



# *The Morgan Link*

Vol 6 No 1 The Magazine of the Pacific Morgan Owners Group January 2021



## From the Editor's Desk...

It is the start of another brilliant year! Okay, I agree last year had some bumps and a few change of plans. This year will continue to offer up challenges that we will endure. Hopefully, we will get to see each other, if not in person, then by Zoom. Our cars will get driven, if not in groups, then by ourselves. Morganeers are a hardy bunch and so far nobody has fallen ill and I expect at some time, we will get the news that ordinary life will resume.

In the meantime, we will try to get a Morgan Link published each month. Some may not be as long as others as it will be very dependent on the time that my merry band of writers have for me. Please, continue to praise them for their efforts so we can continue to bring you interesting and diverse stories. Remember, this is all volunteer work; nobody is paid for their efforts.

This month we have a number of articles copied from other sources. They are relevant to us and since a lot of people may not have seen them, it is appropriate to re-print them here.

Thank you to several members who have sent me photos to use in the "On the Road" section. Remember that your photo can show a parked car in a scenic location, not necessarily on the road. This is a chance to get a photo of your car in the magazine.

We have an article this month by Andy Downes. He is one of the keepers of the Morgan Historic Register and has taken an interest in our club. Please, support him by sending in the details on your car and by buying MHR regalia.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

January 2021

Editor – Steve Blake

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**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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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.

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# Report from the Executive- January 2021

*By Steve Blake, Chair*

There are a couple important dates coming up. Our Annual General Meeting is on February 3, 2021, by a Zoom meeting. Please, have your dues paid by then (they are only \$10) so you get a Zoom invitation and a vote.

After the Zoom meeting, we will have a presentation on the History of Morgan by historian, chairman of the International Chief Judge Advisory Group, and Hagerty's Global Brand Ambassador, Nigel Matthews. It is a good presentation that includes many photos from the Morgan Motor Company factory.

A deadline that is fast approaching is the voting for the snapshot of the year. Don't forget to vote! Tom Morris has organized the snapshot contest since its inception and this year has a record number of entries. There are instructions on page 10 on how to vote. It is very easy and you have until midnight on February 15 to get your vote in.

We have two runs planned at this time. We are very cognizant of the Provincial Medical Officer's warnings and rules around the Covid-19 situation. We will follow all the rules and expect members to adhere to BC requirements. We must social distance, wear our masks, stay within family bubbles, and sanitize our hands. At this time it is allowed to attend a "Drive-In" event. As far as we are able to determine, our drives fall into this category. We agree that we must stay safe and follow all the rules. If the situation or the rules change, we may have to postpone our planned drives.

Again, I invite you to join us on February 3, 2021, so you can give your directors your vote of confidence and to watch Nigel Matthews's presentation.

Stay safe!

## New Members

## Welcome Back!

Win Muehling and Christine Limmer  
1986 Plus 8, 1970 Plus 8, 1965 Plus 4 DHC

## PACMOG Directors

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Steve Blake

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Vice Chair, Webmaster

Tom Morris

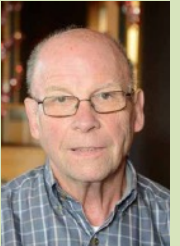
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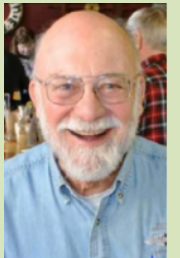
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Non-voting member attending  
Board Meetings as Secretary  
Pat Miles  
[Pat\\_Miles@hotmail.com](mailto:Pat_Miles@hotmail.com)



### Cover Photo Credit:

This month’s cover photo was submitted by Pat Miles of our good friend, the late Bill Button at Whitefoot Lodge at the Big White Ski Resort near Kelowna, BC.

### Contributors

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

Ken Miles, Pat Leask, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, Machiel Kalf, James Gilbert, Alistair Crooks, Vern Dale-Johnson, Frank Gruen, Dan Kelly, Dave Doroghy, Graham Bailey, Robert Fox, Chris Brunt-Tompsett, Phil Johnson, Jane Cowan, Wes Raynal, Marv Coulthard, Tom Everts, Alyn Edwards

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

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The Morgan Historic Register  
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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.



## On the Road!

This is a new section where we will highlight Morgan cars spotted on the road or parked in a scenic location. Send in your photos and we will put them in one of the upcoming editions of the Morgan Link.



Dan Kelly at Oak Bay Marina during a movie shoot



Pat and Ken Miles entering Louisiana in Morgans Across America





Graham and Val Bailey on the UK Morgan Centenary Tour - The Malvern Hills



Gerry and Tanya Seligman on the UK Morgan Centenary Tour



# The Story of my Morgan

## By Robert Fox

My Morgan is 1970 4/4, 4-seater. It was modified to 1700 cc and 135 hp and now keeps up with most Toyotas!

I purchased this car as a "family" daily driver while I was driving my Lotus Super Seven at Westwood. I just raced a few times because that was all that I could afford to do. The Morgan was about 1 or 1 1/2 years old when I bought it. It came to me via George Sterne who told me of the car while we were in the pits at Westwood.

Dave Collis worked at Sterne's at the time and did a bit of service/repair work on the car prior to my purchase. This was because the car had received a small shunt which scared the owners, both doctors, and they wanted it sold. The Morgan also had the same running gear as the Lotus so this was a bonus for me.

I took it upon myself to refurbish it once, which included taking it down to the frame, making some new panels (rusted away—shocker!!) and a complete repaint from yellow to Mercedes Limousine Blue. I obtained the paint from my longtime friend Rudy K., who now is also a Morgan owner. That was about 25+ years ago and my Morgan could stand to be restored again, but it's still a great "driver" representative! I still own the Morgan and although not a "daily driver" anymore, it is still a favourite old friend and great motoring fun!!

The crossed horns in the photo: I, along with a "french horn", play for fun and sometimes profit. This shot was taken at a Cowichan Valley Vineyard where I was performing for a wine festival.



(Robert Fox Photo)



# Boxing Day Run

By Chris Brunt-Tompsett

The tale of three intrepid Morgans and one daily driver.

When we all left home it looked as if it was going to clear up. Oh, how wrong can you be! Starting in Tim Horton's parking lot in Cloverdale, it began to spit, but no big deal. We can handle this, so the drive proceeded east on Number 10 Hwy, down 192 Street into the wilds of Langley. We drove past Krause's Berry's Farm heading towards the Fraser River. The directions should have said an Immediate right turn onto 64 Ave after going over the freeway. We all got there after a group u-turn (Chris showing off that his daily drive could make a U-turn in one pass.) There was more snow on the side of the road than one would have thought. We should have stopped for a picture. Cranberry fields were along River Road as we proceeded towards Fort Langley. Then we drove around the corner onto Allard Crescent which was a nice curvy drive past more cranberry fields to end up at the Tim Horton's in Port Kells .



Editor's note: BC produces 12% of the world's cranberries and is the fourth largest producer in North America. Quebec has seen rapid growth and has recently surpassed BC as the largest Canadian producer.

Thank you, Brian and Sandy, Ken and Pat, Steve and Susan the three Intrepid Morgans plus Chris and Alayne in the one daily driver. (snug, warm and dry). - Cheers, Ken and Chris



(Steve Blake Photos)



## First Drive of the 2021 New Year!

Jane Cowan is the first PACMOG member to have her Morgan out for a drive in 2021.

Jane visited Kit and Joanne and had them take her photo to mark the occasion. She was on the road at 10:00 am on January 1, 2021.

Let us know if anyone else made it out for a drive on January 1st.



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## History of Morgan Documentary

Phil Johnson brought to my attention a brilliant video on the history of Morgan. It interviews both Charles and Peter Morgan along with some owners of different models of Morgans. I particularly like the interview of the

Reverend Adrian Murray-Leslie. It shows him in full leathers, flying helmet and goggles driving his 1928 Morgan Aero SS 3-wheeler out of his yard, as well as pictured in front of his church in his clerical garb. If you haven't seen it, you can find it at the link below.



[https://  
www.youtube.com/  
watch?](https://www.youtube.com/watch?)



# Pacific Morgan Owners Group

## Website Report

*By Tom Morris*

[www.pacmog.com](http://www.pacmog.com)

### It's That Time Again!

The Morgan Moments Snapshot Contest has closed for entries and the voting for PacMOG's Snapshot of the Year 2020 has begun.

**You only have until midnight Feb 15, 2021, to submit your ballot**

We have a terrific field of 18 entries this year for you to check out before choosing your top three favourites.

Go to <http://www.pacmog.com/> to make your pick.

From the Home page, navigate to the Members Only section, enter our secret password, then choose the Morgan Moments page. Click on each picture to expand it and see the caption, which includes the picture number. At the bottom of the page is the entry form for you to fill out and submit. The winner will be announced in the last week of February.

**Morgan Moments Snapshot Contest 2021 opens for entries on Mar 1.**

# The Autoweek Dispatch

By Wes Raynal, Editor

Way back in March, at the beginning of COVID-19, we did a [story on the Morgan Motor Co.](#), the tiny U.K. outlet that cranks out about 800 cars per year. The story asked the question, are Morgans really made of wood, as legend has long had it?

Here's another question: When, if ever, will Morgan once again offer a four-wheeled car in the U.S.? The question popped into our heads when the [FAST Act](#), or Fixing America's Surface Transportation Act, came up in conversation the other day. That was passed way back in 2015. The act said the National Highway Traffic Safety Administration had until December 2016 to write rules allowing boutique carmakers — such as Morgan — to start selling their cool cars here. But NHTSA hasn't done that yet (no surprise), so last year SEMA sued NHTSA. As this is being written NHTSA and SEMA are still haggling, and NHTSA claims the ruling will be complete in January.

Meanwhile our man in Europe, Mike Duff, dug up some updates at Morgan and filed the following report: Things happen slowly at Morgan. The English sports-car maker has been doing things its way since its founding in 1910, and staying well away from fashion has proved a successful strategy for most of that time: The 1950 Plus 4 was only retired earlier this year.

Although the company has sold cars in the U.S. at various stages of its long history, it hasn't offered any four-wheeled products since the expiration of the smart airbag exemption allowing small numbers of its V8-powered Aero 8 to be imported. Morgan recently announced the retirement of its Edwardian trike that is the Morgan 3 Wheeler. It was sold as a motorcycle in some states, and it now means the company's U.S. dealers are facing a fallow time.

It wasn't meant to be like this. Morgan wants to bring its two spiffy new models — the BMW-powered Plus Four and Plus Six — to the States under the aforementioned FAST Act. It included a clause allowing replica cars resembling production vehicles made at least 25 years ago to be sold without the huge expense of full federal approval. But Morgan, too, is waiting on NHTSA to implement the clause. So even though Morgan's new cars were designed with the rule in mind, they can't come in.

"It's challenging, to say the least, because this has now been going on since 2016," Morgan managing director Steve Morris told *Autoweek*. "And I think that with a new administration coming in it's likely that replica cars aren't going to be the No. 1 priority." The FAST Act allows a maker to sell up to 325 replicas a year, which could be a huge boost for Morgan — with total production of 850 cars last year.

"Our dealers in the U.S. are obviously keen to expand the proposition, so it's been really tricky for those guys," Morris told us. "Anything that we do — any announcements that we make — the U.S. is always the biggest market from a numbers point of view. There's still huge interest in Morgan in the States. "The opportunities are obviously significant for us, which is why we're putting huge effort in the background," Morris said. "We can't influence the external factors, but we're doing everything we can internally in preparation. So if and when it happens, we'll be ready."

There is some good news, though. Although today's 3 Wheeler is retiring, largely because its U.S.-built S&S V-twin engine can't meet European emissions standards, Morris confirms that the trike's replacement — with an emissions-compliant engine — is definitely coming to the U.S.: "The next-generation 3 Wheeler is a fantastic opportunity for us and something that we look to expand on in terms of the excitement and experience of the previous one," he told us. So look forward to the next Morgan 3 Wheeler, but also keep your fingers crossed it gets joined by some four-wheeled sisters.

(Thank you to Autoweek for this story)



## MORGAN X PISTON GIN: THE WORLD'S FIRST ASH-INFUSED GIN

The Morgan Motor Company has long been famous for its use of ash wood in the construction of its cars, but the 111-year-old firm has now discovered a creative use for the surplus material, with the launch of its Morgan x Piston Gin, produced in collaboration with Piston Distillery.

Believed to be the world's first ash-infused gin, it is made using delicate shavings of the wood that is used to form the body-supporting frame on every Morgan. This frame sits on the CX-

Generation bonded aluminium platform – or, historically, Morgan's venerable steel chassis – on every four-wheeled Morgan, supporting the car's bodywork. The use of wood – chosen for its pliable nature, light weight and sustainability – has been part of Morgan's coachbuilding method since it launched its first car, a three wheeler, in 1909.

Morgan x Piston Gin features notes of natural crisp sweet apple and delicate wood from the carefully selected shavings of ash. Its signature pour is a ginger ale mixer, garnished with fresh blackberries and plenty of ice.

The spirit is produced by Piston Distillery, a gin maker founded in 2018. Its award-winning gin combines 14 botanicals to deliver a unique taste and captivating experience from the moment the stainless steel bottle top is removed. A distinguished local producer with a shared dedication to skilled craftsmanship, high quality, and an appreciation of classic style, its values perfectly reflect Morgan's. Based in Worcester, just nine miles from

Morgan's famous factory on Pickersleigh Road in Malvern, the fellow Worcestershire-based brand was also chosen as part of Morgan's commitment to working with local businesses.

Morgan x Piston Gin is on sale now from Morgan's online shop, priced at £45.00, or £55.00 presented in a gift box. To ensure delivery before Christmas, or for multiple orders, it is recommended that customers call the Morgan shop on 01684 573104 or email [contact@morgan-motor.co.uk](mailto:contact@morgan-motor.co.uk) before placing their order.



(Pages 9-16 Morgan Motor Company Photos)

## MORGAN MOTOR COMPANY AND WORCESTERSHIRE COUNTY CRICKET CLUB MAKE THE PERFECT MATCH

The Morgan Motor Company has agreed a new partnership with Worcestershire County Cricket Club that will see it become the club's official main shirt sponsor. The partnership between the Malvern-based car manufacturer and the equally historic cricket club brings together two brands at the heart of Worcestershire's history.

The partnership will see the Morgan brand featuring on the front of the Nike-produced first-team playing shirts in the County Championship, Royal London Cup and Vitality Blast competitions throughout the 2021 season, signalling an exciting new partnership between the Worcestershire-based businesses.

As well as Morgan's eye-catching branding taking pride of place on the shirts of the Worcestershire players, the brand will be prevalent throughout the New Road ground, official club merchandise and all of the club's digital platforms.

At the turn of the 20th century, Worcestershire County Cricket Club first joined the County Championship, with the Malvern-born Foster family dominating the first XI line up. At the same time, HFS "Harry" Morgan opened the first Morgan garage – in Malvern – before building the first Morgan Runabout.

At the beginning of the 1930s, Worcestershire County Cricket Club's Fred Root set a new record for first-class wickets taken in a season, and Morgan broke the world one-hour speed record, averaging more than 100mph for the first time. In 1962 there was more success for Morgan, as the firm won the prestigious Le Mans 24-hour race. Shortly after, cricketing legend Basil D'Oliveira made his Championship debut for the county.

The success of Morgan has continued since. Whilst Morgan cars were competing successfully in the Production Sports Car Championship during the 1980s, Worcestershire County Cricket Club were in a dominant era, winning two County Championships and numerous one-day trophies throughout the next decade.

**Steve Morris, Chairman & CEO, Morgan Motor Company**, said, "The Morgan Motor Company is famed the world over for its long history and sporting achievements. Worcestershire County Cricket Club, with a similarly impressive heritage within its own field, makes the perfect brand for us to partner with. We are firmly dedicated to supporting fellow local businesses. I am confident that our shared values, commitment and passion bode perfectly for a prosperous future working together."

**Worcestershire County Cricket Club Chairman Fanos Hira** said, "We are delighted to welcome the Morgan Motor Company as our new official main shirt partner. We are looking forward to working closely with Morgan. Its history and values beautifully intertwine with our own, as we embark together on an exciting new chapter."





Editor's Note: With Morgan Motor Company partnering up with the Worcestershire County Cricket Club, I felt it was important for us on this side of the big pond to learn what cricket is all about. Alistair came to the rescue and wrote the following piece so we can all have a passing knowledge of what cricket is all about.

## Cricket Catch Up

*By Allstar Crocks*

Cricket is widely regarded as a quintessential English past time when in fact it is a major international sport. This was evident when Australia played New Zealand in a one day test match in 2015 at the Melbourne Cricket Ground in front of 93000 spectators. Similarly, when India play Pakistan the TV audience is estimated to be 6 times greater than the Super Bowl.

The roots of the game are attributed to the south east of England and were first documented in the early 17<sup>th</sup> century. At that time villages would field teams to play their near neighbours. All that was required was a bat, a ball and stumps. Played in an oval, the cricket pitch is in the centre and is 22 yards long and 10 ft wide (20.12m and 3.05m respectively) With stumps at either end with 2 bails balanced on the top, the object of the exercise is for the batsman to defend the wicket while at the same time trying to score runs. The opposing team attempts to bowl the batsmen out for a minimum amount of runs. Then the teams change places to establish who wins but it can be declared a draw. Bowling can be something of a mystery as the bowler is not allowed to bend his/her arm which explains the over arm delivery. Under arm bowling was banned following a controversy in a match between Australia and New Zealand. In the final over with just one ball to play, New Zealand needed 6 runs to tie the match. This could be achieved if the batsman could hit the ball over the boundary. The Aussie skipper instructed the bowler to deliver this last oh so critical ball underarm along the ground!! The Aussie's won but the tactic was seen as against the spirit of fair play.





International games are referred to as test matches and in their original format could take 5 days to complete. To the uninitiated this has been compared to watching paint dry! In order to increase the game's appeal, One Day test matches were introduced 18 years ago with each side given 50 overs, 6 balls per over, which encouraged more attacking play from the batsmen. In 2003 the English County Cricket Board decided to take this concept a step further with the introduction of a 20/20 competition, reducing the game to 20 overs per team. This encouraged an even more cavalier approach, increased spectator appeal and was more acceptable to the TV networks. It has proved to be a great success and 20/20 leagues now exist in Australia, Pakistan, West Indies and even in Afghanistan.

The oldest rivalry in cricket is between England and Australia who every 2 years play for The Ashes. This came about when an Australian touring team in 1882 had the audacity to beat the Mother Country on its own soil. A British newspaper published a mock obituary inferring that English cricket had just died, the body would be cremated and the ashes taken down under. Suitably stirred, the English team vowed to win them back and a small urn was provided to transport them, a tradition that exists to this day.

Cricketing terms have entered mainstream English. Out for a duck means the batsman has been dismissed without scoring a run, hit for six means a shot that cleared the boundary. If you are considered to have been successful or had a long life this is termed as a good innings. (Never an inning as in baseball). The names used for the positions taken up by the fielding team verge on the ridiculous. In the slips, square leg, silly mid on and silly mid off are just some. The home of cricket is Lord's Cricket ground. Built in 1814 in London and owned by the Marylebone Cricket Club (MCC), the MCC was the ruling body until the International Cricket Council (ICC) was formed in 1909 and today is based in Dubai. Although Lord's is steeped in cricketing history, the ICC had to move offshore for tax purposes. Possibly the best known member of the exclusive MCC is a certain Mick Jagger who I feel sure could differentiate between silly mid off and silly mid on should you be interested.





## MORGAN MOTOR COMPANY TO OPEN EXPERIENTIAL HUB AT BICESTER HERITAGE

The Morgan Motor Company is to become the latest resident at Bicester Heritage with the opening of an experiential hub at the former RAF Bicester site. The beautifully restored Power House building is situated on the original Bicester Heritage development, and will be occupied by the Malvern firm to offer a range of driving experiences for customers and enthusiasts.

A dedicated fleet of 'Bicester' specification Morgan models, finished in a striking Safari Yellow, have been built for driving experiences that will run from Morgan's base at Bicester Heritage. Morgan's current Bicester fleet includes the Plus Four and Plus Six, with a 3 Wheeler also being available in 2021.

In addition to Morgan driving experiences – which will be run on both road and track by performance driving coaches – Morgan's aim for the appropriately titled Morgan Experience Bicester is that it will provide visitors with the ideal destination to experience the Morgan brand. Whether those visitors are part of the Morgan community already, or new to the world of Morgan, the Bicester Heritage base will be ideally located for access by UK and overseas visitors and will work in partnership with the Morgan factory in Malvern, Worcestershire.

Morgan Experience Bicester will be the first company-operated premises outside of Malvern in the company's 111-year history. The announcement of the new premises coincides with major works to Morgan's existing visitor facilities at their historic factory – which have been completely repurposed during 2020 – and are due for completion in January 2021.





**Steve Morris, Chairman & CEO, Morgan Motor Company, said:** “We are extremely proud to announce plans for Morgan Experience Bicester. The experiential offering of the Morgan Motor Company is something that’s grown significantly over the last decade, and with our friends at Bicester Heritage, we have the perfect opportunity to extend this offering further. From the Bicester Heritage team to the fellow residents, everyone has been extremely welcoming, and it’s reassuring to know that we are joining a community of likeminded individuals. The introduction of Morgan Experience Bicester will revolutionise our offering to the Morgan community, and I’m particularly excited to begin Morgan’s involvement with future Bicester Heritage events.”



**Dan Geoghegan, Bicester Heritage Chief Executive, added,** “In Morgan we recognise a cultural and experiential fit with everything that we are achieving at Bicester Heritage. We are delighted to build on an already strong relationship that will engage enthusiasts past, present and future in sharing our enthusiasm for the genuine motoring. Morgan, the team, their cars are a very exciting arrival to the strong Bicester community of like minds, skills and ambitions.”



# Handmade versus Hand-built

*By Steve Blake*

I was having a conversation with Andrew Smith the other day and he was telling me how Morgan Motor Company is moving to hand-built from handmade. In the past, I used these two terms interchangeably and never paid attention to the difference. I looked up the definition of the two terms and discovered that handmade is manufactured by hand and hand-built is built by hand. Confusing?

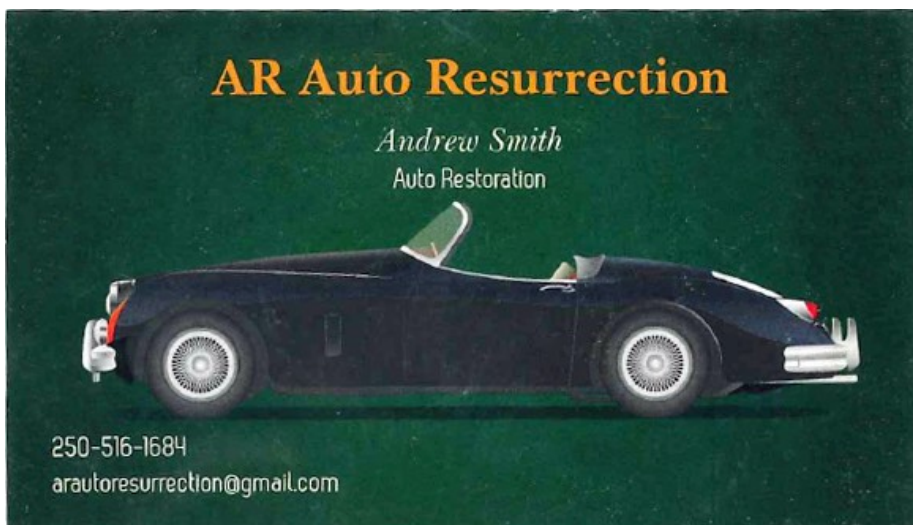
It is really rather easy. With handmade, you actually form the materials yourself or by hand. For example, you could take a flat piece of metal and cut, hammer, heat, and bend it into a nice curved piece to make a fender or wing. You are forming it with your hands. This is the work of a crafts person and takes a higher level of skill than with hand-built.

For hand-built, you take the pieces that are already formed and assemble them. If you do that by hand, even if you drill holes in them or grind an edge so it fits, that is hand-built. Often these formed panels are stamped out by machine at some other place and delivered to the assembly shop. The level of skill needed is much lower with hand-built. We do run the risk of losing people with the skill to form metal by hand.

Many small manufacturers are moving to hand-built because it costs less both for the finished product and for the wages of the workers. Often with hand-built, there is a greater consistency of fit and finish because all the panels are formed by machine and come out identical.



What do we want with our Morgans? Do we want the consistency of hand-built or the knowledge that each of our cars is unique by the nature of being handmade? Do we care if there may be some differences from one car to the next? I for one prefer the handmade, knowing some person has lovingly formed by hand the panels on my car. It wasn't merely assembled, but was finely crafted by an artisan thus making it unique.



For this reason, I take off my hat to Andrew Smith and salute the work he has done for us in his 22 years at the Morgan factory. We will have an interview with him starting in the next Morgan Link. Andrew now lives in BC which gives us the good fortune to have a craftsman with intimate knowledge of all the metalwork done at Morgan Motor Company and the skill to hand-make any necessary body panels we need.



### 3 WHEELERS:

#### 1934 Morgan MX4

**SUPER** Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // BEST OF CLASS IN HUNTINGTON BEACH CONCOURS 2019

#### 1930 Morgan AERO VAN

MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // FULLY RESTORED

### ROADSTERS:

#### **NEW** 2019 Morgan Plus 4

**2.0** Polished alloy center body with Rolls Royce Velvet Green wings, Black Leather, 5 black painted Factory wire wheels

#### **NEW** 2019 Morgan Plus 4

110th Anniversary Works Edition, Silver White metallic pearl, Club Sport 200HP spec engine // GREATEST PLUS 4 EVER! 1 OF 2 USA BOUND

#### **NEW** 2019 Morgan Plus 4

BMW Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

#### **NEW** 2018 Morgan Plus 4

Imola Red, Black Leather // NEVER REGISTERED

#### 2005 Morgan ROADSTER

Acura Molten Copper Metallic exterior (special order) Yarwood Tan leather

#### 1995 Morgan Plus 8

Dark BRG Morgan +8+ conversion in 1995 by ISIS Motors included stock LS 1 Chevy, 6 speed, 4 wheel disc and alloy body, galvanized chassis

#### 1984 Morgan Plus 8 Isis

**TURBO CONVERSION** Special Corsa Red/Cinnamon leather // PROPANE-POWERED



**1977 Morgan Plus 8** Rolls Royce Shell Grey/Red leather

**1963 Morgan 4/4** Green body Black wings, Black leather Wire wheels, 33k miles // READY FOR RALLY OR EVENT

**1963 Morgan Plus 4** Two seater roadster, BRG, Black leather // RESTORATION BY CHARLES ACKERMAN

**1963 Morgan 4/4** BRG body Black wings, Black leather // JUST ARRIVED

**1963 Morgan Plus 4** Connaught Green, cost no object restoration of a standard Plus 4, true Pebble Beach quality restoration // INSTANT FUN OR CONCOURS WINNER

**1962 Morgan Plus 4** Four passenger, Red body/Black Wings // RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE

**1961 Morgan Plus 4** Four seater, Regency Red with SuperSport bonnet scoop, Black leather, roll bar, wire wheels // WELL MAINTAINED

#### 1958 Morgan Plus 4

Bustleback Roadster, Dove Grey/Burgandy wings, Cream leather // INSTANT CONCOURS WINNER AND A JOY TO DRIVE

#### 1949 Morgan FOUR/FOUR SERIES

**1** Tan body with chocolate wings, Chocolate leather // UNBELIEVABLE EXAMPLE

### OTHER MARQUES:

#### 2021 Allard J2X MkIII

Coming Soon!

#### 1962 FIAT O.S.C.A.

**1500S CABRIOLET** by PININFARINA. Perfection!

**1960 Triumph TR3A** 40 years in storage, mechanically restored, impressively original

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# Famous People with Morgans

By Steve Blake

## Valentin Tanase - Romanian artist, illustrator, cartoonist



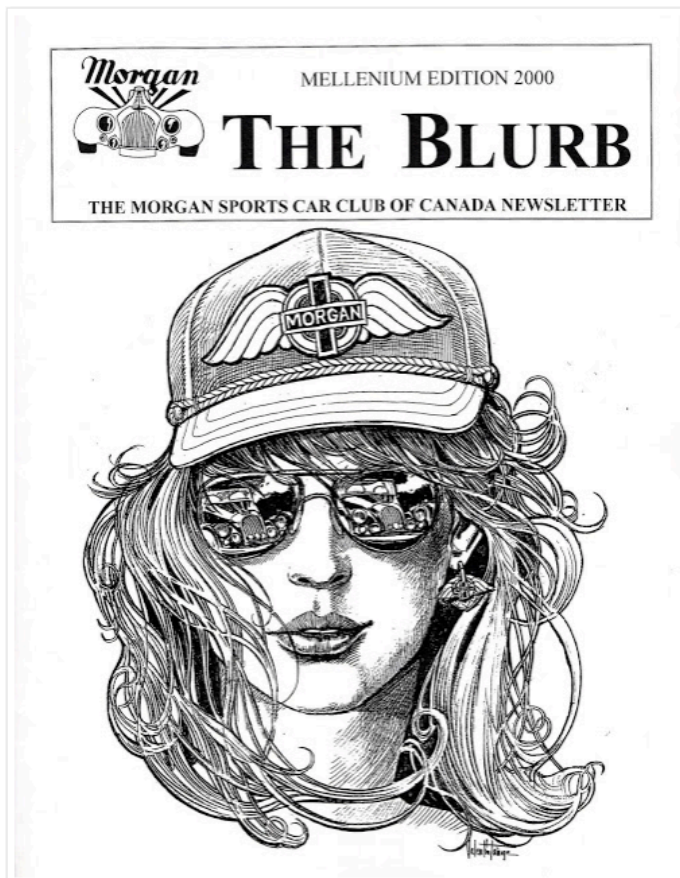
Valentin Tanase is one of Romania's most prolific comic artists, who has produced around 1,000 pages, mainly in the historical and science fiction genres. After the fall of communism in 1989, he also made humour, western, detective and erotic comics. Born in Lasi, he made his debut in 1972 with the historical short story, "Dreptatea lui Cuza Voda", created in cooperation with Dumitru Almas for a contest held by Cutezatoril

magazine. He graduated from the Institute of Fine Arts in Bucharest in 1978. In 1980, he published "Dracula's Birthday" in Peur, the Romanian comics magazine in the French language. He began a fruitful collaboration with the children's magazine Cutezatoril in that same year.

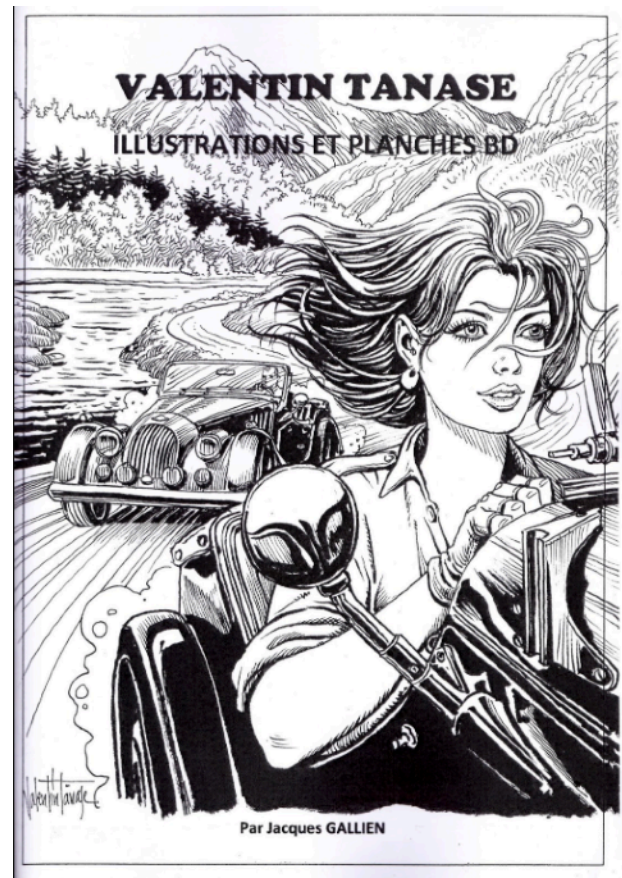
Valentin Tanase became a member of the Romanian Artists union in 1981. His paintings have been exhibited in Romania, Belgium, France, Germany, Italy, and China. He made a large mural of the arrival of Michael the Brave in Alba Julia for the Ministry of Defence in Bucharest in 1994. He is honorary member of the Morgan Cars collectors, and has made many drawings for the association's Belgian, French, English and Canadian publications. He is currently head of the Army's Plastic Arts studios and continues to work as a painter, sculptor, book illustrator and commercial artist.



Vern Dale-Johnson introduced me to Valentin's work, especially with a set of wonderful Morgan Christmas scenes. I hope one day to be able to correspond with Valentin and perhaps meet him on one of our European adventures. If anyone has his email address, please, forward it to me.



The Morgan Link



January 2021



# A “Barn Find” in my Garage

By Andy Downes

Walking through the backstreets of Cambridge one morning in the 1970s, I spied an old looking car and was immediately interested. I was puzzled, although the car was old, it looked brand new. A closer look revealed the marque – Morgan. As a well informed teenager I knew about Morgans of course, the three-wheeler motorbike and the muddy trials brigade, but this had four wheels, wide body and unique alloy wheels. I decided it was somebody’s idea of a kit car and thought not much more about it until a chat with a colleague in the pub. Investigations took a while, remember this was well before personal computers and Google but I discovered that Morgan still existed, and that they now made four wheeled sports cars. I had discovered the +8.

At the time I ran a red Austin Healey Sprite and a colleague an MG Midget of similar colour, he wrote it off on a stone wall whilst on holiday in Cornwall and when I asked if he would get another he proclaimed “I’m not going to have another sports car until I can afford a Morgan”. Well his ambition became my ambition...



I was 18 at the time and it was to be seven long years before I finally achieved it. In the meantime I discovered to my surprise that it was not necessary to own a Morgan in order to join the Morgan Sports Car Club. I duly filled in the form and posted it off, it asked “To which Centre do you wish to be affiliated?” and being in Cambridge ticked the box ‘East Anglian’ thinking it would be close by. When the Membership Pack arrived ‘East Anglian’

turned out to be ‘The Bell Inn at Feering’ – where the hell was that?!

It transpired that it was near Colchester and I duly turned up at 8 o’clock on the Friday hiding the Sprite around the back out of sight. I had a beer in the empty bar and waited nervously, a couple of locals came and went and I ordered another beer, around 9pm there were car noises outside and folks bustled in wearing coats and flying jackets and talking animatedly. I found it impossible to introduce myself and I knew nothing really about the cars, so I resolved to finish my drink and leave, I’d obviously made a mistake. As I went to put my empty glass on the bar a slightly-built gent stopped me and asked “Are you a Morgan Man ?” blushing with relief I blurted out “No, but I really want to be !” That person was John Lindsay and he immediately introduced me to his wife Mary the Centre Secretary (a leading light on the Morgan racing scene then and now), within weeks I was at Silverstone helping out at the Holly Birkett 6-hour Relay, my first race meeting. So began my passion for Club motor racing (“Thank You” Mary) and I have managed a Morgan Team at the Birkett Relay nearly every year since.

Above photo is Andy Downes driving the Mayor(ess) during the Tring Town Carnival

(All photos in this article by Andy Downes)

In 1981 I finally achieved my ex-Cambridge colleague's dream of owning a Morgan, it was never advertised I only knew it was for sale because of my friends in the East Anglian Centre. I met my ex-colleague again some years ago, did he buy the Morgan? – No, apparently a girlfriend, children and a house in Wales took priority but he was still hoping. Well we did things the other way round and we still own the car - That chance encounter in the Cambridge back streets proved to be very significant.

The Morgan in question was a 1969 4/4 4-seater in very dark Jaguar British Racing Green (think of the C-types and D-types) I knew the owner had 'refreshed' it a few years earlier and recalled it being quite smart. We didn't think we could afford it, but £1,800 and a visit to Kent later we were driving home looking down that long louvred bonnet and feeling smug with the spare wheel on the back (the hood of course was down) in our proper British sports car - a dream had been achieved ! The car wasn't as smart as I remembered but we didn't care it had that magic winged badge on the cowl. It proved to be a bit of a perpetual labour with most weekends spent keeping it going and squeezing it through the MOT at the friendly local garage, but we went everywhere in it and had a lot of fun.

After a couple of years we started a family and at the same time I was promoted and gained a company car, we put the Morgan in the garage and I foolishly said "in a couple of years I'll rebuild it". Well when our first son was coming up to 10 years old, and the car hadn't moved in the meantime, we experienced a pivotal moment. Rick Bourne (the founder of Brands Hatch Morgans) came to stay for the weekend, after dinner we drank far too much port and on a groggy Sunday morning Rick asked if he could see the car. I brushed him aside saying he had seen it many times, actually I was a little embarrassed it had been off the road for so long, but he was insistent and eventually I prised open the garage doors. Our lovely old British sports car looked a sorry state, clearly deteriorating, covered in dirt and dust, bits of timber and a lawn mower sitting on those distinctive louvres. Rick turned to me and said "if



you walked round the corner and saw that in someone's garage, you would buy it off them in a flash !". "Yes" I replied. He prompted "well you don't even have to walk round the corner, it's time you did something about it...". That did the trick, after a few weeks it was on its way to Vic Champness at Black Phey for one of his first-class restorations, we didn't know if we could afford it but we figured if we made a start we had a chance of making a finish. In 1997 the Morgan came back to us, I wasn't convinced it was our car as it was better than new and better than I felt I deserved. Of course we were overwhelmed, it was beautiful and 21 years later it still is ("Thank You" Vic).





One of the reasons Machiel Kalf proposed the Morgan Historic Register (MHR) to me was due to my love of the older Morgan, I immediately knew he was on to something and gave him my full support. Our 1969 Morgan proved the perfect introduction to the MHR and has led to many fascinating meetings and conversations with like-minded owners.



So what is the Morgan Historic Register and why did we start it? Firstly it's a Register of older cars and the principle is that once committed the car will stay on the Register regardless of any future change of ownership. The vehicle details themselves are what is important and we are gathering them before they become too fragmented and possibly lost. Bringing them together begins to provide an overall picture, a jigsaw if you like, of the various models, their condition and modification, and their whereabouts around the world, it is not being done for any commercial purpose or personal gain. As the Register grows more and more detail emerges about the surviving cars and it is envisaged that this information will become increasingly important historical archive, particularly to new owners or someone carrying out historical research of the marque. At the very least, something is better than nothing.

Secondly and a spin-off from the Register itself is the opportunity for the owners of older Morgans to get together with like-minded enthusiasts to share their experiences, knowledge or just their enjoyment of these wonderful motor cars. The MHR is run by a volunteer 'Team' and two or three times a year they arrange an informal opportunity for owners to bring their Morgans together, these gatherings are generally loosely affiliated to another more general Morgan event. In many ways these are as important as the Register itself!

The Morgan Historic Register is for any Morgan that left the Morgan Motor Company with a carburetor fitted, in time eligibility will become any Morgan over 40 years old. If you own such a car and would like it to be entered onto the Register please contact Mike Pullen (details below). At present there are over 800 cars registered.



Machiel Kalf is the founder and Team Leader and it is due to him that the MHR exists, he can be contacted at; [mssc.historicregister@gmail.com](mailto:mssc.historicregister@gmail.com)

Ron Fermont is the Registrar, Ron is at the heart of the MHR and does all the hard work building and maintaining the actual Register. Send him an Email and he will contact you for the necessary car details, his contact is; [fba@zeelandnet.nl](mailto:fba@zeelandnet.nl)

Me? I'm Andy Downes and I help Machiel and Mike with the running of the MHR; [mssc.mhr.assist@gmail.com](mailto:mssc.mhr.assist@gmail.com)

This article was previously published in MOG Magazine



1969 Morgan 4/4, 4-seater belonging to Andy Downes





# The Malvern Dance

*By Marv Coulthard*

About three years ago, Morgan was in an indoor show here on Salt Spring. I went in one day to check on how he was doing, Low and behold, there was a big puddle directly under the steering box. After the show, off it went to Jim Walters for repairs. Not only was the box leaking now, but ever since I have owned the car the steering has been sloppy. When parked, the steering wheel could be turned a 1/4 of a turn before any resistance could be felt. Jim replaced, not only the peg, but the worm gear as well. He also found the steering shaft slightly bent which also contributed to stiff steering. Back on the road, all is good, the car is much easier to control and I feel more comfortable driving it. BUT, when I took it for a Sunday afternoon drive a few weeks later and hit a nice big bump, while in a curve in the road, at approximately 45mph; Oh wow,! The whole front end of the car takes off. Shimmy, shimmy, shake, shake; from side to side and up and down! AHHHH! This is what folks refer to as the Malvern Dance. It was not nice. You have to slow right down to almost a full stop for it to stop. I get home. Check all the tires for pressure, then wheels for trueness. All good. Next step, remove front wheels and clean and lubricate the damper blades. They looked and felt good but changed them anyway. I try the test bump and sure enough it does it again. I rotate the tires, by crossing them front to back. The Malvern Dance was just as bad, if not worse.

Next step was to balance the wheels. Off to a tire shop in Victoria, that is, the only one on the island that has the special splined hub to handle wire wheels and the one guy that has the skills. He found all were slightly out of balance and all four wheels not quite true. He balanced all and put the less true wheels on the rear. Back out on the highway home, all is good, the ride is even smoother and not even the slightest hint of a tire balance problem. No more butta, butta at 60 MPH. But when arriving at the fatal curve with the bump at 45MPH.... away it goes again.

On the advice of Pat Leask, I contacted Mulfab in the UK. <https://www.mulfab.co.uk>. Two weeks later the parcel arrives by courier with a MFST01 Steering damper kit. A nice long throw shock that looks like an SUV tailgate lift support. I move Morgan to the workspace in the carport, lift the front end on jack stands, and go to work. It took me about an hour to get it installed. Care was taken to check the clearances at both full left and full right.

Back on the road I head for the fatal left-hand curve with the bump in the road. I try it in both directions at 45MPH Nothing again at lower and at higher speeds, not even a hint. So for 300 bucks total which included shipping; I am a happy camper! (Marv Coulthard Photo)



# Morgans in the Movies

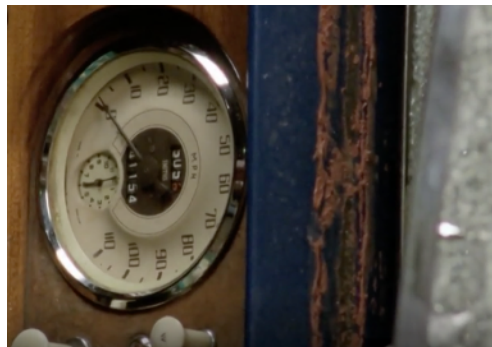
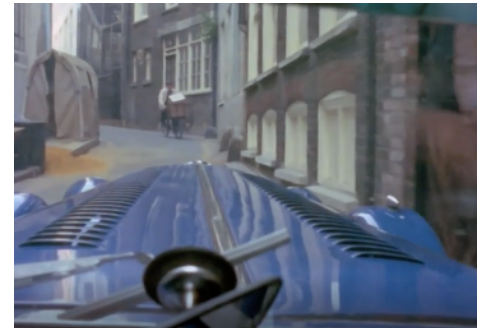
*By Steve Blake*

Many thanks to Phil Johnson who sent in the idea for this month's Morgans in the Movies.

## At Bertram's Hotel

Starring Joan Hickson, Caroline Blakiston, Helena Michell, James Cossins

This is an Agatha Christie movie so we are not going to give away the plot. You have to watch and enjoy. Make sure you watch the 1987 version to see the 1958 Morgan Plus 4, 4-seater. Lady Sedgwick drives the car to Bertram's Hotel and makes her escape at the end, crashing the car in the process.







# Rebuilding a Dream

by Pat Miles

In 1973 a young American purchased a very tired and worn 1960 Morgan DHC, the result of being driven in the harsh climate of New York City. Its colour had been changed from white to black but in many places the inevitable rust was showing through the bodywork. The wooden skeleton was rotted and you could see the ground where at one time there were wooden sills. He never registered the car but proceeded over the years to carefully disassemble every part to its smallest piece. This included things like even completely dismantling the one shot oiler valve. All pieces were carefully packaged and stored away for the expected rebuild. When he had reduced the car to its smallest pieces he began a collection of the new pieces he felt he needed. There were amongst the parts a new chassis, new stainless steel gas tank,

renewed gauges and a complete new set of woodwork for the car's skeleton. With all this in hand he began to rebuild his dream. He had the chassis strengthened and began to have the woodwork rebuilt. It must have been a nightmare as the wooden inner doorframes turned out to be too small. The wooden framing for the back deck

Above: Well on the way to becoming a dream car, still lots of work to do

Right: Dumped beside the road, it looks a frightening prospect to restore







was also too small for the metal skin and none of the new frame pieces seemed to fit. As he was having the work done professionally he decided in 2001 it was better to cut his losses, abandon his dream and sell what was left of the car to someone who could reassemble the puzzle.

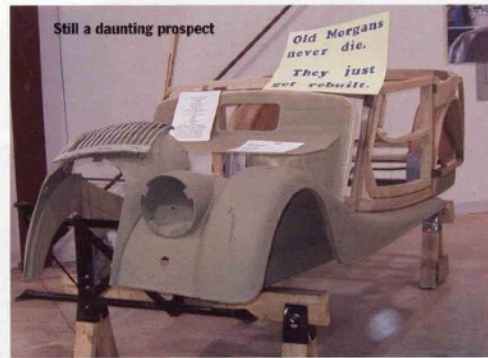
It was when Ken and I saw the advert for a "1960 +4 DHC in parts" that we became interested and decided we should be able to get the car back together again. We were assured all the parts were with the car, although it was missing the weather gear and upholstery. It was described as "a rolling chassis", which to us meant it had wheels mounted on the chassis. Little did we realize this meant someone had put four casters under the chassis so it could be moved and the rest of the parts were partly attached to the chassis or just stacked on top. All the smallest bits were in a large Rubbermaid container. Unpacking for the first time was a great experience and an eye opener. We found a pair of Lucas Flamethrower driving lights but no headlights. There were stainless steel brake parts but no dashboard or instrument panel and the leather seats although badly worn had not been sent to the junk pile. Someone had started to assemble the car and the engine was mounted on the chassis. There were, what seemed like a million metal parts, including body parts that had been sandblasted and primed. The woodwork was piled together like a stack of logs.

Our first problem came when the car transporter could not get up the driveway into our US storage location, so the "car" was dumped on the side of the road where the wheels - being casters - would not allow us to push it, so we had to call for a tow truck. It was however very exciting to see "the car" for the first time and realize the bodywork was not in bad shape.

When the DHC eventually arrived at our home in Surrey, British Columbia we started by totally removing parts that had been added to the chassis, dismantling the whole engine and sorting through the boxes. Everything was spread around the house in various places. We categorized the parts, made a list of what we could see was missing and then began the hunt for the missing or worn parts. Some were purchased locally and some had to come from the UK but eventually we had all that we thought we needed and started to clean, paint and reassemble.

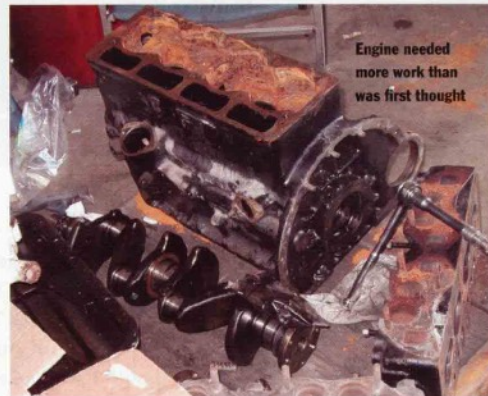
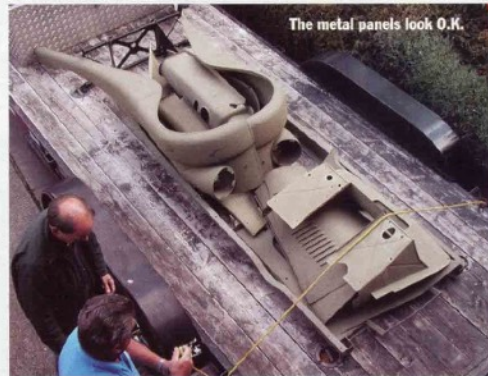
Firstly we re-sandblasted all the metal parts and

Basic wood frame test fitted to chassis

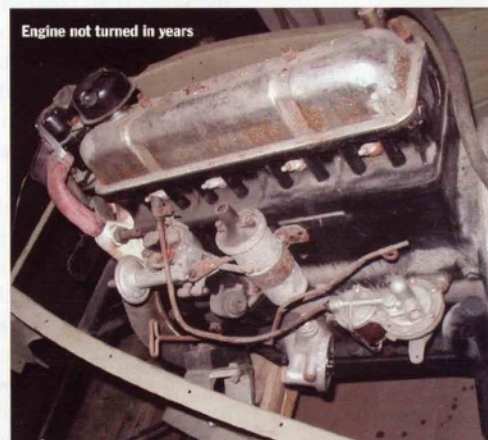


Still a daunting prospect

The metal panels look O.K.



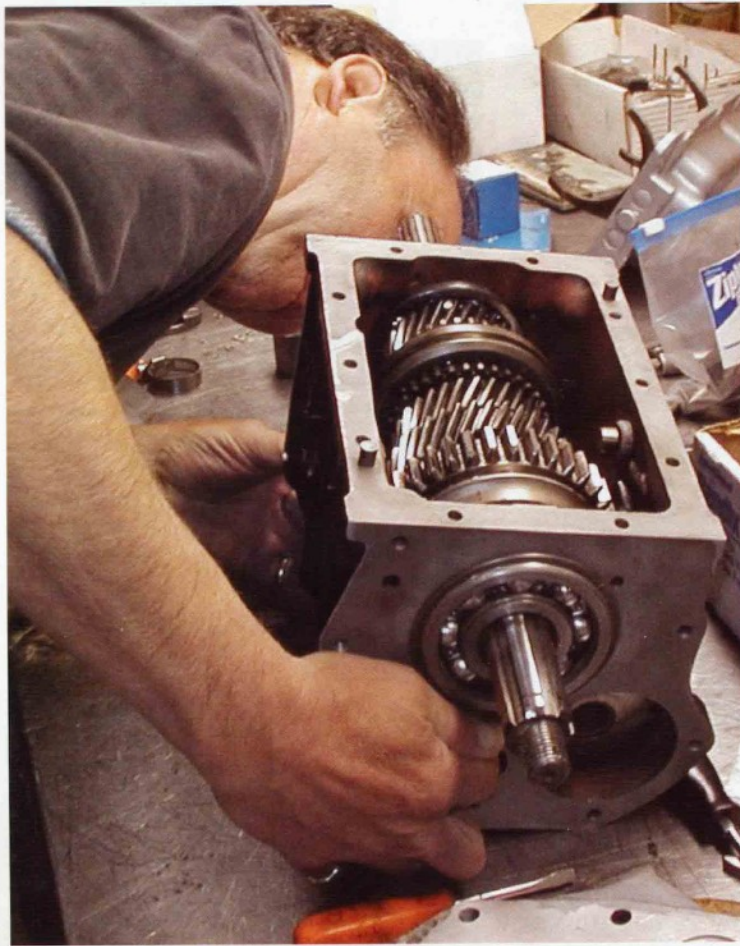
Engine needed more work than was first thought



Engine not turned in years

painted them in epoxy primer to stop any further decay. We started to rebuild the wooden bodyframe of the car on the chassis. Although it looked as if the wood parts were correct we found most were only correct in size "within an inch or





Ken checks out the gearbox

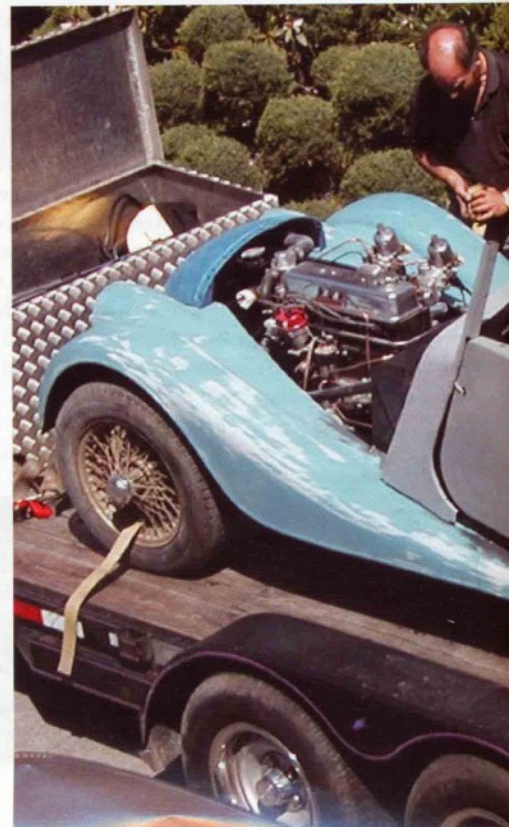
two". No shaping had been done to make the intricately curved back, mate with the metal. The doorframes seem to have been made for a totally different model so we had to start from scratch with new straight wood. You would be amazed how difficult it is to find out how the interior wood frame should have looked. If you find a similar car the wood is all covered in metal plus upholstery and no one wants to strip it down for you to inspect and measure. Luckily we had help from California, Holland, and Steve Hutchens who had a DHC in pieces. Eventually the wooden frame came together and miracles of miracles, the metal skin fitted neatly on top.

After spending all the time to assemble the wooden bodyframe, we proceeded to take it apart, soak it in Thompson's water seal, and then paint each piece a shiny black using industrial enamel unaffected by oil or gas. It looked great and it seemed a shame to cover it with metal. As we worked on the chassis we were having an outside shop work on the engine as it had arrived in rather rusty condition both inside and outside. After lengthy discussions with numerous people we decided we were going to have the engine rebuilt to a higher performance so it would be great for touring but retain the reliability for which the TR3 engine is noted. The engine was boiled, re-sleeved,

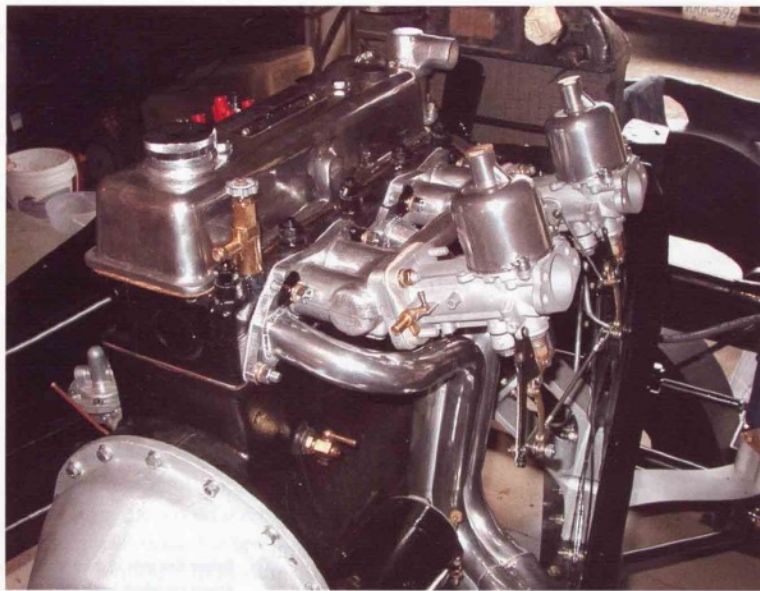
and new pistons were purchased. The crank was nitrated, the head was shaved, the ports were flowed, the combustion chambers were cc'd, a 3/4 race camshaft was purchased, the weight of the flywheel was reduced considerably and finally the engine was balanced, so it would run smoothly. We carefully installed it into the newly painted frame / chassis, which was by now beginning to look a little more like a car and then we continued with work on the body. Making the body fit so all the spaces were equal was tedious work - more art than science. We hung, spaced, then re-hung the doors, mounted the bonnets, put spacers between the wood frame and the chassis - you name it we did it - until eventually all fitted really well and we were ready to send the body parts to the painter for painting.

When the body parts were returned they looked wonderful. The human stress of putting beautifully painted body parts back onto the car has to be done to be understood. There were no gentle taps to get the parts to fit, every move had to be done carefully so as not to scratch the finish, but eventually everything was back in place. However, when we moved the car off the sawhorse we found the spaces around the doors were all out and we had to start the fitting process again.

Now began the task of rewiring the car and installing the electrical parts of the engine. It was decided to replace the distributor with a Mallory electronic performance ignition system to avoid the problems associate with points and condensers. The S.U. carburettors were entirely stripped and rebuilt with a rebuild kit from Burlen fuel systems with an increased needle size to allow for the







**Above: Look of engine transformed after rebuild**

**Above right: laying out all the parts in the lounge for checking**

**Below: It all looks as though it is coming together as a real car**

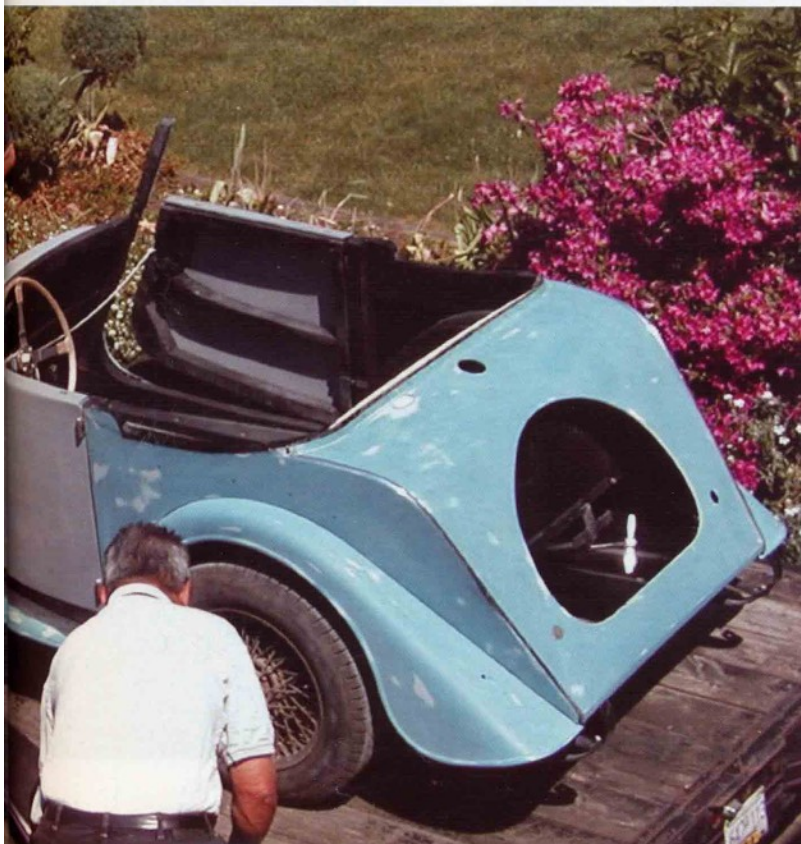


increased engine capacity. Our DHC was actually beginning to look a little more like a mode of transportation than a pile of junk.

Our problems however were not over. The chrome strips for along the side of the car were split, badly worn, and irreplaceable so we had to find out how to get them remanufactured and chromed. It was a task that took us to many repairers and chromers but eventually the problems were solved and like the rest of the chrome they came back looking as good as new. Next, it was the dashboard, a task we knew was going to cause us problems as the original part was

not with the car. It had to be totally built from scratch along with the instrument panel for the switches and some of the instrumentation. We borrowed an old dashboard from Steve Hutchens, but as it was from a later model we had to modify the pattern to fit our DHC. With the patterns made we had difficulty finding wood and veneer to make the new part, but eventually all fell into place, we had a shiny new dashboard and an instrument panel made by Bob McDiarmid. We were ready to install the switches knobs and instruments. What a thrill when things eventually started to work. The headlights came on, the sidelights worked, so did the panel lights and directional signals. We had a little trouble with the fuel gauge but luckily it was the inside of the sender that required repair (after removing the fuel tank to get it out). The clock was another problem but this needed only patience to keep shaking it until it kept going for longer and longer times and now it keeps perfect time.

The windscreen we hoped to get installed and finished in a couple of days but the task seemed never ending. Finding the correct rubber for around the chrome proved to be more difficult than we expected. Eventually, after hours of work with a Dremel shaving small pieces of wood from the frame round the windscreen space, the glass, chrome with rubber fell right into place and was screwed in. Fixing the wood trim that goes round the windscreen of a DHC was like doing a big jigsaw. We must have had each of the four pieces of the frame in and out a thousand times before they fitted correctly. Each time there were very small adjustments, but eventually the four pieces fitted well and it was time to start on the upholstery. This was a difficult job because although we had the seat cushions and backrest we did not have the remainder of the interior. Information about what the interior should look like was gleaned from the many digital photographs we had accumulated whilst we were rebuilding and numerous emails asking questions like "Are the bolsters by the door hard or soft?" "What do you think is underneath the covering?" We applied a few new tricks like the use of Styrofoam





pipewrap for the elbow rests on the doors, styrene tubing to make draft excluders for the doors, and metal strapping for spring door stops.

Eventually the interior was in place and we were ready to take the car down to the mechanic to pressurize the lubrication system before starting the engine. (This was recommended and was something we had not done on previous rebuilds.) We eventually started the DHC driving it round so we could get it mechanically inspected and to let the insurance company see the serial number before licensing. It sounded as if a tappet was loose but we thought it nothing to worry about, so ran it for around 100 miles before taking it back to the mechanic for final tuning. The final tuning turned out to be a major engine overhaul as one of the tappet followers had a hole punched right through it. This required not only the installation of another tappet follower but also the regrinding of one node on the cam and hence the whole engine had to be removed. What more do you need but more practice in taking an engine in and out

without scratching the paint? It all adds to the experience!

At this stage the car was still topless and there was no sign of anything resembling a top in the "junk pile" we had purchased. Luckily our old friend Steve again came to the rescue as he had a top to his DHC that was in pieces giving us the start of a pattern (although his DHC was about 6 months younger and had a curved windscreen). Bob McDiarmid was a whiz with his metal work managing to copy the metal bows and bits, whilst Ken worked hard on the wooden parts. Eventually we had a frame that fitted the car. The top would stay up in the half position and we also had a wooden bar to fit on top of the windscreen when we wanted to be fully enclosed. Making the top itself looked a little difficult and the material was expensive, so we left it to a professional who did an excellent job using Steve's old top as a pattern and about a dozen pictures showing how we wanted it to fit on the car. The top fits great and there is very little rain leaking although we are going to put a

**Below: Ken gets to drive his dream car which looks stunning, with the detailing transforming this into the top league**





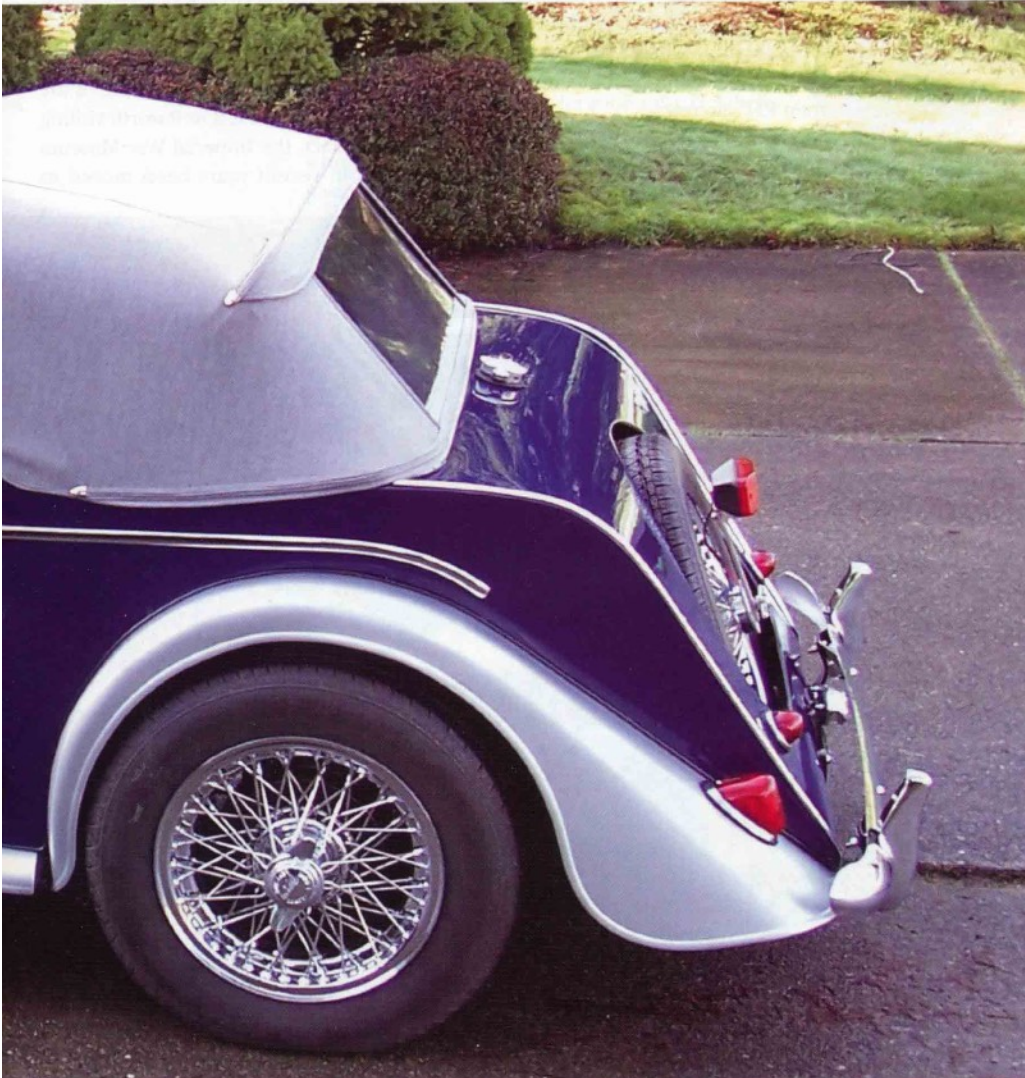
metal strengthener into the front wooden part where it fits across the windscreen, as the pull of the top tends to make the wood bend allowing some air seepage.

Only many little things remain to be done, like the fitting the new doorsill plates, putting on the carburettor air breather box and a final engine tune up after it is run in. Would we do it again? No question. Although at times it was frustrating and progress was slow the final reward of seeing the whole car together and working is well worth the effort. Knowing you have a car that is truly the best that it can be and reliable is worth its weight in gold and I cannot wait for its first long distance trip to California. I believe we have finally finished a dream that began over 25 years ago and we only wish Richard Paulson, whoever he is, and where ever he may be, could see his dream completed.

(Very well done Pat and Ken - a DHC rebuild is without doubt the most difficult Morgan to restore - next time, do a Plus 4 4 seater DHC - the ultimate rebuild test - Uncle Melvyn)



Above: The interior really looks superb after all Pat and Ken's hard work



Thank you to Melvyn Rutter and "The Morgan World" for the use of the re-print of Pat Miles' article.



# Midlife Crisis

By Tom Everts

It seems I'm living with a man that is going through midlife crisis. As many of you know I cohabitate with a Black Labrador, named Bo. (aka Beau, Beauregard, Bobo, Bodacious.) Bo is a descendant of a proud line of Canadian Labradors, they of the stocky body, otter tail, and mild disposition.

Bo recently celebrated his 8<sup>th</sup> birthday. As he has matured, he has slowed down, chasing the ball is a young man's game, and he was spared the procreation problems prior to him coming to live with me...but occasionally still seems to bear a grudge where that entire life episode is concerned. (*He was assured, at the time, that after the procedure he would be allowed to join the Vienna Boys (and Labs) Choir which turned out to be a misrepresentation.*)

Recently, when his mobile groomer was here for his monthly spa day, I noticed him looking longingly at the grooming products in the hope of finding a product that would remove/hide/cover up his grey moustache and beard.

When queried about his desire to recapture his youth he responded that the girls (*that would be girl dogs*) at the Park, during our daily walks no longer viewed him as a suitable mate, given his advancing age. I assured him that while he could no longer consummate his love for them, and them him, the advantages of age and wisdom far outweigh the exuberance of youth. (*He seemed unconvinced.*)

The final, and most telling indicator, of his slide into midlife was the acquisition of a sports car. When [William the Wanderer](#) arrived, you could see the gleam in his doggie eyes as surely the "hot chicks" at the park would be wowed by a cool looking, older, gentleman in a classic sports car.

Sadly, with the onset of winter weather the opportunities for him to make an entrance (in the car) have been nonexistent. I've assured him that better (weather) days are ahead and that with their arrival he will be able to reestablish his once incredible appeal to the gal dogs at the park.

We are all glad that winter, and 2020, seem to be coming to a close.



(Because of the rain, Bo declined so his publicist hired a stunt double for these photos)

Malvern Memories  
Photos of Malvern and the Morgan Factory from Years Gone By



Moving cars without robots or an automated assembly line in 2010



(Steve Blake Photos)



## Taxes

Alyn Edwards gave us permission to copy this article that was published in the Vancouver Sun. Oliver Young is the son of PACMOG member Colin Young. In the article, Steve Blake is quoted as “another owner.” This topic along with the doubling of the basic ICBC premium is a concern for owners of upper end cars. In addition, the Federal government is considering an additional 10% luxury tax on luxury cars. More to come as things unfold.

# DRIVING

## HONDA REFRESHES ACCORD FOR '21

**Honda's Accord has been updated** for 2021, offering more technology and better content. And Canadians will get an exclusive trim called SE, the cheapest trim in the lineup at \$32,305. It features a 1.5-litre turbocharged four-cylinder attached to a CVT, which produces 195 horsepower. SE trims have everything the Sport trim (\$33,605) has, except the wireless phone charger. EX-L (\$35,205) and Touring (\$38,505) trims will have new alloy wheel designs, and all Accords are now available with a new Sonic Grey Pearl colour option. The 2021 Honda Accord is available at dealerships now. *Driving.ca*



2021 Honda Accord SE HONDA

VANCOUVER SUN FRIDAY, DECEMBER 11, 2020

PAGE B12



Oliver Young shows off his restored 1930 Bentley Speed Six, a car he will never drive in British Columbia as long as the province's high luxury tax applies to classic cars. ALYN EDWARDS



# LUXURY TAX PUSHES RESTORER TO SHIP HISTORIC BENTLEY BACK TO ENGLAND



**ALYN EDWARDS**  
*Collector Classics*

By the time you read this, the historic work of art that is the restored 1930 Bentley 6.5-litre Speed Six completed by Vancouver British-car enthusiast Oliver Young will be on a ship heading back to England.

No one in Canada will get to see this amazing tribute to the four factory team cars that W.D. Bentley put in service to win the famed 24-Hours of Le Mans race in 1929 and 1930.

Why? Young is not willing to pay the enormous cost to register his car in British Columbia.

He cites the luxury tax that the British Columbia government applied in April 2018. Buyers of cars costing up to \$55,000 pay seven per cent provincial tax. Over \$55,000, provincial tax on automobiles goes to eight per cent and continues to rise to 15 per cent on cars over \$125,000. There is a 20 per cent tax on cars costing more than \$150,000. On the surface, it seems logical to make people pay more for expensive cars. But Young and fellow hobbyists see nothing fair in a punishing tax that makes purchasing, restoring and registering rare vintage cars in British Columbia unaffordable.

Young bought the rare Bentley in October 2018 and began the long restoration process. It was a body and frame with parts stored in three sheds at a country home in central England. He trucked the pieces to a friend's home in



ALYN EDWARDS

The giant 6.5-litre six-cylinder engine in the 1930 Bentley produces 147 horsepower. The simple but elegant dashboard features dials and knobs galore.



ALEXANDRA STEEVES

southern England where the vehicle was roughly reassembled for its journey to Canada. The Bentley was on a ship when he learned of the new luxury tax. He immediately changed the shipping status to temporary import, realizing he would not want to pay the enormous cost to register the car in British Columbia.

Once landed, Young spent approximately 2,400 hours undertaking a meticulous restoration down to the last detail in his Vancouver home garage. He was eager to drive the car but would have to register and insure it in British Columbia first.

After taking the car from boxes of pieces to world-class restoration standards, he would have to pay \$75,000 in provincial sales tax to register the 90-year-old car in B.C. That is an unthinkable amount for the Vancouver custom home builder, turbine helicopter mechanic and former partner of Octagon Motors, an MG restoration business.

"I'm not opposed to paying taxes as long as it is fair," Young says. "I was optimistic that a change in government would result in the removal of this tax which we believe has had unintended

*I was optimistic that a change in government would result in the removal of this tax*

consequences, greatly impacting the car restoration hobby, particularly regarding rare cars and expensive restorations. But that didn't happen."

His email inbox quickly filled up when he wrote to fellow car restorer-collectors that "the luxury tax is beyond unfair," and

informing them he had made the hard decision to send the completed car back to England where a dealer may offer it for sale.

"It appears there is no understanding of the collecting of vintage and classic cars and the people that buy them. Or, indeed, the use to which they are put," one restorer wrote.

"I have written letters to MLAs explaining that people who buy other valued things for their hobbies such as boats, second homes, artwork etc. don't have to pay luxury tax like car collectors," said another owner. "It's a way to tax the asset even though many of the owners are not wealthy, but ordinary people who have saved to enjoy their hobby."

Other responses point out the tax on collector vehicles has been paid many times as the vehicles have changed ownership over the years. The suggestion is that vehicles 25 years and older should be exempt from luxury taxes.

"Unfortunately, it is difficult to generate a lot of sympathy from the general public when you are talking about cars that are such unique historic vehicles. It has, however, virtually destroyed the collector car market in B.C. We see cars being sold outside the province but very few coming in," Young says.

He is unsure if he will pursue other unique cars to restore because of the cost of registering it in British Columbia.

"It's preserving history. But it might have to be done elsewhere," he says.

Regarding his rare and historic Bentley, a decision has to be made as to selling the car in England or registering it there so Young and wife Lisa can finally drive the car that has taken so much time and effort to restore.

Alyn Edwards is a classic car enthusiast and partner in Peak Communicators, a Vancouver-based public relations company. [aedwards@peakco.com](mailto:aedwards@peakco.com)





## Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment. Enjoy the art!







# Stir Crazy Runs Across the Pond

by *Steve Blake*

Based out of Vancouver, British Columbia, the Pacific Morgan Owners Group (PACMOG), has approximately 90 members and over 100 Morgans. Most of our cars are vintage because our West Coast Distributor, GB Sterne, was prohibited by government regulations to import any Morgans after 1973 and closed shop shortly thereafter. Some of us have purchased cars out of the USA. These cars can be imported into Canada if they are at least 15 years old, but the majority of our cars are from the 1950s and 1960s.

Like fine wine, our club is aging gracefully and "young" members are scant. Cars for sale are few and with new cars non-existent, prices have risen to collector levels. For a variety of reasons, several of our members have squirreled away their Morgans, looking upon them nostalgically, but with little interest in driving them. However, we have a strong nucleus of dedicated, hardcore Morganeers who look for any opportunity to exercise their treasures.

Covid-19 took the wind out of the sails of the collector car hobby here as elsewhere.

Shows and events were canceled or postponed to the next year. With our executive seeing an abrupt end to the planned events of 2020, the driving season appeared grim.

Last year, we had good success with our Mog 'n Platter series where we would go for a drive, ending at a pub for lunch. Members would take turns organizing the runs and booking the lunch seating at a pub. Our drives would last between one and two hours and were reasonably well attended.

In March, we went into Covid lockdown and laughed as people scrambled for, and hoarded rolls of toilet paper. We make toilet paper here! We have a continual supply that would allow us to paper to the moon and back every week. But, with the lockdown people were starting to go "stir crazy." Since we were allowed to go out for walks and only essential automobile trips, one of our members suggested we have some Stir Crazy drives. After all, we figured it was essential to drive our cars so we could get fresh air and keep our Morgans running properly.

We have been hosting Stir Crazy Runs every month and have now completed six runs covering all areas of the Fraser Valley. Each month, a member takes responsibility for a run. We would meet at a coffee shop, social distance, and head out for a one to two hour drive. The first runs were devoid of a meal at the finish. It was just a wave of camaraderie and we would all motor home. In the last months, as the province started to open up, we have been able to return to the pubs for lunch in small groups.

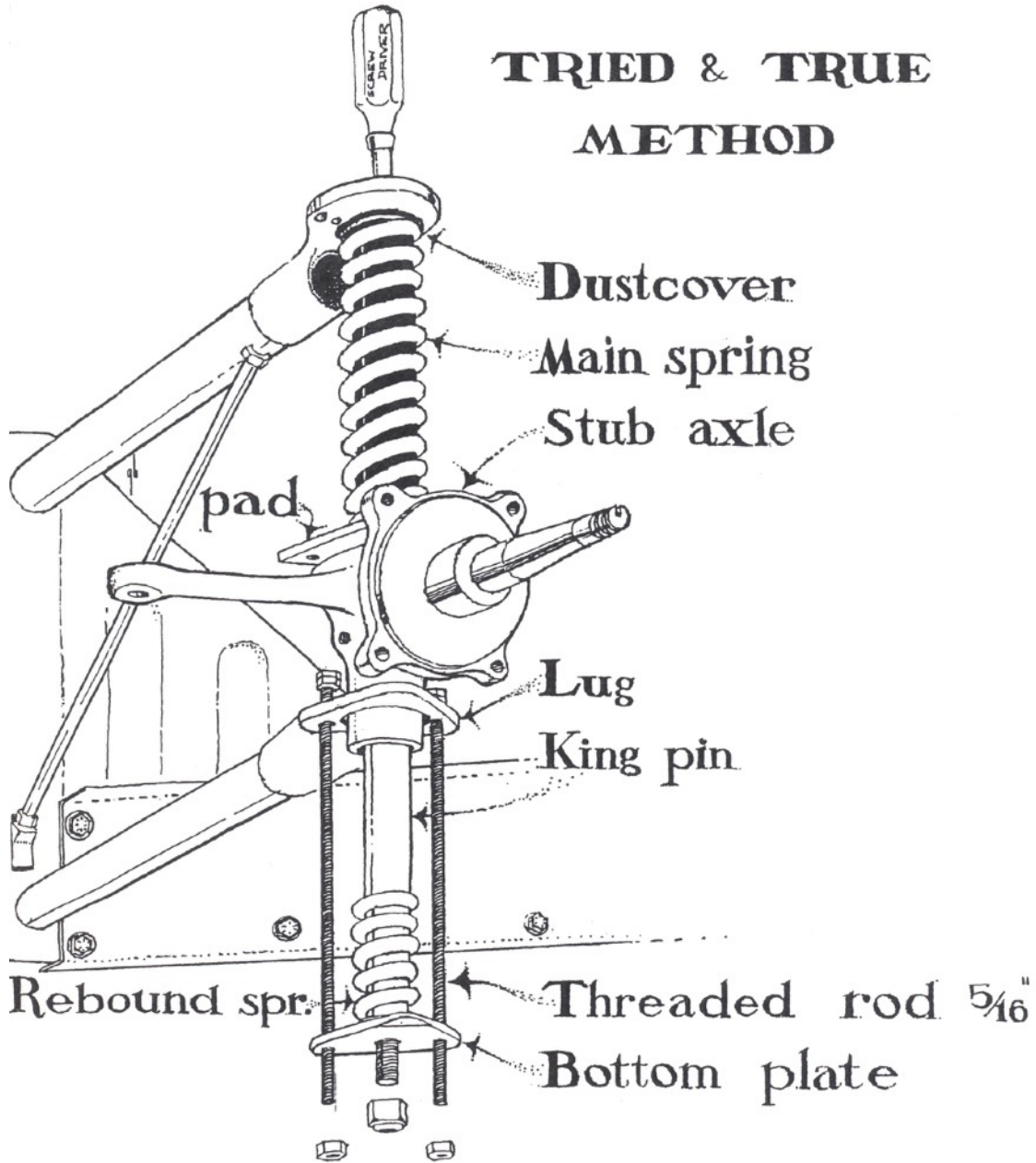
The bonus of empty roads when we started the Stir Crazy Runs is over and the roads are back to pre-Covid levels. It almost makes you wish for another lockdown! We have been heartened to have several new members in the last couple months, some new cars imported, and everyone has remained healthy with no known Covid-19 cases. We like to think the Stir Crazy Runs have helped preserve our sanity and the fresh air has contributed to our health. We wish good health to all of our Morgan friends and hope that automotive events will soon be back to pre-Covid times.



From the Morgan Oasis Garage  
By Cuthbert J. Twillie, Proprietor  
Box 1010 - North 51, Terrace  
Hoodsport, WA 98548  
(360) 877-5160



## New King Pins and Bushes



## TRIED & TRUE METHOD

**CUTHBERT; a Yank at Malvern.**



## Friends

I'd like to demonstrate what I think is the simplest and easiest method of removing and replacing the elements of the front suspension when rebuilding. A procedure you will become familiar with the longer you drive a Morgan. The builders of these wonderful automobiles recommend replacing king-pins and bushes every fifteen thousand miles. I can't say I ever saw one rebuilt at fifteen thousand. Dick Dice did his the first time at forty two thousand miles. That was my first Morgan front end rebuild and I've done five others, for a total of six. All of them using the method I'll call "tried and true" cuz it's never let me down.

To begin the car is blocked at the rear so it will not move forward or backward. The front of the car is jacked up and set on axle stands, and the front wheels are removed. Now the oil pipe is removed from the oiler bolt, and the oiler bolt removed from the king-pin.

Next the forward bolt is removed from the triangular bottom plate and replaced with a ten inch length of 5/16 " threaded rod. The rod is double nutted on top and protrudes down through both bottom plates, and another nut is walked up till it's snug under the bottom plate. Then the rear bottom plate bolt is removed with the diagonal brace that goes back to the chassis. This is also replaced with another length of 5/16 " threaded rod, double nutted on top with another bolt run up snug under the bottom plate.

If this is a car with disc brakes, the calipers are removed from their brackets and hung with wires well out of the way. Drum brakes can stay where they are. The calipers are NOT disconnected from the flexible brake lines.

Now we are ready to lower away the king-pin assembly. I have two ratcheting box wrenches I bought for this task cuz it's a long way down with an open end wrench. The double nutted upper ends of the threaded rod are held best with vice-grips, though a box end wrench will work, a vice-grip won't fall off all the time. Now the nuts under the bottom plate are evenly run down the threaded rod. The king-pin follows the lower plate on down as well. Eventually you will feel no more spring pressure, and the whole caboodle will be removed.

The second side is removed exactly like the first. It's easier with experience.

Now you have in your hands the elemental pieces that give Moggies their character. The sliding pillar front suspension. Few other marques ever used this type of suspension. One make that did was Lancia in the Twenties. Lancia was a designer who never had a boring notion. Narrow angled vee sixes and vee fours. Excellent handling cars. An extremely original thinker was Vincenzo Lancia. One of my all-time favorites was the D 50 Formula One car of the mid fifties that Ferrari ran when Lancia dropped out of Formula One racing when Alberto Ascari was killed. Not in a Lancia, by the way. A Ferrari in practice got Ascari, at Monza.

With the stub axles in hand the next act is to remove the bronze bushes the king-pin rides upon. A machine shop will press them out, or you may saw them out yourself if you need the discipline.

The last three cars I've done, a club member has pressed in new bushes and honed them for the king-pins. I'm just a bit leery of machine shops in general, and this guy has thirty plus years flogging Mogs so I take mine to him. The bushes are an interference fit so when they're installed the bush actually gets smaller inside and needs

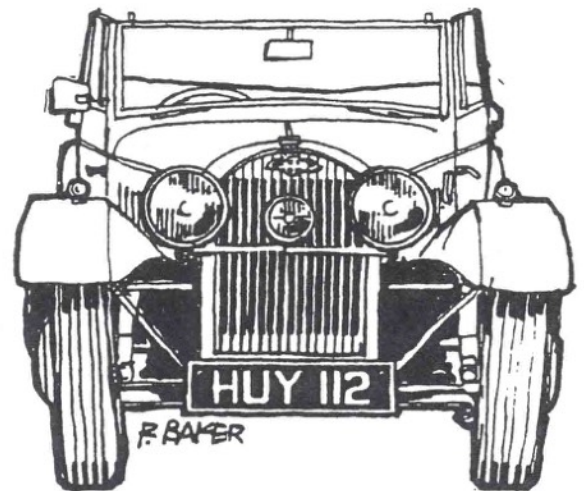
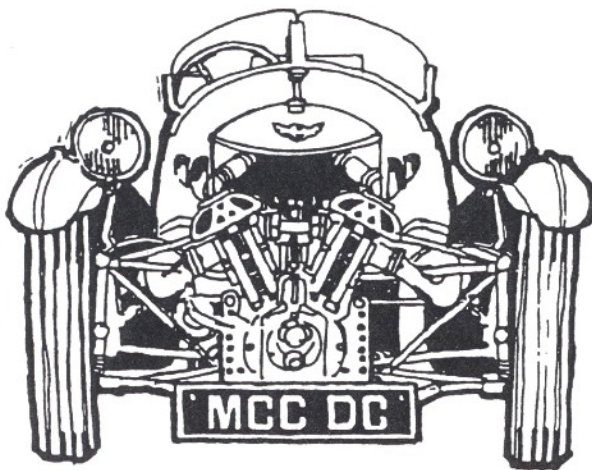


to be honed to fit the king-pins. It would take a monumentally screwed-up machine shop to screw up this task but I still prefer experience over experiments.

Now we are back at the car with the stub axles having the new bushes honed for the king-pins. The king-pins are well greased and installed into the stub axles. New or good bronze pads are the first installed pieces on the upper stub axle, then the main spring, dust cover, and rubber seal. I like to put a dollop of grease on both sides of the bronze pad. This whole batch can then be threaded into the end of the lower crosstube. The main spring is then slipped into place under the end of the upper crosstube. It is quite a task to do all this. The king-pin is trying to slip down out of the stub axle, and it takes some muscle to place the main spring. Keep at it however and you'll get it. When the main spring is in proper place a screwdriver is dropped through the oiler bolt hole to prevent the spring from slipping out from under.

Next the 5/16" threaded rod is placed in the ends of the lower crosstube. Double nutted on top. Front and rear. Now the rebound spring and the triangular bottom plate is fed up the threaded rods till it bottoms on the king-pin with the bottom king-pin threads going through the triangular plate. A washer and nut is placed snugly on the king-pin, holding the bottom plate in place. 5/16" nuts are now run up both threaded rods till they are snug up to the bottom plate. A look around now is quite in order 'cuz the next move is serious business. With vice grips on the upper double nuts the lower nut on the threaded rods are now slowly and relentlessly walked up the threads. Always making sure all the pieces are slipping into their proper relationships. Here is the time you will appreciate the racheting box wrenches I told you about. In doing this the whole front end assembly is slowly moving into place. Soon the top of the king-pin will be close enough that you can begin to center it so you'll be able to screw in the oiler bolt. The oiler bolt is the trickiest task to accomplish. The king-pin must be perfectly centered or the oiler bolt will not start. And you can cross-thread it and gum up the threads. If you do damage the threads a British tap will soon repair that. It is a BSF 1/2" X 12 tpi ( threads per inch ) British tap. I bought one for sixteen scoots, and it's reassuring to have that little darlin' in my toolbox, just waiting to save me once again.

Once the oiler bolt is correctly in place you can call in your old granny to finish the job cuz it's all downhill sledding from here. Replace the oiler tube, calipers ( with safety wires naturally ) , exchange the threaded rod with grade eight fasteners at the bottom plate, the diagonal brace to the chassis, wheel and anything else loose and we're ready for more eighty mile an hour corners keeping up with those insane Canucks.





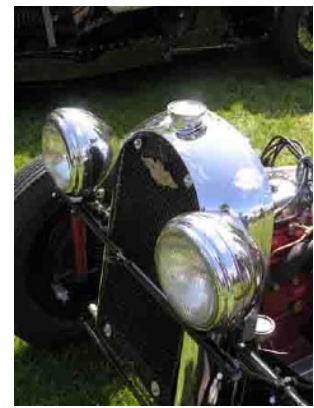







## Morgan Historic Register (MHR)

*By Machiel Kalf*



If you have not registered your Morgan with the Morgan Historic Register yet, you will find below the form you need to fill out to send to them. Thank you to Ron Fermont for making the process a little easier than in the past.

<b>MSCC Morgan Historic Register</b>			
<b>Data Requested for car registration:</b>			
<b>Pre-Registration Report</b>			
Asterix * indicates important register data.			
Morgan Model: *		No: of Seats: *	
Chassis No: *		Engine Type & Engine No: *	
Licence Plate No: *		Original Licence Plate No: *	
Colour Now: *		Original Colour: *	
Manufacture Date: *		Date Purchased by you: *	
Road Wheel Type: * (Steel, Wire, Alloy)		Interior Trim Colour & Type:	
Modifications:			
History Notes; (Gearbox, Body & Axle Nos. if known)			
Owners Name: *		Email Address: *	
Address (Road/Town):			
County / State: *		Country: *	
Post Code / Zip:		MSCC No. (if relevant):	
Telephone:		Mobile (Cell) Tel.: *	
<b>YOUR PERSONAL DATA WILL BE KEPT SECURE.</b>			
By requesting to register your car(s) with the Morgan Sports Car Club – Morgan Historic Register (MHR), you are consenting to us storing your data so that we may provide you with the services and benefits of the MHR. Your data will be stored securely, and we will not release your information to any third parties unless you expressly allow us to do so.			
Please return to Ron. at: <a href="mailto:fba@zeelandnet.nl">fba@zeelandnet.nl</a>			



Upcoming PACMOG Events  
By Chris Brunt-Tompsett and Ken Miles



Watch your emails for news of the next Run

(Susan Blake's photo from the navigator's seat)

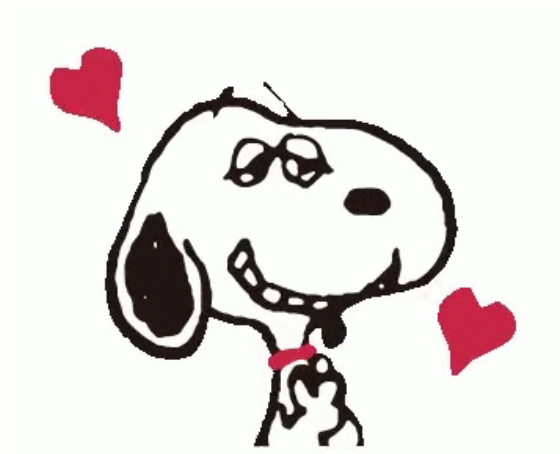
**Robbie Burns/Mike Powley Run** is on Saturday, January 23, 2021. We will meet at the Tim Horton's at the northeast corner of Hwy 10 and 152<sup>nd</sup> St. Meet there at 10:30 for an 11:00 AM departure. [kengmiles@telus.net](mailto:kengmiles@telus.net)

**The Hearts and Tarts Run** starting place will be at the Tim Hortons in Tsawwassen Common, same as last year. Address is: 2202 - 4949 Canoe Pass Way, Delta (Tsawwassen), BC V4M 0B2  
Sunday, January 14, 2021 - Meet 10:00am for 10:30 departure. RSVP to [sblake@telus.net](mailto:sblake@telus.net)

**Stir Crazy Runs** will be announced later or if we are lucky, they will become **Mog 'n Platter Runs**.

**Note:** PACMOG follows all BC Provincial Health Guidelines. Social distancing and masks are mandatory. If you have any Covid-19 symptoms, been out of the country in the last 14 days, or been in contact with anyone with Covid-19, you must stay home. These essential drives are to promote the mental and emotional health of members.





# Hearts and Tarts 2021

Sunday, February 14, 2021

Meet 10:00 am - Depart 10:30 am (RSVP to [sblake@telus.net](mailto:sblake@telus.net))

Start: Tim Hortons at Tsawwassen Commons

2202 - 4949 Canoe Pass Way, Delta, BC. V4M 0B2

Drive will be winding through Ladner and end up at the Barnside Brewing Company. We will gather cars for a photo. Follow parking directions when you get to the location.

**Cautionary note:** Barnside is open for tasting and they do have grilled sandwiches and soups. Groups cannot be larger than 6. This is an option at the end of the run. We have not told them we will be here nor have we booked tables. In keeping with BC Health guidelines, you should only be seated with your family or those in your bubble. It is up to you what you choose to do and we do not take any responsibility if you choose to drink and or dine here. The run has already concluded and from this point you are on your own to do as you see fit. Those leaving can continue on 60 Avenue. Turn left on 62b Street to connect back to Highway 99.

All BC Provincial Medical rules are in place and you must make your own decision if you wish to participate. Social distancing and masks are mandatory. If you have any Covid-19 symptoms, have been out of the country in the last 14 days, or been exposed to anyone with Covid-19, please stay home. Essential driving only to maintain the health of your vehicle and preserve your own mental and social health needs. This is a "Drive-In" event as per regulations.

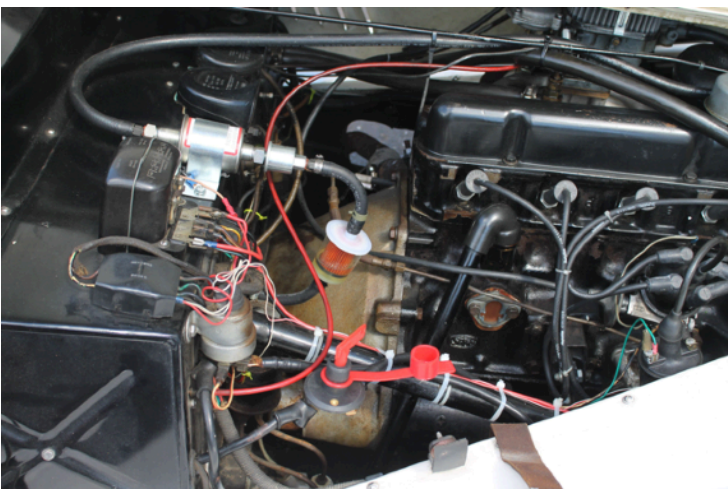


# 1966 Morgan 4/4 Sold Last Month

*By Steve Blake*



This righthand drive 1966 Morgan 4/4 actually sold in October but just came to my attention. It was a Nova Scotia car and sold on Hemmings Auctions on October 16, 2020 for US\$22,575. The car was restored in 1977 and has 47,366 miles on the odometer. The car was imported from the USA to Canada in 2010. This 4/4 is fitted with its original Kent 1500 cc OHV engine. It has not been rebuilt. The tires were over 27 years old so long overdue to be replaced. The seller reports no issues with anything else with the car. Of course, being a righthand drive affected the sale price.





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

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

### Recent Sales and Auctions



This RHD 1967 Morgan Plus 4 DHC sold on BaT for US\$29,550 on December 23, 2020.



This 1966 RHD Morgan 4/4 sold on BaT for US\$32,750 on January 13, 2021.



This 2005 Morgan Roadster with 1300 miles sold on BaT for US\$69,500 on January 20, 2021.



morgamania

#### Editor's Note:

I am always on the lookout for stories. It doesn't have to be a full article. Point form works and I can write it for you. Photos are greatly appreciated. Just had a ride in your Morgan? Snap a photo and drop me a line telling me where you went. Did a repair or maintenance on your Morgan? Tell me what you did. If you are about to do a project, even a very small one, snap a photo and share with us. See a Morgan when you are out and about, snap a photo and send it to me. Thanks to all of you who have been keeping me supplied with material!



## Morgan Fitted Luggage

Classic Travelling Luggage creates bespoke luggage tailored perfectly for your Morgan.



**+4 or +8**

**£445.00 – £565.00**

Set of two cases to fit behind the seats of the Morgan Plus 4 or Plus 8. The flat black handle or fabric handle are recommended for these bags to ensure the best fit against the seats. Please state the year of your car upon ordering.



**4/4**

**£445.00 – £565.00**

Two bags to fit behind the seats for Morgan 4/4 cars. The flat black handle or fabric handle is recommended as these are most suitable to prevent rubbing on the seats.

Please state the year of your car on ordering – see description below for more details. Optional side pockets.

<https://classictravellingluggage.com>



# PACMOG Regalia

Contact Brian Nixon for any regalia requests [nixon.b@outlook.com](mailto:nixon.b@outlook.com)

Let the world know that you're a proud member of the Pacific Morgan Owners Group



On the car or on the mantelpiece, this beautiful high quality enamelled grill badge adds a touch of class.

**\$25 CDN\*** (plus shipping)

Badge measures 3.5 by 4.25 inches overall

\*Club members only, all others please inquire



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

**\$2 CDN\*** (plus postage)

Patch measures 3 inches in diameter

\*Club members only, all others please inquire



[www.regbeercoachbuilder.ca](http://www.regbeercoachbuilder.ca)

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990.

Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it.

We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

**Martin Beer & Stephen Beer**

933093 Airport Road  
Mona, ON L9W 6C7

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

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**Steve Sillett**

Delta Location:  
Unit 2, 6455 64th Street  
Delta, BC V4K 4E2

Vancouver Island Location:  
9709 Youbou Road  
Youbou, BC V0R 3E1

604-530-1433 [www.panelcraft.ca](http://www.panelcraft.ca)





# *Pacific Morgan Owners Group*

## 2021 Membership Application (Please print in block letters)

### 2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive, Surrey, BC V3S 6B9

Date \_\_\_\_\_ New \_\_\_\_\_ Renewal \_\_\_\_\_

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Spouse/Partner Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province/State \_\_\_\_\_ Postal / Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell \_\_\_\_\_ Other \_\_\_\_\_

Email Address \_\_\_\_\_

Spouse/Partner Email \_\_\_\_\_

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

1. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_ 4-seater \_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

2. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_ 4-seater \_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

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