



The Morgan Link

Vol 3 No 2

The Magazine of the Pacific Morgan Owners Group

April 2018



Chairman's Report April, 2018

The last couple of months have been exciting with a new editor and a new webmaster.

I have received many compliments on the Morgan Link from both Canadian and American members. Some have even said it is the best Morgan Club magazine they have ever seen but I think this must be taken in context as it is tough to compare this to the Miscellany of the MSCC, but we are a much smaller club.

After involving several members as beta testers, our new website went live last month. This will become a valuable tool for members as it evolves over the next few years.

Congratulations to both Steve and Tom for a job well done.

In the past month, we have had two technical sessions, one at my house and one at Pat Leask's house on the Island. Both of these sessions were well received.

The summer is approaching, I hope to see more of you out in your Morgans.

Remember the AGM after the ABFM at Van Dusen. An announcement will be out soon and you do not have to go to both but we would like to see you at the AGM.

Ken Miles

Welcome to Our New Members!

Chris and Anne Gatfield

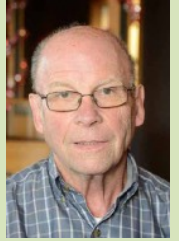
1969 Old English White Morgan Plus 4

David and Barbara Gray

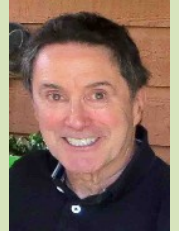
1969 Maroon Morgan 4/4

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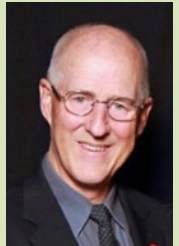


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The Morgan Link

April 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.

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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 still learning about this new software, in fact learning twice or three times! Being on a Mac, I am using Pages to format our magazine. I have been taking sessions at the Apple Store to hone my skills and hopefully, you are getting a magazine that looks not too bad. I still have lots to learn!

Thank you, again, to all of you who have been supporting me by submitting articles and stories. I never get enough, so keep them coming. If you have any ideas which you think might be of interest, send them my way. You don't even have to write the article yourself. Just send some facts so I can cobble the article together for you. Photos are great and always appreciated.

I store some stories, photos and articles away for future editions as I am trying to keep the same length for all our editions of this magazine. I already have photos submitted for our December edition!

Interesting things are ahead as we enter the driving season. If you are out in your Morgan and have an interesting story to tell, either good experience or bad, send me an email and maybe a photo or two. Also, I need members to come forward for the Member's Profile.

I am stepping down from the Executive this year to give someone else a chance. I will continue in my capacity as Editor and will attend the meetings, but without a vote.

As it is the year of the 50th anniversary of the Morgan Plus 8, there will be a number of stories on the car. We will start with a couple in this issue.

Whatever your plans, we wish you safe travels and hope you are able to get your Morgan on the road!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



Cover Photo Credit:

Photo submitted by Tom and Val Morris from their trip to England. This is a photo in their rented Morgan capturing a moment on Dartmoor.

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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, Dave Collis, Pat Miles, Ken Miles, Susan Blake, Lorne Goldman (GoMoG), Paul Guild, Bill Buttons, Tom Morris, Dave Doroghy, Larry Ayers, Alistair Crooks, 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 is affiliated with:

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

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Markham, ON L6G 1C3

PACMOG Constitution:

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

MORGAN MOTOR COMPANY TEASES PLUS 8 50TH ANNIVERSARY EDITION AHEAD OF GENEVA MOTOR SHOW REVEAL

- Morgan Motor Company has released teaser images of its upcoming Plus 8 50th Anniversary Edition ahead of its reveal at the Geneva Motor Show on March 6
- Each 50th Anniversary Special Edition will be issued an individual number and will represent the final 50 Plus 8 vehicles Morgan builds with the acclaimed BMW 4.8L V8
- Teaser images reveal a blue lacquered finish, reminiscent of Morgan's first production Plus 8 (known as MMC 11) and hand-finished yellow accents on the iconic front grill, engine cover and rear towing eyes
- Performance pedigree underpins every Plus 8 ever built, with a combination of craftsmanship, luxury and technology



Morgan Motor Company has released the first teaser images of the much anticipated 50th Anniversary Edition of its iconic Plus 8 ahead of its full reveal at the Geneva Motor Show on March 6.

Named after the famous eight-cylinder engine beneath the car's hand-built body, over 6,000 Plus 8 models have been built in the last 50 years at Morgan's Pickersleigh Road home.

The family-owned, bespoke sports car manufacturer will produce 50 of the special-edition models, each to be sold through its existing dealership network. The Plus 8 50th anniversary edition will be a true V8-powered thoroughbred tribute to the model that has been Morgan's crowning vehicle for 50 years. The teaser images released by Morgan show a blue lacquered paint finish, reminiscent of the British coachbuilder's first Plus 8 production model (known as MMC11), with hints of hand-painted yellow accents around the car's iconic front grill, along the bonnet and on the rear towing eyes.

Born on the racetrack, the Morgan Plus 8 is a special combination of craftsmanship, luxury and technology. A lightweight aluminium chassis and 4.8-litre BMW engine sit beneath the traditional Morgan body. At just 1,100kg, the Plus 8 is one of the lightest V8 passenger cars in the world and is capable of 0-62 mph in 4.5 seconds as well as a top speed of 155mph.

First conceived by Peter Morgan, the head-turning Plus 8 prototype was revealed to the public at the Earls Court Motor Show in 1968. Approximately



6,000 Plus 8s were produced during this time until the car was discontinued in 2004 when production of the Rover V8 engine ceased.

In 2012, the Plus 8 was reborn into the Morgan range, on a lightweight aluminium chassis with the powerful 4.8-litre BMW engine, as used in the Aero range. With a restyled body, the new Plus 8 was proportionally larger and significantly quicker than any 'classic' Morgan before it. The Plus 8 50th Anniversary Edition will be the last Morgan sports car to feature the naturally aspirated V8 engine.



Steve Morris, Managing Director of Morgan Motor Company, said, "This 50th Anniversary Edition is a fitting illustration of the Plus 8's beauty and finesse, coupled with raw exhilaration and capability. Performance has underpinned every one of the Plus 8s that have driven out of our factory gates for 50 years and we're excited to reveal the car in full in Geneva."

Jon Wells, Head of Design at Morgan Motor Company, said," Firmly established as Morgan's crowning vehicle for fifty years, the Morgan Plus 8 continues to

(Morgan Motor Company press release)



NOTICE OF ANNUAL GENERAL MEETING

PACIFIC MORGAN OWNERS GROUP

MAY 19, 2018 at 5:30 PM

15410 KILDARE DRIVE, Surrey, BC

The annual general meeting will be held on the above date at the above address in accordance with the club's bylaws.

The purpose of the meeting will be to review and approve:

- 1) past 12 months activities and financial report.
- 2) budget for the year 2018.
- 3) elect the positions of Chairman, Vice Chairman, Treasurer, and Directors.

The present officers and appointed positions listed below are prepared to stand for another year. We welcome additional nominations for these positions and for the available Director position.

Chairman - Ken Miles - in his third and final consecutive one-year term

Vice Chairman - Bob Wadden

Treasurer - Pat Miles

Director - Susan Blake

Director - Jane Cowan

Director - Tom Morris

Director- Vacant as of AGM

Any members wishing a change to the By-Laws must have a seconder and submit the suggested change at least 30 days prior to the AGM.

The Annual Report will be issued by email by April 20th and discussions and approval will take place at the AGM

Regards,

Ken Miles Chairman PACMOG

Editor's Note:

Bryan Nixon has been nominated to be a Director



We know where we are going!



GET ME TO THE CHURCH ON TIME

By Dave Doroghy

The picture I've attached of my car isn't all that great. But that doesn't matter. What matters is that Reginald's daughter wanted to be driven to her wedding in a Morgan, and one that was British Racing Green. In the end as the picture shows, she was.

Morgans are, of course, a celebration that should be shared!

I frequent a small town coffee shop where I live in Delta. Throughout my years of sitting in the corner of the quaint, busy 20-seat cafe, there alone with my laptop writing away, I have met a lot of my neighbours. Occasionally part of my Java jaunt, involves driving my Morgan to the joint. One morning during the winter before the last one, a local at the shop, Reginald, took particular interest in my 1966 Plus Four parked out front. We struck up a friendly conversation, which led to him remarking on his daughter's upcoming wedding in six months. The proud father went on to explain how cool it would be for him to drive her to the church in my car. Being a true British Gentleman, he didn't expect me to just give it to him and wanted to rent it for the day. As I drove home from the coffee shop that cold January morning, I ruminated on whether or not to lend him my prized possession. After all, I wasn't in the classic car rental business.

As I said, I have always thought of my Morgan as a CELEBRATION. Since weddings are the ultimate celebration, I naturally wanted them to have the car. But later some practical considerations sunk in. What should I charge him? Maybe I should just give it to him for free? If I did rent it to him would it void my ICBC collector plate insurance agreement? Of course it would as it is not a commercial rental vehicle. Then a big, fat messy practical consideration struck me. Brides generally walk down the aisle in pristine pure white dresses. My Morgan lives in that sweet spot where grime, old coffee cups and dirt and dust coalesce in the interior to form a sloppy cockpit that would make any bride run in the other direction. Being lazy by nature and realizing that I was heading into a super busy summer of travel and other projects, the thought of spending half a day cleaning the car to prepare it for the nuptials was daunting. I also knew that my standards of cleanliness left a lot to be desired no matter how much I sprayed, scrubbed and vacuumed.

That night after driving home from the coffee shop and later retiring to the sack, I lie in bed tossing and turning not able to get the image out of my mind, of a bride with a long black grease stain on the back of her dress cursing me as she entered the church. The nightmare intensified as I added to it, the frantic guilt-ridden imagery of her apologetic father explaining to me how sorry he was that he rear-ended a cement truck on the way to the church. My mind visited some very macabre worrisome places thinking that since I charged him to use the car, I had voided my insurance. I broke into a sweat thinking who would pay the half-million dollars to fix the big Lafarge cement-truck which was a right-off? Our minds play terrible tricks on us in the middle of the night.

When I woke up the next morning, I realized that I hadn't agreed yet actually to lend him the car and I could back out. Then, after I gave it more thought, a big fat happy solution hit me. I wouldn't rent him the car, I would just lend it to him as a friend. In exchange, he would pay to have it professionally detailed. That way I was off the hook in terms of liability, and I could hand him over the keys knowing it would be a pristine stain-free ride. Two problems solved!

As is so often the case, I had worried over nothing. Just the same, I felt it was in both of our best interests to have me take Reginald on a little practice drive before the big day. As it turned out he was a much better driver than me. Then, I had it detailed with such a degree of detail that I could have eaten off the seats. It looked as new and shiny as the day it was purchased in 1966 from Bowmann and Acock Ltd. on Worcester Road in Malvern, England.

The weather on the big wedding day was fabulous. The car was a huge success with lots of positive comments and interest from friends and family and I got to meet a lot of nice, happy people at the reception when I came by to pick it up. Oh, and I got to drive home in a freshly detailed car with the white wedding ribbons intact. It doesn't get much better than that!

I need to stop being such a worry wart.



Dave Doroghy Photo

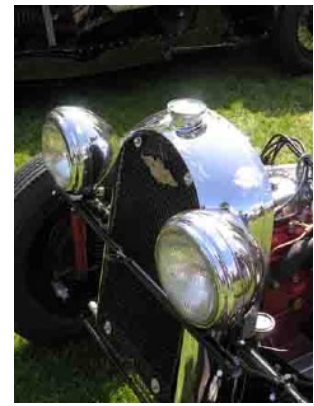
Morgan Trivia - Did you Know???

The first car Sir Stirling Moss drove on the road legally was a 3-wheeler Morgan. "I was 16 at the time, an age when your mind is focussed on making a favourable impression on young ladies. With the Morgan, I obviously scored much better than I would have done with a motorcycle," he recalls.



Morgan Historic Register (MHR)

By Machiel Kalf



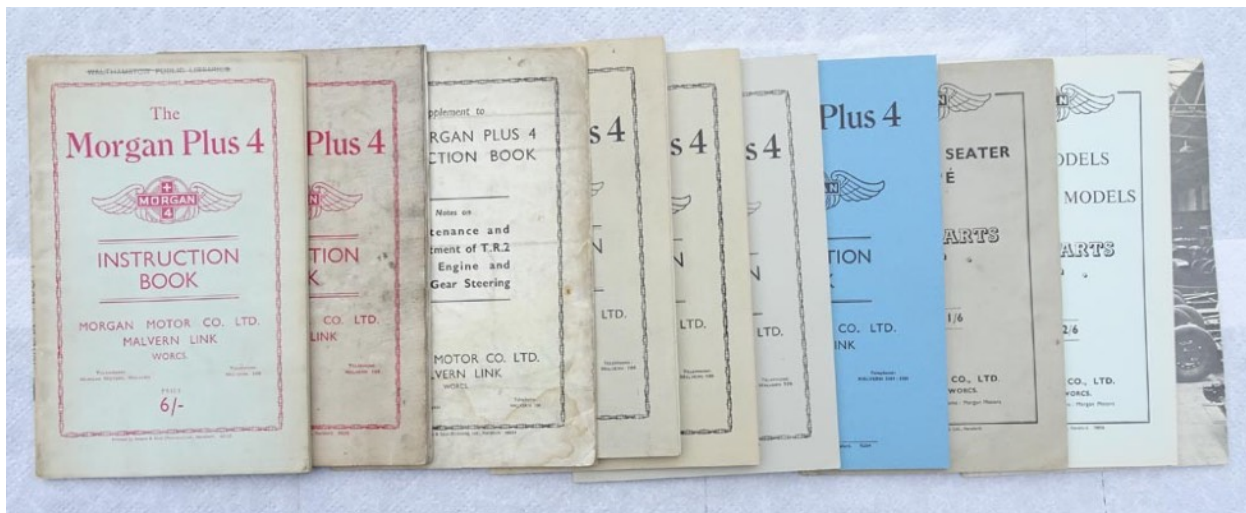
Dear Morgan friends,

We, the team of the Morgan Historic Register (MHR) realize that in your part of the world you have your own Morgan clubs. That's fine and let's hope the club(s) offers you what you are looking for. The MHR isn't a club, we are a Register. We are working under the wings of the Morgan Sports Car Club (UK). What are we doing? Well, if you like you can register your (older) Morgan. If your Morgan is delivered by the Morgan Motor Company with a carburetor you are more than welcome. All we do is **for free**.

If your car is registered, you receive a copy of all the information that's in the register about your own car. Please, check it! You can keep that in your own file(s). If you prefer to keep your post address safe and secret, no problem. It's for others impossible to see the information about your Morgan, unless you give permission to us. But, first we shall always ask you to give permission!

If you have a problem with the MHR Entry Form, for example you can't find the chassis or engine number, please, let us know. We have a list for all the MHR related type of Morgans where to find those numbers. Interesting to know is, that if you own, for example a +4, you can find the original engine number in the hinges of the bonnet of your car. You can find them about 6 inch from the cowl.

An important part of the MHR is the Parts & Suppliers Register. Of course, for free as well. Here you find a lot of addresses, all over the world, where to find (original) Morgan parts and services. We realize that we don't have all the address, but that's something where you can help us and others. If you know a source for parts, for example original LUCAS or Girling parts, please, let us know. www.mhrpartsregister@gmail.com



Not everybody is convinced that the original Instruction Books are a value for them self or their Morgan.

Most people, with a little bit of technical background think they know precisely how that easy-going car is made and works. Well, the experiences we have tells us different stories. So, if you are interested, we can help you with a digital Instruction Book of that type of Morgan you own. We made a scan from **each type of Morgan Instruction book*** we have. Those are available, for free.

- Be aware that this is an Instruction Book that may not be precisely from the year your car is built. Minor differences could be possible.

See the photos! Most Instruction Books have a print number. The numbers I have are:

Morgan 4/4 Series I: 40983, 42471, 55838, 61582, 68549, 75660, 80654.

Morgan 4/4 Series II: 79192, 73189,

Morgan 4/4 Series IV, no print number

Morgan 4/4 Series IV, V and V Competition model

Morgan 4/4 1600

Morgan Plus 4: 63117, 68293, 68624, 73188,

76125, 806543, 92304, Parts list, no print

number but the price was 1/6, Parts list with

number 78826, Morgan Plus 4 reproduction

made by ISIS import.



Again: we have a digital Instruction Book of each type of older Morgan! That means one of each type not all the print numbers I mentioned.

If you own an Instruction Book with a print number we don't have, please, let us know. Maybe we can find a way to copy it. The MHR loves to help you, but sometimes we ask help from you.

Morgan history.

From the MHR side, we are interested in the history of Morgans in general. Together with MHR teammate Andy Downes, we are very keen on the history of racing with Morgans. The end of the Fifties, Sixties and Seventies are, in our opinion, the most interesting. Especially, if Chris Lawrence or the Lawrence Tune products are involved. Don't worry, Chris isn't our hero, but what he did in his active racing career was really great. The impact of winning the 2-litre class at Le Mans 1962 was fantastic, but not many realized at that time, and still today, most Morgan owners don't have a clue!

Lawrence Tune was a small tuning business in the centre of London. They built small quantities of, for example, Deep Sanders Formula Junior cars and Deep Sanderson 301, later 302's sports cars. Sometimes you find LT "recommendations" for some specific parts. For example K.L.G. FE 220 spark plugs, MINTEX M20 brake pads or VG95 Ferodo linings for brake shoes. We like to realize an exhibition of this period in Morgan race history. So, if you know where to find one of those parts from the past, please, contact me at machielkalf@ziggo.nl

Would you like to register your Morgan, please contact Mike Pullen at mssc.mhr.morganregister@gmail.com

MHR car badge and pin. For those owners who registered their cars we have, if they like to have, a MHR car badge or a MHR pin. You can order them from Andy Downes. mssc.mhr.assist@gmail.com

We look forward to your response!

Best regards, enjoy your Morgan(s), Machiel Kalf.

Malvern Memories

Photos of Malvern and the Morgan Factory From Years Gone By



Above - Main entrance to the factory in the 1970s.

Below - Much Earlier Times!



Top Photo - Steve Blake

Bottom Photo Courtesy of Morgan Motors Company

Could you see yourself in any of these scenes? If so, read on and enjoy Tom and Val's experience and read a couple options available for renting Morgans in Europe!



You can rent a Plus 4 or a 3-wheeler directly from Morgan Motors Company for 1050 GBP per week. www.morgan-motor.co.uk

www.drivedreamireland.com Located in Belfast
Two Morgans available from 900 to 1200 GBP per week

England in a Morgan

By Tom Morris



We all know that the natural habitat of the classic Morgan is the English countryside. Beetling along quiet byways between the hedgerows, chasing distant church spires down twisting green lanes, burbling past ancient thatched cottages and peaceful village greens, crunching down gravel drives to idyllic country pubs; oh yeah, that's what these cars were made for.

C'mon, admit it, you've contemplated doing it, haven't you? Shipping your car over the pond and living the dream. You even Googled two-way shipping, didn't you? The cost of that put you off a bit, I'll bet. Then you started thinking about dealing with the bureaucracy and the paperwork. The thought of the insurance companies, for the driving as well as for the transport, started to make you feel a bit sick, didn't it? Contemplations of dealing with an English repair shop over breakdown repair or accident damage sent a shiver down your spine and sapped your enthusiasm. At that point you likely threw your hands in the air and went for a bit of a lie-down.

Surely there has to be a better way! And, fortunately there is. A much simpler and more cost effective solution is to hire a Morgan locally in the UK. Most dealers, as well as the factory, have such cars available by the day or week, as do private hire companies. The advantages of hiring versus shipping are many fold. First off, the process is simple. A couple of emails and perhaps a phone call or two and it's a done deal. Then there's the fact that it will be a right-

hand drive car – much simpler and safer on English roads. Best of all, any worries about repairing damage or breakdowns are someone else's.

It was this kind of thinking that led Val and me to arrange the hire of a Morgan for a week as part of our biennial trip to the UK. There are dealers in many parts of England but we settled on Berrybrook Morgan, in Exminster, Devon. They were excellent to deal with and, as simple as you like, we had a white with navy trim 2007 Morgan 4/4 four seater set aside for a week in mid-September of last year.

So, no hassles then, but “Is it cheap?” I hear you ask. Well, compared to shipping your own car it surely is. Compared to hiring a modern econobox, not so much. The total hire cost for “our” Morgan was £925, or \$1554.85CDN as it worked out. That's more than 3 times what that econobox would have cost but, hey, it was worth it. Think for a moment of burbling across wild Dartmoor, cattle grazing peacefully at the roadside, in an open topped Morgan. Now think of the same journey isolated inside a modern MPV (Mostly Plastic Vehicle). It's like comparing a freshly picked vine ripened summer tomato with the vacuum packed things on supermarket shelves in mid-February. Vaguely similar but nothing like the same.

As well as being the home of Morgan, England has to be one of the greatest places in the world for motor-touring. Whether you take a charming holiday cottage by the week, as we did this time, or decamp to a different pub-based B&B every day or two, there's nowhere quite like England. It takes a bit of forward planning to avoid the worst of the motorways and high density traffic areas, and a sat-nav unit is indispensable, but the result can be amazing. The immersion in the countryside makes every drive an occasion and the density of places to visit means you're never short of somewhere to go. In our seven days with the Morgan, we covered over 700 miles and visited about 15 destinations. They ranged from Widecombe in the Moor in Devon's deepest Dartmoor to Wells Cathedral and the Bishop's Palace in Somerset to the 17th century Kingston Lacy estate in Dorset.

For your next vacation do yourself a favour; consider hiring a Morgan and hitting those English B-roads. You won't regret it!



Tom Morris Photos

Opportunity for a Holiday in France

I wondered if any of the members of Pacific Morgan Owners Group, Canada might be interested in visiting, exploring SW France in a Morgan (it is the second sunniest region in France after the Cote d'Azur). My husband and I have owned Morgans since 1989 and I was Centre Secretary of Anglemog (East Anglian Centre MSCC) for 14 years before moving to the Charente Maritime in 2004.

We specialize in organizing small and friendly, private classic car tours and bespoke packages on demand (you choose the dates), for small groups in a relaxed house party style. Perfect for members of classic car clubs and groups of friends who would like to explore SW France. I enclose a copy of my advertisement which appears regularly in Miscellany (MSCC monthly publication).

- Enjoy all the benefits of an organized tour but with the flexibility of more than just a hotel room to call your own - the space and privacy of a luxury cottage, delicious breakfasts and dinners, a heated swimming pool, secure parking in gated grounds (and the use of a garage and tools, if required!)
- Selection of signature tours available, including our "Circuit des Remparts Angouleme Special", or we can organize a bespoke tour to meet your groups' requirements
- You choose the dates and leave the rest to us
- Everything is organized for you - a detailed itinerary with road book, entry tickets and guided tours, first class cuisine and reserved parking
- A unique experience - we know all the best driving roads to take you off the beaten track, through rolling vineyards and fields of sunflowers to unspoilt villages in the Charente, Charente Maritime, Dordogne and Bordeaux regions, **local classic car events**, places of interest and fabulous restaurants

OR

- Relaxing self catering holidays with the option of a welcome dinner on your first night is also available.....
- and for short stopovers en route to the south Dinner, Bed and Breakfast in 3 luxury Bedrooms is available in the Manor House for classic car owners, seeking a restful night's sleep and a delicious meal with an after dinner Cognac .
- If your group comprises more than 8 couples, there is additional luxury accommodation within 10 minutes drive.

Morgan Hire

We have had a 1992 4/4 Morgan 4 seater which our guests can use during their stay with us, for some time now, and new for 2018, we have just purchased another: a 2015 +4 Morgan 4 seater which is also available for our guests use.

As you can imagine we have welcomed many classic car enthusiasts and members of classic car clubs to La Rose des Vents from around the world and the beautiful cars have ranged from Aston Martins, Bentleys, Ferraris, MGs, TVRs, Jaguars, pre-war Lagondas, Austin Healeys and of course many Morgans you can read some of our [Guest Reviews](#) here

We continue to be members of the MSCC, Morgan Club de France, Aston Martin Owners Club and Club Charentais de Belles Voitures and I enclose a copy of my advertisement which appears each month in Miscellany.

We wish you a Happy New Year, and if we can be of any help to any of your members, please don't hesitate to contact me

With very kind regards
Lyn

Cottages and Classics
ESTABLISHED SINCE 2005
CLASSIC CAR TOURS, 4**** LUXURY HOLIDAY COTTAGES AND B & B ACCOMMODATION IN SOUTH WEST FRANCE

INSPECTED & SELECTED by Sanday's A SPECIAL PLACE

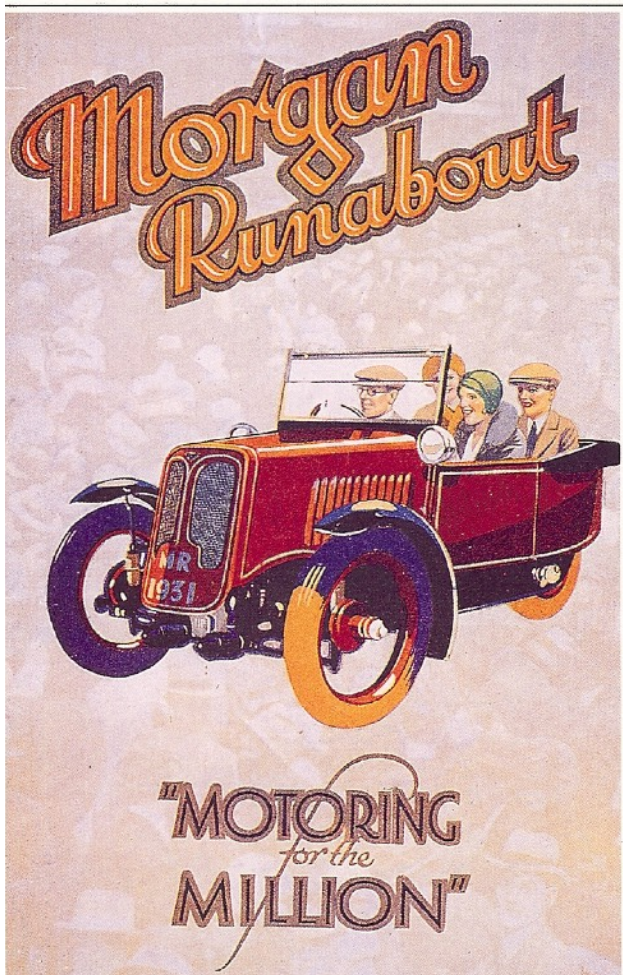
BOOKINGS NOW BEING TAKEN FOR CIRCUIT DES REMPARTS 2018 20% DISCOUNT ON BRITTANY FERRIES

All tours include full financial protection in accordance with the EC package travel directive and a no surcharge currency guarantee.

Lyn & Graham Peek 0033 5 46 33 36 09 | www.cottagesandclassics.com
Email: thepeeks@wanadoo.fr | Members of MSCC, Morgan Club de France & AMOC



The New Morgan 3-Seater!



Remembering Morgans in the Movies

By Steve Blake

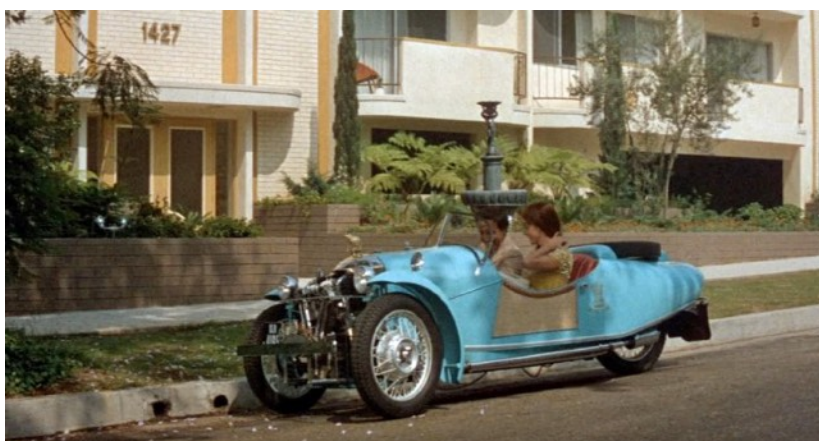
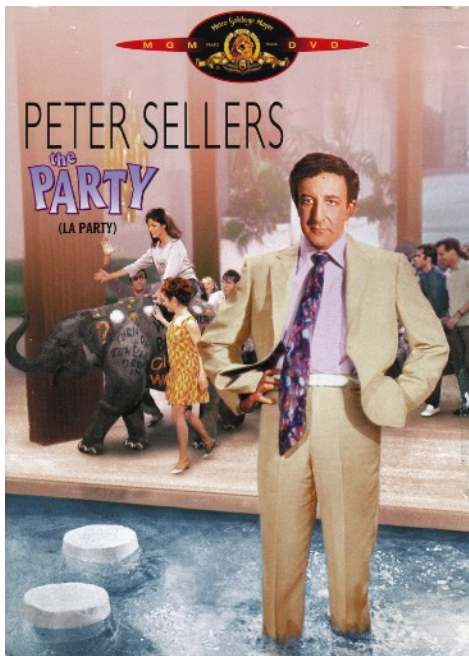
The Party - starring Peter Sellers and Claudine Longet

The Party is a 1968 movie directed by Blake Edwards of Pink Panther fame. It was released on the same day, April 4th, that Martin Luther King was shot. Peter Sellers played the character Hrundi Bakshi, a bumbling actor who accidentally blew up a set. He was fired, but the studio head accidentally wrote his name on his wife's party list. The movie is filled with all kinds of hilarious incidents triggered by Bakshi.

Claudine Longet, playing Michele Monet in the movie, is a French singer who sang "Nothing to Lose" in the film. She was married to Andy Williams at the time but they divorced in 1975. In 1976 Claudine was convicted of negligent homicide in the shooting death of her boyfriend, Olympic skier, Spider Sabich. Claudine served 30 days in jail on weekends for her actions.

The movie had an influence in India where the late Prime Minister, Indira Gandhi, often used Bakshi's line, "In India we don't think who we are, we know who we are!" This was Bakshi's response to a character who asked him, "Who do you think you are?"

Bakshi arrives to the party and drives Michele home in his 1933 3-wheeler Morgan Sports model.



Member Profile:
Vern Dale-Johnson

Our Man Down Under!



What spurred my interest in Morgan Sports Cars (and British Sports Cars in general) was the arrival at our high school (I was 15) of one of our students in a Morgan. I loved it immediately and when I was in University (University of British Columbia), I used to drive past the Morgan distributor - Sterne Motors in Burnaby - daily. Finally I determined enough was enough, took out a student loan, and bought my first Morgan in 1967 out of the want ads - an early 60's 4/4. Ownership only lasted a few months as practicality prevailed. For the next few years I needed to commute from Kamloops to Vancouver... not an easy task in the winter with frozen roads and -20C temp in Kamloops, so I opted for a 55 Ford sedan instead! When I graduated in 1968 and married my wife, she said, "No" to another Mog and we bought a more conservative Datsun 510, recently introduced to Canada... However, the early Mog ownership meant I continued to lust for a Morgan while being a member of the Royal City Sports Car Club. Those early married days meant I had to appease myself and SWMBO (she who must be obeyed) with a Triumph TR3A and later a Mini 998.

In 1970, we moved to Toronto with my job, bringing the Mini and a Volvo 145 with us. Our neighbour turned out to be Neil Young (pharmacist by trade, not singer) and over the next 5 years the Mini was upgraded to Cooper specs, then replaced with a Datsun 240Z, but the Morgan bug was still there. Another corporate move offered me a position in Tokyo, Japan, living just down the street from the Japanese Morgan dealer, but after 5 years we were back in Toronto but without anything British.

When I was wooing the lady in the early 80's who became my second wife, I told her as we drove past a billboard in Sydney, Australia featuring a Morgan (some oil company ad.. as I remember), I told her, "You'll have to put up with one of those in the garage." That did not dissuade her and in 1990, on a trip from Toronto to Vancouver, we agreed we'd look for another Morgan as long as it would accommodate a seat for our young daughter. I found the Morgan, a 66 +4 4-seater (SN6252), in Windsor, Ontario and negotiated a purchase. Our two older daughters immediately christened it "OLBDII" (reference to a name my best friend, the pharmacist, had coined for me). We immediately joined the local club - Morgan Sports Car Club of Canada / MSCCC. After a year or two of entertainment, we decided it needed a total rebuild and proceeded to do the job with the aid of Reg Beer in Bolton, Ontario. When returned to us in 1994, the +4 was our fun in and around the Toronto area, at many MOG East events put on by the MCC DC group in the eastern US, and was our steed of choice for Morgans Over America and 1995 and 2005. We even sent it to New Zealand for Morgans over New Zealand in 2004.

However, my wife Amanda knew I lusted after a +8, as did Steve & Martin Beer who did our restoration and servicing work. After we finished MOA 2000, they suggested I might be interested in the +8 for sale in the UK - Jeremy Holden's +8, that he had used for hillclimbs and rallying (the +8 developed by Jim Deacon for endurance racing SN8435). We bought the +8 with the aid of Jeremy Harrison, a friend from the MOA's and gradually moved it from racer to a road car, using it until we moved in 2006 from Toronto to Sydney, Australia. With two Morgans in the garage, and an impending move, we needed to sell one. Both went on the market and the +4 was immediately

snapped up by Win Muehling from Vancouver, Canada (who has since sold the Mog to another enthusiast in the Vancouver area.)

Unfortunately, shortly before we were due to leave Canada, the +8, nicknamed "The Beast", had massive engine failure - a dropped valveseat- and we decided the best option was to buy a new Rover 4.6 from RPI. The Beers did the installation. We worked through the teething issues, and the +8 was shipped to Oz albeit with a small problem... the oil pressure gauge was now registering under 10 lbs. In Oz I located a mechanic and with the aid of the Beers and RPI we were able to convince Ford to replace the engine (pressure drop due to a cam bearing that worked loose). From 2006 through to 2010 we enjoyed "The Beast" in Oz but when our local Morgan Agent, Chris Van Wyk announced approval had been received to again import Morgan cars, we cancelled our plans for a total rebuild and ordered a new Roadster. This very fast +8 now resides with Julian Walters who lives near Perth in Western Australia.



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 almost as much as our +4 -- still our choice 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 motor car.

Over the years, we've been very active in Morgan clubs both in North America (such as MSCCC, MOG NW, PACMOG, GoMoG, and MCC DC) and in Australia (MOCA, VicMog, MOQ) as well as the MSCC in the UK. With friends around the Morgan world, Morgan passion is what binds us together.

MSCCC – 1990 to 2004. Positions of Vice President, President, Editor, and Regalia Secretary.

MOCA – 1995 to present. President from 2011-2014 .

Vern & Amanda Dale-Johnson
Svdney. New South Wales. Australia



66 +4 SN 6252, photo taken after a rally with #3 daughter, Marissa who is pictured with the car north of Toronto.

Editor's Note:
Photo reprinted from last edition to give credit to Marissa, whose name was dropped when the caption mysteriously disappeared.

Photos supplied by Vern Dale-Johnson

The Oldest Morgan still in Existence

By Steve Blake

We are focussing a lot of attention on the Morgan Plus 8 this year, so I thought I would change things up a bit and tell you about the oldest remaining Morgan.

Arriving at the Prescott Hillclimb, I parked my car next to a young couple who were unloading their three-wheeler Morgan. The VCC number plate designates it as a 1913 Morgan Runabout. The owner said the car has been in their family since his grandfather bought it in the 1930s and it was now their turn to show it off.

The car was built in 1912 and registered for the road in 1913. This is the oldest known surviving Morgan automobile. It is in original condition as can be seen by the patina of the bodywork and leather upholstery.

They plan to keep the car in the family and their young son will one day become the next keeper of the keys. You can tell he is already getting into the spirit and definitely has petrol in his veins!



Steve Blake Photos

Tech Talk March 24

By Pat Miles and Dave Collis

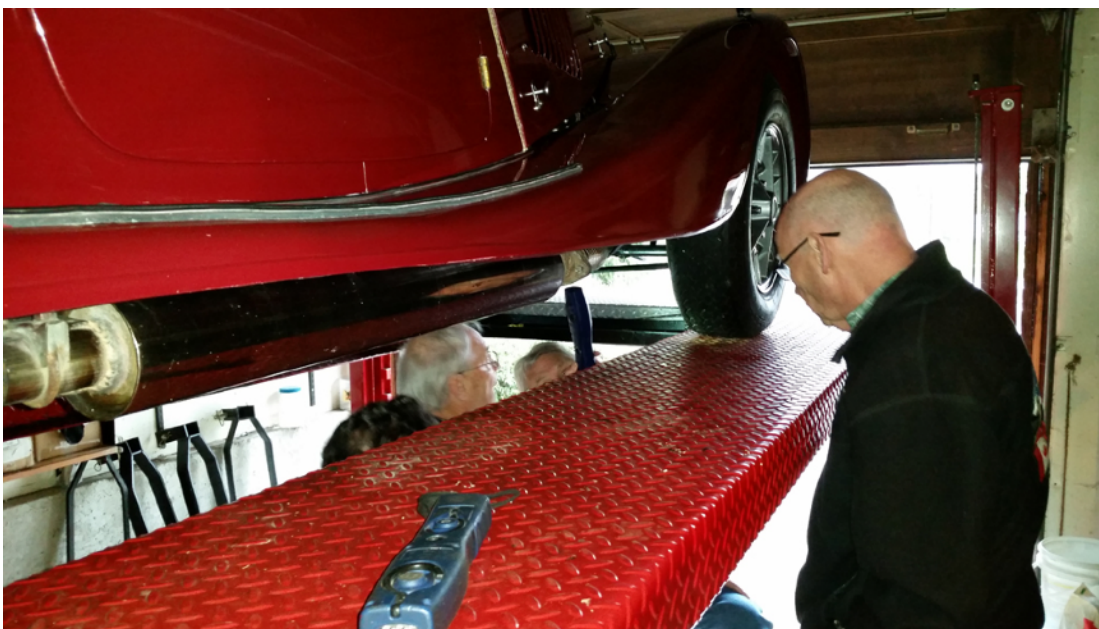
Dave Collis gave us a very interesting and informative talk about what to do to the Morgan after it has sat for some time. Below are some of his hints but I am sure that if you send him an email he will give you more details. Check, grease and realign the damper blades – more details on this later. Make sure lower axle tube and bolts are secure.

Check the brake and clutch fluid levels and top up if required. If the reservoir is empty do not top up as the system will need bleeding to remove air. If the levels are down you should check for leaks in the system, especially behind the reservoirs. Dave stressed that brake fluid does not evaporate. If it is down you have a problem and it needs resolving. Check the condition of your fluid – if it is dot 3 it should be amber in colour and dot 5 should be purple if it is discoloured and dirty it should be replaced. Dave recommends changing every other year. Bleed all the brakes and clutch to ensure clean fluid throughout the system. Do not get any brake fluid on the paint if you use dot 3 as it is a very effective paint stripper. Check the level of the engine oil and also look for leaks. He recommends adding ZDBP or EOS from GM to the oil of older cars as they are used to having zinc in the oil and this will help the life of the engine. This should be changed every two years depending on the mileage you do. He recommends Castrol GTX but with additives as suggested.

Check the oil in the transmission and also look at its condition. You should be using 90 weight gear oil or you can use MTF instead if you are having a problem with leaks.

Check the oil in the differential and if you have a plus 8 with limited slip differential add a friction modifier like Ford Motorcraft additive friction modifier.

Take off the wheels and clean. If you have wire wheels these should be removed every year and the splines cleaned and new grease applied to the splines if you do not want them to seize on and be difficult to remove in the case of an emergency. Make sure that they are tight or you will cause more wear on the splines and the wheels. He recommended lithium grease or copper grease (Never Seize).



Remove the brake drums and examine the pads for wear. The drums are removed by removing the hex bolts and not the slotted screws which are for placement only. Clean the shoes especially where they move on the back plate and apply a little copper grease to the rubbing pads. Check that springs are attached and not broken and that there is no leakage of fluid from the brake pistons. Adjust rear brakes if required.

Pat Miles Photos

Drain and change the antifreeze every couple of years but be careful that some cars can have an airlock which is difficult to remove. Dave recommended jacking up the front end of the car to try to get it out but look for different changes in temperature after first changing.

Check that every bolt and nut on the car is tight as regular driving of a Morgan tends to rattle them loose. Dave did recommend putting some extra washers on the bolt that holds on the bumper if your bumper is very close to the paint on the fenders. This can save the paint getting damaged by a small parking lot ding.

Questions arose about the Morgan shake and Dave said that this is usually caused by improperly adjusted damper blades or wheels and tires out of balance.

Finally we got to looking at the outside of the car. He recommended that you put a small amount of silicone grease on the rubber door bumpers and a drop of light oil (3 in one) on the hinges.

If you are having trouble getting your top up after the winter storage. He advised putting it into a bath of warm (hot water) so that you can get it on and then leaving it on the car for a while to stretch. The top leaks can be slowed if you apply a little Dubbin or black past type shoe polish to all the seams and this also helps with preservation of the top.

Never drive without RainX on the front window, as Morgan wipers are not all that good or reliable.

Finally check the battery, whether it is under the hood or under the back and clean off all the white deposits with baking soda and cover with dielectric grease to prevent it coming back. Check and top up the water if you have an older battery. Remove the terminals and clean the battery posts and the inside of the cable ends to remove any corrosion and grease.

Check and adjust the tire pressure Most of us run at 24psi as the car is so light.

All this done you are ready for spring and hopefully things will go well.

For information and an excellent diagram on damper blades go to www.Gomog.com, click on workshop manual (at the top of the list), click front suspension, and then go to #3. Damper blades.



Editor's Note:

If you would like a technical session in your area, know of a suitable venue, and/ or somebody with appropriate skills to teach the session, let us know.

We will do our best to accommodate any requests for a tech session in your area.

Restoration of 1958 Morgan Plus 4 #3907 - Part 2

By Phil Johnson

As I had bought this Morgan in many pieces and boxes, I decided to fit as much of it together as possible to determine what I had and what I needed to find. Now that I had a good chassis to mount it on, it was time to figure out this puzzle. I had already placed the very fragile rear section on the chassis and lined up the mounting holes on what was left to the mounting holes in the chassis. A few temporary bolts and some wood pieces and clamps got it close. I then mounted the front body section to the bulkhead using the original screw holes so that I could mount the rebuilt steering box and shaft.

I had to make up a new tool box for the bulkhead as the original was gone. Fortunately, a good pattern was available to copy.

At this point I decided to finish off the front suspension as the parts had arrived from CMC in Ontario and I had the pilot reamer in the shop to ream the new bushings to the proper clearance.

While waiting for the front suspension parts, I had the front inner fenders metal stripped and then repaired the fatigue cracks and straightened out the bent flanges. They needed a slight modification to clear the top tube on the crosshead as I installed the new style with 3 degrees of caster as it is supposed to improve the steering. These were then bolted to the chassis and bulkhead. I was pleased to see that all the bolt holes lined up with their corresponding holes in the frame and bulkhead.



The brake parts had arrived by this time so the new cylinders were installed and then the newly relined shoes and fresh drums and new brake hoses and lines. By the way, the previous owner had bought a new set of finned aluminum Datsun drums which apparently can be retrofitted to the Morgan with a minor bit of machining. I decided to use the original drums as they were in such good shape. The Datsun drums will probably end up in the classifieds in the not to distant future!

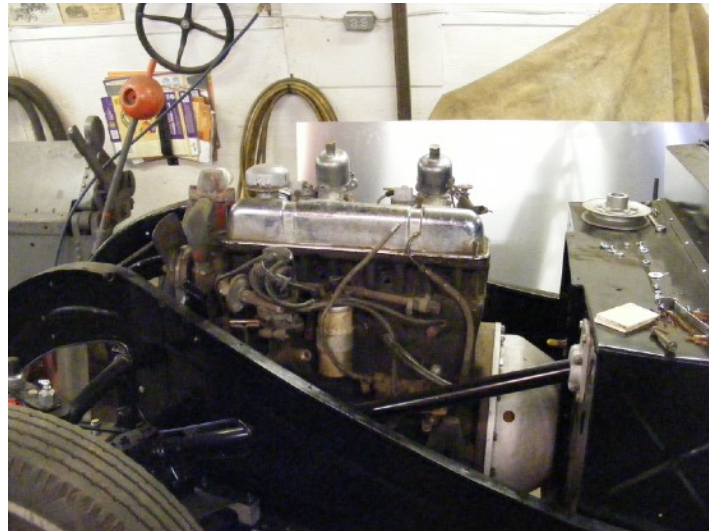
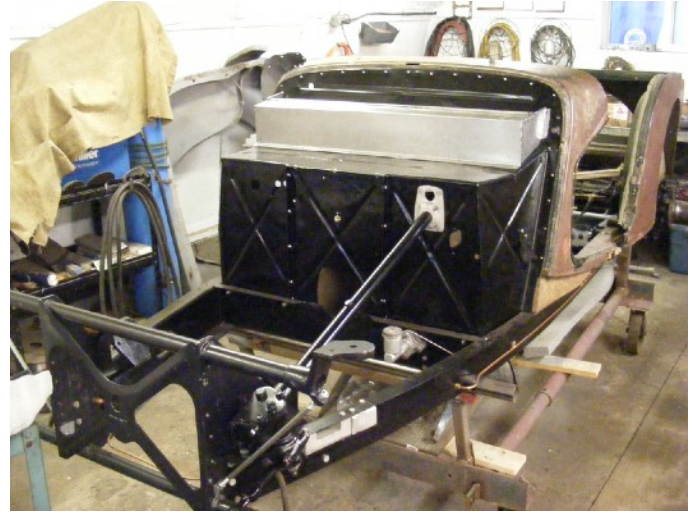
At this point I installed the engine, bell housing and transmission so the car would set at its proper stance before rebuilding the body frame and panels.

It's been my experience with many British sports cars, if you do an extensive reconstruction on the body without the drive train or an equivalent weight in the chassis, then, after you've got everything fitting nicely with good door gaps, when you install the drive train you will find you can't open the doors due to the slight deflection of the chassis!! I notice Morgans build their cars with the power train in the chassis.



Now that the remains of the original body were fitted to the chassis, it was time to determine how much of the original wood frame was still usable and what needed to be replaced. Both main sills and the right wheel arch section were obviously very bad and needed replacement. The left wheel arch had some wood damage to the front lower

edge and the plywood was rough. I ordered two new main sills and the complete right wheel arch section. Any other new wood pieces I could make. The rest of the wood frame was still good and solid with only small sections needing replacement.



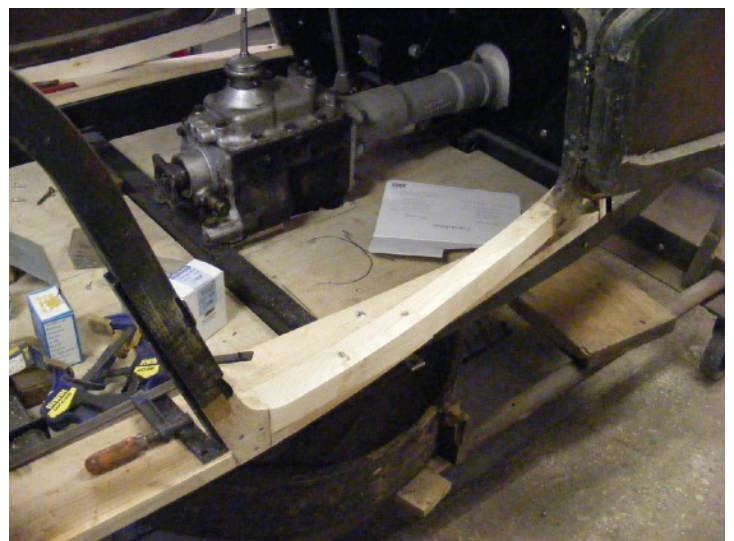
Photos supplied by Phil Johnson

The new wood sections arrived and as the wood sills and wheel arches are made to fit the wider later cars, they needed to be trimmed to match the original wood pieces in my car according Steve Beer at CMC in Ontario. He has been very helpful with parts and information during this restoration!

There wasn't much left of the main sills! Hardly enough for patterns. I eventually got them cut to the correct size by lining up to the other frame members, the chassis, and by mounting the front fenders/running boards I was able to determine the shape. I had repaired the damaged areas on the left wheel arch and installed the new plywood inner piece, so that whole section was mounted and attached to the new sill.

After trimming the right sill to match and cutting the right wheel arch to the correct width, I was able to mount that assembly with the rear deck supports. Measurements and dimensions were taken from the more or less intact left side to re-construct the right side. Some wood repairs were required on the right side framing due to damage and some wood rot. Damaged and rotted sections of the wood frame were replaced and new door threshold pieces made up and installed. All wood used was good straight grained white ash, and the glue used for repairs and joints was West System 2 part epoxy which I've used in the past for boat building. It bonds with wood very well and gives a good strong joint.

I'll leave this now for this instalment of the rebuild.



OECC/PACMOG drive to Fort Langley

By Steve Blake

Rain again! Before we left home, the skies opened and the rain pounded down, accompanied with a pounding westerly gale. This is Tsawwassen, what was it going to be like in the Valley? As we were recovering from colds, courtesy of our return 14-hour flight from Delhi, we decided to wimp out and take the Porsche rather than the Morgan. Heated steering wheel, heated seats and 21st century creature comforts versus wind blasting through the open sides, Rain-X, wiping down the foggy windscreen, big trucks throwing up puddles, rain leaking through between the top and the windscreen, what real choice was there?

We headed out Highway 17 on our way to the start at Tim Horton's at Highway 10 and 152nd. The rain had dropped to a drizzle. By the time we got to Tim Horton's the rain had stopped! Others



had the same experience so our cars were an eclectic bunch of mixed British cars slightly more conducive to inclement weather. There were two Morgans in our midst with kudos going to Ken and Pat Miles and Bob McDiarmid for braving the weather, although both were in Drophead Coupes which do afford much more weather protection. Others arrived in a Ford Anglia, Jensen Healey estate, TR-7, MGC GT, Sunbeam Alpine, and a Mini. Besides the Porsche and another tiptop driven by the OECC Chair, one person arrived in a loaned Tesla. The Tesla was a prize of, "The use of a Tesla for a Weekend", won from a draw prize at the last OECC meeting held at the new North Shore Tesla dealership.

Two awards were handed out prior to the start of the event. First went to Dave Collis for having the oldest car on the drive. His 1965 Ford actually tied with Steve Hutchens' 1965 Mini. Asking for month of manufacture brought quizzical looks on both faces, leading Steve to concede to Dave.

The other award is given to the person having the worst day. Ken Miles was chosen for this award for putting on a drive based on a 2006 route. Turned out some of the streets didn't go through anymore and he had to redo the route the day before the run. In retying the run, he had us arriving at the pub, leaving and arriving again! Since he didn't drive the route prior to us starting out, we ended up following Ken around two road closed signs, although they were knocked over by the wind, and getting to see first hand the road construction up ahead. We turned around and backtracked to another street where the modern cars came to the rescue. Steve and Susan put on the GPS in their Porsche and lead the group the rest of the way to the pub.



Remember the rain? It only fell for a short time as we drove down 176th Street. After that the day stayed overcast but it was a perfectly good, top down, Morgan driving day. Temperature was 15 degrees, maybe a bit nippy, but certainly in the range of a bundled-up convertible top-down day!

All the participants enjoyed the drive and the mid-point stop at the old Clayburn Village Store and Tea Shop. History from the store's website:

Clayburn Store was built in 1911 & opened for business in 1912 operated by Reuben Cooper and T.F Seldon. In 1925 the partnership split up when Mr. Seldon opened up the Clayburn Station Store on the corner of the old Mission Highway and Clayburn Road. Reuben Cooper continued to operate the Clayburn Village Store with his wife and in the early years they served the Matsqui Prairie area, Straiton and all the local villagers who worked in the Clayburn Brick Plant. Everything was sold in the store from clothing, farm equipment, insurance to canned goods.

In 1939 tragedy occurred.... At about 1:00 am Mrs. Cooper heard a noise downstairs in the store. Reuben went down to investigate and when he opened the door to the post office area two youths shot him in the chest killing him instantly with a .22 revolver that was kept in the post office for security. The youths were apprehended on the old Mission Bridge about two hours later. They had made off with a few articles of clothing and merchandise, the revolver, and a few stamps. Mrs. Cooper continued to operate the store with her son Jack until it closed & sold in 1974. From that time the store hosted some short-lived businesses and stood dormant for periods of time.

The drive ended at the Fort Pub and Grill in Fort Langley. We were divided into two groups, which was acceptable as the pub was packed with Saturday tourists. Great food was had by all, after which we each departed our own ways home with no rain!



Steve Blake Photos

The 50th Anniversary of the Morgan Plus Eight, 1968-2018

By Larry Ayers

I've owned a 1971 Morgan Plus 8 since 1990 and think it is a great road vehicle, even today. Bags of power, narrow body, Moss 4-speed box, and super handling for its time. But one look at the modern Morgan Aero 8 (available since 2001) and the difference in association is akin to comparing a goldfish to a piranha.



A 2005 Aero 8 came to live in my garage in mid-February 2018. With its modern suspension, rack & pinion, Getrag 6-speed box, and that powerful BMW N62 V-8, it packs a powerhouse of propulsion. The conveniences of a heater, A/C, heated windows, radio, adjustable steering wheel, cruise control, and a boot with a recess for a golf bag (only for the American market I suspect) make it quite modern. But it's lacking that all-desirable feature, a cup holder. How could the Morgan Motor Company have missed that one? Oh yes, it has front air bags, but no side ones. This lacking feature is keeping the current Morgan Aero 8 production from entering the U.S.A.

The Aero 8 ride, with those low profile tires, assures that your body will absorb all the uneven road surfaces, and

pot holes, but offers a dream ride on smooth surfaces. On the tire subject, the Morgan Factory sent the car out with tire pressure indicators that failed early on, and with no replacement parts available to rectify the situation. If you locate a fix, please notify us Aero 8 owners.



My 1971 Plus 8 has easy access to the motor and I can change the plugs, air cleaner, starter, alternator, etc. without any great hassle. Try that on the Aero 8! For example, to change out the alternator, the driver's side front fender, radiator cowl, grille, bonnet halves, steering disconnect, and driver's side coil-over shock absorber have to be removed to allow access. Don't try this at home unless you have a car lift and are a top-rated shade-tree mechanic.



The early Plus 8s have quite a following (dare I say cult?) and the later models, manufactured with more modern elements, are among the favorite sports cars. Who wouldn't fancy a hand-built sports car made by the world's oldest car company still in the hands of the original family? The Morgan Motor Company, Ltd. in Worcestershire, Malvern Link, United Kingdom, continues to turn out their wonderful creations for world-wide enthusiasts.

Steel and aluminum chassis constitute the foundations, not wooden ones, as some uninformed are led to believe. Sure, there is an amount of wood used in construction, along with adhesive, rivets, and the usual fasteners. That's what buyers are accustomed to and most wouldn't have it

any other way. These features are what make a Morgan a Morgan.

Inconveniences, if I may address them as such, aside from a harsh ride, are lack of a spare tire on later models. But aren't Morgans delivered with run-flat tires? Perhaps not, and those pesky unreliable tire pressure indicators are no help! But let's soldier on.

Morgan driving is just plain fun, exhilarating, and always an adventure. It's too bad they aren't used more frequently at club events, displayed at shows, and taken out on weekends for exercise. With 2018 celebrated as the 50th Anniversary of the manufacture of the Morgan Plus 8, let's get out on the road and have some fun. And, if you aren't a Morgan Sports Car Club Member, join one, they're world-wide, and will increase the enjoyment of your car. If you happen to come across a Morgan AeroMax or an Aero 8 Super Sports for sale, please let me know.



Larry Ayers Photos

Vancouver Island Tech Session - April 8

By Pat Leask

I was asked by the editor some time ago if I could do an article on the happenings within the Victoria/Vancouver Island area to keep all informed on the other side of the pond. I figure that if we all contribute items to the news letter from time to time, it makes for more interesting reading for all, so I said, "Sure why not?" I find it hard at times to get words from my brain to my mouth, but putting them onto "paper" is at times a stretch, but what the heck, we are all friends so here goes....

Propelled from the great success of the first Tech session last year in Vancouver, someone (no names mentioned, Tom was this you?!) came up with the bright idea of having one in Victoria. And then, yet another bright person recalled that I just happened to have a hoist, a rather important piece of equipment for such an event so we don't all roll around on the concrete floor like we used to. I readily said, "Yes, what a great idea!" It was something I was looking forward to hosting, admittedly with a little stress involved such as will we have decent weather, will anyone show up, will a car fall off the hoist, and so on!

A point to note right off the bat, is that a major part of this success was due to Dave Collis who made the pilgrimage over to "The Rock" from the Mainland to be the focus of attention and the verbal encyclopedia of information. What an amazing guy, in so many ways, so thank you so much Dave for the time you spent in transit and your time here. Also, thanks goes to the executive of PACMOG for financing this event.



Photo submitted by Dave Collis

For those of you who were not there, I'm happy to say that it all came off perfectly. We had a great turnout of people with lots of Fords, Nissans, Toyota's and so forth due in part to the weather (however it turned out to be really nice) and due to various cars not yet being insured (never took this into account, point to note for next time.) We had four Morgans show up, which for the three hours we had planned turned out to be almost perfect. Every one got their car up in the air. Fourteen people showed up which made for a cozy garage for a few hours.

Generally speaking, all the cars that went up on the hoist were in really good shape. Dr. Dave found a few things needing attention, but no, "Oh, my God, you are not driving home," issues. The interest level with everyone there was high. Everyone learned something, including myself, and I've restored a lot of cars for my young 60 years of age. In the end, as everyone left, there were lots of "thank you's" all round which made all the work for those involved so worthwhile. To know people enjoyed this session and learned from it, and appreciated the effort made for the club members, made my day as I'm sure it did Dave's.



Photos submitted by Pat Leask

St. George's Day Show at Fort Langley

By Steve Blake

The Lambs (Langley Area Mostly British) club put on another fabulous show on April 22nd at Fort Langley. The show saw about 60 cars parked on the lawn in front of the historic Fort Langley Community Hall and another 40 cars parked around the sides and back. This just about doubled the 55 cars that showed up last year due to poor weather. We certainly didn't have that problem this year. The sun was out all day and that attracted well over 10,000 people to look at the cars.

From PACMOG, we had three Morgans in attendance as well as a 1965 Anglia. Several other members dropped by to wish the owners well.



This event is a no awards type, however, one ribbon is handed out by the Mayor as the "Mayor's Choice" for the show. Three cars were selected as the favourites by the Mayor. He chose Steve Blake's Morgan plus 4, Dave Collis's Anglia, and a Morris Traveler. As the theme of the show this year was "the working man's family car," the Morris got the nod for Mayor's Choice. We were pleased to have two PACMOG cars as runners up.

We made an early dash to the Fort Pub for lunch and luckily missed the crowds. The place was lined up out the door by the time we left. This event was a great start to the season and many thanks to Lambs for putting on a great show!



The Morgan Link



March/April

Conversion of My Morgan from Incandescent to LED Light Bulbs

by Paul Guild, British Saloon Car Club of Canada (Morgan Owners)

If you have ever driven at dusk behind a Morgan with original incandescent bulbs in the rear lights then you likely understand the primary motivation for converting to LEDs: for safety, to enhance our visibility. This new technology is much brighter, consumes far less power, and should operate with much longer life. Moreover, a Morgan owner who is concerned about preserving absolute originality will be able to perform this conversion such that it is completely reversible.

The opinions expressed below are based on one person's experience with a recent LED conversion to Ol'Blue, a 1969 Morgan 4/4 4-seater. For sure, other solutions are possible and the number of automotive LED suppliers is increasing every year. While my sources were from far away, by now it may be possible to find many of the parts from such local suppliers as Canadian Tire or Princess Auto. Suggestions that follow are made without 'conflict of interest' — I do not benefit from any sales — but with the aim of making our cars safer on the road.

During this conversion, I learned by doing; however, I also had a most excellent mentor in the person of Bob Smith of the Waterloo British Car Club (WBCC). In addition to being a mighty fine fellow, Bob spent his career developing expertise in automotive electrics. Fortunately for us, he is quite willing to share this expertise and my Morgan, and many other cars in WBCC, have benefited greatly from his depth of knowledge, his problem-solving powers, and his highly skilled hands.

At the outset, Bob would say that the general condition of a car's wiring contributes a lot to overall electrical performance. Always ensure solid ground connections to the chassis (my car, like most Morgans, has negative ground or earth), test for the quality of conductive links on the supply side, and clean the sockets on all lamps. The rest of the LED conversion will proceed more effectively when working from such a solid foundation.

Rear Tail lights are ON, Brake lights are OFF.
Right rear Signal is ON, Left is OFF.
Licence Plate lights are ON. →



Front Left-facing Signal is ON, Right is OFF.
Both Wing lamps are ON.
← Both Headlights are OFF.

(Article copied from GoMoG by permission of Lorne Goldman)

My successful shopping experience was with three suppliers: (a) Moss Motors (US, at www.mossmotors.com/ and 1-800-667-7872), (b) 4Sight Lighting Co (UK, at www.bettercarlighting.co.uk and 011-44-121-773-7000 - ask for Gil Keane who is a car guy); and (c) Banggood is a relatively low-cost supplier of many things including automotive LEDs for external use (China, at www.banggood.com/search/led-1156-cob.html). From these sources, seven lighting sub-systems were located.

1. Front Side Wing Lamps

My car has the early style Lucas L516 bullet side wing lamps. Last year, my initial LEDs (BA9S) that I inserted into the L516s were too long so that they touched the back of the lens, and within one year, vibration caused one LED to fail. Thus, I went looking for an LED with a shorter barrel.

Acting on a tip from Mike Pullen of Morgan Historic Registry, I located 233 COBs 12V 1.5 watt uni-directional bulbs from The 4Sight Lighting Co in UK. These fit the L516s with ample clearance and create very bright and warm light. I am very pleased with the result. www.bettercarlighting.co.uk and search for 233 COB.

Alternatively, a low-priced solution was found from Banggood in China, from where I bought six 12V super white 0.4 watt bulbs and all six work fine; these are quite bright and hard to beat for the price.

www.banggood.com and search for COB BA9S. As a replacement gasket for the L516 lens, I acquired O-rings from a local hardware store (25mm ID x 30mm OD x 2.5mm) and trimmed them slightly to fit the lamp bezel.

2. Rear Tail and Brake Lights

My choice was to use a Moss Motors conversion kit (US \$ 99) for this two-function Lucas part L549. It did require a simple modification to remove the socket on the base but it was easy to install. The fit of new parts to the old base was very good and the resulting performance of the two critical functions is outstanding.

mossmotors.com/led-tail-light-kit

An acceptable alternative to this solution of the Moss kit may be to use the existing bulb socket with Type-1157 LED bulbs (two-elements, one for brakes and one for tail lights). Type-1157 (and the single element Type-1156, as used in indicator lights) use bayonet connections just like the original incandescents. The recommendation is to select an omni-directional LED (emits from end and sides) and choose a red-coloured unit (not white) to avoid a 'pinkish' hue to the light after passing through the red lens of the L549. [www.banggood.com/12V-Red-1157-Four-COB-LED-Brake-Turn-Signal-Rear-Light-Car-Bulb-](http://www.banggood.com/12V-Red-1157-Four-COB-LED-Brake-Turn-Signal-Rear-Light-Car-Bulb-Lamp-p-1001752.html?rmmds=detail-top-buytogether-auto)

[Lamp-p-1001752.html?rmmds=detail-top-buytogether-auto](http://www.banggood.com/12V-Red-1157-Four-COB-LED-Brake-Turn-Signal-Rear-Light-Car-Bulb-Lamp-p-1001752.html?rmmds=detail-top-buytogether-auto)

3. Front and Rear Indicator Lamps

These parts are standard Lucas L594 Lamps and take LED Type-1156 (one element, two wire) omni-directional bulbs. Spare orange, red or clear lenses for the L594s are easily found at 'swap meets'. For both front and rear, I decided to go with four orange Type- 1156 LEDs such as the Moss Motors part number 170-936. On the front indicator lamps,

with orange LEDs fitted behind clear beehive lens on the original L594 lamp sockets, the result was to achieve intense amber turn signal lights.

On the rear, for reasons of aesthetic preference (i.e., to limit lens colours), I opted to use a red beehive lens in the L594 unit along with orange Type-1156 LEDs; this produces an intense reddish-amber indicator light, with enough orange colour to be distinct from the intense red of the tail light / brake light combination at the rear. White Type-1156 LEDs were tested but were found to produce a pinkish light when behind a red beehive lens. In sum, if using red, orange or clear beehive lenses, my preference is use orange LEDs. Further, on my car, ballasts were not required because of how it is wired at the dashboard with a single flash indicator bulb rather than two separate left and right indicator circuits.

Note that it is necessary to change the original flasher to one with an electronic (two-pin) flasher. Such electronic flasher units are designed with micro switches rather than current resistance switch via a bi-metallic strip — the LED bulbs simply do not create enough heat to open the flasher switch.

www.bettercarlighting.co.uk/index.php?act=viewProd&productId=318 www.mossmotoring.com/led-installation-and-common-issues/
www.youtube.com/watch?v=auLY6IYeqcl

I confessed to my friend Bob Smith that I sometimes forget to cancel the manual signal switch on the dashboard, resulting in a prolonged and potentially misleading signal to traffic. The next time that he stopped by he had a DIY tiny beeper (removed from an 'expired' smoke alarm) ready to be wired into my flasher circuit. He even added an isolating switch under the dashboard so that if the beeper became annoying to the driver, relief is just a click away. Not only clever, Bob is very thoughtful.

4. Licence Plate Lamps

A noticeable improvement for lighting my licence plate was to use two Lucas L467 Number Plate Lamp Assemblies. These are mounted vertically on a custom aluminum plate to either side of the licence. Each L467 takes two Type-1156 bulbs, thus four are needed in total, in pure white colour and omni-directional design. Now the rear of my car is easily visible at night.

www.banggood.com/1156-BA15S-33-SMD-5630-LED-Auto-Car-Vehicle-Reverse-Turn-Tail-Light-Bulb-p-991231.html?rmmds=detail-left-hotproducts

5. Headlamps

While LED headlights are a possibility, I opted for a P700 Tripods Headlamp Set (a similar set from Moss costs US \$ 140) and fitted with halogen bulbs. These are used in conjunction with a relay mounted in engine compartment so that relative high power does not go through the switch on the dashboard; thus, my original toggle switch on the dashboard is linked to the relay. High-Low Beam switching is via the original firewall switch but mounted to the back of the wooden dashboard for easier access. The P700s are very bright and so are carefully adjusted as not to 'blind' on-coming drivers.

mossmotors.com/ and search on "P700 headlight kit"

6. Dashboard Warning Lamps and Gauges

There are at least two viable options for these dashboard lamps: 1. don't touch them — leave the incandescent bulbs as they are; or, 2. remove the bulbs, perhaps the dash plate and gauges as well, and inspect the bulbs, sockets and grounding wires.

I went with the second option by fitting my Dashboard Warning Lamps [Lucas 99-1207 red; 99-1208 amber; 99-1209 green] and Instruments with LED Mini Bulbs for the multi-gauge, speedometer, tachometer, and temperature gauge.

www.ebay.com/itm/TRIUMPH-NORTON-BSA-281-BA7S-12V-2W-WARNING-LIGHT-BULBS-PN-281-/351076015397?vxp=mtr&hash=item51bdc2dd25

It should be noted that Morgan dashboard mini sockets may vary: some being screw-type, some being bayonet with pins, and some being bayonet with 'ears'. Mine were a mixture but mostly bayonet sockets with pins. In the case of any specific Morgan, the best approach would be to remove the bulbs, perform a close inspection of what is needed, and then place an order for LED replacements.

Important to note, the single dashboard bulb that I left as original incandescent is the generator 'low power warning bulb' because, if this were to be changed to LED, the new relatively low operating current could give false indications of 'low charging'.

7. Reversing Lamp

I departed from the original lamp and opted instead for a weather-proof 16-LED array that is intended as side marker lights for trucks and trailers. On this four-seater, I mounted the unit behind the spare tire, up high so as to be out-of-sight, aimed through the spokes of the spare, and down at the road. This lamp array is activated with a switch under the dashboard and it is effective to cast a pure white beam when it is needed.

www.banggood.com/16LED-Side-Marker-Indicator-Light-For-Bus-Truck-Lorry-Trailer-Red-White-Yellow-DC12V-p-1013942.html?rmmds=search

Conclusion: What would I do differently if again?

The combination of LEDs and other lighting accessories on my Morgan is very much to my liking now. I would use the same solutions but concentrate my order through just one or two suppliers: Moss Motors (US) for the LED Tail Light / Brake Light conversion kit; and 4Sight Lighting Co (UK) for the LED warm white COB BA9S in the Front Side Wing Lamps. Either can supply the required number of Type-1156 and 1157 bulbs, and most likely the small LEDs for the dashboard. Combined orders will likely result in lower shipping and handling charges. Perhaps 'old school' but I have found that initiating orders by telephone will increase the likelihood that I receive what I expect.

After converting to LEDs, if following Ol'Blue at dusk, have your shades within reach!

"Keep Calm and Drive Your Morgan" - PDGuild © September 2017

Charged P(articles)



THE NEW MORGAN PLUS E



Electric sports car with five speed manual transmission to be revealed by Morgan at the Geneva Autoshow. (Stand no: 6161)

An electric sports car with a five-speed manual gearbox has been designed by Morgan with the support of British technology specialists ZyteK and Radshape. Shown as a concept to test market reaction, the radical new roadster could enter production if there is sufficient demand.

"We wanted to see how much fun you can have in an electric sports car, so we have built one to help us find out," explained Morgan operations director Steve Morris. "The Plus E combines Morgan's traditional look with high-technology construction and a powertrain that delivers substantial torque instantly at any speed. With the manual gearbox to increase both touring range and driver involvement, it will be a fantastic car to drive."

The Plus E is based on a tailored version of Morgan's lightweight aluminium platform chassis clothed in the revised 'traditional' body from the new BMW V8-powered Plus 8, also launched at Geneva. Power is delivered by a new derivative of ZyteK's 70kW (94bhp) 300Nm electric engine, which is already proven with US vehicle manufacturers.

Mounted in the transmission tunnel, the ZyteK unit drives the rear wheels through a conventional five-speed manual gearbox. The clutch is retained, but because the motor provides torque from zero speed the driver can choose to leave it engaged when coming to rest and pulling away, driving the car like a conventional automatic. "A multi-speed transmission allows the motor to spend more time operating in its sweet spot, where it uses energy more efficiently, particularly at high road speeds," explained ZyteK Automotive managing director Neil Heslington. "It also allows us to provide lower gearing for rapid acceleration and will make the car more engaging for keen drivers."

The programme will deliver two engineering concept vehicles. The first, with the five-speed manual box and Li-ion batteries, will be used for preliminary engineering assessment while the second will be closer to potential production specification, with alternative battery technologies and possibly a sequential gearbox.

"The superb capability of the finished car reflects the passion with which the Zytec team has applied their considerable expertise," adds Morris. "The project is a true collaboration aimed at delivering as much driving pleasure as possible in a zero emissions vehicle. It worked really well, with aluminium fabrication specialist Radshape paying particular attention to retaining chassis stiffness and weight distribution to ensure excellent dynamics and ride quality with good steering feel."

The collaborative research and development project is part-funded by a £100,000 grant from the UK Government's Niche Vehicle Network Programme, which is managed by CENEX to promote the development and commercialisation of new low-carbon vehicle technologies.

Zytec's sales and marketing director Steve Tremble said that one of the reasons for joining the consortium is to show the ease with which his company's technology can be integrated with a rear-wheel drive platform. "With maximum torque from zero rpm, electric power can deliver an immediate, thrilling driving experience," he said. "Our intention is to demonstrate drivability, performance and refinement that comfortably meets the expectations of Morgan's most discerning customers, with an easily-implementable technical solution designed to world-class standards."

Zytec's first experience with a high-performance electric sports car was in 1997 when it converted a Lotus Elise to electric drive. The award-winning design led to engineering programmes with Chrysler and General Motors, closely followed by a long-term relationship with Daimler to develop and build electric powertrains for the smart fortwo ed (electric drive). In motorsport, Zytec was the first company to race a hybrid at Le Mans and supplied technology for the first KERS-equipped Formula 1 car to win a grand prix.

Further Information

The Niche Vehicle R&D Programme provides support and grant funding for groups of companies throughout the UK that are active in the niche vehicle sector. The programme is funded by Advantage West Midlands and the Technology Strategy Board. Managed by CENEX, it promotes the development and application of new technology to take advantage of the increasing market opportunities for lower carbon vehicles.

The Morgan Motor Company has been manufacturing distinctive motor cars since 1909. Today, the company's range combines the best of traditional elegance and craftsmanship with the latest light-weight construction techniques and a choice of high-efficiency engines that offer everything from economical daily motoring to outstanding supercar performance.

Radshape is one of the UK's leading specialist manufacturers of high-precision sheet metal components and assemblies. Combining traditional craftsmanship with substantial investments in the latest production technologies allows the company to work across a wide range of low to medium volume programmes. Radshape has worked with Morgan on the design, development and production of aluminium chassis structures for more than 12 years.

Zytec Automotive has designed and integrated electric drive systems and related components for a wide range of major European and US vehicle manufacturers. The company is currently building high performance electric drivetrains from 15kW -70kW and has drives of 100kW and more in development to meet growing demand for zero emissions light commercial vehicles and high-performance passenger cars. Their UK facility can manufacture up to 6,000 E drives a year in batches as low as 100, providing vehicle manufacturers with a highly flexible specialist production resource for their low carbon vehicle programmes.

SPECIFICATION

Engine	70kW Zytec E Drive
Gearbox	Manual 5 spd
Chassis	Aluminium bonded+riveted
Dry weight	1,250kg
Max Power (@6000rpm)	70kw (94bhp)
Max Torque	380Nm (280lb/ft)
Power to weight	128bhp / tonne
Performance (0 - 62mph)	6.0seconds
Top Speed	115mph (185kph)
Range per charge	120miles (193km)
Co2	0.0 g/km (at tailpipe)
Length (overall)	4010mm
Width (overall)	1751mm
Height (Hood up)	1220mm
Homologation	N/A
Price (Standard model)	TBC

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A CAUTIONARY TALE

By Alistair Crooks

Like most enthusiasts I always wash my own cars but on this occasion, and after a sprinkling of the white stuff, I engaged in that Canadian past time of shovelling snow. In the process I tweaked a back muscle and my car was in need of a wash, so I thought I would try for the first time a local touchless car wash. Innocence is bliss!

It was New Year's Day and the car wash wasn't busy so I paid my \$13.99 plus taxes for a wash and wax. To cut to the chase my car emerged with \$1200 damage to the paint work. A cluster of small patches appeared above the licence plate where the clear coat had been removed. Naturally I reported this, photos were taken and I was referred by the operator to a local body shop. Within 3 hours I was phoned by the operator who informed me the damage was due to stone chips on the vehicle and I was offered \$100 as a gesture of goodwill. I requested the same body shop to forward me an estimate which totalled \$1265. Needless to say I was not amused.

Thanks to the internet I was able to access a trade website that listed the pros and cons of touchless car washes. This had been created by an existing operator in the US who has 6 locations and has been in the car wash business for 30 years. Touchless washes use heavy duty detergents that contain hydrofluoric acids. The detergent is sensitive to temperature changes and therefore the ratio of water to detergent needs to be monitored otherwise the detergent ratio becomes extremely harsh. At this point the detergent "...can and will damage plastic moldings and trim". Their summary is on the website listed below.

<https://fscw.us/fscw/soft-touch-vs-touchless-car-washing/>

What do you know? The paintwork on my car that had been damaged was indeed the plastic molding whilst stone chips on the adjacent steel hood remained unaffected. I checked out the overnight temperatures on New Year's Day in the locality of the car wash and it showed it had been as low as -3C but at the time of my wash was +6C. A combination of these two factors plus the knowledge that little traffic had used the facility that morning, suggested I had been in the wrong place at the wrong time and the operator had failed to monitor the ratios.

I requested a meeting with the operator and was granted an audience. In spite of giving him a print out of this information it quickly became apparent he had had similar conversations in the past and was dismissive of my findings. He did recommend I contact their supplier, Turtle Wax, and to put it politely, I was shown the door. Subsequent correspondence to the CEO yielded no response although at my request I did receive the \$100 gift card.

Now aware that Turtle Wax was involved, I studied the directions on the back of a bottle of their wax in my garage. It clearly states that "Not intended for.....metalized plastic.....and keep from freezing" None of this carried any weight with the operator and I recognized that it would be cheaper to pay for the repair than take legal action. Short of having taken a photo of my car prior to entering the car wash, nothing was going to remove the element of doubt about my claim.

The moral of this story is to treat touchless car washes with care, if or when temperatures approach or hover around freezing. You proceed at your own risk, bearing in mind the majority of modern vehicles have plastic trims and moldings. Finally, I quote directly from Mercedes Benz owners hand book on this matter.

"Never clean your vehicle in a touch less automatic car wash as these use special cleaning agents. These cleaning agents can damage the paintwork or plastic parts."

Older but wiser, I rest my case!

Editor's Note

We need articles like Alistair Crooks, on the previous page. These articles educate members of some pitfalls that could happen when restoring or maintaining our cars. Many times one person will have good luck with a supplier or service centre while another has a bad experience. Usually, for a variety of reasons, the issues are not proven in a court of law. For this reason, we will not publish negative articles naming any company or person. However, often it is important that we make members aware of some things that could go wrong and hopefully, have solutions to prevent them from happening to someone else. Articles of praise for work performed or products purchased will include the name of the company or person so members can share the positive experience of others. Any opinions written are of the writer and do not, by default, represent the opinion of PACMOG or its directors.



MORGAN DESIGN MORGAN 3 WHEELER AR MOTORSPORT

Official Morgan Motor Oil

Introducing official Morgan Motor Oil by the Morgan Motor Company and Morris Lubricants. Available in a vintage style collectable 5 litre oil can. Morgan Motor Oil is suitable for selected Morgan models only, and is manufactured from a combination of advanced base fluids and the latest additive technology.



Morgan Motor Oil

- Full can is 5 Litres of 10W-40 (or you can buy the Empty Collectable can!)
- Seal of approval from Morgan
- Semi synthetic Multigrade engine oil
- Protecting camshafts, valve gear and bearing from wear
- Manufactured with Morris Lubricants
- Not Suitable for Aero 8, Plus 8 or 3-Wheeler



The PACMOG website is up and running!

By Tom Morris



Where Enthusiasts of the Morgan Motorcar Connect in Western Canada

Well, the new website is up and running, and getting quite a few hits. While we haven't had as much in the way of input so far, it is that input from the members that will bring the website to life.

Here are some of the ways you can contribute to its vitality and success:

- **Gallery Page:** To keep the Gallery fresh we need many more pictures of members cars, whether from yesterday or yesteryear. We'd also love to see some of your snaps from recent or long-ago club events. So please, drop by the Gallery and check out all the photos; then use the on-line form to send us some of your favourite snaps. If you'd rather, you can send them, or any other comments, to us directly at pacmogcalendar@gmail.com.
- **Club News Page:** Commenting on any of the posts you see on Club News is an easy way to get involved. Tell us and the other members what you like or make some constructive criticisms (but do try to be gentle with us).
- **Surveys Page:** Please take a moment to fill out any new survey you find. It helps us organize club functions if we have an idea of the members' preferences on things.
- **PacMOG Forum:** Come on folks, why so bashful? Let's get some dialogue going among ourselves by posting up a new topic or joining in on an existing one. Can't think what to say? Tell us about the latest work you did, or had done, on the Morgan or tell us what you're going to do next. How about an in-progress picture? Tell us a story about the old days, Grandpa, or tell us about tomorrow's drive. See if someone wants to join you for coffee or a weekend jaunt. Going to the Fort Langley Mostly British Show later this month? Let the other members know. Anything vaguely Morgan related would serve to keep the forum alive and interesting.
- **Contact Page:** Have you got a question or comment you'd like to pass on to the club executive? Would you like to tell us what a great job we're doing? Want to tell us what we're doing wrong (oh, dear)? Use the Contact Page, it's an easy and direct way to get in touch.

BRITISH CAR COUNCIL INC. - LONG DISTANCE AWARD

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

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

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

The logistics, rules and regulations are as follows:

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



BRITISH CAR COUNCIL INC. - LONG DISTANCE AWARD

LONG DISTANCE AWARD CERTIFICATION FORM

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

Driving Season Commencement

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

Driving Season Conclusion

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

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

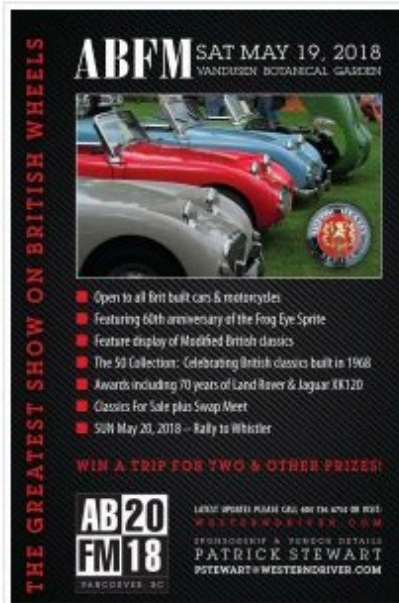
British Car Council Inc.
Bayview Village, PO Box 91135
Willowdale, Ontario
M2K 2Y6

Upcoming PACMOG Events

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 May 1. Call 604 576 8036 or kengmiles@telus.net
May 18/19	Vancouver ABFM at VanDusen	Western Driver	May 18 Meet/greet - 5:30-8:30pm. May 19 ABFM 7am-4:30pm. Van Dusen Gardens	Details & Entry form: http://www.westerndriver.com/?page_id=10937
	PacMOG Annual General Meeting followed by BBQ	PACMOG	Immediately following ABFM (~5:30pm) at Ken & Pat Miles' home, 15410 Kildare Dr., Surrey, BC. BBQ cost \$15/pp	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		See entry details & info in ABFM link
June 16	"Father's Day Eve" BBQ	TBD	5pm Bryan and Margit Waller's home, 921 Mt. Newton X Road Saanichton, BC. Cost \$10/ couple H: 250-544-1821	Contact Jane Cowan to book. janecowan@shaw.ca
June 17	Beacon Hill Fathers Day Picnic	PACMOG	9am-4pm Beacon Hill Park, 100 Cook St, Victoria. Picnic cost \$10/couple	Contact Jane Cowan to book. janecowan@shaw.ca
June 18-22	Vancouver Island mid Island/ Powell River tour	Jane Cowan	June 18-22 Courtenay and Powell River	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	Wash Run being organized by Bill Button. Details TBA	TBA
July 20-21	Western Washington ABFM	WWABFM	Kenmore, WA (N.Seattle) July 20 – Friday Night Social, July 21 – ABFM	See details at http://wwabfm.com/
July 28 or 29	Northshore Run	PACMOG	TBA	TBA
Aug 10/11	Duffy Lake Road Run (fires permitting)	PACMOG	TBA	Contact Tom Morris for early details. tomm8847@telus.net
Sept 7-8	Portland ABFM	PABFM	TBA	TBA
Sept TBD	Interior Run TBD	TBD	TBA	TBA
Oct (TBD)	Oct Run	PACMOG	TBA	TBA
Nov 4	London to Brighton Commemorative Run	OECC	TBA	TBA

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



2018 Whistler Run 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

RICHMOND LIONS CLUB ANNUAL
SOCKEYE RUN
CAR SHOW & SHINE
Sunday, June 10, 2018
STEVESTON PARK, RICHMOND, BC
 Number 1 Road & Moncton Street
Cars Enter 8 am - 10:30, Judging at 11
Show Hours: 10 am - 4 pm
Awards: 2:45 pm
 See the 3rd Annual Electric Vehicle Showcase "Electric Avenue"

Car Entry Fee \$10 Pre-register or \$15 Day of Show
 Pre-register for dash plaques
 Trophies for All Years and Makes
 See website for details

Spectator Entry by Donation
 Music and entertainment all day with lots of prizes
 White Spot "On the Go" Food Truck

Model Car Building & Kid's Model Contest inside Community Centre Noon - 2pm - Ph: 604-238-8080
 HOT WHEELS Racing in the park. Bring your cars or use ours. Enter to Win FREE Cars!

Free Parking at the Steveston Community Centre.
 Steveston Park Water Park, Pool & Playground

Southwest Idaho All British Field Meet 2018

SWIABFM 2018

WE ARE ON!

McCall, September 15, 2018

The Village At Meridian, Meridian, September 16, 2018

This will be the 4th annual SWIABFM and, if I can say so, it looks like it could be the best! Not only will we help celebrate the 50th birthday of the Triumph TR250, we hope to have some very special guests join us. I have received word from the Morgan Northwest Owners Group that they plan on bringing a bunch of Morgans down from British Columbia, Washington and Oregon. Now my job is to come up with something special to welcome the Morgans AND celebrate the TR250. Please visit often for updates as details become available.

Check out the photos from the 2017 shows [HERE](#) and the video [HERE](#)! Planning Agenda:

1. McCall Venue Set - DONE!
2. The Village At Meridian Venue Set - DONE!
3. Show Logo finalized - DONE!
4. Prepare flyers and send out to regional clubs - March 1st
5. Nail down extra activities and cost - April 15th - 50% done
6. Registration online - May 1st - 75% Need to complete PDF form



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 Sarno Cookhouse
- 9/19:** Eureka to Gold Beach, OR (Appx. 145 mi): Motel 6, 94433 Jerrys Fiat 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.

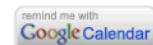
Questions: Dave or Donna White, (707) 822-5404 (H) or (707) 499-0461 (C).

Fathers Day Picnic at Beacon Hill Park – 15th Anniversary

Date/Time

Date(s) - 17-Jun-18
 9:00 am - 12:00 pm

Add to iCalendar - iCal
 Add to Google Cal. -



Location

Beacon Hill Park

Categories No

Categories



June 16 - BBQ at the Waller's

June 17 - Father's Day Picnic

June 18-22 - Mid-island Drive RiverDrive

Contact Jane Cowan for details janecowan@shaw.ca



The Old English Car Club
& Saanich Historical
Artifacts Society present

The 13th Annual British Restoration Fair & Swap Meet

Sunday, May 6, 2018

10am – 3pm (rain or shine)

**Heritage Acres,
7321 Lochside Drive,
Saanichton**

Admission \$4.00 per person
(Children under 12 free)

- Show and Shine and Car Club displays
- British "Cars For Sale" area
- Spares, Parts, Tools, Literature, Collectables
- Large parts and restoration projects
Bulletin Board
- Automotive parts and services suppliers
- Miniature trains will be running; rides by
donation

Information

Al Gunnarson
250 478-8986
Galmpton@shaw.ca

Registration

Kim Parker
250-656-3128
kp3128@telus.net

Proceeds in support of



AMYOTROPHIC LATERAL SCLEROSIS SOCIETY OF
BRITISH COLUMBIA & YUKON

www.oecc.ca/sib

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



The Morgan Link



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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.

March/April

Barn Finds, Auctions, Interesting Cars For Sale, and Other News

This section will report sales, auction results, barn finds, interesting cars offered for sale, and any pertinent information regarding purchase and sales of Morgans. If you know of any sales or recent barn finds, please email morganlink@telus.net so they can be included.

Remember, you were informed about the Morgan look-a-like Mazda Miata? It has not gone away. This Aero 8 styled Miata is being built by Mitsuoka Himiko and will be available to buyers in Japan and the UK.

Mitsuoka is a Japanese manufacturer who is famous for taking modern cars and putting different front ends on them from 1950s cars to make them look a bit like an old car but probably more like something from a cartoon. They will do the same thing with a Nissan Micra.

The newest version of this Morgan wannabe maintains the doors, windshield and A-pillars of the Miata. New sheet metal front and back give the car a more rakish appearance. The headlights were sourced from a MINI Cooper. They extended the wheelbase by 26 inches to allow for the longer hood. Unfortunately, this adds 300 pounds to the weight and creates worse aerodynamics. It would definitely be a Hollywood cruiser but I would expect the handling and performance would be substantially less than the original unadulterated Miata.

Reminiscent of the Clenet based on an MG Midget? Fortunately, UK and Japan only at this time...



New young members needed!

We are always looking for new members and our hobby needs some youth. These two sisters were trying out the Miles' 4/4 at the St. George's Day show in Fort Langley. Maybe they will be members one day!



**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**



AUTOBAUER
AUTO METAL RESTORATION

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

Wanted

Three-wheeler Morgan.
Looking for a pre-war model, any condition.

Steve at sblake@telus.net

For Sale

- +4 bellhousing refurbished by Bob McDiarmid \$750 US
- +8 Salisbury with LS \$1,700 US (FIRM)
- Rover R380 Transmission - Make Offer
- Couple of TR core engines - Make Offer
- 3.5 Rover V8 engine - Make Offer
- 2.3 Solstice engine and automatic - Make Offer

If interested contact Bill Button at
wmbutton@gmail.com

Free with a donation to BC Children's Hospital

Official artwork from the 30th Anniversary of MOGNW drawn by the late member, Bert McCabe. 100 of these 16 inch X 20 inch prints were made. First person to make a donation to BC Children's Hospital Foundation and shows their receipt to me, gets the print. You pay postage or pickup. Steve Blake sblake@telus.net



Morgans for Sale



For Sale

1956 Morgan Plus 4, 4-seater
Cream with brown fenders
TR3 engine

Present owner since 1966

\$40,000 obo

Contact:

Tony Hoar

tonyhoar@shaw.ca



For Sale

DHC 1961 DHC with Zetec engine and 5 spd (Project)
\$20,000 US going up as I do more work.



+8 1973 put together out of junk parts 95% Morgan
\$35,000 US



4-4 Str 1963 with Overdrive and lots of good stuff
\$35,000 US

Contact Bill Button for any of these three.

wmbutton@gmail.com

Pacific Morgan Owners Group

2018 Membership Application (Please print in block letters)

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 _____