



The Morgan Link

Vol 3 No 5

The Magazine of the Pacific Morgan Owners Group

August 2018



From the Editor's Desk...

August has been a tough month for club members. We are all very sad with the passing of Valerie Morris and extend our heartfelt sympathy to Tom. The incident that occurred on our August 11th run could have claimed anyone and that also makes us so aware of the dangers inherent in any form of travel.

We will not be writing to describe the incident in detail given that everyone has been kept up to date with emails as we have received information from the RCMP, the media, and the participants of the drive. We will document the event, the beginning of which we all enjoyed, but will not dwell on the outcome. Tom has kindly permitted us to publish a tribute in the form of a collage of photos for Val.

Jane Cowan finally got her car back from its long-term restoration and she and Doug have been enjoying it on the last runs. This month we will publish a report on the restoration and include an article from an old *Mogazine* telling of how she came to acquire this beautiful golden yellow Morgan 4/4 four-seater.

Phil Johnson has penned part three of his story on restoring his 1958 Morgan Plus 4. I am really enjoying the articles by our members detailing the work they have been doing or have had done on their cars. It opens ones eyes to what is possible and sometimes makes you aware of what is beyond our capabilities! I share the pride in what our members accomplished and give a "hats off" to the talent showcased in our technical articles.

We have had a couple drives this month which are documented starting with Larry Sharp's tour of North Vancouver. It is amazing that even with the city traffic getting busier all the time, that drive organizers are still able to find interesting roads that have very little traffic. Keep up the good work, organizers! If you have an idea for a run, let Bob Wadden know. If you don't want to organize the run yourself, one of us will help you with the organization.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

August 2018

Editor – Steve Blake

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The Morgan Link is the 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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Chair Report - August 2018

By Ken Miles

What a hell of a month this has been. One moment we are on a high and the next moment we are as far down as we can go.

The month of July ended on a high note with Larry Sharp's run in North Vancouver. Larry took us to many places we had never been before and along many winding roads along the North Vancouver mountains. Lunch was excellent, especially the buffet. Thanks to Larry for organizing a great run.

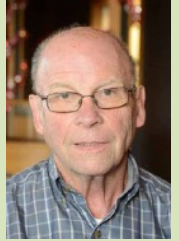
In the early part of August, Pat Miles received a congratulatory letter from John Donovan, the liaison officer with the MSCC. John's position is to liaise with all the other Morgan Clubs. In essence, his letter stated that he was amazed at the excellent quality of *The Morgan Link* after such a short time of three years of being a club. He asked Pat to pass on his congratulations to our editor, Steve Blake, on the fine job he is doing. I am sure that we all agree with John in his admiration of the Link. Thank you Steve.

August 11th started out as a cheerful, bright sunny day with six Morgans meeting at the South Park Royal Shopping Centre. The Morgans of Tom Morris, Steve Blake, Jane Cowan and Doug Muir, Ken and Pat Miles (Pat's car being driven by the Bob and Alexis Wadden) and Glenn Sorko, left the parking lot in good spirits heading for Squamish, Whistler, Pemberton, Lillooet, Cache Creek, and Kamloops, where we would stop for the night, all under the direction of Tom and Val Morris.

We stopped for lunch north of Pemberton at a place called North Arm Farm (If you are on Hwy 99 you might want to stop there.) Just south of Lillooet we encountered a heavy rainstorm with hail. Some of us stopped to put our tops up and the rest kept moving. Just outside Lillooet, we stopped and regrouped having a good laugh at what we had encountered. We left for Cache Creek, encountering the worst weather I have ever encountered driving a Morgan. We stopped to put our tops up and during this stop a pickup truck stopped and told us one of our cars was caught in a mudslide. After getting our tops up, we continued on and encountered stopped traffic. It was at this point that we realized something was wrong. We could see Glenn's car but no Tom and Val. We assumed that Tom has gotten through and Glenn's car was the one that the truck driver was mentioning. As the road was blocked, we turned around with two of the cars heading home and the remainder going to Lillooet to spend the night. Glenn would join us 3 hours later. This is where we heard the horrendous news that Val was missing, but Tom was safe. We were able to provide Glenn with comfort and a hot shower and more importantly, comfort Tom who was in Lillooet Hospital. We provided him with the latest Lillooet fashion clothing. It was a long, sad journey for the three remaining cars as they headed home, leaving Tom behind and Val still missing. It was a beautiful, bright sunny Sunday that was hopefully symbolic of times to come. (continued on Page 4)

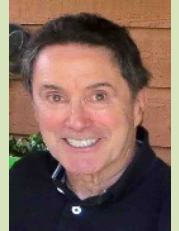
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Chair Report (continued from Page 3)

Never in all my Morgan life have I felt so depressed and to quote John Donovan (UK) when he heard the news, "We have heard of people dying in Morgans, but never one in a mudslide. That is unimaginable!" John is right. It is unimaginable that such a fine life could be taken in such a way. We can only hope, as a club, that Val's smile, vibrant personality and good humor remain with us always and that we, as a club, support Tom.

We are appreciative of all the words of support and encouragement expressed by so many members of our club to Tom and look forward to the day we move on from this great loss, as a strongly growing club.

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Welcome to New Members

Anthony Beruschi
1970 Morgan Plus 8

Returning Members

Malcolm Sparrow and LaVerne Barnes
1993 Morgan Plus 4
1993 Morgan Plus 8

Cover Photo Credit:

Photo taken by Susan Blake outside of Lillooet, BC. Photo shows our cars traversing the landslide section of road. Glenn Sorko in the foreground, Bob and Alexis Wadden are next and Doug Muir and Jane Cowan in the lead.

Contributors

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

Phil Johnson, Ken Miles, Susan Blake, Jane Cowan, Bob Wadden, Lorne Goldman (GoMoG), Tom Morris, Dave Doroghy, Ken Butler, Machiel Kalf (Morgan Historic Register), James Gilbert (Morgan Motor Cars)

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

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The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

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PACMOG Constitution:

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

Remembering
Valerie Joy Morris

April 23, 1951 - August 11, 2018



Journey into Darkness

By Steve Blake

On August 11, 2018, a group of six Morgans met at Park Royal South for a weekend tour to the interior of BC. Tom and Val Morris organized the run that was to be a repeat of one that was canceled in the summer of 2017 due to bad smoke from forest fires. Who was to know that we would have smoke again this summer?!

Our drive would take us from West Vancouver to Whistler along the Sea to Sky Highway and up the Duffy Lake Road to Lillooet. From there we would take Highway 99 past Pavilion Lake to Cache Creek and on to Kamloops. The second day of the run was to go from Kamloops via the Nicola River Valley to Spences Bridge and finishing at the Mission Springs Pub in Mission.



Our assembly of Morgans included two Plus 8s, three 4/4s, and one Plus 4. Three cars were 4-seaters and three were 2-seaters. The oldest car was the 1962 Plus 4, then a 1965 4/4, two 1969 Plus 8s, a 1969 4/4, and the newest was a 1970 4/4.



On arrival in West Vancouver, it should be noted that only the Blake's had their top up. This would become a theme on this trip. The weather forecasters said that there could be showers this weekend and maybe a thunderstorm. Little did they know!

Ken and Pat generously loaned their 4/4 to Bob and Alexis since their Morgan is still in the shop. Glenn made the drive from Osoyoos to join the run. Doug and Jane were the brightest ones with their freshly painted and restored golden yellow 4/4. Read Jane's story later in this issue.

After tanking up with coffee and hot chocolate ensuring a pit stop in the not too distant future, we set off. All had our tops down, including the Blake's, and the weather cooperated with a fresh breeze, but enough of the summer warmth to make it a great drive up the Sea to Sky Highway, on our way to Whistler. The traffic was light enough to allow us to stretch our legs and not have to continually brake behind large trucks and campers.



We pulled into a rest stop in Squamish for a much needed pit stop by some who were seen sprinting for the building - a downfall of, "Super-Size me!" Back on the road, we immediately encountered radar. I waved at the constable as he was aiming his radar gun at us. He nodded but then started waving at the rest of the cars in the group. He could see our bunch of traffic law-respecting drivers were having a fun drive. Some did get a shock at first because they weren't sure if it was a wave to pull over to surrender their licence or a wave of respect. Respect it was and no traffic infractions were had by our group.

The next stop was at the Chevron station in Pemberton. It was another chance for a pit stop and to top up with



gas. I think it was needed by the Plus 8s but us “little-engine people” were sitting at 3/4s of a tank. Not about to throw caution to the wind, we all decided to top up.

Not too far up the road and just past Pemberton, we came to the North Arm Farm, which was our stop for lunch. Tom chose well as this farm had organic food and although the menu was limited, it was more than adequate and we all had very nice lunches. A wedding was about to take place, which meant we were



sequestered in a small outside area with hay bales and a marvelous view of the surrounding mountains. Great ambiance! We were not able to score invitations to the wedding and the associated free meal and drink, but it would have thrown us off our schedule anyway. Good wishes were thrown their way and we made our way back to the front of the restaurant to pay our bills and partake in ice cream bowls and cones.

We stood outside watching the chickens scratching around while eating our ice cream. A little foreshadowing as we felt a couple drops of rain. It stopped and the skies looked fairly bright. Since we were heading toward the Lillooet-Lytton area, one of the hottest, driest spots in Canada, we felt fairly safe leaving our tops down.



The drive after lunch changed from the straight or gentle, curving roads of the Sea to Sky Highway to the twisty, mountainous road of Duffy Lake. It was a great drive, exhilarating and scenic. After clearing the top of one of the mountain passes, a couple rain drops fell on our windscreen. I looked up ahead and the road was quite wet. The rain began to fall. A large splat hit the windscreen and Susan said, "We just got pooped on by a bird!" I looked at it and said, "No, it is clear. That is hail." All of a sudden the hail began to fall! The ice pellets were as big as marbles!



We pulled in quickly, jumped out and started to put the top up again. We were getting peppered by ice balls and the rain continued to fall, mixed with hail. Everyone else who pulled over took off so they wouldn't get wet. Glenn stayed behind and asked if we were okay. I indicated we were good and to get going so he wouldn't get wet. We got the top up and set out to meet up with the others.

After five minutes, the rain and hail had passed and the road dried up. It got warmer the closer we got to Lillooet. We passed Seton Lake and as we approached Lillooet, the rest of the group was pulled over waiting for us. Everyone was laughing at us for having the top up in the warm weather! Down it came again.

We drove through Lillooet noticing the sign on the barber shop saying, "Military Barbers Cut Their General's Privates!" With a chuckle we carried on through town and on our way to Cache Creek. A couple kilometres out of Lillooet, we came to a stop at a section of road that had earlier encountered a slide. We were convoyed past this spot, along a gravel road, in single file. (Notice the photo on the cover of this magazine.) It was very smoky from the forest fires burning in the area. Susan covered her mouth and nose with a towel we had in the car.

We drove past Pavilion Lake and had covered 50 km from Lillooet when the sky went black. It was like nighttime. The skies opened up and down came hail and rain; buckets of rain. We could not see to drive safely. We jumped out of our car and put the top up yet again. This time, we were thoroughly soaked even before we got out of the car. The canvas webbing holding the top bows in place decided this was the time to give way! I had to put the top bows forward in order to do up the top. Now when I got back in the car, my head rested against the top bows and I had to scrunch down to keep the top from flapping against my head. We found out later, at speed, the top would catch the wind, blowing it open, so I could see out of its back window.



We pulled back onto the road to keep moving. We were concerned about the safety of parking on the side of the road in this darkness. The volume of water against the windscreen was very significant. The Rain-X didn't work, nor did the windscreen wipers. It was like somebody was throwing buckets of water or directing a fire hose at the car. All the time, thunder was roaring and we would see the occasional flash of lightning. The clouds were so black most of the lightning went unnoticed.

Our speed on the highway was down to between 5 and 10 km per hour. We were creeping along and having a hard time seeing the road. The visibility was down to a few feet and we could barely make out the lines on the road. If I looked right, I could see the white line marking the edge of the road and the cement barrier keeping us from falling over the cliff. I could barely see the yellow line delineating our lane from the oncoming one. I had to put my head out the window to get a better view.

It rained heavier and got blacker. Headlights did a marginal job of lighting our way. Remember what it is like when you walk in pitch dark? You start staggering back and forth because you don't have a visual reference to guide your way. It was like that driving. At one point, Susan told me I was over into the oncoming lane. At this point the landscape had settled out and there were no more cement barriers. For safety, I pulled to the side of the road and stopped. We decided that we could no longer move until visibility was better.

After a few minutes, the rain lessened and the sky got slightly lighter. It was still like night but not the jet black we had just encountered. We slowly proceeded back onto the highway. While parked, we feared being rear-ended as the first few cars passed us. At this time, we were the third Morgan in the group. Tom and Val were in the lead followed by Glenn. The others were behind us.

We rounded the corner and saw, up ahead, the last four cars that had passed when we were parked. One was turning around to head back and the other three were blocking the road. As we looked forward, we could see Glenn parked ahead and behind him it looked to Susan like a bunch of animals crossing the road. As we moved closer we could see that it was a raging river with stumps, logs, mud, rocks and other debris cascading across the road. It was not animals.

After being unable to contact Glenn because of noise and no cell reception, two cars went for help. We were unaware of the tragedy and figured Tom and Val were ahead of Glenn on their way to Kamloops. Miles and Waddens decided to stay in Lillooet while the other two cars headed for Kamloops. On the way to Lytton, they finally got cell reception and found the road to Kamloops from Cache Creek was also washed out. They decided to drive home. Glenn caught up with the others in Lillooet, once he was able to get his car to safety. The rest of the story has been shared with you by email in a letter from Ken Miles and updates from myself. We send our deepest condolences to Tom in his time of grief. This was an unimaginable tragedy that could not have been predicted and darkened what had been a wonderful journey.



(Photos by Steve and Susan Blake)

Larry Sharp's North Shore Run - Sunday July 29, 2018

By Susan Blake

As Steve and I had been away for several weeks and missed some fun Morgan events, it was really nice to "saddle up" and get the Morgan rolling again.

The morning here in Tsawwassen was beautiful and we looked forwards to visiting the North Shore again as we thoroughly enjoyed "Cruising the Shore" a week earlier in support of Lion's Gate Hospital. (Note to self – this would be a great event at which to have a good showing of Morgans next year.) As we headed out of Tsawwassen we could see the smoke from the forest and bog fires, which partially obscured Vancouver and the North Shore mountains. At least it was clearer than it was a few days prior when we couldn't see the mountains at all, even from Richmond!



We arrived at Delany's Coffee House in Lynn Valley Village for coffee at around 9:30. The coffee shop was very busy with locals out for their Sunday morning brew, lots of dogs to pet and many people interested in the display of six Morgans (Bryan and Sandy Nixon, Lyle Johanson, Ken and Pat Miles, Tom and Val Morris, Malcolm Sparrow and Steve and Susan Blake).

Larry Sharp brought his daily driver (having had a "Morgan Mishap" that morning - brake failure) and Bill Hayter in his regular car brought up the rear to make sure nobody got lost.



(Photos by Steve and Susan Blake)





Frontal attack on North Vancouver!

After a fun time chatting in The Village, Larry led us the short distance up to the Cleveland Dam where we took in the view of the Capilano Lake. We also looked down the impressive 300 foot spillway, which at this time of year had no more than a conservative trickle of water descending into the Capilano River below.

This dam is not used for generating hydroelectricity, but for storing up to 40% of the Lower Mainland's drinking water. Water was first piped to Vancouver from the Capilano River back in 1889, but as the population of Vancouver increased there was a need for a greater reserve of water. Construction on the dam started in 1951 and was completed in 1954, named after the engineer Dr. Ernest Albert Cleveland, a visionary who realized the need for the proper maintenance of a pristine, efficient and sustainable water supply. He served as the Chief Commissioner of the Greater Vancouver Water District from 1926 until his death in 1952, so he never



actually saw the completion of his namesake dam. The dam, holds back up to 16.5 billion gallons of water in the 670 acre man-made lake which comes from a 198 square kilometer watershed which is closed to the public, ensuring that the water we are so fortunate to enjoy, remains pristine.

Beyond its value in providing us with water, the dam had been a "star" numerous times on both the television and the big screen, including being the site of the demise of a Cadillac that went down the spillway in the film, *The 6th Day*.



Looking for the Cadillac!

As the temperature soared, we left the Cleveland Dam and enjoyed the cool breeze, as we got moving. We followed Larry on a very enjoyable route across the North Shore going through Canyon Heights, Upper Delbrook, Upper Lonsdale, Braemar and Upper Lynn before heading south down Lynn Valley Road and heading over the freeway. We then crossed back over the freeway through Maplewood and along Mount Seymour Parkway until we went south on Dollarton Highway North. Turning west along Dollarton Highway, we followed Burrard Inlet to Riverside Drive which we then followed to Spicer Drive and lunch at the Maplewood Taphouse and Eatery. There, we all enjoyed great food, cool and welcome beers and other beverages and more enjoyable conversation with fellow club members.

Thanks Larry, for a great run!



My 1969 4/4 Morgan Restoration

By Jane Cowan

In 2016, I decided it was about time I gave my little car an “update”. It had travelled many thousands of miles in Europe, Canada and the United States It definitely needed a paint job and there were some problems closing the doors - the wood was losing its hold. I looked around for who might do the job for a reasonable price and concluded that Jim Walters knew more about the car than anyone else and he promised to get it done within several months. Needless to say, that didn’t happen. I dropped it off at the end of October, 2016 and got it back the evening of June 16th, 2018! JUST in time for the Father’s Day Weekend and subsequent five day run up Vancouver Island.



I thought the paint job was going to be the major upgrade, but that was certainly not the case. When Jim took the car apart, he saw so much metal, wood etc that needed repairing/replacing he told me that he was surprised that the car had not fallen apart as I was “driving along”. When I saw it first hand, I was surprised (and thankful) too.



The Morgan Link



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August

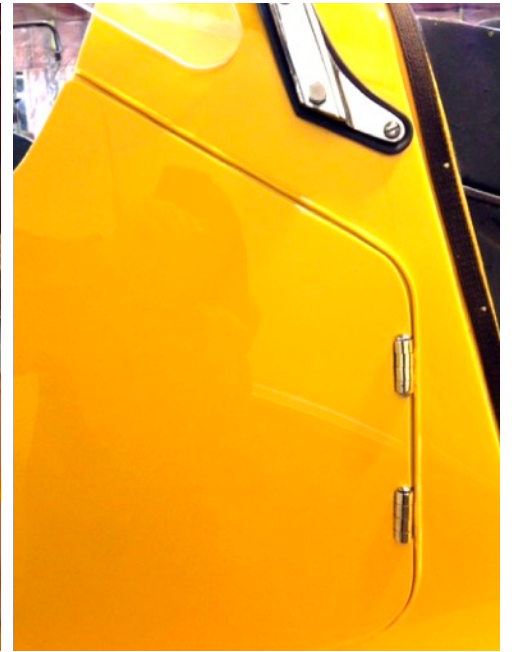
Jim spent many days, weeks, months fashioning new ash pieces, repairing & replacing metal parts and generally rebuilding the frame. During that time, he lost workers who might have made the job go more quickly; battled illness and other woes. It took a very long time and much frustration on both our parts. Jim's being a perfectionist added to the stress. Matching the original paint required many trips into town to get it just right. I think the end result is perfect!

I missed driving it all of last summer when the weather was perfect. I was unable to be part of the Beacon Hill Rainbow and had to do the trip to Ucluelet/Tofino in a rented car. Many thanks to my partner Doug who made sure I was driving something rather more dashing than my 2004 Mazda 3. A brand new Mustang convertible was quite an experience.

Although there are a few things left to do - steam cleaning the engine, cleaning the wire wheels - at least now my little yellow car is back home where it belongs. What a great feeling! I look forward to many more years of Morganeering.



(Photos submitted by Jane Cowan)



Editor's Note: Now that we have read about Jane's restoration of her Morgan 4/4, it is appropriate to revisit the delightful article re-printed from the archives of the Mogazine, when Jane first wrote about her car. Thank you to MOGNW and Steve Hutchens for permission to re-print this article.

The Little Golden Yellow Morgan

By Jane Cowan

When I was 19 and newly married, I was asked what I wanted more than anything else in the world. I said, "A Morgan car." This was a time of little money and many hopes and dreams.

Three years later, in 1969, my husband and I were set to travel Europe for several months visiting friends and family. He made all the travel arrangements including, I thought, car rental. When we arrived in London, he said we had to travel a little further north to pick up the car. I found this surprising as I thought cars would be easily available in London. However, I followed his lead.

We travelled to Malvern by train, and he left me at the village green whilst he went to find the place where we were to pick up the car. He soon returned and I followed him down the street and around a corner.

I couldn't believe what I saw! There was the Morgan Car Factory and Mr. Morgan himself came out to greet me with the words, "You must be Jane. Your car is waiting for you inside." In a state of shock, I was lead into the workshop and there was this little yellow car waiting for me to choose its belt before heading on down the road.

My husband had ordered it a year in advance and this was his belated wedding gift. Needless to say, I cried with joy!



Malvern Memories

Photos of Malvern and the Morgan Factory From Years Gone By



No robots in the Morgan Motor Company Factory in 1978!



Paint shop in 1978

(Photos by Steve Blake)



You Say, "You Wanna Revolution..."
By Dave Doroghy

I wish I could *gauge* your interest in this story. It might get me *revved* up to meet this article's *redline*, I mean deadline. OK, I'll quit now. Including this column's title, I've managed to already get **four** corny double-entendres into my opening. I need to show some *tach*....

My Tachometer recently bit it. The needle fell off the stem and left me guessing the rotation of my engine's crankshaft. It was not as bad as it sounds, though, because truth be known, I have had the car so long that I can pretty well figure out the RPMs by just listening to the engine's roar.

As with everything to do with my Morgan, having the tachometer fixed was an interesting experience. I get all my repairs done by Dave Gilmour at BMC Motors. When I told him about my tach problems, he said depending on what needed to be done, he would have to take it out and send it either to some place back East for repair or have the work done locally. He ended up with the local option and sent it to this guy in White Rock who works on airplane instrumentation. I just imagined some crazy scientist-looking, grey-haired man in a white lab coat sitting under a large hanging light above his work bench with a big state of the art Boeing 747 digital altimeter on one side of him and a ratty beat up little 1966 Smiths RPM meter on the other. I know which one would get my attention first. People who own planes probably have more money than those who own cars. But to give him credit he did get it fixed within a few weeks.



But not having a tach for that short period of time left a big hole in my Plus Four's dashboard. It looked – well *Tachy*. Ouch a **Sixth** one! For almost a month, I had this big round hole in dash. As you know dashboard real estate is at a premium in Morgans. So I thought of ideas of how to best utilize the new space. It was too large for a cup holder. I couldn't neatly store my sunglasses in it either; and hanging my driving gloves or aviator hat in it also didn't work. Come to think of it the only thing that it might have been good for would be to store a round roll of toilet paper.

It was a novelty having the empty round space right in front of my nose as I drove and it got me thinking that in modern cars, today, a colourful screen would sit in that spot with a dozen digital instruments and monitors, a reverse camera view and a home entertainment system. I liked it just sitting empty reminding me of simpler times in an unhurried world.

When the tach was ready, I got a call from Dave and it took him less than 30 minutes to throw it back into my dashboard and get me on my way. The story had a happy ending as I drove home carefully watching the needle record the engines RPM's with all the accuracy, exactness and precision of a jumbo jet. It made me feel *hole* (whole).

Arghh, **Seven!**



(Photos by Dave Doroghy)

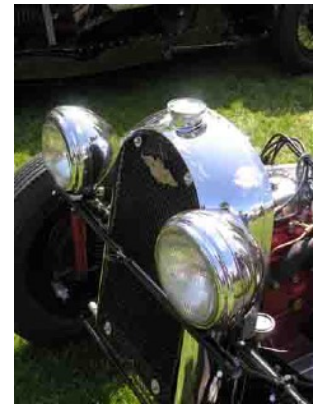
Steve's Morgan Trivia

Did you know that Mick Jagger of the Rolling Stones owned a lemon yellow 1969 Morgan Plus 8? He was photographed on his way to a London court for drug charges accompanied by his girlfriend, Marianne Faithfull. They lived together for four years from 1966-1970. Marianne achieved stardom with her hit single "As Tears Go By." Did she influence Mick to buy the Morgan?



Morgan Historic Register (MHR)

By Machiel Kalf



Let's Support the Register!

By Steve Blake

PACMOG is affiliated with the Morgan Historic Register (MHR). Mike Pullen, Machiel Kalf, and Andy Downes do a lot of work on our behalf to promote the enjoyment and use of early Morgan sports cars. In previous articles written by Machiel, we have learned some of the ways MHR can support us as individuals and as a club. It is now our turn to support them.

The MHR purpose is to register and make a complete list of all the four-wheeled Morgan cars that left the factory with a carburetor. That is pretty much all of our cars. They have over 700 cars on the register but only about 12 from our club. It would be very nice if we could get all our cars registered. Because of new legal regulations around the privacy of data, I cannot just send our list of cars and owners to the MHR. You must do it individually for your own cars or email me with permission to send your data.

Send an email to Mike Pullen, the Register, at mssc.mhr.morganregister@gmail.com and he will reply with a letter of welcome and a registration form. Best part is that it is totally free to register! I think that when people volunteer their time and resources to support our hobby, it is incumbent on us to try to support them.

On the following page I have re-printed MHR's new data privacy and protection policy so you can see that your data will be held secure and not used for commercial purposes. The paragraph below explains what data the MHR would like to collect. You can also choose to have all your personal information to be private at all times.

We ask for the following information to complete a practical and useful register:-

- Morgan Model, No of Seats, Chassis No., Colour now & Original colour (*if known*), Engine type, & Serial number (if known), Date of manufacture, Licence plate number (*now*), Original licence plate No. (*if known*), Date purchased, Wheels (*Alloy, wire or steel*), Interior trim colour; (*we will also record Gearbox, Axle & Body numbers, this particularly helps with Sr 1 and early car records*).
- Owners name, Address (*at least Country, and County or Town*), Email, Telephone & Mobile (*Cell*) phone, and MSCC Membership number (*if relevant*). We do not access or use the address details held by the MSCC membership secretary.
- If you have made modifications that may be of interest (i.e.: 5 speed gearbox, carburation, suspension changes, race or trials preparation etc.); let us know. Other owners might be glad of a chat with you.
- If you want all of your personal owner information to be private at all times, please do enter 'YES' in the 'yes/no' field on the form.



Morgan Historic Register

Preliminary Note on New Data Protection Regulations

Earlier this year in May, the new and revised Data Protection Regulations were launched and are now known as General Data Protection Regulation (GDPR); this has been widely announced in the newspapers, and it is very likely that you have heard or read about this. This is a regulation that applies throughout the European Union (EU) and makes it a legal requirement for us (the MSCC and MHR) to be very clear about how we store and use the data you have provided to us when registering your Morgan in the MHR.

MHR Owners resident in countries outside of the EU will benefit from the requirement that we (the MHR) will have to follow the GDPR guidelines.

Right from the start of the MHR in 2015, we have always been very clear that we will keep your data secure and NOT give it to others without your express permission; however, we may well have to make some changes to how we operate and probably this will result in us contacting all registered owners to advise in more detail.

In June of this year we added a revised paragraph to the documents we issue when new registrations are processed; the typical messages now are

“The Morgan Historic Register of the Morgan Sports Car Club Ltd, will store your data securely and will only use it to contact you for Register related matters that are relevant to your Morgan ownership. We will always treat the information you give us as private; enquiries for details about registered cars will always be referred to the owner for permission to proceed.”

OR - now on the MHR Register Entry Form.....

“YOUR PERSONAL DATA WILL BE KEPT SECURE. *By requesting to register your car(s) with the Morgan Sports Car Club – Morgan Historic Register (MHR), you are consenting to us storing your data so that we may provide you with the services and benefits of the MHR. Your data will be stored securely, and we will not release your information to any third parties unless you give us permission to do so.”*

We ask for your tolerance as we make the required changes to ensure that we meet the requirements of the GDPR and the MSCC; we are approaching this carefully, and will consult with the MSCC and their 'GDPR Expert', to ensure we get it right.

Many thanks,

Machiel, Mike and Andy – 'The MHR Team'

Remembering Morgans at Westwood

By Steve Blake

At this year's Van Dusen ABFM, I was approached by a fellow who asked me if I would be interested in a couple Morgan photos. Ever on the lookout for material for our magazine, I said, "Yes, of course!" I introduced myself and the other fellow said his name was John Picard. He was cleaning out things at home when he came across an old photo album.

The photos he offered were taken by Leigh Anderson with the Vintage Racing Club at about the 1984 Historic Weekend at Westwood. John said he was sure of the event but not quite sure of the year.

Maybe somebody in the club can identify the cars and drivers and give us some more details on these historic photos. Also, why not somebody write an article on Morgan racing at Westwood? I know there are lots of stories to tell, with members such as Laurie Fraser and Dave Collis turning many a wheel around that track.



Restoration of a 1958 Plus 4 - Part 3

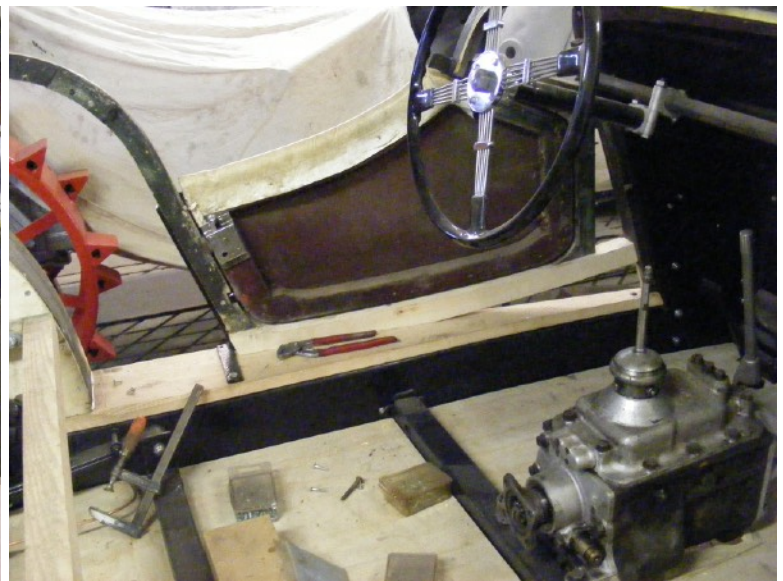
By Phil Johnson



(Editor's Note: The above Stutz is an example of the restoration work done by Phil Johnson)

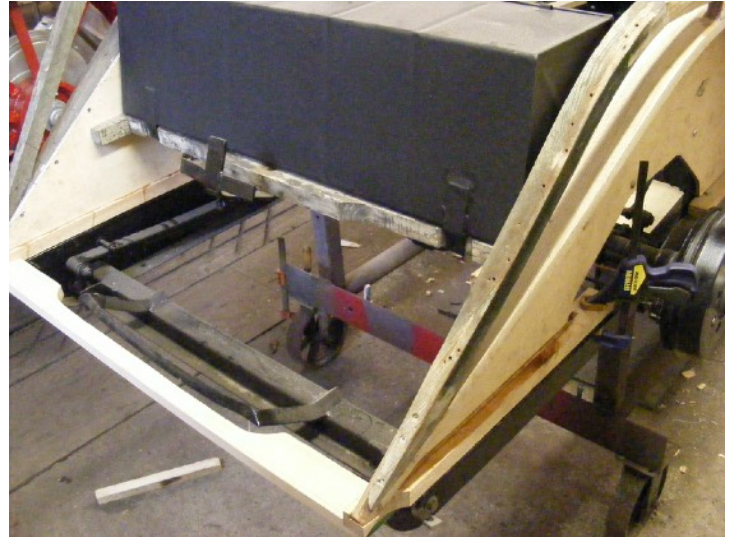
We will carry on with the reconstruction of the wood body frame, which is one of the major parts of a Morgan restoration, or of any other coachbuilt type of car with a wood body frame.

Most of the body frame repairs are done at this point and the original doors were hung to check the location of the latch pillar where it attaches to the main sill. Once the door gap had been determined to be correct, the latch pillar was fitted, glued and screwed to the main sill. The doors were then removed and will be re-skinned later and any wood issues addressed at that time.



The rear body frame was completed next using some original wood pieces and some new ones that had to be made. The fuel tank had been sent out and cleaned inside and out, checked for leaks and then painted. It was then mounted back on its original supports along with the spare wheel mounting bracket.

The original rear panel had been metal stripped, repaired and primed and this was temporarily fitted at this point to check the wood frame for true. Fortunately, all the original screw holes lined right up!



The cowl section was now fitted into place and the metal repaired at the door threshold and the wire bead rain deflector strip soldered into place. After repairs the cowl was painted inside and then the outside was primed with a good coat of epoxy primer. The repaired cowl tin was then permanently screwed and nailed to the body frame.



The wire wheels had been sent out to the metal cleaners for dipping and de-rusting and they were now back for any needed repairs. Amazing how many loose spokes show up at this stage! I tightened up and tensioned the loose spokes and replaced any bad ones and trued the wheels. The wheels on this car are 15 inch heavy duty and were generally in very good shape with nice tight splines. They were then sent out for powder coating and to install new tires. They were the last items to complete the rolling chassis. I have had no problems with the powder coating on the wheels on my other cars and some were done twenty years ago.



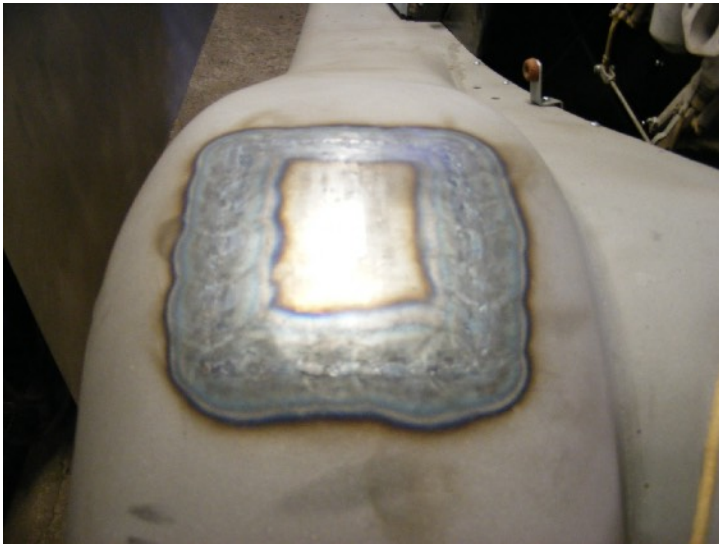
The fenders were back from the metal cleaners and ready for the minor repairs they needed. Any rusted out or thin areas were cut out and new metal hammer welded into place. The damaged metal was all in the inner area that was in contact with the rotted wood in the old wheel arch. Once they were repaired the fenders were fitted into place and clamped whilst the front fenders were temporarily mounted to bolt to the rears to get them fitted correctly. Once they were in the right place they were mounted to the wheel arch with 10-32 stainless steel screws and stainless tee nuts set into the top outside of the wheel arch. It was easier for access to get these fitted before the new body panels were made up and installed.

While the front fenders were in place the minor repairs they needed were done at this time as they both needed a repair on the fender crown. For some reason there had been a piece of heavy plate brazed on the underside where the fender light mounts. I cut the whole section out and welded in new metal and smoothed the area.



The Morgan Link





Now that the front fenders were fitted into place, I decided to install the nose cowl and bonnet to check the fit. I was surprised to find that it all fitted together quite well considering that this car had come to me completely apart!

'til next time!

Phil

(Photos by Phil Johnson)



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.

Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Sept 8-9	The English Car Affair in the Park (Saturday) plus Sunday drive/ lunch	OECC - S. Island Branch	Sept 8 - 10am-3pm, Government House, 1401 Rockland Ave, Victoria	see details & registration at https://www.oecc.ca/sib/events/coming-events/icalrepeat.detail/2018/09/08/236/-/ecaip-government-house
Sept 7-9	Portland ABFM	PABFM	Portland International Raceway, 1940 N Victory Blvd Portland, OR	See details at http://abfm-pdx.com/2018 .
Sept 9	All British Meet at the Lake	Fraser Valley British Motor Club	Cultus Lake Park - Main Beach - Setup & Car Parking starts at 8:00 The Picnic opens to the public about 10:00 am and lasts until about 2:30 pm, when trophies are presented	Entry fee - \$10 per car. Register at: https://britishcarclub.ca/event-2825107/ Registration
Oct 20	Tsawwassen Run	PACMOG	Start at the McDonald's in Tsawwassen (1835 56th St., Delta) Meet at 10:30am/Depart 11:00am. Lunch will follow at Steve & Susan Blake's house	Contact Steve (sblake@telus.net) by Oct 17 to let them know you are joining
Oct 27	Halloween Party	Bob Wadden	6pm at Bob & Alexis Wadden's home - 12580 261 St, Maple Ridge. (Joint event with RROC). Costumes are optional but welcome!	Contact Bob (bob.wadden@telus.net) by Oct 24 to let him know you are coming
Nov 4	London to Brighton Commemorative Run	OECC	Vancouver Lower Mainland. Details TBA	TBA

25th Annual All British Meet at The Lake



Cultus Lake Park - Main Beach

Join us for our annual
Picnic on Sunday,
September 09, 2018

Project vehicles are welcome

Trophies for:
Best Open Top Car
Best Closed Top Car
Best Bicycle
Best Motor Bike
President's Choice
Best Picnic Display

The criterion for the picnic display is that everything must
be brought in your British vehicle

Setup & Car Parking starts at 8:00
The Picnic opens to the public about 10:00 am and lasts until
about 2:30 pm, when trophies are presented

Entry Fee
\$10 per car/motorcycle/bicycle

Register at:
Britishcarclub.ca/events

Save the Date
for the
60th anniversary of MOCA



DIAMOND MUSTER



Bathurst, NSW.

Thursday 18th to Sunday 21st October 2018

It will be ten years since MOCA celebrated it's acclaimed Golden Muster in 2008 !

Preparations are now well advanced to celebrate the Diamond Muster anniversary of the founding of MOCA in 1958 and time to return to our Bathurst stomping ground for a wonderful celebration, with all things new.

Geoff Hollings, will act as Registrar for the *Diamond Muster* and he will control and coordinate the receiving of initial expressions of interest from participants, through to final registrations.

I now invite you to send Geoff an email giving him your name, contact details and an indication of how many people may attend. Please pass this information onto people who may have been members in the past, all are welcome.

A special email address has been set up for you to lodge the above at:

diamondmuster@morganownersclub.com.au

This early information will assist us in finalising organisation of the event, so it would be great if you could respond as soon as you can.

I am including a preliminary programme of the Diamond Muster.

It is anticipated that Registration for the event and accommodation options will be open from / released in early 2018.

Stan Jodeikin, Vice President
Diamond Muster Event Committee Chairman

E: ozmogman@bigpond.com

M: 0408 60 80 02

Time has flown since our wonderful MOA VI across eastern USA and Canada. And now planning to join MOAVII in 2019.

Our Morgan Owners Club of Australia celebrates its 60th anniversary this year, during our spring / summer months of October 2018.

It would be wonderful if you were contemplating a trip to Australia, to include, or work around our Diamond Muster. You would be royally received.

There are also tours prior and after the Muster, involving some very scenic areas of this part of the world. We will be doing a two week tour to and from the Muster.

If you are interested, I can provide more details with the various groups travelling.

We realise that bringing a Morgan could be very expensive, but that would not preclude people having a wonderful time with us Morganeers, even in a hire car !!

And I am certain there will be plenty offers to take overseas visitors on rides at the Muster !

(Submitted by Ken Butler)

Sea to Sky All British Rally

Home

RSVP Registration / Hotel information

Maps and Directions

Sponsors

more...



We are delighted to invite you to the sixth Annual Sea to Sky All British Rally on Saturday September 22, 2018



You are invited to join one of the last British car runs before we put our beloved treasures away for the winter.

The rally will consist of a scenic drive from North Vancouver, along the Sea to Sky Highway, to the final destination of Whistler, BC. While taking your time to enjoy the views along the way, you and your co-pilot can also participate in a small rally questionnaire.

We will start the morning with coffee and donuts at 8:30am at Silk Cat Automotive, 1053 Churchill Crescent in North Vancouver. We will begin making our way through West Vancouver and up onto the Sea to Sky Highway 99. The first cars to embark on the scenic 120km drive will be at 9:00 am with the last car departing North Vancouver by 10:00am. Upon arriving at the Whistler Olympic Plaza, rally participants will be greeted by a welcome committee who will assist with parking all the British beauties. We will be displaying our vehicles in the Olympic Plaza for the day so that you can take a look at the other cars, enjoy some lunch, or even take a leisurely stroll around the village.

The car display portion of the Sea to Sky All British Rally will end by approximately 3:30 pm for those who would like to head back to Vancouver. The last car to leave the Olympic Plaza will be by 4:00pm.

There is some hotel information for those who would like to stay the night and enjoy a great meal with old and new friends in one of the many great restaurants Whistler Village has to offer.

<http://www.seatoskyallbritishrally.com>





2018
42nd Annual **ALL BRITISH FIELD MEET**

2018 Portland All British Field Meet Celebrating 42 Years

Saluting Jaguar XK 120 - September 7th, 8th & 9th 2018

Bring Your British cars and motorcycles. Join OVER 800 other British vehicle owners and share your interests with other enthusiasts. Replica cars made in England with British components (e.g. Panther) and specialty cars with British chassis and running gear (e.g. Arkley) are welcome, as are British bodied cars with American engines, including conversions.

The weekend kicks off with the Friday Welcome Party, followed by the Saturday car show, which includes a BBQ, a slalom competition, People's Choice balloting, a Funkhana, a huge photo concours, a Best in Show designation and a Land Rover Adventure Ride sponsored by the Pacific Coast Rover Club. Sunday's activities include a Rallye, a swap meet and an off-road excursion for registered Land Rovers.

To register for this event:

<https://abfm-pdx.com/2018/registration>





MORGAN DESIGN MORGAN 3 WHEELER AR MOTORSPORT



Christopher Ward x Morgan Motor Company

Introducing the Christopher Ward C1 Morgan 3 Wheeler, C1 Morgan Classic and C1 Morgan Aero 8 Chronometer collection, now available to purchase via the Morgan Online Shop.



C1 MORGAN CLASSIC CHRONOMETER

- Traditional aesthetic reflecting the appeal of the Morgan Classic
- Understated dial design
- Handwound
- 120 hour power reserve
- Available in Black/Blue, Brown/Blue & Camel/Blue Piccari Leather

C1 MORGAN AERO 8 CHRONOMETER

- Aero 8 style multi-layered dial features
- Understated dial design
- Handwound
- 120 hour power reserve
- Available in Black/Red, Brown/Red & Camel/Red Piccari Leather

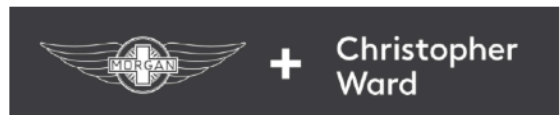


C1 MORGAN 3 WHEELER CHRONOMETER

- Reflects the style and spirit of the Morgan 3 Wheeler
- Sandblasted DLC case
- Handwound
- 120 hour power reserve
- Available in Black, Brown & Camel Tiger Leather

C1 MORGAN CLASSIC CHRONOMETER (TRADITIONAL WINGS)

- Traditional Morgan wing design
- Suitably elegant dress watch
- Handwound
- 120 hour power reserve
- Available in Black/Blue, Brown/Blue & Camel/Blue Piccari Leather



[Discover more items on the Morgan online shop](#)

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.

1963 Morgan Plus 4

SOLD ON 7/23/18 FOR \$28,250

SEE RESULTS



Sold for \$28,250 on July 23, 2018

This 1963 Morgan Plus 4 is powered by a Triumph 2138cc inline-four paired with a Moss 4-speed manual transmission, and has been in the same family for 28 years. The car reportedly underwent a professional refurbishment between 1990-1993 that included a rebuild of the engine and transmission, together with new paint, top, upholstery and more. The seller is the daughter of the car's longtime owner, and is offering it here as her father has passed away and she doesn't drive it often enough. The 58k miles shown are believed by the seller to be correct, with 35k of those added by her father after the refurbishment. This 1963 Morgan Plus 4 is now offered with receipts of the 1990-93 work, a spare water pump, some Whitworth tools, and a clean California title.



Several Ebay Offerings this Month



Morgan: Plus Four

Pre-Owned

\$36,710.61

or Best Offer

Shipping not specified

112 Watching



1971 Morgan Plus 8 Roadster

Pre-Owned

\$48,500.00

Buy It Now

16 Watching



Morgan 4/4 Roadster

Pre-Owned

\$29,950.00

Classified Ad with Best Offer

Pickup only: Free



1967 Morgan Plus Four

Pre-Owned

\$11,471.11

16 bids

Pickup only: Free



1962 Morgan Plus Four

Pre-Owned

\$27,900.00

0 bids

\$34,500.00

Buy It Now

Pickup only: Free



1967 Morgan Plus Four 2 door

Pre-Owned

\$15,101.00

23 bids

Pickup only: Free

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 enamelled grill badge adds a touch of class.

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



Whether it's on your cap, shirt, or jacket, this lovely embroidered fabric iron-on patch tells the world you're a Pacific Morganeer

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire

To Order Regalia email Brian Nixon at nixon.b@outlook.com



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.

**CMC Enterprises (1990) Inc
Reg Beer Coachbuilders Inc
www.regbeercoachbuilder.ca**

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990. Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it. We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

**Martin Beer & Stephen Beer
12944 Albion Vaughan Road
Bolton, ON L7E 4C6
cmcmog@idirect.ca
(905) 857-3210**



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



**Terry Firestein
604 910 0857**

www.autobauer.ca
autobauercanada@gmail.com

#410 - 20170 Stewart Cres.
Maple Ridge B.C. V2X 0T4

Marketplace Ads

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

Wanted

Articles, photos and stories about Morgans, or anything of remote interest to Morgan enthusiasts. How about a Morgan recipe? Send to your Editor morganlink@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 show 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 _____
