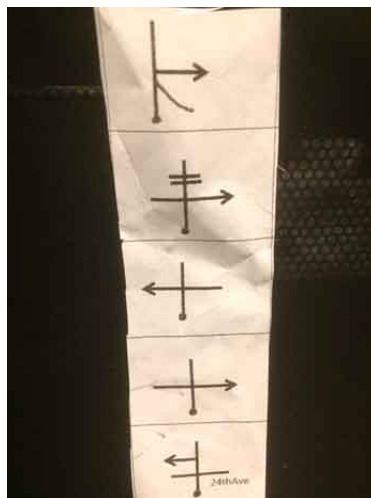
On January 1st, Ken and I, in the Morgan met 15 other cars at the Campbell River Store. It was a beautiful sunny day although a bit cold. Everyone was in a great mood and very chatty although we were the only Morgan to brave the cold along with many MGs, a Bentley and various other British makes. The route was written in Rally terms and very clear to follow.

We drove through areas of the Fraser Valley, along the front at White Rock, even stopped for a potty break and car viewing at Blackie's Spit at Crescent beach. Eventually we all ended up at the Artful Dodger pub in Langley for a very good lunch. The organizers had a questionnaire about Christmas to keep us busy whilst we waited for our food. It was also great to chat with others we had not met before. We had our mutual interest in cars and we learnt some different information about Christmas.

The event finished with prizes and we got a pair of antlers and a red Christmas nose for the Morgan. Why not come and join us next year on January 1st and start off the year in sunshine and driving an old car? You may even see the +8 decorated with antlers and a red nose if we can fathom out how to put them on a Morgan! I hope that 2017 was good for you all and that 2018 we will see more of you out driving your old cars or at least joining us for friendship in your daily driver.

Rally Instructions

(Pat Miles Photos)



Mike Powley, Robbie Burns Memorial Run

By Ken Miles

The annual Mike Powley, Robbie Burns Memorial Run was held on Saturday January 27th with a total of 15 members attending either for the total run or just the lunch.



Seven of us met at the local Tim Hortons at 10:30 AM for a coffee and donuts?? or just a talk. Many of us used this occasion to catch up on past events. We left at 11:00 with only two Morgan owners prepared to get their cars wet and headed for points unknown. During the drive we crisscrossed the lower Fraser Valley four times including a drive along the White Rock waterfront and a stop at Blackie's Spit for a

Potty Break. The drive was just over 55 miles long and took about 90 minutes.

We ended up at the Artful Dodger Pub in south Langley for lunch. There we were met by eight members to make up a group of 15 members sitting down for lunch at one table. The beer was good and according to one member the scotch was also good. We all stood and toasted Mike Powley, and explained who Mike was and idiosyncrasies such as shorts and flip-flops even in the middle of winter. The pub was having a free meat raffle and as we broke up, my number was called out and I won four steaks. So it was a wonderful day, good drive, good friends, good food and last a good prize.

See you and more at the next run.

Ken

(Steve Blake Photos)





February Director's Meeting
 Your volunteers hard at work organizing
 another promising year of drives and events

(Jane Cowan on holiday)
 (Susan Blake Photo)

Hearts and Tarts Run 2018

By Susan Blake

We watched the weather forecasts all week to see what to expect for the Hearts and Tarts Run. Our hearts sank as we read that it may snow. Burnaby Mountain can be a real “treat” to drive in snowy conditions, so we were thrilled to see the beautiful sunshine that beckoned us forth this morning. Heading across the flats towards the tunnel was just delightful, with the North Shore mountains covered in a layer of fresh snow and Mount Baker with a light swirl of cloud; magical!

A group of 30 participants with 16 cars (including 5 Morgans) met at 10 am for coffee and socializing at Mandeville Gardens before the drive. Three more joined us at the pub for lunch.

We left the garden centre at 10.30, headed east along Marine Drive and north up Royal Oak Avenue, its steep slope providing a good test for our clutches! Having made it to the top, we crossed Kingsway and were met again with a wonderful view of North Burnaby and the North Shore mountains.

As we drove down Royal Oak Avenue, I thought of Oakalla Prison, which was to the east of us, above Deer Lake. It was opened in 1912, closed in 1991, and was subsequently demolished to make way for hundreds of new homes. This Oakalla Prison Farm as it was known, was a model prison, organized to employ inmates on-site and teaching farming and the trades, including making license plates, helping inmates integrate into society on their release.

I vaguely remember the huge riot that occurred there in December 1987 when close to 100 inmates rioted, smashing cells, lighting fires, and attacking guards. This, it seems, was the “beginning of the end” for Oakalla, an institution which saw 44 executions, 800 escapes and was the site of numerous lobotomies and plastic surgeries which were performed to make people appear less criminal. I’m sure the neighbours were more than relieved when it was gone!



Turning right along Deer Lake Parkway we headed towards the town hall and Steve's old school, Burnaby Central. I always smile when we pass by, as I think about one of his boyhood pranks when the original school was being built – all the evidence is long since gone but there's a very funny story to be told – just ask him!

After crossing Canada Way we headed along Sprott Street, over the freeway and onto Kensington. You would never know that this used to be the garbage dump!



Here we enter the area of one of the most fascinating tales in Burnaby's history. Somewhere in the Central Valley, probably about 600 meters to the west, a locomotive carrying gravel for fill during the construction of the Great Northern Railway disappeared into the bog in 1906. The train's crew was at lunch, possibly at the Royal Oak Hotel, a notorious brothel at Royal Oak and Kingsway. When they got back, all that was left were tracks going down into muddy water, bubbles coming up and a lot of trouble on the horizon!

Recent investigations have suggested that there was probably a second train that was lost in 1912 when a massive sinkhole appeared very close to the first disappearance. This time a few coal cars were lost. At the end of the day, though, what really happened has disappeared in the mists of time.

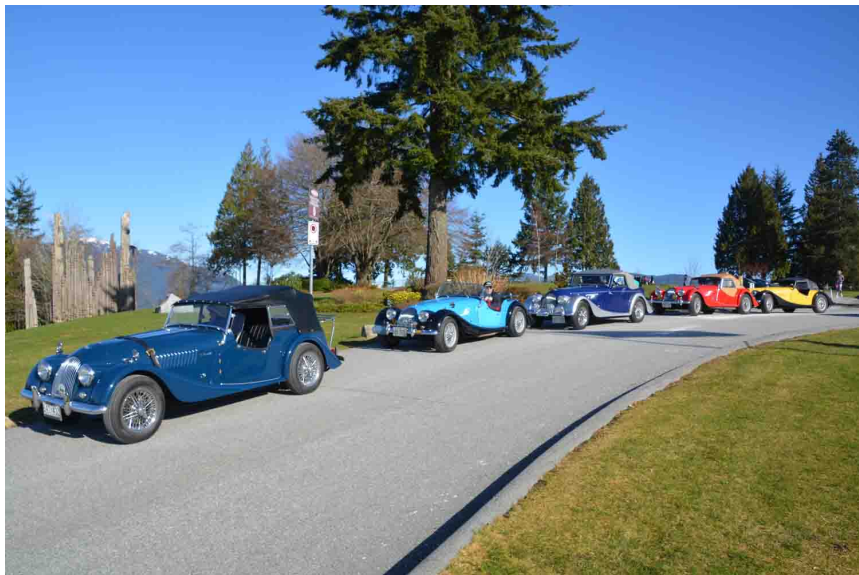
We crossed the Lougheed Highway, continued on Kensington, made a right onto Broadway, and followed it to Duthie Avenue. We headed north until we joined Inlet Drive that becomes Barnet Highway. This area is steeped in history. The waters and shores of Burrard Inlet were a hive of activity with a chemical works, the New England Fishing Company fish meal and oil plant and the huge Barnet Lumber Mill, at one time the largest lumber mill in the British Empire. This area was occupied by a melting pot of people from Japan, Russia, Scandinavia, Iceland and India who worked at the mills and plants along the shore.

We passed by the north side of Burnaby Mountain, which is now a vast area of trails and facilities for cycling and mountain biking. In place of the lumber mill, today there is a huge beachfront park, one chemical plant and a marina. Generally, it is an area for recreation and the enjoyment of the natural world – very different from a century ago.

Rifle ranges used to be housed along this strip. The Barnet Rifle Range was where Steve and I practiced our shooting skills as Auxiliary Constables with Burnaby RCMP. It's also the area that Steve and I worked together in the late 1980's looking for the remains of a young lad who had jumped from the cliff above. No, we didn't find him.

At the end of Barnet Highway we turned right in Port Moody onto Clarke Drive, heading up Snake hill until we turned right onto Como Lake Road. We then drove downhill crossing North Road which was built back in 1859 as a route to the ocean from New Westminster, should the Fraser River be blocked by winter ice. After crossing Stoney Creek we turned right onto Gaglardi Way and looped through Simon Fraser University on our way to Centennial Park.

This is one of my very favorite places. For about 20 years I lived just minutes from the park and visited it frequently. It's the most amazing place with stunning views that change with the weather, time of day and the season. Here we had our rest break to take in the scenery.



Horizons, a well-known eatery, is perched on the top of the mountain and to the west is the Playground of the Gods, sculptures that add more interest to the already dramatic view of Vancouver. The sculptures (Kamui Mintara in Japanese) were created to commemorate the goodwill between Burnaby and Kushiro, her sister city in Japan. It was completed to

celebrate the 25th anniversary of the special relationship between the 2 cities. In 2015 to commemorate the Golden Jubilee of 50 years of friendship, educational and cultural relations with Kushio, a park within the park was created at the site of the Playground of the Gods, named Kushiro Park.

After we left the park, we drove towards the Lougheed Highway, turned up Cariboo Road, before we headed into New Westminister along 10th Avenue. We turned left onto McBride Boulevard and right onto 6th Avenue, passing through the downtown core at Sixth and Sixth.

We took the Queensborough Connector and drove over the Alex Fraser Bridge into Delta. We took Highway 17 towards Tsawwassen. Although the drive along the "new" highway is always interesting, I wished that everyone could have seen what Steve and I saw last week when we "tested" the route. There were literally, not hundreds, but thousands of eagles, perched in trees, many with their wings spread so their feathers could dry. They were in the fields, along the irrigation system at the turf farm, and atop road signs; I've never seen so many! Well, it wasn't to be today, but at least one of our other senses wasn't to be taxed. For those of us in open cars, the wind was in

our favour as we weren't subjected to the not so sweet odour from the turf farm composting system.

We left Highway 17, turned onto 56th Street proceeding to 12 Avenue, and finished our drive with lunch at the Rose and Crown Pub.

Thank you for your positive comments. We are happy you enjoyed the drive and lunch.

(Steve Blake Photos)



Hearts and Tarts photos



Member Profile:
Tony Hoar



Our Man With the Red Lantern

Tony Hoar lives in Duncan on Vancouver Island and has owned his Morgan for over 60 years! Tony said he bought his 1956 Plus 4, 4-seater from a student for about \$1600. He had work done on the car at Sterne's in Burnaby and used it as his daily driver until the wheel arches rotted away. Tony says the Morgan never let him down over many years of driving. After the car had been off the road for some time he decided to have it restored. The work was done first on the mainland and then at Strebor and Jim Walters on the Island. The project took about 4 years.

Tony didn't just drive his Morgan. He started in the South of England driving his uncle's Morris 8 van on the back roads and the perimeter track on the nearby bomber drome. Tony worked for his uncle using the Morris 8 to deliver vegetables during the war. He was also a bicycle racer and when he turned pro in 1955, he moved to the continent and was based out of Brussels. He picked up a nice 170 or 180 Mercedes and used it without the need of a driver's license, as at that time in Brussels, a license was not necessary.

When Tony came to Canada in 1956, he bought a Morris 1000 and a few years later bought an MGA 1600 with disc brakes. Back to Europe, this time to Portugal, he bought a Mercedes wagon which he shipped back to Canada when his work was completed. Tony also had a couple Humbers and a restored 1930 Model A Ford pickup, which he said was fun to drive.

Another work stint took him to Denmark in the early 1960s where he ran a 1930 Model A Ford 2 door sedan. One of his crew was a good mechanic so the Ford was like new when he took it to England at the end of his one-year job. Tony offered the Model A Ford to his brothers and sisters but there were no takers. He ended up selling it for 20 quid to a young fellow who was the secretary of the Model A Ford Club of Britain!

One of Tony's Humbers, an Imperial, was used by his wife as a daily driver. One day she parked in the Mill Bay shopping centre and realized she was next to another Humber. When the lady driver got out and they started talking, it seems they were both born in the Bellsehill Maternity Hospital in Glasgow!

Tony has a passion and talent for cycling. He rode in the Tour de France where he was awarded the Lanterne Rouge or the Red Lantern. I will let others tell this story.

TIMES COLONIST



Tony Hoar, right, receives a paper lantern from Henri Sitek, who finished second to last, on the final day of the Tour de France in 1955.
Photograph By COURTESY TONY HOAR

Hoar, right, gets a paper lantern from Henri Sitek, who finished second to last, on the final day of the Tour de France in 1955. Hoar, who now lives in Mill Bay, B.C., was a 23-year-old Briton when he completed the 1955 Tour de France, earning the Lanterne Rouge as the last man across the line. Plenty of excitement this week about Victoria's Ryder Hesjedal, only the fourth Canadian to ride the Tour de France.

But not many know that just up the highway in Mill Bay lives a fifth Tour veteran, one who enjoys pop-icon status among hard-core European cycling junkies.

Tony Hoar was a 23-year-old Briton when he completed the 1955 Tour de France, earning the Lanterne Rouge as the last man across the line. The Lanterne Rouge, named for the red light that used to swing from the back of a railway caboose, is an unofficial but deeply entrenched cycling tradition, a celebration of those who gut it out, refuse to quit. Recipients earn a bit of a cult following.

"This is the first year I haven't been approached by the BBC, anybody in Europe, about the Tour," Hoar says. He won plenty of races in his day, had top finishes in the tours of Britain, Ireland, Egypt and Holland, and competed in the 1954 British

Empire and Commonwealth Games in Vancouver, but it was that 1955 Tour de France finish that people remember. "More people know who won the Lanterne Rouge than who came second."

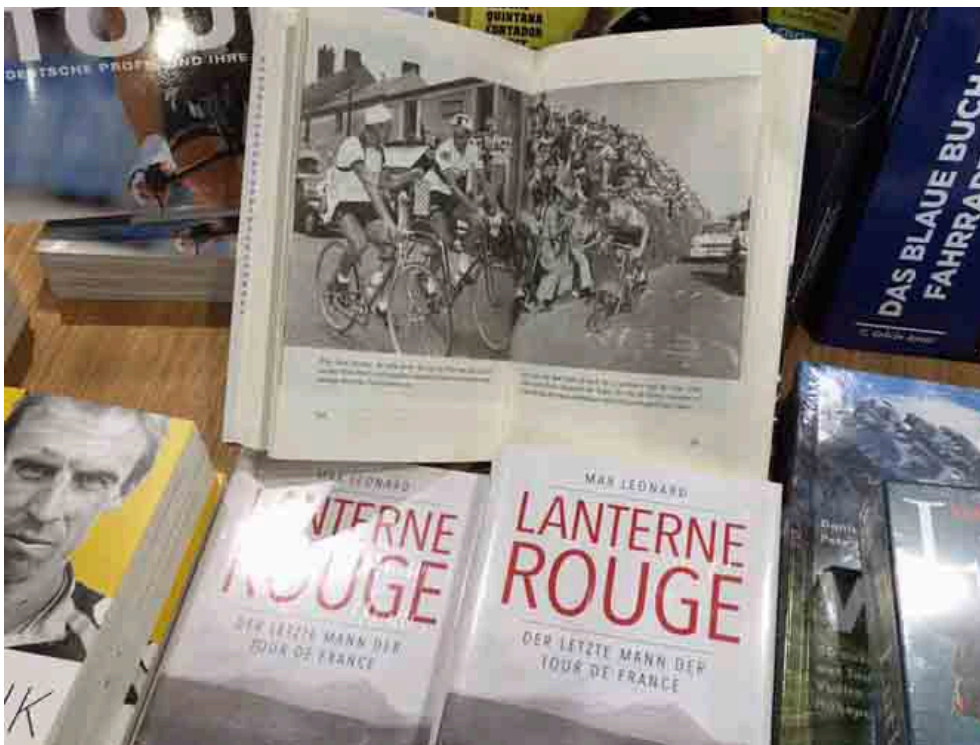
He says this while giving a tour of his sprawling Mill Bay workshop. It looks like a meth head's rec room, a confusion of bikes, bike parts, shopping carts, lengths of steel tubing This is how Vancouver Island knows him best, as the engineering wizard behind Tony's Trailers, noted for designing and building everything from Rick Hansen's racing wheelchair to carts for the homeless.

At 78, he remains a big man, still vigorous, still excited about his inventions (check 'em out at tonystrailers.com). He continues to ride his bike -- he only gave up racing masters' events three years ago.

Hoar follows the Tour de France in print, but doesn't own a television. To him, the sport changed when the riders began wearing radios. In the old days, cyclists had little idea where their competitors were once they were out of sight; they just rode like hell, hoping to stay ahead of, or catch up to, the others. Radios let riders know how much time they have to make up, let them time their surges to the second. "To me, it spoils it."

There were other differences in his day. Riders didn't wear helmets. Weren't allowed to accept food or water from support vehicles, either. Passing cars was tricky on mountain roads without guard rails. It wasn't uncommon to pedal more than 300 kilometres a day. Hoar got a bit too close to a motorcycle in a tunnel during his Tour de France, hit the gravel and crashed while doing 100 km/h. "I slid a long way." Not that the Tour is any easier today. "It is just as tough now," Hoar hastens to add.

Yes, but it was a beast then, too. Just two members of Hoar's 10-man team completed the 3,035-kilometre race in 1955. In fact, Hoar and Brian Robinson ("He's still around, just had a bad crash") that year became the first two Brits to ever finish the event. Hoar might have been the 69th. and last. rider



into Paris, his aggregate time six hours behind the leader, but that was out of a starting field of 120. Each year, dozens of Tour de France riders drop away due to injury, illness, exhaustion or an inability to finish within prescribed time limits. Simple survival is an accomplishment, which is why the Lanterne Rouge is such a big deal, honouring the one rider who has endured more pain, more time in the saddle, than anyone else.

"Just to arrive in Paris ... it's like getting to the top of Everest, on some level," says filmmaker Nigel Dick, on the phone from Los Angeles.

Dick has directed more than 300 music videos -- everything from Guns N' Roses' Welcome To The Jungle to Britney Spears' Baby One More Time -- but is also a self-described cycling nut who is

A friend of Tony's passed by a bookstore in Dusseldorf, Germany in 2017, 62 years after the event, and saw this book, Lanterne Rouge, opened to the photo of Tony!

working on a documentary film called In Search of the Lanterne Rouge. Few realize how taxing the Tour is, how hard it is for a cyclist to hang on just long enough to cross the finish line, says Dick, who knows both Hoar and Hesjedal (who, oddly enough, have never met).

Certainly the Lanterne Rouge notoriety helped Hoar back in 1955. "I got all sorts of contracts after that race," he says. "It really caught the French imagination." He raced in Paris the day after the Tour de France, and competed in five events in seven days in Belgium.

Funny thing, though: Hoar himself had never heard of the Lanterne Rouge when he lined up for the Tour de France.

No escaping the legend now. As the 78-year-old spends his days building trailers, cutting steel, welding joints, always inventing something new, the cycling junkies still won't let him forget about his refusal to quit.

by Jack Knox, Times Colonist newspaper, 22nd July 2010.

Tony's 1956 Morgan Plus 4, 4-seater

(Photos courtesy of Tony Hoar)



Morganeering in Australia

By Vern Dale-Johnson



The Morgan Owners Club of Australia is celebrating their 60th anniversary in 2018. Details of the events are listed on the MOCA website (Morgan Owners Club Australia www.morganownersclub.com.au) with activities around the Bathurst NSW area (famous for the incredible Bathurst Mount Panorama circuit <https://www.mount-panorama.com.au/track/circuit-facts.html>). Our “Diamond Muster” will take place from October 18-21, 2018 however up to 10 days before and after the event there will be Morganeers travelling from all states of Australia, from New Zealand, and perhaps some overseas visitors from the northern climates.

Morganeering in Australia has advantages. First, we have very little weather that would stop us from using our Morgans. OK, so we don't take them out with a cyclone approaching, or when torrential rain/hail the size of billiard balls is forecast, or when 40C heat is forecast but these extreme weather events aside we use our Morgans year round. At least we rarely have to contend with -5C weather (Hobart aside).

As well, no matter where you are in Australia, as long as you are within a day or two drive of a major city, you will find Morganeers who look for nothing more than your visit as an excuse for a drive. Sydney, Melbourne, Brisbane, Adelaide, Perth, Canberra, Hobart, even Darwin all have active Morgan owners who through the 3 Morgan clubs in Australia stay in contact. These three clubs – Morgan Owners Club of Australia (MOCA the oldest and largest) has members throughout Australia but mainly in the Sydney NSW area but with active groups around Adelaide, Perth, Brisbane, and in Tasmania; Victorian Morgan Owners Group (VicMog vicmog.com.au) primarily in Victoria but with members from NSW, Tasmania, and South Australia; and Morgan Owners Queensland (MOQ morganownersqueensland.org.au) with members primarily from around Brisbane but again with members from Victoria, NSW, and up into the far north of Queensland and even Papua New Guinea.

As with most modern countries, our cities are becoming less and less sports car friendly... too much traffic, too many boring multi-lane highways. However, within an hour's drive we can find the type of roads our cars were designed for and it is not difficult to put together an event for a daylong trip into the country (with delightful coffee and lunch stops) or a multi-day tour.

There are about 300 active club members across Australia representing around 400 Morgans from the earliest 3 wheelers and “slabbies” built up to the 50's, to more recognizable cowled Morgans from the 50's to present along with a good smattering of Aeros. The Australian Morgan agent is Chris van Wyk, working out of Melbourne but there are many Morgan focused shops across the country.



No matter where you are in Australia there will be at least one Morgan focused event during each month of the year. In NSW around Sydney in addition to a monthly meeting that occurs on the first Thursday of each month except January, we plan for a couple of outings each month from morning coffee runs to drives lasting days to several weeks. Each year we have our "Christmas in July" event, plan a fall tour (April-May time period), and/or a spring tour (September-October period) often taking in multi-marque events put on by other clubs.

Historically there have been several members who race their Morgans however there are fewer and fewer owners willing to put their cars on the track (issues with age of the owners and value of the cars). However MOCA still sponsors a SuperSprint each August where we attract over 100 sports car enthusiasts for a day of spirited driving around Sydney Motorsport Park.

Amanda and I joined the MOCA group in 1995 while still resident in Canada. We moved to the Sydney Australia area in 2006 bringing our 78 +8 with us (seemed logical as it is a right-hand drive car). Our Roadster SN4117, went through production in November 2010 and we took delivery in late January 2011. On the way from the dealer in Melbourne to our home in Sydney Amanda named this Mog the "Sage Lady" after her colour.. Aston Martin California Sage metallic. Now with over 40, 000km on the odo we must admit we enjoy this Morgan for long distance touring. Each year we put about 5000km on the "Sage Lady" and look forward to many more years of enjoyment from this magnificent motorcar.



Member MOCA – 1995 to present.
Vern President from 2011-2014
Amanda Regalia Secretary from 2011-2015.



The Beast – 1978 Plus 8

(Photos courtesy of Vern Dale-Johnson)



Sage Lady – 2010 Roadster

MORGANS ACCORDING TO BUTTON

By Bill Button

Looks like I must break in a new editor! PACMOG has Steve Blake taking over the chore from Steve Hutchins.

The breakup of MOGNW had been a problem for me. I have too many Canadian friends to abandon them. I had already joined the Northern California Club several years ago because they do what I like to do - drive their Morgans! I decided to join the Canadian club (PACMOG). Little did I know, I would participate no matter what form Morgan Owners take. I like them all!

When Mrs. Button died I was left alone with her cat. During the final years of her life, I spent time in the garage working on my Morgans. After she left me for her residence in Heaven, I needed to get away. I packed the +4-4Str and headed for my mountain cabin in Skykomish. The next day I headed over Stevens Pass and had breakfast at a diner. There were a couple of bike riders there, so I asked them where I could go for a couple of days that had good motorcycle roads. "Go to Enterprise, Oregon, and the next day drive down the Snake Canyon to Baker, Oregon." OK! Off I went. I have done this route 4 or 5 times now, but usually come back via McCall, Idaho (Pictures.)



With John and Barbara Burks, I did the "Lost Coast" just South of Eureka, California, and "Beartooth Highway" in Wyoming in my DHC.

I learned a lot from Northern California's "FLOG MOG". The Organizers are John Burks and Dave Sneery, two old Morgan racing buddies from yesteryear. There is no discussion. It is "My way or the highway." There were also about 20 Northern Californian Morgans that have done "Flog Mog" for 21 years. I have done it for about 8 years. Northern California is chock full of interesting Morgan roads.



I called my friend, Lisa Holley in Sun Valley, Idaho, and said I would drive to Sun Valley if she would go with me. "OK! Drive to Sun Valley and we will take my 2000 +8 and I will pay half of the expenses". This was about a total of about 3,500 miles driving +8's! We call the Morgan Owners who like the "Show and Shine" events "Framewaxers." It is not my favourite event and I now avoid them, but then my Morgans are not very nice looking either!



(Photos courtesy of Bill Button)

Official artwork for 2018 Vancouver British classic car show unveiled

by Westernadmin on February 1, 2018 in All British Field Meet

Austin Healey Bug Eye Sprite, Jaguar XK120 and Lotus Cortina "Going to the Show," where they will join 500 other classic cars and motorcycles at the annual event at VanDusen Garden in Vancouver.

Celebrated Vancouver painter Michael Stockdale was commissioned by the Vancouver ABFM event organizers to paint this year's official event poster. The artwork entitled *Going to the Show* measures 12" x 16" and uses acrylic paint on stretched canvas. It depicts an Austin Healey Bug Eye Sprite being passed by a Jaguar XK120 with a Lotus Cortina in the distance, while British Columbia's pastoral Fraser Valley landscape forms the backdrop.



Vancouver painter Michael Stockdale puts the finishing touches on this year's official poster artwork entitled "Going to the Show."

Stockdale is known for his passion for classic cars and love of landscapes, people and the visual story-telling style of his paintings. He will display a variety of his work at this year's Vancouver ABFM on Saturday May 19, 2018 at the 33rd annual VanDusen event.

He will also be available for commissioned works.

The original ABFM *Going to the Show* collectible painting is available for purchase. Interested parties should contact Patrick Stewart pstewart@westerndriver.com.

Stockdale can be reached at michaelpaintings@gmail.com.



Article reprinted with permission from Western Driver Magazine www.westerndriver.com

The Car on Our Badge

A few of you have asked which car was the model for the red car on our club badge and logo. This photo of a 1967 Morgan Plus 4 was found in the BoldRide.com library of shared images was used as our model.

RM auctioned this car in Arizona in 2010 for \$27,500.



FLY THE CLUB COLOURS

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 enameled 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

To order yours contact Tom Morris at tomm8847@telus.net



Show how you use your patch or badge!

Send a photo and we will publish it here.

Sewing hints for patch...

The patch has a glue-on backing. Heat your iron and melt the glue (from the non-glue side) to hold the patch in place, exactly where you want it. For more security, finish off by stitching around the outside.



Visiting the Viennese Morgan Dealership – Dorg Joerg

Meets

By Dave Doroghy

Austria is a country synonymous with culture and traditions. Its rich and colourful history comes alive in its hundreds of palaces, museums, and concert halls. At around the same time that the Morgan Motor Car Company was establishing itself in the heart of the British Empire in 1909, the Emperor Franz Joseph was still ruling another Empire; the Austro-Hungarian Empire, from Vienna. It would be impossible to ascertain exactly when the first Morgan majestically wheeled down the bumpy, shiny cobblestoned famous Ringstrasse in Vienna, but one thing is for certain, if you see a Plus Four today, parallel parked in front of Vienna's beautiful Schonbrun or Belvedere Palaces, chances are it was purchased from Koessler-Hammerschmid Morgan Austria.

Vienna is a world-class city, so it makes imminent sense that a world-class Morgan dealership reside there. On a recent vacation to Austria I had the pleasure of visiting what can best be described as the gold standard for Morgan resellers, and to chat for a couple of hours with its knowledgeable hometown owner Joerg Koessler.

If you are planning a trip to Central Europe you absolutely have to visit this place. Skip the Reisenrad Ferris Wheel and go here. It's easy-peasy to get to, you just hop on the Badener-Bahn train that stops in front of the Vienna Opera House and take a 45-minute scenic ride to the outskirts of town and get off at the Traiskirchen-Lokalbahn station. I know what you're thinking –



that's easy for you to say.



On the train ride out there I reflected on how it is hard to believe that we live in a Country with 34 million people and we don't have ONE real Morgan dealership. I know I know, government regulations, national safety and emission standards and a long roll of red tape that would wind its way from Victoria to Ottawa are just a few of the reasons. But something is "Kaput" with our system though.

Austria only has 8 million people. Joerg told me however that his dealership services most of Central Europe. After I met him and when I followed him into his airport-hanger sized showroom I had a Happy

The place was amazing. Clean, bright, well organized and welcoming. Ten brand-new beautiful Morgans sat in amongst old black and white historic European racing car photos on the walls, the high end Morgan merchandise in an old wooden display case, and a classy coffee table and comfortable couch tucked in the corner. The massive hall had a 30-foot ceiling, more than enough room to accommodate its three hydraulic hoists. As one does in Wien, we chatted over small cups of superb coffee complete with glasses of water on the side.

Joerg started the dealership in 1995 after leaving a long career with the Global corporate giant, Phillips. His deal with the Morgan family was closed with nothing more than a handshake and he told me that he has not looked back since. I learned that Morgan has a network of about 60 dealerships around the world. Joerg told me that most of them were what he described as “Annex” dealerships. He explained to me that

meant that an existing high-end

luxury car seller in a city that carries, let’s say Land Rover, or Bentley cars, would take on Morgan cars as an additional line. His store fell into a different category of a small handful of shops whose business was solely based on Morgan sales.

Joerg’s father-in-law was a well-known Austrian race-car mechanic in the 1970’s, and while I was there I was given a tour of the repair and service side of the business where he was still happily pulling wrenches at 78. Altogether 8 people work at Koessler-Hammerschmid Morgan Austria, and I got the sense it was very much of a family run business, based on old-fashioned values.

Aside from the ten majestic beauties sitting in the showroom Joerg had another 30 Morgans elsewhere on the premises. Some were being stored for customers, others were being worked on, some were rentals, and there was a whole other side of his business that I will save for another article - Morgan Tours.

I learned that there were about 1,000 Morgans altogether in Austria. The Vienna Morgan Club and its member’s vehicles accounted for about 200 of those cars.

Joerg was a Human Morgan Encyclopedia. His knowledge of the company’s history, its marketing philosophy, the people and personalities at the factory, and Morgans plans for the future made for some interesting listening. He got a bit of a sparkle (or spark in this case) in his eye when he described plans for an electric three-wheeler that would be introduced soon. We both agreed that in order for the Morgan Company to prosper and be more contemporary, electric cars would have to be part of the mix.



would be introduced soon. We both agreed that in order for the Morgan Company to prosper and be more contemporary, electric cars would have to be part of the mix.

As we spoke what came through to me more than anything was his sincere passion for the business. He loves Morgans and understands the importance of the underpinning personal relationships with both his customers and the Morgan factory, which he visits two or three times a year. It was clear to see how this charming affable smart guy who is 50, along with his wife Marlise, were able to recognize an opportunity 23-years ago, work hard and build a very cool business to be envied.

Koessler-Hammerschmid Morgan really raises the bar when it comes to Morgan dealerships. We need one in Canada. All I can say about the company and about Joerg - Wunderbar!

(Photos in article courtesy of Dave Doroghy)

Morgans in the News

The Top 20 Coolest Low-Volume Supercars

1

motor1

Alex Goy
2017-11-03

SHARE

f SHARE

TWEET

SHARE

EMAIL



14. MORGAN AEROMAX

Designed by a student, adored by many, the Morgan Aeromax takes retrofuturism to new heights on the road. Its side-pipes spitting out 367 hp's worth of noise helps, of course. A mere 100 hit the road.

Alex Goy, Motor1-UK Editor has listed the top 20 Coolest Low-Volume Supercars. We are not told what measure was used to compare the cars and it may well be that these are just the editor's choices. Regardless, it is a pretty cool list of cars and nice to see Morgan, with its Aeromax, ranked in the top 20. You can find the total list at <https://www.motor1.com/features/185607/top-coolest-low-volume-supercars/> What do you think is missing or should be removed from the list?

1. Apollo Intensa Emozione
2. Ferrari LaFerrari Aperta
3. Aston Martin Valkyrie
4. Bugatti Veyron
5. Bugatti Chiron
6. Pagani Huayra
7. Jaguar C-X75
8. McLaren P1 GTR
9. Ferrari Enzo
10. Eagle E-Type (Jaguar)
11. Singer (911)
12. Marcos TSO
13. Bristol Fighter
14. Morgan Aeromax
15. McLaren F1
16. Porsche 911 Carrera S 2.7
17. Ferrari 250 GTO
18. Lamborghini Aventador J
19. Jaguar XKSS
20. Mercedes-Benz G63 AMG 6X6

Malcolm Parry – Vancouver Sun
December 30, 2017



Knowing that it's hard to beat a sunny day's drive in a truly sporty sports car, Peter Wall put on a skimmer and scarf and set out for the quieter roads in his quintessentially British Morgan Plus 8 roadster.

Nostalgia!



PACMOG Morgans at Luxury and Supercars
September 2016

Record Growth and Profit for Morgan Motor Company

Released February 5, 2018

Morgan Motor Company has today announced record profitability and growth as it continues to roll out a long-term strategy plan under the guidance of Chairman Dominic Riley, Managing Director Steve Morris and family shareholders – keeping up the positive momentum in the family owned business.

Year-end financial reports released today announce record growth from the 109-year-old company with a 19 percent increase in revenue against 2016 to £36m, improved group margins with an increase of 12 percent, a 13 percent increase in group net assets and an increase in pre-tax profits to £2m.

Last year saw strong performances from all sectors of the Morgan business, including a new technological partnership with [Frazer-Nash](#) for EV development, future-proofing with long-lead new model planning and strategic in-house appointments within the management team coupled with increased marketing activity.

Product sales continue to be strong with export sales up 10 percent, helped by new partner growth within the global dealer network. Recently launched models, the [Aero GT](#) and [50th Anniversary V8](#), sold out upon unveiling and all vehicles produced at Malvern continue to be pre-sold, with no vehicles being produced for pre-registration.

Last year also saw the re-acquisition of the land on which the factory is built, plus the purchase of the Visitor Centre has proved a significant investment which helps to provide stable foundations for Morgan's future growth plans and reverses a land buy-back deal that has been effective since 2006.

Steve Morris, Managing Director, said: "The last year has seen us develop our long-term strategy for sustainable new products, exciting development plans, a visionary business approach and a real focus on longevity, customer care and dealer relations. To see such strong results for the business as a result shows that our strategy is sound and is a real credit to our dedicated, passionate and ever-growing workforce.

"I'm proud to announce our excellent year-end results, but far from resting on our laurels we are looking forward to a strong 2018, the next stage of which will see some brand new cars being unveiled at Geneva in a few weeks' time."

Dominic Riley, Chairman, said: "Once again the results speak for themselves. We are stronger than ever with record revenue growth, increased employment, a clear vision for the future and strong demand for product from customers around the globe. Morgan Motor Company has never been stronger."

Malvern Memories

Photos of Malvern and the Morgan Factory from past years gone by



1974 – Editor Steve with Peter Morgan



(Steve Blake Photos)

1974 – Fitting the doors



Morgan Historic Register (MHR)

By Machial Kalf

In every Morgan club there could be a different situation, but with the experiences we have, we know that in many Morgan clubs the interest for “older Morgans” is going down. To bring the interest back and to give more attention to the owners of those beautiful cars, the MHR made a start on the 18th of July 2015. A special day organized for owners of older Morgans at the Visitors Centre of the Morgan Motor Company (MMC) showed us that the time was right to do something about it. Around 90 Morgan owners from all over the UK (and 1 from Holland) came to Malvern and discussed the situation. The result was that we came to the conclusion that we have to start a **Morgan Historic Register (MHR)**. On top of that we started a **Parts & Suppliers Register**.

The MHR is for Morgans that left the factory with a carburetor fitted. The MHR operates under the wings of the Morgan Sports Car Club (UK). But to register your Morgan it's not necessary to be a member of the MSCC and registering your older Morgan is **for free!**

If you like to register your older Morgan and like to share your **passion** with others, it doesn't matter where you live, we can give you the opportunity to come in contact with us and of course with many others all over the globe. We love to hear from you. Tell us your stories about your car(s), the restoration of the car(s) or whatever else you like to tell if it has to do with older Morgans.

What we do is “connect” Morgan owners from all over the world. In some countries like Sweden and France they already started their own MHR groups. They do that with the same “rules” or intent that we do. The group in Sweden is the biggest with 62 cars (as at 4/2/2018) but France comes close with 40. If we cooperate we can help and support each other. In the UK we already see some special events for owners of older Morgans, sometimes in cooperation with the MSCC, the MMC or with a Morgan dealer. If that can be the case in your country, you can meet owners with older Morgans and enjoy the stories and their cars. If you let other clubs know that you organize something, with some luck it may attract owners from neighbouring countries to visit your MHR-event.

With more than 750 Morgans in the register, we have a lot of information about those cars. If that can be a help for you buying or selling a Morgan, feel free to ask.

On the technical aspect, we now have several Morgan Instruction Books digitized. For example: 4-4 Series I, 4/4 Series II, 4/4 Series IV, V, V Competition and 1600. Of course, we have one for the +4's as well. In case you need one, contact us and we are happy to send what you need.

In the **Parts & Suppliers Register** we have more than 250 addresses, in several countries around the globe, where you can find (original) parts. Also a lot of addresses where they offer good services or can offer you help to a good standard, all have been recommended by MHR owners. This Register is for free, as well. If readers of this article know an address, it doesn't matter where, please let us know. Maybe we can help someone else with your information.

Email: mssc.mhr.partsregister@gmail.com



If you register your car we send you the most up to date MHR Parts & Suppliers Register.

MHR car badge and pins. We never realized that there were Morgan owners with us who have an interest in an MHR pin or car badge. Well, your wish..... We have MHR car badges and pins in stock,

if you like one, ask Andy Downes mscc.mhr.assist@gmail.com. He informs you about the (low) prices and the cost for transport.

How to register your Morgan? You can register your 4 wheel Morgan in the MSCC Morgan Historic Register by

sending an email to Mike Pullen: mscc.mhr.morganregister@gmail.com Mike will send you an entry form. You can also use the "Send Message" field on the MSCC web site, www.morgansportscarclub.com, "Morgan Historic Register" page, in the Regional Centres tab. Once registered, the car stays on the register regardless of the owner changing!

The MHR sends a **MHR-Newsletter** several times a year to all the owners of registered Morgans. In the Newsletter you find what's going on, technical reports or news about a new source for parts and of course information about up and coming events. The most up to date Parts & Suppliers list is also included as part of the MHR-Newsletter.

If you like to read every month MHR-news, well, then consider joining the Morgan Sports Car Club where we have an article each month in the club magazine Miscellany. Contact Gill Bevan at membership.mscc@gmail.com and she will help you further. The costs are £42 in The UK, £49 in Europe, and for the rest of the world: £51.

If you have questions, or you like to share something with us, please, contact me on machielkalf@ziggo.nl or mscc.historicregister@gmail.com

Enjoy your Morgan, Machiel Kalf
MHR Team Leader



(Steve Blake Photos)



Fuel Tank Modification to Prevent Puncture in the Event of a Rear-End Collision

By Pat Miles

This modification does not apply to all Morgans but if you look carefully under your Morgan and if you see it has parts of the handbrake assembly very close to the rear fuel tank, it may be an easy modification for you and maybe save you from major damage or fire.

The material required to do this job is a piece of aluminum about 9 inches by 4 inches. The exact size will depend on the configuration of your car. The aluminum sheet is bent at right angles, painted, and then screwed to the wooden support for the fuel tank. The part to fit the +8 was bent at 3 inches with 3 inches under the tank support and the remaining 6 inches resting upside the gas tank. We used 4 stainless dome head screws, but make sure that they are not too long so that they just go into the wooden tank support and not through into the gas tank (see picture.)

The longest part of the metal is slotted up between the handbrake assembly and the tank. As the body of a Morgan constantly moves whilst you drive, the larger part of the aluminum stops the handbrake from rubbing up or touching the fuel tank. This could remove paint and cause rust, which would eventually corrode enough to cause a hole to form in the tank. In the event of a rear-end accident, the aluminum sheet will help to prevent a gas tank puncture from the tank being driven into the handbrake assembly.

If you need further help, just ask one of us to show you the modification, which is one of the easiest you can do!

(Pat Miles Photo)



GREASING MORGAN FRONT SUSPENSIONS (1950 to 2000)

By Lorne Goldman

MAKE SURE YOU HAVE PICKED THE RIGHT GREASING ARTICLE FOR YOUR MODEL YEAR ! YOUR CHOICES CAN BE FOUND [HERE](#) UNDER "FRONT SUSPENSION GREASING".

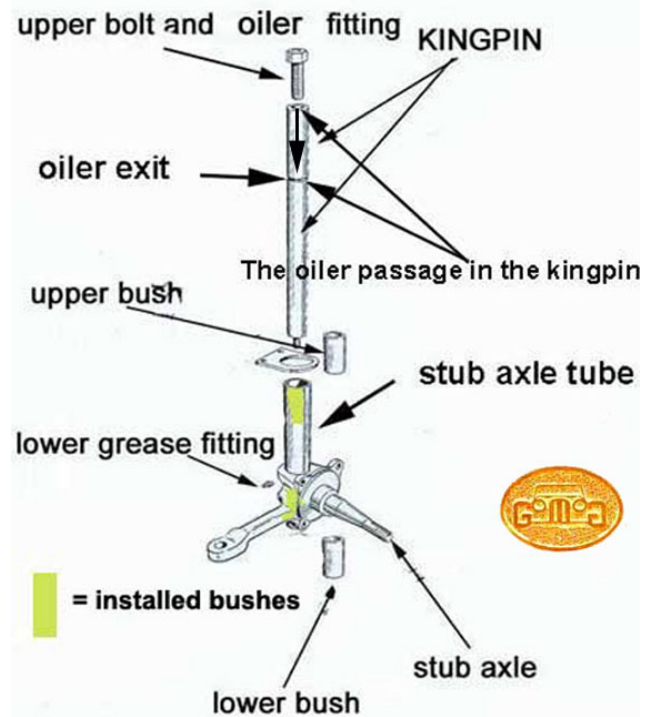
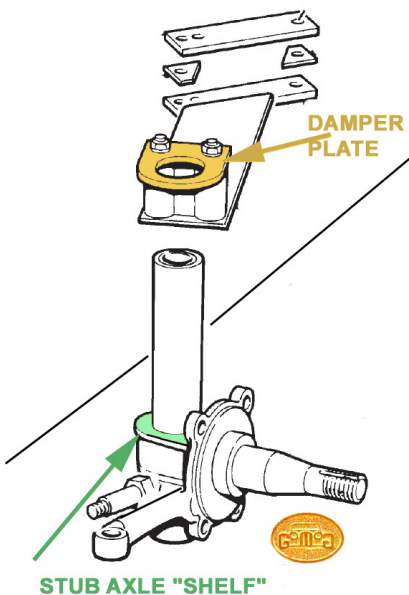
The bushes fit in the stub axle tubes, one at the top and the other at the bottom of the stub axle tube. As they do not fill the entire length of the tube, a grease reservoir or "grease holding area" is formed between the two bushes. As the stub axle slides up and down the kingpin, this reservoir

greases the kingpin (and therefore the bushes). The stub axle has a grease nipple exactly adjacent to the middle of this reservoir to service and fill this area periodically. The Factory manuals in the period suggested this be done every 5000 miles but this has been proven to be insufficient. We recommend 1500 mile intervals (greasing more doesn't do anything beneficial I can think of and makes a mess). [Since 2006 the Factory Manuals reflect our suggested mileage interval.]

Greasing can be done with the car on the ground or on jack stands. A one hand "pistol" greaser can be used. (When I am home, I use a powerful electric grease gun equipped with a flex hose. The device effectively creates an extra hand, which makes the job easier.) The grease nipple angle can make it hard to properly centre the grease gun but the angle of the grease nipple can be changed to suit, or buy an angled nose for your grease gun. A slight angle will do.

1. Turn the steering wheel until you have the best angle at the nipple,
2. Pry up the damper plate to allow for a freer flow under the plate. This is the way the Factory Service Department has done it for 60 years. (Confidence in the one-shot oiler was not high amongst the MMC service staff from the start.) There is a little passage from the grease reservoir between the bushes to the "shelf" the damper plate sits on. It is important this shelf be lubricated by the grease and prying it up prevents it from blocking the grease flow. Without it, steering can become heavy and damper plate wear is accelerated, which can force you to a front suspension rebuild prematurely.

3. Pump until the grease flows out under the damper plate (which sits on the stub axle shelf.). (That takes a lot of pumps!) If the grease flows out the bottom of the assembly, it is a sign that your car is due for a front end bush and kingpin renewal. See the articles in this [Manual](#) on that. If you see the grease exiting from the lower rungs of the Main Spring above the axle, the likelihood is that you have not greased the underside of the damper plate, a task as important as filling the reservoir. You have either not bothered to lift the damper plate or have not done it sufficiently.



Thank you to Pat Leask for submitting this article and to Lorne Goldman for granting us permission to use this and other GoMoG articles.
(Photos courtesy of Lorne Goldman)

4. Turn the steering wheel and do the other side.
5. Clean away any excess with a rag and, if necessary, brake cleaning spray. If any grease gets on your adjacent brake rotors, the effect on braking and steering is dangerous.

Prying up the plate. (updated in August 2011) Though this element has been a given for many years, I have recently received some inquiries on this procedure and whether it is necessary. Worries were expressed as to damaging the damper plate. I take this as evidence that there are many new Morgan owners and/or more people are doing home maintenance. Great!

The answers for the why's of prying the plate up are simple as the Morgan front itself. One has to only see and understand the basics of the suspension and its few components. Unlike the rear suspension, there is not much one can do at the front to improve it,

save to correct minor errors in that crept in at the Factory over time and more importantly, inadequate maintenance after sale. Redesigns in stub axle or the plate solved the problem of inadequate greasing by owners as the later steering races solved the problem of inadequate damper blade adjustment by eliminating them.

Again, prying the plate up is only necessary for Morgans made pre-2000. The plate can be pried up with a pry up with a "pry" or a big flathead screwdriver. one can also use a jack with a WELL-PLACED wooden 2x2". This is the method I used to use when at home.

Ignore your concern that this will "break something" or "damage" the bottom of the plate. The plate is made of bronze, a sacrificial metal. At worse, if scratched it will retain more grease, which is a good thing. *Those with pre-2000 Morgans who wish to forego lifting the plate can buy plates with annular grooves carved in THEM or have a machine shop do so without risk. See the image. (Note the groove's three cuts to the center allowing this groove to be fed from the pre-2000 grease exit at the sub axle tube.)* The consequences of NOT greasing this area properly is heavy steering and a quick wear of the damper plates which will exaggerate the steering difficulty even more. Though these plates are not expensive, the front end must be disassembled completely to change them.

WATCHPOINT I: The incorrect grease nipples. have received many notes on the difficulties owners are having pumping grease into the stub axles in front. At first I thought it was the grease gun they chose, but I soon found the problem was even more basic. Many owners change the stub axle grease nipple (zirk) for angled ones which allow an easier time fitting their grease gun onto it. Sadly, they do not notice that the threaded portion of the Morgan grease nipple is short..shorter than most available. When they fit the new nipples they often thread them until they are forced into the kingpin. This blocks the flow of grease despite the use of eye-popping pressure. The front gets little of its needed grease feed and the kingpin can be damaged.

WATCHPOINT II Seized Kingpins Morgan kingpins can seize. This happens more often with;

1. DEVOL cars
2. Those left in long storage and little usage
3. Those with improper front end installation..poorly aligned bushes or an improper clearance between bushes and kingpin.

When Morgans seize in the front, the suspension is effectively eliminated, severely prejudicing the comfort and handling of the car. The front end should be tested for seizure each time it is greased. This is a simple procedure. Place a trolley jack under the middle of the crossmember. Jack up the car while watching each stub axle assembly in turn. Do the springs compress? Or does the car simply rise without the springs compressing?



Damper Plate



Article on Restoration of '58 Morgan +4 (#3907)

By Phil Johnson

This car was originally shipped from Morgan's to Sterne Motors in Burnaby B.C. on May 7, 1958. It was red with black interior and was fitted with heavy-duty wire wheels. The engine is TS27044. Who it was eventually delivered to is unknown to me. It has been painted several times in the past and seems to have been yellow and then a dark green, which was mostly still visible on it when I got it.

I bought it in August of 2015 from a friend, Rod Thomas, who unfortunately had terminal cancer and passed away later the fall. He asked me to take on the car and restore it as he wasn't able to. He had had it for several years and it was pretty well dismantled and most was in boxes and crates. He had acquired many new parts for the car on his trips back to UK.

The frame was pretty banged up from accident damage. This car had a roll bar fitted and several things removed to lighten it up so whether the accident damage was the result of racing shunts or road mishaps I don't know. It had had a major crunch to the right front as the frame was bent and the front crosshead had been badly bent and broken and welded back together. The front kingpin was no longer vertical and alignment was way off as was obvious from the tire wear on that wheel. The fender had been repaired and was relatively straight.

First thing was to get the chassis abrasive blasted and the bulkhead and inner fenders metal stripped. Once back from the metal strippers and the crosshead had been removed, the frame was mounted in a pair of heavy beams that had been set up and leveled. A new crosshead assembly was ordered along with all new suspension parts. The frame was straightened and aligned and all the breaks and cracks were prepped and welded from both sides for 100 percent weld penetration. After grinding and smoothing off the welds, reinforcing strips were added to weak areas and especially to the rear axle rebound area. Once repairs were completed the frame was painted.

The bulkhead was repaired and bolted into place into its original holes in the frame. Then the new front crosshead was installed and clamped into place. After careful measuring to make sure it was properly aligned and square to the chassis the rest of the holes were drilled in the new mounting plates and everything bolted into place.

The rebuilt rear axle and springs were installed next to double check the alignment of the new crosshead. Everything was good so the original scuttle section was temporarily installed to the bulkhead, and the rear section of the body gotten ready to fit onto the frame to determine what wood replacement and repairs would be required.



Editor's Note – Phil Johnson is one of our Alberta members who has lots of experience restoring cars. He has done everything from tractors to Stutz! He used to operate a shop called Collingwood Motion Ltd, but now works under his own name. Phil is restoring British cars and steel-wheeled tractors.

COLLINGWOOD MOTION LTD

Restoration

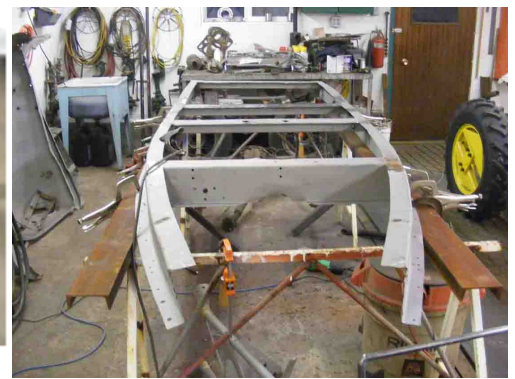
Panel Fabrication

Phil Johnson



Ph: 780-662-0295
Cell: 780-803-5543

RR# 1
TOFIELD AB T0B 4J0



(Photos courtesy of Phil Johnson)



MORGAN LAUNCHES EV3

- The Morgan EV3 will be the first production EV to be built by the company
- Production to start in Q4 of 2016
- Pricing and performance figures will be comparable to the petrol 3 Wheeler
- Operational range of 150 miles
- Launch coincides with the announcement that a consortium led by Morgan will receive government funding towards advanced propulsion

The Morgan EV3 today makes its world debut at the 2016 Geneva Motor Show. The EV3 looks at the world of zero emissions motoring from an entirely different perspective, what if an all-electric vehicle was bespoke, hand crafted and exhilarating to drive? The EV3 embraces new technology, delivers responsible driving excitement and continues to celebrate traditional British craftsmanship.

Following a soft launch of the Phase 1 concept EV3 in 2015, Morgan is excited to showcase the final "pre-production phase" car which reveals the restyled body and interior. Weighing less than 500kg, the all-electric 3 Wheeler has a range of 150 miles.

Lightweight agility is complemented by performance figures that challenge those of the petrol 3 Wheeler. 0-62mph takes less than 9 seconds and a top speed in excess of 90mph. Encased within the tubular space frame chassis is a 20KWh Lithium Battery and a liquid cooled 46kW motor driving the rear wheel.

The EV3 is the first Morgan vehicle to utilise composite carbon panels in its body construction. The carbon bonnet, tonneau cover and side pods are made in the UK, and much like the remaining aluminium panels, are hand worked over an ash wood frame. Taking inspiration from 1930's aero-engine race cars, classic motorcycles and 1950's fantasy automatons, the face of the EV3 is designed to function. Brass conductive cooling fins encase the batteries and an off-centre tri-bar headlight adds to the overall asymmetry of the design.

The dramatic tail lift once seen on 1930's Morgan 3 Wheeler race cars, has been re-introduced, subsequently creating a visually forward stance. This is enhanced with low slung running lights that carry through the cylindrical form of the side pods. An entirely new dashboard arrangement features a classic 'magneto' switch for drive selection, a digital screen, wood, brass and polished aluminium.

The EV3 will go into production in the fourth quarter of 2016 and will be priced comparably to the petrol 3 Wheeler. This launch coincides with an announcement that the Morgan Motor Company will receive government funding towards a £6m consortium based project developing future hybrid and full EV Morgan vehicles.

"The EV3 is an exciting opportunity for our customers to enjoy the unique Morgan driving experience and the joy of tailored manufacture whilst remaining conscientious towards the future of our planet."

- Steve Morris, Managing Director, Morgan Technologies Ltd.



(Photos courtesy of Morgan Motor Company)

Ohm My Goodness! Watt a Date Night!!

By Susan Blake

Perhaps it might be a candle-lit dinner, a blanket on the beach, drinking hot chocolate and watching the stars, or even a movie and popcorn? NO! I'm married to a car guy! On a very wintry and wet evening in January, off we drive into Vancouver to the public reveal of the new Electra Meccanica SOLO's battery. Well, I really didn't get too amped up about that, but I went along for the ride anyways.

It turned out to be a very interesting event where we listened to and later spoke with the CEO Jerry Kroll, a man who is not only very entertaining but is also very passionate about the environment and the future of electric vehicles, in particular Electra Meccanica's new SOLO.

The new 16.1 kwh Lithium Ion battery was unveiled with great fanfare after which we were able to speak with the electrical engineers. The batteries weigh 150 pounds and sit on each side of the vehicle in a slot in the sills. The weight and position of the batteries helps make the centre of gravity of the vehicles low, one of the factors in the comfortable, road hugging ride that we experienced when we test drove one in the Fall.

We were also able to see the light aerospace composite chassis of the SOLO, which in itself was very interesting - our yet to arrive babe with no clothes!

All in all, it was actually a great date night and I'm now all charged up for our visit to the New Westminster factory in a few weeks.



CEO Jerry Kroll before the reveal of the new battery

Top – Susan with the very first SOLO built
Middle – SOLO without its skin
Bottom – Kroll with electrical engineers

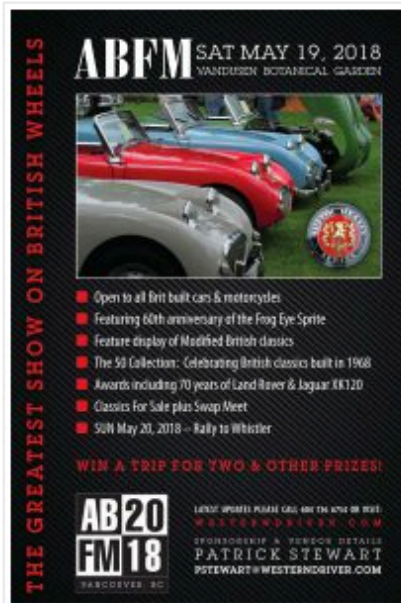
(Steve Blake Photos)

Coming PACMOG Events

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Mar 24	Lower Mainland Spring Tech Session	PACMOG	Ken & Pat Miles' home, 15410 Kildare Drive, Surrey, BC. 10am-1pm. Followed by lunch at nearby pub	Advise Ken Miles if you'd like to join us by Mar 22. Call 604 576 8036 or kengmiles@telus.net
Apr 7	Vancouver Island Spring Tech Session	PACMOG	Pat Leask's home, 4748 Spring Road, Victoria, BC. 1pm-4pm.	Let Pat Leask know you are coming by April 6 so he knows how many are joining us. Email pleask@shaw.ca
April (mid)	OECC Run	OECC	TBD	Ken Miles
Apr 22	St. George 's Day British Motoring Show	LAMBS	10am-4pm @ Fort Langley Community Hall on Glover Road.	http://www.lambscarclub.com
May 6	Garage Tour at Laurie & Verna's - They have Alfa Romeos, Morgans and a 1964 Cosworth Lotus Super 7 race car.	PACMOG	Laurie & Verna Fraser's Garage at 23881 62A Crescent, Langley, BC. Time 10:30AM. Lunch after at the Murrayville Town Pub at 22070 48a Ave, Langley.	Advise Ken Miles if you'd like to join us by Mar 22. Call 604 576 8036 or kengmiles@telus.net
May 19	Vancouver ABFM at VanDusen	Western Driver	Van Dusen Gardens 7am-4:30pm	Details: http://www.westerndriver.com/?page_id=10937 Entry form: http://www.westerndriver.com/?page_id=10915
	PacMOG Annual General Meeting & BBQ	PACMOG	Immediately following ABFM (~5:30pm) at Ken & Pat Miles' home, 15410 Kildare Dr., Surrey, BC	Advise Ken Miles if you'd like to join us by May 16 by phoning 604 576 8036 or email kengmiles@telus.net
May 20	Vancouver-Whistler All-British Run	Western Driver	SUNDAY May 20, 2018: —8:30am-3pm	See entry details & info in ABFM link
June 16	"Father's Day Eve" BBQ	Waller's	921 Mt. Newton X Road, Saanichton BYOB 5:00 PM Dinner 6:00 PM	Bryan & Margit Waller's house Contact Jane Cowan to confirm attendance janecowan@shaw.ca
June 17	British Car Meet/ PACMOG picnic at Beacon Hill Park	TBD	Arrive for 9:00 AM Cars parked in Rainbow!	TBD
June 18-21	Vancouver Island mid Island tour	PACMOG	June 18-21 Courtenay, BC	Contact Jane Cowan if not already registered. janecowan@shaw.ca
July 8	Brits on the Beach	OECC	10:00 am to 3:00 pm at Transfer Beach, Ladysmith, BC. https://www.oecc.ca/cib/brits_on_the_beach_2016.htm	Host - TBD. There's a 6:30AM ferry from Horseshoe Bay. Maybe we can organize a "convoy"!
July 15	Washington Run	PACMOG	TBD	TBD
July 28 or 29	Northshore Run	PACMOG	TBD	TBD
Aug 10/11	Duffy Lake Road Run (fires permitting)	PACMOG	TBD	Contact Tom Morris for early details. tomm8847@telus.net
Sept 17	Interior Run TBD	TBD	TBD	TBD
Oct (TBD)	Fall Tech Sessions	PACMOG	TBD	TBD
Nov 4?	London to Brighton Commemorative Run	OECC	TBD	TBD

2018 Vancouver All-British Show & Whistler Run General Information

2018 Vancouver All-British Show



When: Saturday May 19th,
2018

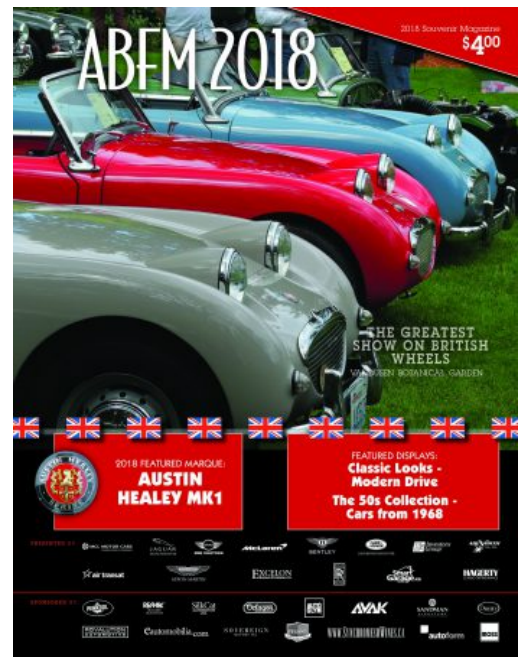
Where: VanDusen Botanical
Garden, 37th & Oak Street

General Information:

Dubbed "The Greatest Show on British Wheels," the Vancouver All British Field Meet (ABFM) will celebrate its 33rd year on **Saturday, May 19, 2018**. Featured marques are (i) one of the world's most beloved British sports cars, the Austin-Healey Frogeye or Bugeye Sprite, celebrating its 60th anniversary, plus Land Rover and Jaguar XK120,

celebrating 70 years.

There will also be a special feature display of 50-year-old cars. Expect to be surprised and enlightened by the technology & design that was a part of the heyday of British auto design.



2018 Dash Plaque



SUNDAY May 20, 2018: Vancouver-Whistler All-British Run—8:30am-3pm

The weekend culminates on **Sunday May 20, 2018**, with a drive one of the world's most scenic roads, the Sea-to-Sky Highway from West Vancouver to the resort Town of Whistler. **Maximum number of 120 cars** will be displayed in the rejuvenated Whistler Creekside Village plaza, site of the first Whistler gondola. The fun day includes awards and prizes. **Note: Because of Liability rules, please do not register if you have to leave the Creekside Plaza earlier than 3pm. Register early, event sold out for the last few years.**

- **9am-10:30am Depart at will** from Park Royal South Mall, West Vancouver, BC. **Complimentary coffee and muffins 10am-3pm** Whistler Creekside Plaza car display, exhibitors & prizes. **Each Vancouver-Whistler All-British Run car entry receives a metal dash plaque and is eligible for applicable special Prize Draws including a trip for two.**

Entry Cost:

Car Entry: \$28 each;

Motorcycle Entry: \$10 each

For those participants staying overnight in Whistler, here is our special accommodation info.

We have blocked a limited number of rooms in each of the two official Vancouver ABFM event hotels and the Whistler Run hotel.

For more information on these two events and to find entry forms, go to:

www.westerndriver.com

2018 St. George's Day British Motoring Show



April 22, 2018 Fort Langley B.C.

10 am – 4 pm



Over 80 British Motor Vehicles on display at the Fort Langley Community Hall on Glover Road

- British merchandise and exhibits
- Silent auction *British music
- Free admission for spectators



This year feature cars including Austin, Vauxhall, Cortina, Morris and other favourite family vehicles

Proceeds to Big Brothers Big Sisters of Langley



To Register Your Vehicle contact:

www.lambscarclub.com or lambmc@telus.net



37th Annual Tulip Rallye

Date: Saturday, April 14th, 2018
Place: Cascade Mall I-5 Exit 230, in Burlington
Check-in: 8:00-9:30 am
Drivers' Meeting: 9:30 am, departure at ~9:45
The rallye begins and ends at the Cascade Mall

COME ONE, COME ALL! – We are back for our 37th Annual Tulip Rallye. Open to all makes and types of cars, it is a gimmick rallye (not a TSD rallye) where you look for answers to be found along the route—somewhat like a scavenger hunt. All you need is a sharp eye and a sense of humor. Note—speed is *NOT* recommended! You are allowed 4 hours to complete the route.

Your registration packet will include a door prize ticket and some basic pre-start information.

Register online using PayPal - Information at the Tulip Rallye website: www.tuliprallye.org

*****Mail-in registration closes April 1st <-> On-line PayPal registration closes April 7th *****

It is recommended that you pack a picnic lunch to enjoy along the way or at the end point while the scores are being tabulated. There are restaurants along the rallye route, but they can be crowded & time may be limited.

Mail-in pre-registration closes on April 1st. Please fill out the form below and send it along with the fee(s), as listed, to the address shown below. For more information visit the event website where you will find parking and starting procedures, an explanation of a gimmick rallye and how to participate, list of registered participants, as well as other useful information.

Food Donation: Please remember to bring a donation of canned food or money (preferred) for a local food bank.

Directions to the rallye starting point: From I-5 take exit 230 and head east on Highway 20. Take a right at stop light onto South Burlington Blvd. Take a right at another stop light onto one of the three Cascade Mall Drives. The starting point will be at the southwest corner of the parking lot next to I-5.

Mail this completed form and a check to: Tulip Rallye, c/o Bert Cripe, 2398 Jefferson Ave SE, Port Orchard WA 98366

Make checks payable to **MGCCNWC** US Dollars and Canadian Dollars accepted at face value

Register online - see info at www.tuliprallye.org and PLEASE provide the info as requested below.

Have a question? Contact Bert Cripe (360-731-8758) or Paul Feuerfeil (206-612-3103)

Please print clearly — only one entry per form:

NAME(s):	CITY	STATE	ZIP
ADDRESS			
EMAIL:	PHONE	TYPE OF CAR	
CAR CLUB affiliation? (Please use its official name):			
Entry Fee for each car: \$15 (USD/CDN) advance (\$20 day of event)		\$	15.00
T-shirt: Short Sleeve \$12.00 (USD/CDN) each MED	LG	XL	XXL
Optional shipping available: charges: First T-shirt = +\$8.00, each additional = +\$4.00 up to 5 max shipped to you		\$	
Sweatshirt: long sleeve, hooded advance order only, no sweatshirts will be for sale at the event, orders <u>must</u> be received by March 14th			
NOTE: Sweatshirts will not be shipped. Sweatshirts must be picked up at the event			
Sweatshirts: \$28.00 ea: S	M	LG	XL
			& \$35.00 ea: 2XL
			3XL
Specify color — refer to sweatshirt flyer for color grid: row #		column #	
Grant Total of registration, shirts, and shipping:			\$



Morgan Sports Car Club of Northern California

2018 FLOG MOG

THE BIGFOOT RAMBLE

September 18 - 22, 2018

Tour the Northern California / Southern Oregon Coast and the Southern Cascades



Book your hotel rooms **NOW**, some Motels will fill quickly. Let the Motels know you are with the Nor Cal Morgan Group. There are nearby alternates in all towns except Diamond Lake.

- 9/18: Arrive **Eureka, CA**: Clarion Hotel by Humboldt Bay, 2223 4th St. (707) 442-3261 \$95.59+tax ("Morgan Group" rate) Hot Breakfast included
Lumber Camp style dinner together at the Historic Samoa Cookhouse
- 9/19: Eureka to **Gold Beach, OR** (Appx. 145 mi): Motel 6, 94433 Jerrys Flat Rd (541) 247-4533 \$93.99+tax (senior rate)
Afternoon swim and BBQ Potluck Dinner at Ginny and Barclay Schaw's Cabin.
- 9/20: Gold Beach to **Diamond Lake, OR** (Appx. 225 mi): Diamond Lake Resort Motel, 350 Resort Dr. (541) 793-3333, press #4 "Marketing", talk to John or Brandi. Ask for the "Senior (55+) midweek rate" = \$74+tax Dinner together at the resort.
A scenic, old fashioned alternative is the Crater Lake Lodge, \$230+/night (25 mi away)
- 9/21: Diamond Lake to **Ashland, OR** (Appx 130 mi): Super 8 Ashland, 2350 Ashland St. (541) 482-8887 \$76.50+tax (Senior/AAA rate) Continental Breakfast included
BBQ Potluck Dinner with the Eastern Morgan group at John and Barbara Burks' home.
- 9/22: Ashland to **Quincy, CA** (Appx. 275 mi): Ranchito Motel 2020 E. Main St. (530) 283-2265 Speak to Tracy. \$86+tax
- 9/23: Drive home

Tour total will be approximately 800 miles depending on what side roads we decide to take. We will be joining up with a Morgan group from the Eastern U.S. at Crater Lake or Ashland and they will stay with us to Quincy.

Please let us know if you are planning on attending all or part, at davewhite@sbcglobal.net, so we can provide you with more information later.

Questions: Dave or Donna White, (707) 822-5404 (H) or (707) 499-0461 (C).

SAVE THE DATE



"THE MORGANS ARE COMING!!!!" "THE MORGANS ARE COMING!!!!"

They're coming from the north..... they're coming from the west..... and they're coming from the south..... all converging on McCall, Idaho, Friday September 14 and 15, 2018 (2days). We will depart to Meridian, Idaho on Sunday morning, September 16, for the Southwest Idaho All British Field Meet (1 day). And, it just gets better, Morgan and Triumph (50 years of Triumph) will be the marquee cars at the 2018 event. More details will be available from the Idaho British Car Club later this year. A limited number of rooms have been set aside for our Morgan group at the "Third Street Inn" in McCall (208-634-6300). Call the Inn, request the Morgan Group Rate, \$146.00 per night, give them your billing information and you're all set. For reservations on the 16th, call the "Holiday Inn Express" in Meridian (208-288-2060) to make your reservations, room rate \$109.00. Mid-point travel arrangements have also been made at the "Best Western Plus" in Walla Walla (509-525-4700) for September 13th and 17th. The Morgan Group rate for that hotel is \$111.00/night. As we get closer to September more Morgan events will be announced. This event will be similar the Idaho "Spud Run" organized a few years ago by Bob Adair and others. Bob Adair is assisting with this event too, thanks Bob. For now, mark your calendars for an exciting event in Idaho.

See you there
Vandermay, Morgan NW Owners Group

Larry
Questions: Call



British Car Restoration Fair and Swap Meet

OECC South Island Branch

Sunday, May 6th, 2018

Heritage Acres, Victoria

Hello fellow British car enthusiasts: The Old English Car Club, South Island Branch, presents the **13th Annual British Vehicle Restoration Fair and Swap Meet** for English vehicles on Sunday, May 6, 2018, from 10:00 AM to 3:00 PM at Heritage Acres, 7321 Lochside Drive, Saanichton. (Saanich Historical Artifacts Society) It is east of the Pat Bay Highway in Central Saanich, off Island View Road, down from Michells Farm Market.

It is possible to register and pay online if you wish. Go to <http://www.oecc.ca/sib> . Click on "**Events**" and note the drop down menu - Restoration Fair Registration, Restoration Fair Introduction, Restoration Fair Poster. Note the wording "**To register use the Online Registration below or download the registration form "here"**". If you wish to complete the paper form - print it off, fill it in and mail it to Kim Parker - details below.

Note the Registration Form includes in part the following sections:

- **Reserve Swap Meet Space of Trade Space** (After reserving your space you should indicate how many tables you would like to rent - or you can bring your own.)
- **Reserve Car Club Space** (This is for the benefit of British vehicle clubs.)
- **British Vehicles(s) for Sale Area** This very popular event will have hundreds of British car enthusiasts ready to talk to you about your British vehicle for sale. Please note that this special area has room for TWENTY vehicles so do reserve as early as you can. Suggestions: Wash and polish your car; tidy up the interior; clean up the engine compartment; clean the wheels and consider having photos of any restoration work; have some handout sheets (maybe a dozen?) with the details of your car and your contact information. Bring a felt marker to fill in the for Sale card provided. Bring a chair and some snacks so you can always be close to your car to answer questions.

Food service on site. We look forward to seeing you.

Al Gunnarson, Committee Chair,
Old English Car Club, South Island
Branch

P>S> Please consider forwarding
this message to other British car
enthusiasts. Thanks.

Al Gunnarson galmpton@shaw.ca
250-478-8986

Kim Parker, Registrar
kp31282@telus.net
2362 Malaview Avenue,
Sidney, BC V8L 2G2

(Steve Blake Photo)



New! If you have car parts (i.e. fenders, transmissions, bumpers) or a British project car for sale and you are not able to bring those items to this event, you can post the details on our LARGE PARTS AND PROJECTS BULLETIN BOARD. Bring a notice (maximum size 8 1/2 by 11 inches - letter size) and use large lettering/font size and post it on the board. If the May 6th date is a conflict for you, the information of your items for sale can be sent to Ian Cox who will print off your list and post it on the bulletin board for you. Ian Cox is at coxian@telus.net . Also note, if you display your English car on the grass display field, you can offer for sale a maximum six items from your trunk - I.e. Boot Sale.

THRILL ON THE HILL

Celebrating 50 years of the iconic Plus 8



Join the Morgan Motor Company for yet another memorable weekend of entertainment and celebration on 11th & 12th of August 2018 as we mark 50 years of the iconic Morgan Plus 8. Following a hugely successful Run For The Hills in 2017, THRILL ON THE HILL IS BACK!

The weekend event will be spread over two days and two venues. Join us for a full day and night of entertainment with live music and firework finale at the Morgan factory on Saturday 11th, before heading to Prescott Hill Climb for a high speed day on Sunday 12th. Both events are open to Morgan owners and fans, so don't worry if you haven't got a Morgan.

THRILL ON THE HILL

**EARLYBIRD TICKETS
END TOMORROW**

**BUY
YOURS
NOW!**



Barn Finds, Auctions, Interesting Cars For Sale, and Other Market Variables

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.

Thanks to Hagerty for this article. View it online at: <https://www.hagerty.com/articles-videos/articles/2018/02/06/barn-find-cobra-and-ferrari-head-to>



Hagerty's Barn Find

The Hagerty team was notified of a garage in North Carolina containing several hidden treasures. The garage, attached to a house, was condemned by the city and the cars needed to be removed after 26 years of storage. Story is that the owner parked the cars in his garage after his trusted mechanic was killed in a motorcycle race. One car in the garage is a 1967 Ferrari 275 GTB, one of a very few with an alloy body. Car has only 13,000 miles on the odometer. Pristine examples sell in the \$5-8 million dollar range. Another car is a 1966 Shelby Cobra 427 with 19,000 miles. This is another multi-million dollar car. The one we might be interested in is a 1978 propane-powered Morgan Plus 8 with only 3000 miles. Gooding and Company plan to

Sold

1970 Morgan 4/4 offered for sale by Bring-A-Trailer for \$55,000 US. Sold for \$53,000 US January 15, 2018 in Vancouver. This car was originally sold by Lifes Motors in the UK to an owner in Canada in 1970. First owner kept it until 2002. Second owner had it from 2002-2012. Restored by third owner. Car has 1599 cc Ford Kent engine.

Project

Anyone want to do a full restoration on a 1952 Plus 4 DHC? This car is 90% complete. Chassis number 2240. TR2/3 engine has replaced the original Vanguard engine. This car is located in New York and for sale on Hemmings at:

<https://www.hemmings.com/classifieds/cars-for-sale/morgan/plus-4/1991916.html>

Auction Results



LOT F122
1954 Morgan Plus 4
2088 CC, 4-Speed

Mecum Auctions offered this 1954 Morgan Plus 4 at their February 16/17, 2018, Los Angeles Auction. It reached a high bid of \$40,000 but was not sold.



1961 Morgan Plus 4 Drop Head

Consignment #: 2254



1961 Morgan Plus 4 Drop Head Coupe was auctioned January 17-21, 2018, by Russo and Steele Collector Car Auctions at Scottsdale for \$40,000.



MORGAN

Year: 1963	Reserve: None
Model: Plus Four Plus	Selling price: \$93,500
Condition: Restored/#1	Avg. selling price: N/A

Worldwide brought several rare and historical vehicles to bidders, including this Plus Four Plus. It was a true rarity, being one of just 26 built between 1963 and '67. Using the original underpinnings of the open Plus Four, Morgan utilized a fixed-roof fiberglass body created by E.B. Plastics that, ultimately, provided a bit of a grand touring vibe. This roomy, two-passenger coupe was historically significant as well in that it was on display for the model's debut at the 1963 Earls Court (London) Motor Show. It was also used for factory literature, and it was the second one produced. We found it to be perfectly restored, and it sold, somewhat surprisingly, under the low presale estimate of \$175,000.

1963 Morgan Plus 4 Plus was sold January 17, 2018, by Worldwide Pacific Grove Auctions at Scottsdale for \$93,500.

**CMC Enterprises (1990) Inc
Reg Beer Coachbuilders Inc
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
12944 Albion Vaughan Road
Bolton, ON L7E 4C6
cmcmog@idirect.ca
(905) 857-3210**



**Steve Sillett
Unit 2, 6455 64th Street
Delta, BC V4K 4E2
604-530-1433 www.panelcraft.ca**



**Terry Firestein
604 910 0857**

www.autobauer.ca #410 - 20170 Stewart Cres.
autobauercanada@gmail.com Maple Ridge B.C. V2X 0T4

Marketplace Ads

1. Ads are free to members, others \$25 and up (contact editor for 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 editor.

Wanted

Horn push with cream knob for '58 Plus 4

Phil Johnson at 780-662-0295 or
philgi@yahoo.com

For Sale

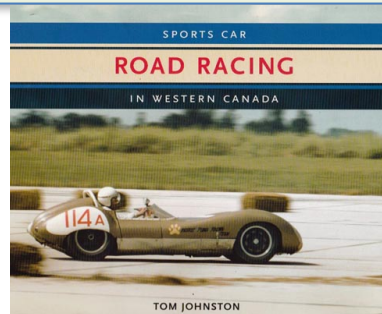
+8 Salisbury 3:38 7HA Phase II rear axle-Rebuilt with Qualife LS \$1700 US
Rover R380 5 spd from Morgan +8 \$700 US obo
Bill Button wmbutton@gmail.com

Bill Button is throwing in the towel! All three of his Morgans are for sale, either as a package or individually. 1961 DHC, 1964 +4, 4-seater, and a +8 Bitsa. Call Button at 206-390-4109 or at wmbutton@gmail.com Photos available.

For Sale

Copy of Sports Car Racing in Western Canada by Tom Johnston. Several autographs in the book. Quite heavy – 388 pages. Vern says he will send it to anyone who wants to pay the approximately \$70 postage from Australia

Vern Dale-Johnson vern.dalej@bigpond.com



Pacific Morgan Owners Group

2018 Membership Application

2018 Membership:

Renewals for returning Members: \$10
New Members (Including two nametags): \$20

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 _____
