



The Morgan Link

Vol 6 No 11

The Magazine of the Pacific Morgan Owners Group

Nov 2021



From the Editor's Desk...

As this edition of the Morgan Link will be out at the end of November, we are starting our winter themes. The cover was provided by Jacques Gallien for Valentin Tanase. We will have more Christmas related items in the December edition but since I just strung up my Christmas lights, I thought it was time to get into the spirit!

We are pleased to have a new writer this month. Laurel Gurnsey has shared with us an article she wrote on car mascots. We followed up with some history on Morgan mascots.

Dave Doroghy has challenged us to two new contests in his Dorg's Morg column. It will be interesting to see who can rise to his challenges.

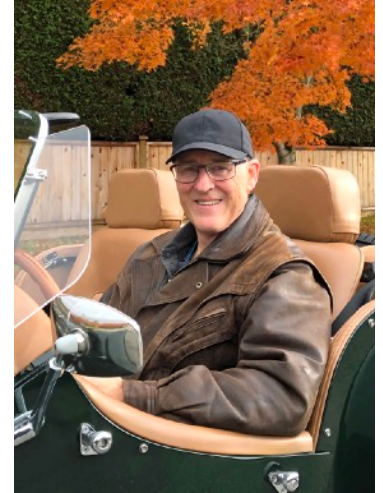
Colin Gurnsey wrote an article explaining how he built a quick-release fuel cap for his Bentley special. This plan could work for somebody wanting to do something special for the gas cap for their Morgan.

One of our new members, David McCrossan took delivery of his "new" 1969 Morgan Plus 8. He wrote an article of his experience with Morgans and about his new purchase. Many of you will remember David as a youngster riding along with Evan Carew-Gibson in Ted's car or with him riding along with Dave Collis on drives back in the late 1990s and early 2000s. It is nice to see that David is now a Morgan owner.

We have another member profile in this edition. Susan Blake interviewed Pat Miles and wrote a piece detailing Pat's early life and how she got into Morgans. Of course, the story cannot be told without including Ken who introduced her to Morgan. She certainly embraced the spirit and is now responsible for a lot of what goes on in the Miles's garage.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

November 2021

Editor – Steve Blake

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The Morgan Link is the nearly 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.

Advertising: Limited non-commercial advertising is free to members. Commercial advertising is available at a cost of \$25 for a business card size for one year. Business card size is approximately 1/8th of a page. Larger ads are accepted at - Full page - \$200, half page \$100, and 1/4 page is \$50 per year for the number of issues be publish (8-12).

Disclaimer: While we make an effort to ensure that material presented in the Morgan Link is accurate, neither PACMOG, nor its directors, or the authors can be held responsible for any inaccuracy or error in any article or advertisement. It is up to the readers to satisfy themselves that any technical or other advice, solution, method, material, product or service is right for them and their vehicle.

Report from the Executive- November 2021

By Steve Blake, Chair

We had a Directors' Meeting by Zoom on November 10, 2021. As you can see, it is not a big commitment to stand for one of the director's positions. You are fortunate that everyone is willing to stand for another year, but that will change. We really need people to step forward to take over some positions for 2023. You can still put in your name for this year as no decisions are made until the AGM.

We thank Susan Blake for agreeing to step into the role of secretary for the next year. This is a one year commitment and then we need somebody to take over.

My position as Chairman will expire at the end of the 2022 year, assuming nobody runs against me this year! We purposely wrote it into our by-laws that a member can only fulfill this role for three years and then must step away for at least one year in order to get fresh ideas.

There are some other positions that the incumbents are holding where they would be happy to stand aside. We have to realize that nobody took on any of these roles for life. We need to be fair, change things up, and each take a turn.

We discussed the date for the AGM, which will be on Wednesday, February 9, 2022. This will be a Zoom meeting again this year. The dues will remain at only \$10, still the best deal for club membership in any club.

We are looking into upgrading our membership badges. That will be something we consider in the new year. Let Brian Nixon know if you have any thoughts on this.

The photo contest is not doing well. We don't have many entries this year and the number of people voting last year was low. This will be the last year for this event unless there is renewed interest in the future. Thanks to Tom for looking after this event.

Upcoming events are noted on page 54.

Welcome to our new members!

New Members

Don Waroway

Chris Kattleson
1971 Morgan 4/4

PACMOG Directors

Chair, Editor

Steve Blake

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Vice Chair, Webmaster

Tom Morris

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Island and Inland

Liaison

Jane Cowan

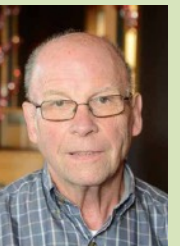
janecowan@shaw.ca



Events

Ken Miles

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Membership, Regalia

Brian Nixon

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Non-voting member attending
Board Meetings as Secretary

Susan Blake
susanblake@telus.net



Cover Photo Credit:

This month’s cover photo was created by Valentin Tanase and submitted by Jacques Gallien.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Pat Miles, Lorne Goldman, Tom Morris, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Colin Gurnsey, Gary Bell, Larry Vail, David McCrossan, Laurel Gurnsey, Don Smith, Katherine Kukov, Terry Foxen, Lynda Springate, David Kaye, Andrew Del-Colle, Roger Mulloy, Ron Akehurst, Bob Adair, Jane Cowan

PACMOG is affiliated with:

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

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

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 section highlights Morgan cars spotted on the road or parked in scenic locations.
Send in your photos!



Above: Chris Allen in his 1972 Morgan Plus 8 - Steve Blake photo

Below: Larry Vail's 1963 Plus 4 going from Crescent City to Lakewood for engine installation and some finish work after a multi-year restoration. Almost on the road! Larry Vail photo.



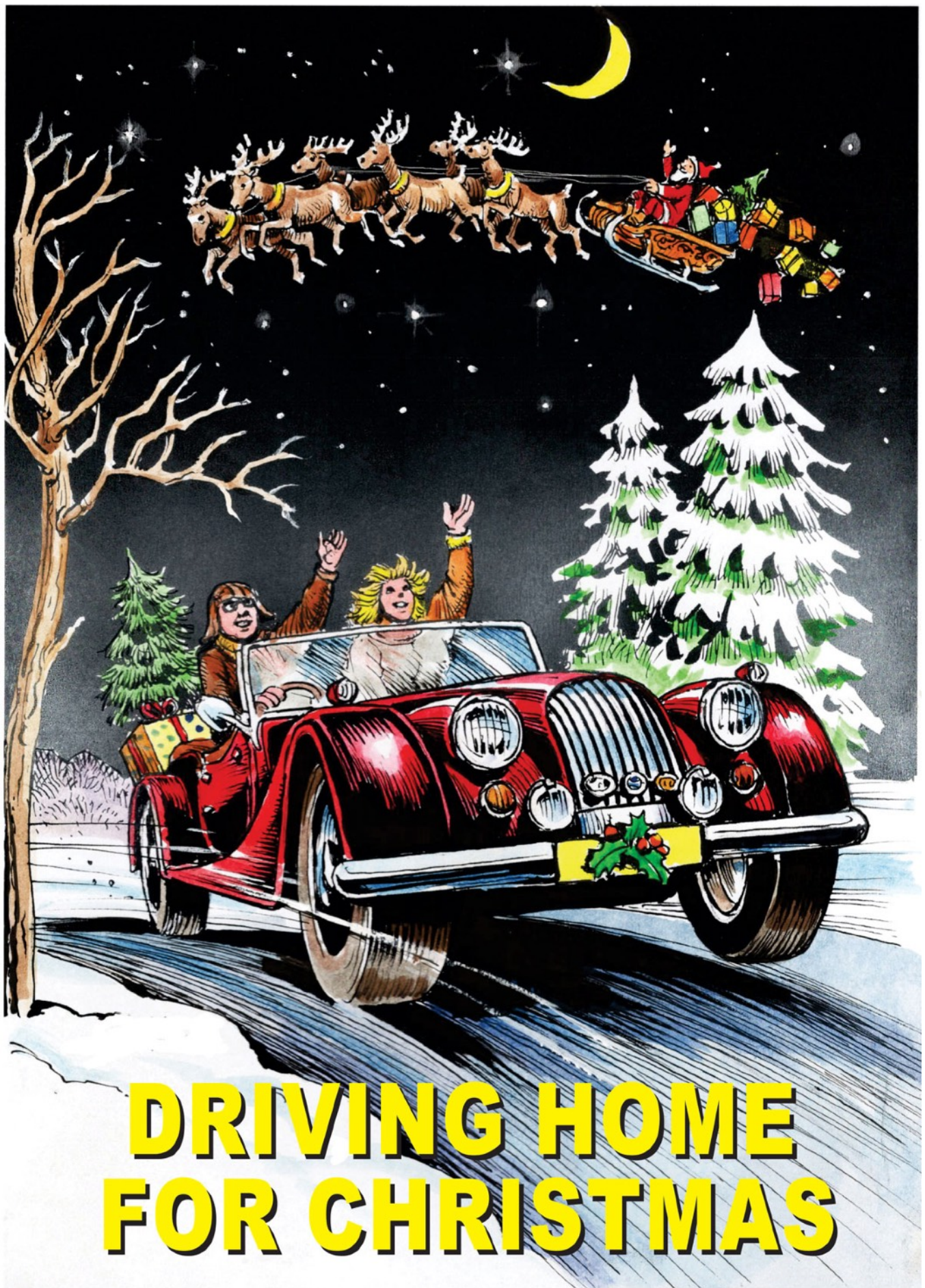


Photo submitted by Jacque Gallien

John McNulty's 1966 Plus 4 Competition on Vancouver Island



(Steve Blake photo)



DRIVING HOME FOR CHRISTMAS

Christmas Wishes from Valentin Tanase

AGM, Dues, Meetings, Snapshot Contest

Dues!



Don't forget to send in your 2022 dues by December 31, 2021 to
Pat Miles, the PacMOG treasurer at
15410 Kildare Drive, Surrey, BC V3S 6B9



Annual General Meeting



Mark your Calendars!

Our AGM is being held by Zoom Meeting on
Wednesday, February 9, 2022 at 7:00 PM

You will get a Zoom invitation prior to the meeting.

Watch your emails for notification of the Meeting and Director Reports.



Meetings

It is possible for us to set up meetings for different groups using Zoom. For example, if you wish to have an Island group meeting, or an interior group meeting, or a meeting of Plus 8 owners, or ???, we can make it happen. Our Zoom licence is for unlimited time, not just for 40 minutes like on the free licence. No more being cut off in the middle of an interesting discussion. Speak to Steve Blake if you wish to have a Zoom meeting.



Snapshot Contest

Our Annual Snapshot Contest is just about over! You have until **December 31, 2021**, to submit your photos for the contest. The earlier you submit them, the longer they will be seen prior to voting.

We please ask that as many of you as possible vote for your favourite photos. You have until **January 31, 2022**, to select and enter your choices.



Director's Zoom Meeting - November 10, 2021

Fall Colours Run

By Steve Blake

Our first attempt at a drive in October was threatened with rain so the organizer, Chris Brunt-Tompsett, postponed it a week to October 30th, which had a better forecast. He could not have asked for a better day as we had beautiful sunny skies, with the day starting at 8 degrees Celcius and increasing to 21 by lunch.

Seven cars took part, led by Chris and Alayne Brunt-Tompsett (1965 Morgan Plus 4), followed by Don Allen (1987 Morgan Plus 8), Bob McDiarmid (1995 Morgan Plus 8), Ken Miles and Don Waroway (1969 Morgan Plus 8), Brian and Sandy Nixon (1970 Morgan 4/4), Jon Moss and Malcolm Fletcher (1960 Morgan Plus 4) and Steve and Susan Blake. The Blake's started out in their 1991 Morgan Plus 8 but had shifting problems most likely due to a leaking slave cylinder. They returned home and switched cars to their 2020 Ferrari Portofino and joined the group just in time for departure.

From the Surrey Tim Horton's, we crisscrossed through Langley using many of the winding roads. It was a very colourful day as many of the red, yellow, and orange leaves were either still on the trees or in windswept piles scattered along the roads. We felt that the colours we experienced rivaled the images of coloured leaves from the East Coast. Our drive took us past the cranberry bogs, old Fort Langley, and along the Fraser River.

The drive ended at the Jimmy B pub for lunch. It was a great drive and a perfect end to October. Thanks to Chris for organizing a memorable event!



The Morgan Link







(Photos by Ken Miles and Steve and Susan Blake)

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company photos



OECC London to Brighton Commemorative Run

By Steve Blake

The Old English Car Club's annual London to Brighton Commemorative Run took place on November 7, 2021, on the same day that the actual drive took place in the UK. Their weather was cloudy and 10 degrees. Ours was cloudy, very windy and about 8 degrees. It was definitely a top up, side screens in kind of day. We had several members of PacMOG on this run. Tom Morris and Elaine Davies (1973 Morgan Plus 8), Ken and Pat Miles (1960 Morgan Drophead Coupe), Bob McDiarmid and Les Burkholder (1995 Morgan Plus 8), Dave Collis (Ford Anglia), Steve and Susan Blake (1967 Austin Healey 3000), and Chris Brunt-Tompsett in his daily driver.

Forty cars set out from the Delta Heritage Air Park for a drive through the Delta, Surrey, and Langley back roads. We passed many wineries, blueberry fields, and a variety of mixed farming. Everywhere you looked there were signs with eggs, sides of beef, or bales of hay for sale. The coloured leaves of fall were mostly down and swirling around the roads as we drove. We had a few sprinkles on the windshield but not enough to dampen our spirits!

One interesting thing happened just before we fired up our engines and left the air park. A flock of several thousand snow geese took flight over us. The snow geese come to our area from Wrangell Island in the Bering Sea. They overwinter here and can be seen in farmers' fields where they hunker down during the day. The flock we witnessed flew over us left a couple souvenirs! Several cars, including mine, were hit as was one female navigator. Nothing a wet rag couldn't remedy!





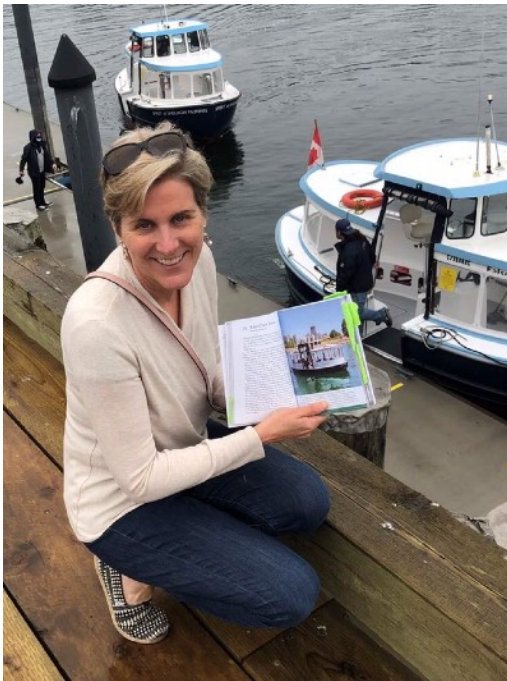
(Steve Blake photos)



Two Contests to Choose From *By Dave Doroghy*

111 PLACES TO PHOTOGRAPH YOUR MORGAN IN WHISTLER

The last half-baked contest idea that I hatched for our Club involved a challenge themed around a book that Graeme Menzies and I wrote in 2019, called 111 Places in Vancouver That You Must Not Miss. We threw down the gauntlet and challenged Club members to photograph their Morgans in front of as many places from that book as possible. Unfortunately, the gauntlet, whatever that is, remained on the ground and we had very few entries by the time of the contest's deadline. You could count the number of entries on one hand in that greasy gauntlet, excluding your thumb as a counter.



Just as I was licking my wounds over that promotional fizzle I received an email from the woman pictured in this column. Unrelated to the lukewarm Morgan Club contest, and on her own volition, she went out last summer and photographed herself in front of every single place in that book. Her name is Andrea, and she lives in Washington, DC and came to Vancouver for a holiday with her husband; and for a whole month everyday they went out and knocked five or six places off of the list. When she finally completed all 111 visits, she sent me a long letter describing her cool adventure. I didn't even ask her what kind of car she drove to get to each place, and there was no prize. Her dedication, enthusiasm and interest however made me realize that our Morgan Club contest did have legs.

At the same time our second 111 Places book just hit the shelves of

bookstores around the world this summer. These two unrelated events coinciding made me decide to try the Club contest again. The new book, published by Emons in Germany is called 111 Places in Whistler That You Must Not Miss. It's the same format as the last book, and written with my same co-author Graeme Menzies, my buddy who drives a 1966 MGB.



So here is the skinny. Between now and May 1st 2022, take a photo of your car in front of as many of the places that are in the book 111 Places in Whistler That You Must Not Miss, as possible. Send them into Steve Blake and you will be entered into the draw, one ticket per photo. The winning club member receives an enhanced, expanded prize pack. A signed copy of BOTH 111 Places books! I hope to give them to you in person at the ABFM, if this damn virus goes away by then. For those unable to make it to Whistler, you can send in one picture you have drawn or created on the computer of your car in front of one of the places and you will get one entry into the contest.

Go to www.pacmog.com to find the list of places (in Documents Download) or click on the following link.

<http://www.pacmog.com/uploads/1/1/6/5/116547735/111pwpdf.pdf>

SHOW ME THE INTERSECTION, ADVENTURES OF AN ACCIDENTAL MORGAN DRIVER

Here's a new idea for a second contest. A back-up in case the one I just described gets little traction. Allow me to throw down a second gauntlet. Stay with me on this please.....

I am not very mechanical as many of you who read this article know. My delicate fingers were meant for typing not pulling on wrenches. At the same time my 1966 Morgan gets older and less reliable every year. I average two to three breakdowns a year. While I am stranded on the road waiting for the BCAA tow truck to arrive, during those mishaps, I usually have time to take a quick shot of my car with my iPhone. I have decided to turn those breakdowns into a positive. I am hereby announcing a brand-new contest called SHOW ME THE INTERSECTION:

ADVENTURES OF AN ACCIDENTAL MORGAN DRIVER. Here's how it works: each time my car breaks down somewhere in British Columbia I will take a picture of it; like the one here. The first person to guess exactly where the picture was taken wins a copy of my New York Times reviewed book, SHOW ME THE HONEY: ADVENTURES OF AN ACCIDENTAL APIARIST. It was on the BC Bestsellers list for three weeks last summer and is a "how-not-to" guide on bees that will prove to you that I know about as much about beekeeping, as I know about Morgan engines. I will only be awarding one book per breakdown, so please get your answers in quickly.

The wonderful thing about this contest is that you don't have to leave the confines of your house or your comfy couch. If you have an inkling, or even remote guess on where this shot was taken email Steve. We will announce the winner in the next Morgan Link, along with the rest of the story on my car's breakdown.



My Lifelong Dream is Realized

By David McCrossan

November 1, 2021 will never be forgotten... the day my 1969 Morgan +8 arrived after some 26 years of wanting! It's surreal to satisfy this goal and now it's time to enjoy and learn. Here it is coming off the trailer in Toronto safe and sound after its 6 day trip from Calgary – probably one of the first few times my wife has seen a Morgan in person. I think she likes it but time will tell (I'm encouraged - she asked me to take her for a ride in it the next day.) My connection to Morgan really started in third grade when I met



Evan Carew-Gibson and we became best friends. I recall at some point in elementary school he brought a photo of his dad's 1969 +8 in for show-and-tell one day and I thought "hmm that's interesting... I think they also made odd looking three-wheelers." I only knew this from photos in my "101 Great Marques" book by Andrew Whyte - growing up in the 1980s my focus would have largely been on the Lamborghini and Ferrari pages. Evan and I played a ton of basketball and video games until we learned how to drive, and that's when our interest in the Morgan really took off! I learned to drive on a very pedestrian 1986 Toyota Camry, however Evan's dad, Ted, was gracious enough to allow Evan to teach me how to drive a manual on his Morgan! That set a pretty high bar for my driving experiences thereafter, and I've never looked back.

In 2000 during university, Evan and I did an exchange program together to the UK... largely so we could visit the Morgan factory and Goodwood Revival. Evan, his dad, and I would go out to MogNW events together in the later 90s and early 2000s. We always looked forward to the ABFM & Vancouver to Whistler run. The obvious challenge facing this party of three was often solved by Dave Collis picking me up in his spare seat. (Riding along with Dave in his 4/4 only elevated my interest in Morgans!) I've also been a lucky driver for three multiple Morgan owners who needed a hand taking one of their Morgans to a show – always my pleasure to oblige.

In 2002, I moved to Toronto and looking to meet up with the Morgan club here, I found Vern Dale-Johnson who not only lived downtown nearby, he had two Morgans! I attended MSCCC events here periodically but between career, wife and kids, and Vern moving away, I just lost touch (but not interest.) Interestingly, the Morgan I took delivery of on Nov 1st, was last for sale in the GTA around 2003/04 and I have a picture of me in it back then contemplating a purchase. It was not the right time though, and the car instead went to Calgary to be well cared for until last week (thanks Don & Dave!) Throughout my connection to Morgan there's a theme that, aside from being quite enamoured with the cars, the people were also *really* special and integral to the experience. Now that I've got one, I'm hopeful to see enduring interest from our three kids (Aoife, Oliver and Elise aged 12, 10, and 7 respectively.) They see how much it excites me and it rubs off on them.



I look forward to reconnecting with MSCCC out here and maybe even getting to some PacMOG events when I have reason to be out west. I can't help but think the easy part (buying a Morgan) is done and the hard part (keeping it in good working order) lies ahead, so I'm eagerly looking to learn and draw on the wealth of knowledge and resources that club members have accumulated over the years. Feel free to be in touch at mccrossandavid@hotmail.com

Here's to years of safe and carefree Morgan driving for all!



(Photos submitted by David McCrossan - Proud owner of a 1969 Morgan Plus 8!)

Enjoy a 10% discount from our online Morgan Shop & further discounts on our Winter Sale.



BLACK FRIDAY WEEKEND IS HERE EARLY

Your chance to enjoy a 10% discount from the online Morgan Shop

LIVE NOW UNTIL 29 NOVEMBER 2021

Use code **MMCBF21**

Shop at <https://www.morgan-motor.com/shop/>



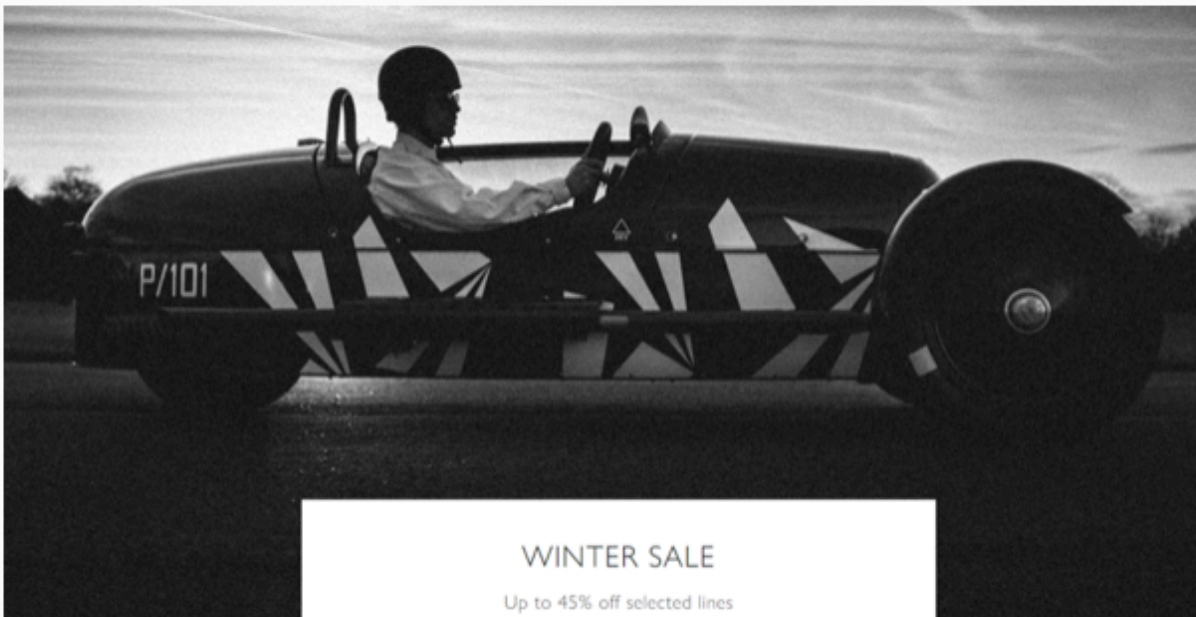
We are offering a 10% discount on products from our Morgan Shop, just in time for you to sort out the last (or start!) of your Christmas shopping.



From our Morgan Spinner Cufflinks to our beloved baseball caps, key fobs and best-selling books, there's lots to choose from. The Morgan Black Friday event is not to be missed!

WINTER SALE

As well as 10% on full-price products, you can enjoy a further discount on ALL sale items from 26 to 29 November.



WINTER SALE

Up to 45% off selected lines

No code is needed, as all prices are automatically reduced from 26 and 29 November.

Happy Shopping!

Member Profile

By Susan Blake

Pat Miles, Morganeer Extraordinaire

My first encounter with Pat Miles was at the beginning of a Morgan run early in 2010. A group of us met for the pre-run coffee and Steve left me with a group of women that included Pat. Anyone who knows me will be aware that I don't always feel comfortable in groups, especially with people who I don't know. So here I am with a group of complete strangers led by Pat talking about cars! At that point in my life, I looked at a car as a mode of transportation to get me from point A to point B and here I found myself with a group of women who were talking about...well, engines, chassis and "stuff". Did I feel out of my depth or what?

Over the ensuing years, Pat Miles has become a dear friend and I have got to know how interesting and multifaceted she is. Pat was born in Yorkshire and grew up in a market town called Morley, near Leeds, and she attended Wakefield Girl's High School before going to the University College of South Wales in Cardiff. It is here where she "read" Chemistry at the undergraduate level and went on to do a Doctorate in Plant Biology. She was awarded her doctoral degree in 1968 and became the first, and at the time, the only woman in a male dominated faculty. As such, her professor had to give up his private WC in order that Pat had her very own "privy". After a year of post-doctoral work and lecturing at the university, her professor transferred to the University of Nottingham and he asked Pat to go with him.



So Dr. Pat Firth moved to Nottingham. One of her extra-curricular roles whilst there was to act as a "moral tutor", looking after the moral welfare of a group of students assigned to her. In fulfilling this role she attended a party and it was there that she met her future husband, Ken Miles.



Pat had always enjoyed cars. Her Dad was in the Army Service Corps working on transportation during the war so as she grew up she had the opportunity to work with him on vehicles. They worked together de-coking an engine and doing other minor repairs to cars. These endeavours gave her a good mechanical start in her future passion for motors, motoring and a shared lifelong passion with her future husband.

One year before moving back to Canada with his new bride, Ken purchased a blue 1969 (later repainted red) Morgan Plus 8 from the factory, which he could ship, home tax free once he'd owned it for one year. This replaced his original Morgan that he owned prior to moving to England – a green 1963 two-seater +4. This Morgan is now owned by Ron and Norma Akehurst of the Island pod. (Ed. note: Ron has been writing about his experiences with this car and Part 4 is on page). Ken's interest in Morgans had already led to him to co-founding, with two others, the Toronto Morgan Owners Club (later renamed the Morgan Sports Car Club of Canada). Pat also bought a new car, a white Mini 1000 that was also shipped trans-Atlantic to its new home in Canada



On relocating to Canada, Pat and Ken lived in Toronto for five years where Pat taught grade 9 – 13 high school chemistry for four years. Ken was then transferred to Nova Scotia in 1975. He drove the Morgan and Pat drove her repainted Mini to their new home. The Mini went the full distance beautifully, but “croaked “ once it arrived at its new home. Remember to put oil in the SU carbs!!!



The Miles had two children, Elizabeth and Kathryn 17 months apart. Ken would use his Morgan as a daily driver to and from work. Pat still owned her Mini, which had some challenges including gears that would freeze up, necessitating her parking in reverse so she could get out of the drive. In the end they purchased a Ford and the Mini was parked for some time until they had an offer on it that they couldn't refuse. It went to a new home.

Whilst in Nova Scotia, Pat chose to be a “stay-at-home Mum” but resumed a previous activity from the UK, of working with the Girl Guides. She volunteered as a Brownie leader and also as the District Commissioner for the Girl Guides when Elizabeth and Kathryn were babies.



In 1983, Ken was transferred to BC and they bought a home in Surrey. At this time Pat decided to be a substitute teacher, teaching all subjects to many grades and eventually becoming a classroom teacher for Grade 3. Again, she volunteered with the Girl Guides and took on the role of District Commissioner. She has continued her activities with Girl Guides and is still an active member.

Ken and Pat have always been very involved in their church, volunteering in a number of capacities and currently attend St. Marks Anglican Church in Ocean Park where they have been congregants for 30 years.

Pat and Ken purchased a green 1969 Morgan 4/4, four-seater in 1998 which they restored and painted green and old English white. They were driving this car in Idaho where it was T-boned. It was transported back to BC where it was written off by ICBC because they thought it was an MG. With the help of Steve Sillett, Pat and Ken have fully restored this vehicle twice, Pat doing as much work on it as she was able and learning a tremendous amount during the process. When the car was “completed” two years later, the fenders were too yellow-green for her liking, so whilst Ken was away in Europe on business, she removed the fenders and had them repainted a darker shade of green before he arrived home. Ken never saw the original colour or it may still be that colour!

Their blue and silver 1960 plus 4 drop head coupe was being restored at the same time as Pat’s car. They had two cars in pieces in the basement and planned to take Pat’s green and white 4/4 to New Zealand in 2003. They had to take the +8, Ken’s car, to New Zealand as there was no way that the 4/4 could be repaired in time. However, later after the restoration of Pat’s car, they took it to Australia for the 50th Anniversary of Australian Morgan Club. Pat and Ken’s current project is restoring a 1946 Triumph 1800 which Ken bought in Wales in 1981 and had shipped to Nova Scotia and then on to BC.

Pat and Ken have had some amazing Morgan trips. In 2003 their six-week New Zealand motoring trip was with Vern Dale Johnson, Bob and Barb Stinson, Jack and Gladys McNaughton, Tom Henderson and Dick Dyce and others from the UK, after which they went to the Hamilton Islands for a week sailing before coming home. In 2007, Chris Allen and Pam Mahoney and Bob and Barb Stinson joined them for a four-week touring trip in Australia to celebrate the 50th Anniversary of the Australian Morgan club. For the 100th year anniversary of the Morgan Factory, Ken organized a trip over to England with Graham Bailey, Lee Harman, Burt Hunter and the Miles taking cars along with other members of the Morgan club who came to enjoy the celebration without cars.

Expanding their North American Morgan driving experience, Ken and Pat attended Morgans Over America drives in 1995, 2000, 2005, 2010, 2015 and 2019 and attended the 50th Anniversary of the Morgan Sports Car Club of Canada in 2017. A lot of Morgan miles for the Miles!

In keeping with Pat’s ongoing community spirit and life of service, she was the Secretary of MOGNW and Treasurer of the Northern Pod of MOGNW for many years. She has also been the Treasurer for PACMOG since it’s inception in 2015 and for part of this time was also the Secretary. She was Secretary for the Old English Car Club for 10 years, as well as for its Vancouver Coastal branch . This lady never stops!

As must be obvious, Pat is a very accomplished person, a treasured friend and valued member of PacMOG.



(Steve Blake and Pat Miles photos)



MORGAN THREE WHEELER

NEW 2021 Morgan THREE WHEELER Maserati Pontevecchio Bordeaux Matte Satin Finish - Special One of One // **HAIL BRITANNIA EDITION!!**

2017 Morgan THREE WHEELER Willow Green, Honey Tan Leather // **6,700 MILES**

2012 Morgan THREE WHEELER Black, Red Leather // **7,200 MILES**

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**

1933 Morgan MX4 SUPER SPORT Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

1930 Morgan AERO VAN MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // **FULLY RESTORED**

ROADSTERS

NEW 2022 Morgan Plus Six the new era of performance and refinement // **ORDER YOUR EXAMPLE**

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

1.5k miles 2018 Morgan Plus 4 Porsche Medium Ivory Body/ Black wings, Black painted alloy wheels // **ARRIVING SOON**

2005 Morgan V6 ROADSTER Corsa Red, Tan Leather // **ARRIVING SOON ~4K MILES!**

2003 Morgan Plus 8 Royal Ivory, Mulberry Leather // **ANNIVERSARY EDITION - 18K MILES!**

2003 Morgan Plus 8 Ivory exterior, Black Yarwood Leather // **ANNIVERSARY EDITION - 10.8K MILES!**



1995 Morgan Plus 8 Plus LS1 Corvette V8 powered, 6 speed // **ULTRA RARE BILL FINK/ ISIS IMPORTS CONCEPTS AND BUILDS**

1984 Morgan Plus 8 Isis **TURBO CONVERSION** Special Corsa Red/Cinnamon leather // **PROPANE-POWERED**

1963 Morgan Plus 4 SUPERSPORT, Dark Blue, Black leather, Black 72 spoke wire wheels // **BEST ORIGINAL RACING RECORD IN EUROPEAN HISTORY OTHER THAN TOK258; SIMILARLY UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!**

1963 Morgan Plus 4 SUPERSPORT, British Racing Green, Black leather // **HUGE PRICE REDUCTION- OPPORTUNITY OF A LIFETIME!!**

1949 Morgan Four/ FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // **HUGE PRICE REDUCTION- WHAT AN OPPORTUNITY!**

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When a Car Mascot is not a Hood Ornament

By Laurel Gurnsey

A 'mascot' in the car world of course means a hood ornament and the history of these often artistic additions to already beautiful automobiles is fascinating. According to the author of a book called 'A History of Cars', the first hood ornament was a 'sun-crested falcon (to bring good luck) mounted on Egyptian pharaoh Tut's chariot'.

From the 20s to the 50s, more modern chariots sported hood ornaments equally unique and became a visible representation of automobile makes or models, with the most famous ones recognizable to everyone, for instance, the Bentley letter 'B'; the jaguar growling on a Jaguar car; the 'Spirit of Ecstasy' on a Rolls-Royce or a Hispano-Suiza stork. Mercedes-Benz sports a three-pointed star and Packards sport a flamingo or 'The Goddess of Speed.'

Modern safety rules and regulations have often made fixed ornaments a legal issue because of potential injury and some ornaments have been made flexible in response or discontinued. Some auto makers/designers have never used a hood ornament but have beautiful logos instead, like our Lagonda's ornate badge or the sleek-winged Morgan badge



But there is another car mascot...check out car events and you can't help but notice all the stuffed animals hanging out in back seats. Some of those 'companion bears/rabbits', etc. travel the world with us and many bring back childhood memories.



Sydney



Murphy and Sleuth Bear



Lagonda Bears

Most of us carried around stuffed animals when we were children. Or had a rabbit's foot in our pocket. Or maybe cheered on a mascot for our favorite football team. The Oxford Dictionary says a mascot is a 'person or thing that brings us good luck.' Or something we carry around that makes us smile 'Sydney' (above), is a koala who rode with our friends Bill Holt and Liz Haan in their Lagondas. When we went to Le Mans, France in 2005 with Bill and Liz to see the 24-hour car race, Sydney & bear buddy TJ helped navigate.

A stuffed moose named 'Baby Murphy' (and 40 twins donated by a local Vancouver toy company), was official mascot of the 2009 Bentley Driver's Club Tour to Alaska, and travelled over 5,000 miles in mostly vintage Bentleys. The Murphys went home to countries all over the world, continuing to tour in Bentleys. Mary Morelli, from New Zealand, introduced Murphy to 'David the Sleuth Bear', the Morelli mascot. The Gurnsey's Murphy has been to France, England and Australia. That little moose was a bonding catalyst on our tour and showed up in everyone's tour photos and in the official video. Colin and I took four of our own bear family to Pebble Beach when Colin's 1936 Lagonda DHC debuted and rode across the winner's ramp with us when our car won first place in its class. The bears guarded the car, brought us luck and made us smile.



Sally Heumann, wife of Pebble Beach Concours co-chair Jules Heumann, carried a large stuffed bear with her everywhere they toured. I contacted Jules and the e-mail and photo below are from him. Sadly, Sally was killed in a car crash on a tour. Her bear was with her. Pebble co-chair, Lorin Tryon, travelled in his Packard with a 'life-size Gorilla toy named Koko and took a stuffed turkey toy with him in his Hispano-Suiza.'

'The large bear that we carried for many events was called Ruggles and there were ID cards from more than one event...Ruggles was always registered as a participant....He went on quite a few events in several cars....memories....j''

I end with this bit of trivia: Did you know that Queen Elizabeth invited Winnie the Pooh to her 80th birthday party at Buckingham Palace? You have to wonder if he arrived in a Rolls-

Royce! http://disney.go.com/pooh/fun-facts/?area=Eeyores_house



Sally Heumann and Ruggles

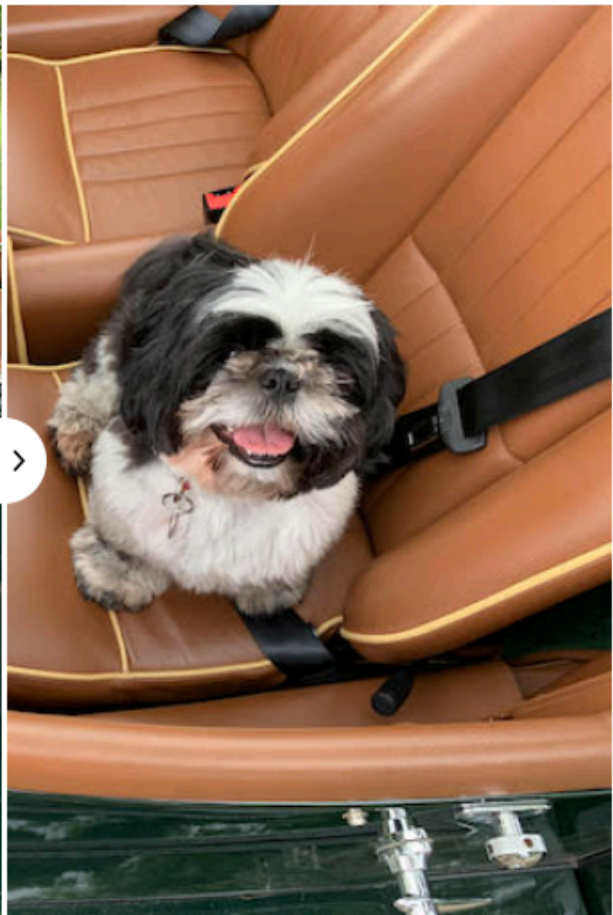
Some more traditional hood ornaments are on the next page.

(All but one photo taken by Laurel Gurnsey The other is a public image. The original article was written for the 'Bumper Guardian', the magazine of the Classic Car Club of America, Pacific Northwest Region.)



Just British Online is collecting photos of British cars with their furry mascots

**Just
BRITISH**
Online Motoring Magazine



"My 2-year-old Shih Tzu named Mambo is always ready for a ride, preferably in a Morgan. I don't let him drive, but he's been know to honk the horn when waiting." - Don Smith, Okatie, S. C.



This is Joanne & Eric Singer co-pilot Beau taken at this year's Amelia Island event with their 1966 Morgan +4.
Photo credit: Katherine Kukov. *

Morgan's Radiator Mascots

By Steve Blake

Morgan did not have an official radiator mascot. Similar to most automobile manufacturers, the mascots were added later and often advertised a product or represented a symbol that endeared itself to the automobile's owner. There were many exceptions such as the Spirit of Ecstasy on the Rolls-Royce, sculpted by Charles Sykes or Mercedes-Benz's three-pointed star. Often a mascot would catch the admiration of other owners and it became the de-facto mascot for that car. For example, the Midge is popular with MG owners. Morgan had two mascots, the stork in the 1920s and the flying M in the 1930s.



Flying M for a domed radiator cap
The flying M was used on 3 wheelers and 4/4 in the 1930s and 1940s. The stork was used in the 1920s.



The wrong flying M is mounted - should be the flat one



Brass copy of the Stork

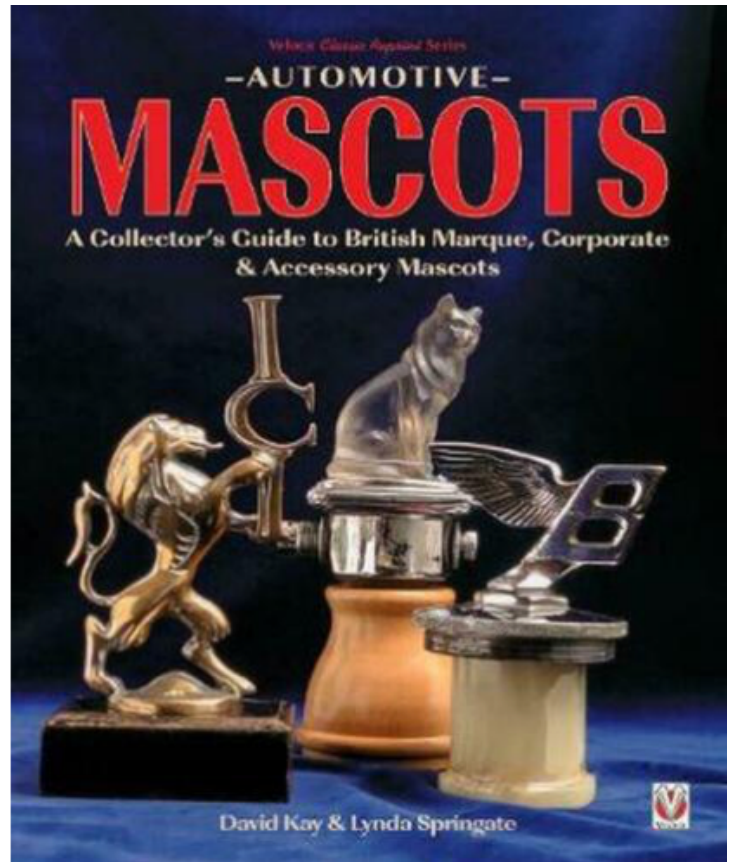
All of these mascots are available from G.E.E. Ltd. run by Terry Foxen. Photos courtesy of G.E.E. Ltd.

We make chassis for all the steel chassis 4-wheeler Morgans and the F-type three-wheelers. Steering boxes are made for the 3-wheelers and reconditioned and modified for the 4/4 +4 and +8, also steering columns are rebuilt. We make components for many makes and models from Alfa to Zastava, over 300 parts for Morgan cars mostly in small batches for clubs specialists and enthusiasts, sometimes one offs. We also try and source original components new and used, for customers here and abroad. We have a small range of parts for Rolls Royce and Bentley and a few Alvis parts, and can produce parts to drawing or pattern. Car, bike, boat, etc. Many of our customers are also suppliers, which seems to work to every ones benefit. If we cannot supply a part at a sensible price we can often tell you who can. We also value cars for insurance and probate and will buy or sell on commission Morgans and interesting cars and projects. - Terry Foxen <https://geeltd.co.uk/gee/>

So, where did the Stork mascot originate? While nobody is 100% sure, the best we can tell is that it originated from a mascot used by WWI French flying aces. They took the stork, which is a common bird in the Alsace region, often seen nesting on chimney tops or on telephone poles, as their mascot. The pilots used the SPAD S.VII fighter plane powered by an Hispano-Suiza engine. After the war, Hispano-Suiza adopted the stork as its mascot in honour of these brave fighter pilots. It is believed that the 3 wheeler Morgan, closely resembling the cockpit of one of these early fighter planes, adopted a mascot similar to the one used by Hispano-Suiza. The story is better told by Road & Track's Andrew Del-Colle and is reprinted on the next page courtesy of Road & Track. Following that article is an excerpt from David Kaye and Lynda Springate's book, Automotive Mascots: A Collector's Guide to British Marque, Corporate and Accessory Mascots.



Mascot on the Hispano-Suiza



Also known as La Cigogne Volante - The Flying Stork

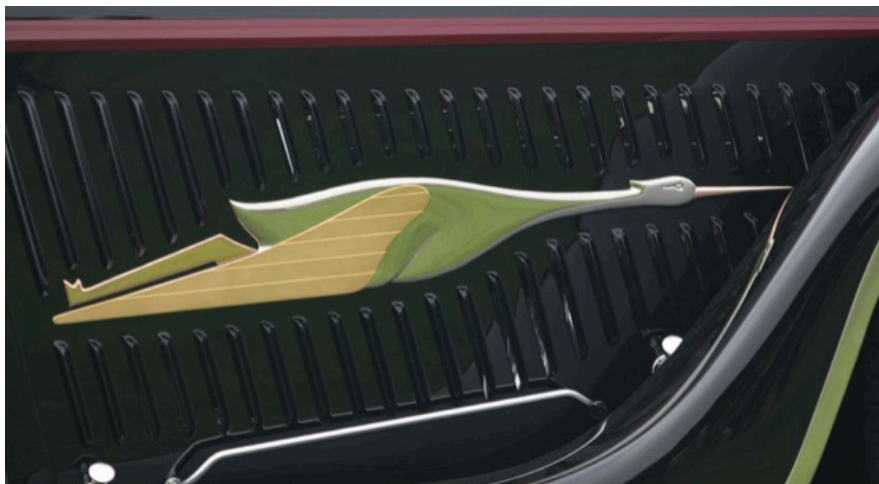
Stork mascot on the Morgan 3-wheeler photographed by Simon, the Talk Morgan administrator.



How a WWI French Air Force Insignia Became the Emblem for Two Historic Car Brands

By Andrew Del-Colle (Courtesy of Road & Track March 17, 2016)

For people who have spent any time around pre-War cars or just have a weird habit of scrolling through old hood ornaments late at night (it's soothing, OK?), the stork design on the Buccioli TAV8-32 we featured last week might have reminded them of Hispano-Suiza's *La Cigogne Volante*, or flying stork, hood ornament. At least, that's where my brain went as soon as I saw it. And once I learned that the stork was inspired by Bucciali's WWI French Air Force squadron, I suspected there was a connection. After a little digging, it turns out there is, and the story is pretty interesting.



Hispano-Suiza was an established Spanish automotive and engineering firm that began making plane engines during WWI. Hispano's 8A V8 was a popular and advanced engine cast from a single block of aluminum that powered the SPAD S.VII, a fighter plane used by multiple countries. Most French squadrons used the SPAD, including *Escadrille 3 Les Cigognes* (The Storks), one of France's most renowned squads thanks to its talented and deadly ace George Guynemere.



French ace George Guynemer's SPAD S.VII with his squadron's wings-down stork logo.

PPPACHY

As the story goes, *Escadrille 3* first earned its nickname by reminding French citizens of the storks commonly found in France's Alsace region, which was under German control at the time. The name stuck, and when the French Air Force decided to collapse *Escadrille 3* into the *Groupe de Combat 12* with multiple other squadrons, they all adopted the stork emblem.

At the same time, the Air Force also decided squads needed to have some sort of symbol on their planes to quickly identify each other, so *Groupe de Combat 12* used three different iterations of the stork in flight to separate squadrons: wings spread, wings down, and wings up. *Escadrille 3*, Guynemere's squad, wore the wings-down stork.

After WWI and as a tribute to Guynemer, The Storks, and its own engineering successes, Hispano-Suiza adopted the stork as its official hood ornament. The company hired French sculptor Frederick Bazin to design the ornament, and this elegant art-deco interpretation is what he came up with. For me, Bazin's Hispano stork is flawless and easily one of the most beautiful hood ornaments ever created. But I'm also a birder, so I might be a little biased.

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Andrew Del-Colle's photo of the Hispano-Suiza stork above and an unknown photographer for the Morgan stork to the right.

Photographs for this article courtesy of Road & Track.

The final say on the Morgan Mascot comes from David Kaye and Lynda Springgate's book, Automotive Mascots: A Collector's Guide to British Marque, Corporate and Accessory Mascots.

This book is available from Amazon, Chapters-Indigo, Ebay, and a few other places. It is about US\$50.

AUTOMOTIVE MASCOTS

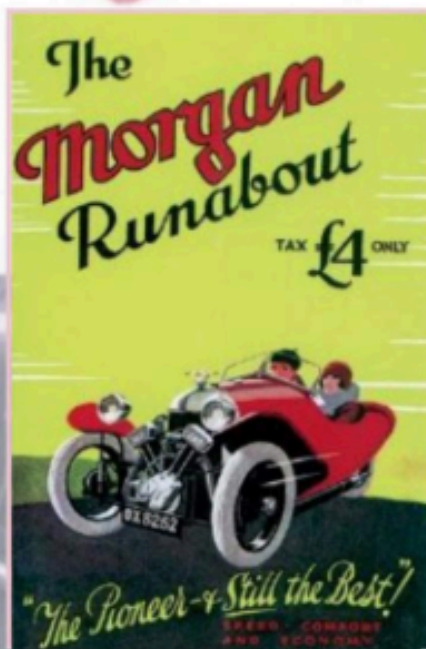
MORGAN

The Morgan Motor Company is still owned by members of the Morgan family, making it the oldest family firm in the history of the motor industry. Morgan began by producing three-wheeled cars in 1910. H.F.S. Morgan founded the company with an air-cooled V-twin tricycle. Roadholding was much better than any other three-wheelers of the time, with the first competition model, the Grand Prix, being introduced in 1914. Even in the 1920s and 30s, the three-wheeler continued to be extremely popular, partly because owners had to pay only £4 in road fund licence. There was a large choice of models, ranging from the Aero, Standard, Family and Super

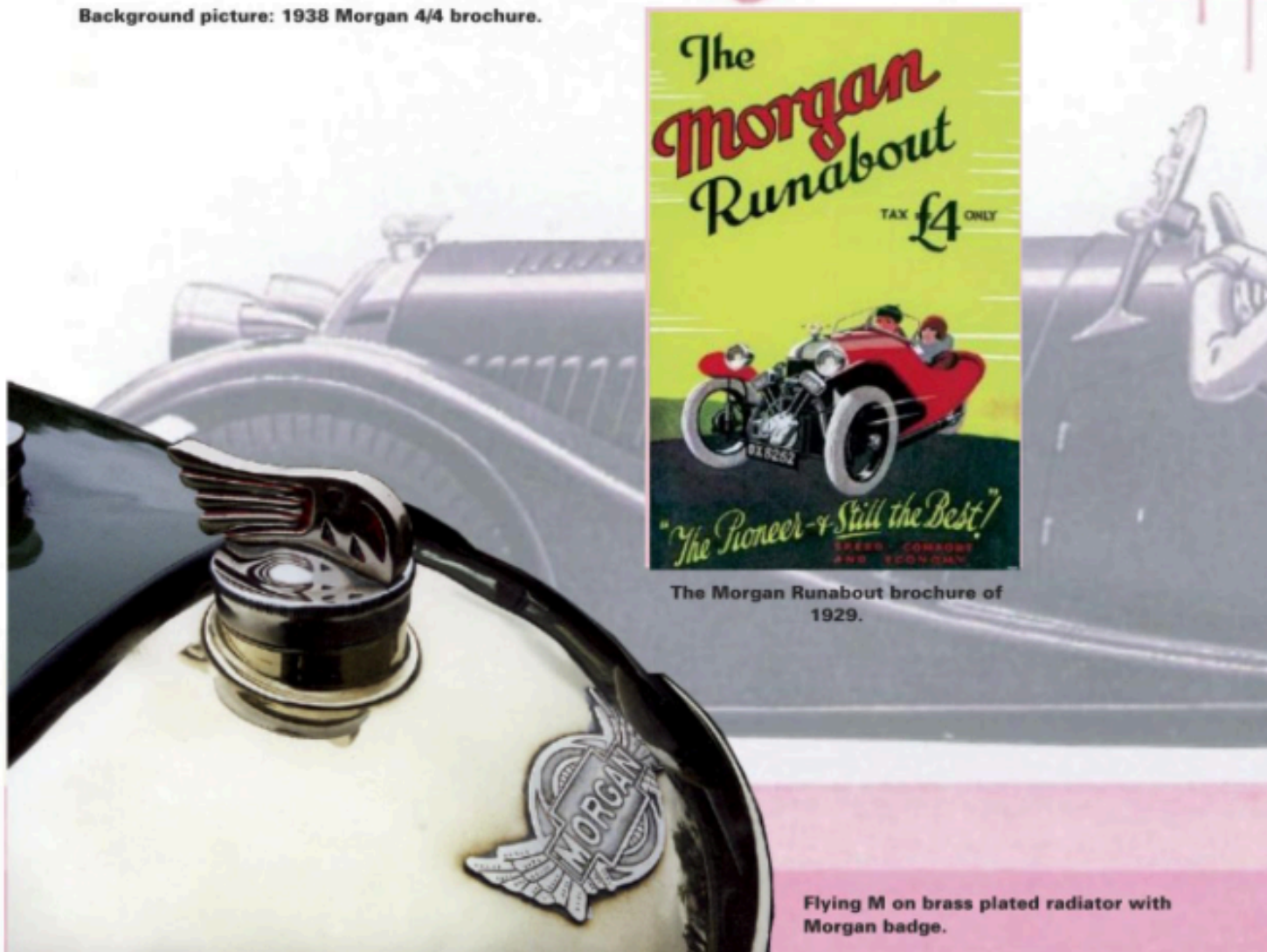
Sports. Morgan continued to make three-wheeler models until the outbreak of war. The first four-wheeled car was the 4/4 of 1935, which was powered by a Coventry-Climax engine. The 4/4 still survives today and the latest version has a Ford or Fiat engine, while the Plus 4 has a choice of a 122bhp Fiat or 140bhp Rover unit.

The first Stork mascot with feet out horizontally was available as an optional extra from the mid-1920s. This mascot was apparently produced in Sheffield for Morgan with the help of Sheffield's first Morgan agent, Billy Jones. An extract from the September 1976 Morgan club journal *The Bulletin* stated: "Many people have criticised the factory mascot, perhaps none more so than Sheffield's second Morgan agent, Billy's son Freddie Jones, the

Background picture: 1938 Morgan 4/4 brochure.



The Morgan Runabout brochure of 1929.



Flying M on brass plated radiator with Morgan badge.

MARQUE MASCOTS

famous trials driver. Freddie likened the first mascot to a Pterodactyl and thought it a hideous interpretation of a Stork. Being a man of action Freddie designed what he thought the Morgan Stork should really be like and arranged for a Sheffield firm to produce a batch of them, which he had based on a scaled down Hispano-Suiza car Stork mascot."



1920s Morgan Stork was fitted to the three-wheeler.



The Morgan Stork of the early 1930s was a revised design.



Morgan Flying M, mid-1930s, fitted to three-wheeler and 4/4 models. Brass chrome plated, sometimes with red paint. Height 30mm.

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Morgan Art by Valentin Tanase

You were introduced to Valentin Tanase in January 2020, when we featured Valentin as a famous person with Morgans. I have received a collection of Valentin's artwork from Jacques Gallien, Vice-Chairman of the Morgan Owners Group Belgium and a friend of Valentin. We will highlight some of his work in each of our editions of the Morgan Link. Thank you to both Jacques and Valentin for allowing us to re-print these works.



Morgan Treasures from the Jacques Gallien Collection

Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use. Many of these include Brigitte Bardot, who is an honorary member of the Belgian club. We thank MOG Belgium for allowing us to copy works previously published by them. Brigitte Bardot was the proud owner of a 1967 Morgan Plus 4, 4-seater.



Et mes fesses... tu les
aimes mes fesses?

Brigitte Bardot



Translation

*And my butt...you love my butt?
Brigitte Bardot*

Art by Valentin Tanase, montage by Jacques Gallien with the photo of the entrance
to La Madrague in Saint Tropez

A Gas Cap for the Bentley Special

By Colin Gurnsey

After I started building my 1949 Bentley Special, I showed my 1936 Lagonda at one of the Kirkland Concours. During a walk around I spotted a feature that I liked on one of the early race-cars on show. This was a 1919 Issotta-Frachini. I took pictures of the gas cap and used one of my credit cards as a size reference. The following photos show the results.



It is difficult to see in this photo but the gas cap is in the middle behind the driver's seat.

This cap appeared to be similar to the W.O. Bentley type gas caps with the addition of the butterfly wing that screws the cap down. I didn't see the inside of the cap but assumed there would have been a seal. On this car the air vent was drawn off through the rubber tube. My car's gas tank had a different arrangement so I didn't need this.

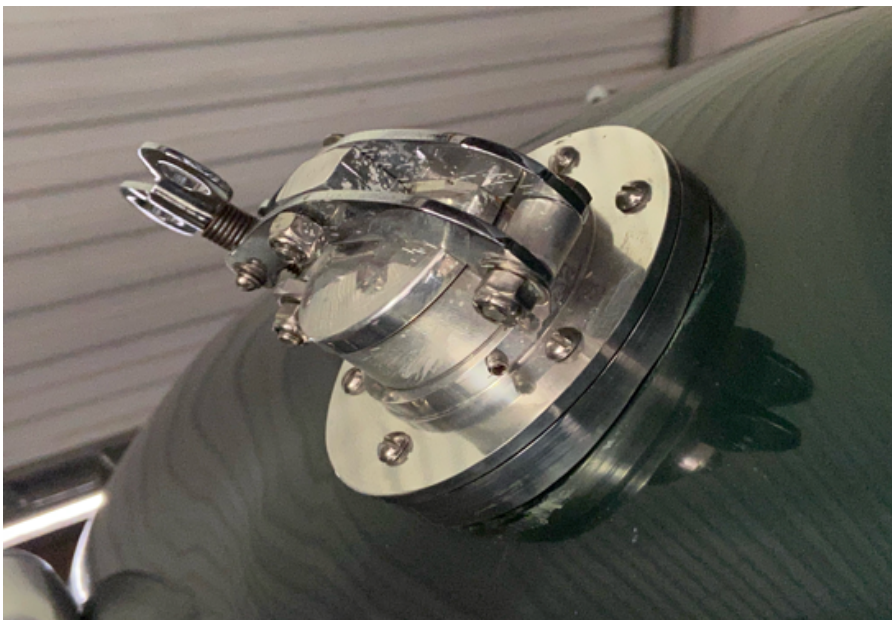


This is what I came up with. There are three main pieces. A tube with ears on both sides to mount the side pieces that lift the top; a base plate, note the grub screw holding it to the main tube; and a cap piece. I machined these three pieces from aluminum. I used brass for the swing arm, the butterfly and a block that the butterfly screws into to lock the cap.



In order to stop gas from sloshing out of the tank, I decided to add a rubber O-ring. I also had the brass components chrome-plated to finish the process.

When fitted to the car, I noticed it needed a block that had a flat surface on one side and a curve to match the body shape on the other side.



Finally, all completed and mounted on the car. I had to make a mold out of plasticine to get the correct contours of the body. This was then converted to aluminum in a step-by-step process until everything fit.

This is a project you could make for your Morgan if you wish to have a sporty or racing style gas cap.

(Colin Gurnsey photos)

Famous People with Morgans

By Steve Blake

William Leefe Robinson VC

Since it we celebrated Remembrance Day this month, I thought we should highlight another war hero who owned a Morgan. The following article is printed in Wikipedia and highlights the events that led to Leefe Robinson being awarded the Victoria Cross. He was shot down in Germany and imprisoned in a few German POW camps. He returned to England in a weakened state and died of the Spanish Flu in 1918. Leefe owned a Morgan 3 wheeler with disc wheels on the front and an aeroplane radiator mascot. May he rest in peace.



William Leefe Robinson VC (14 July 1895 – 31 December 1918) was the first British pilot to shoot down a German airship over Britain during the First World War. For this, he was awarded the Victoria Cross (VC), the highest award for gallantry in the face of the enemy that can be awarded to British and Commonwealth forces. He was the first person to be awarded the VC for action in the UK.

His action marked a turning point in the war against the airship menace, and caused the German airship bombing campaign to falter. In the three months afterwards, five more airships were shot down using the combat techniques he had proven.

In August, 1914, he entered the Royal Military College, Sandhurst, and was gazetted into the Worcestershire Regiment in December. In March, 1915, he went to France as an observer with the Royal Flying Corps, to which he had transferred. After having been wounded over Lille, he underwent pilot training in Britain, before being attached to No. 39 (Home Defence) Squadron, a night-flying squadron at Sutton's Farm airfield near Hornchurch in Essex.

On the night of 2/3 September 1916 over Cuffley, Hertfordshire, Lieutenant Robinson, flying a converted B.E.2c night fighter No. 2693, sighted a German airship – one of 16 which had left bases in Germany for the largest airship raid of the war over England. The airship he encountered was the wooden-framed Schütte-Lanz *SL 11*, although at the time and for many years after, it was misidentified as the Zeppelin *L 21*. Robinson was in the air for several hours. After initially spotting the airship, he lost it in clouds. Later, he again made contact and

attacked at an altitude of 11,500 ft (3,500 m), approaching from below and closing to within 500 ft (150 m) raking the airship from below with machine-gun fire of incendiary bullets. However, these two runs were unsuccessful. He then tried his third and last ammunition drum, and the airship burst into flames and crashed in a field behind the Plough Inn at Cuffley in Hertfordshire. Commander *Hauptmann* Wilhelm Schramm and his 15-man crew were killed.



REPORT ON NIGHT PATROL

From: Lieut. Robinson

Sutton's Farm

To: The Officer Commanding

39 H.D. Squadron.

Sir,

I have the honour to make the following report on Night Patrol made by me on the night of the 2nd-3rd instant. I went up at about 11.8 p.m. on the night of the 2nd with instructions to patrol between Sutton's Farm and Joyce Green.

I climbed to 10,000 feet in 53 minutes, I counted what I thought were ten sets of flares there were a few clouds below me but on the whole it was a beautifully clear night. I saw nothing till 1.10 a.m. when two searchlights picked up a Zeppelin about S.E. of Woolwich. The clouds had collected in this quarter and the searchlights had some difficulty in keeping on the aircraft. By this time I had managed to climb to 12,900 feet, and I made in the direction of the Zeppelin which was being fired on by a few anti-aircraft gunshooting to cut it off on its way eastward. I very slowly gained on it for about ten minutes I judged it to be about 800 feet below me and I sacrificed my speed in order to keep the height. It went behind some clouds avoided the searchlights and I lost sight of it. After 15 minutes fruitless search I returned to my patrol. I managed to pick up and distinguish my flares again. At about 1.50 a.m. I noticed a red glow in N.E. London. Taking it to be an outbreak of fire I went in that direction.

At 2.5 a.m. a Zeppelin was picked up by the searchlights over N.N.E. London (as far as I could judge). Remembering my last failure I sacrificed height (I was still 12,900 feet) for speed and made nose down in the direction of the Zeppelin. I saw shells bursting and night tracer shells flying around it. When I drew closer I noticed that the anti-aircraft aim was too high or too low; also a good many some 800 feet behind a few tracers went right over. I could hear the bursts when about 3,000 feet from the Zeppelin. I flew about 800 feet below it from bow to stern and distributed one drum along it (alternate New Brock and Pommeroy). It seemed to have no effect; I therefore moved to one side and gave it another drum distributed along its side without apparent effect. I then got behind it (by this time I was very close-500 feet or less below) and concentrated one drum on one part (underneath rear) I was then at a height of 11,500 feet when attacking Zeppelin. I hardly finished the drum before I saw the part fired at glow. In a few seconds the whole rear part was blazing. When the third drum was fired there were no searchlights on the Zeppelin and no anti-aircraft was firing.

I quickly got out of the way of the falling blazing Zeppelin and being very excited fired off a few red Very's lights and dropped a parachute flare. Having very little oil and petrol left I returned to Sutton's Farm, landing at 2.45 a.m. On landing I found I had shot away the machine gun wire guard, the rear part of the centre section and had pierced the rear main spar several times.

*I have the honour to be
Your obedient servant*

W. L. Robinson, Lieut.
No. 39 Sqdn. R.F.C.

Then the exhausted airman collapsed on his bed and within seconds was asleep. As he slept the madness of "Zepp Sunday" began.

On Sunday, 3rd September 1916, later referred to as "Zepp. Sunday", the news of Robinson's victory had spread with incredible speed. After months of fear and anxiety there was an overwhelming urge to witness the death throes of the airship, to savour the victory, even to gloat over the dead. Over the next two days 10,000 people travelled to the tiny village of Cuffley. Special trains were laid on from King's Cross. Extra ticket collectors were sent to the village station to help deal with the crowds. The Plough Inn nearby had soon sold everything that could be eaten or drunk, and had to bolt its doors to keep the crowds out. The field in which the airship lay was turned into quagmire as thousands of boots tramped through the wet soil. The roads leading to the site were jammed with cars. Police and troops were called in to control the crowds. There was a scramble for souvenirs, although keeping pieces of airship was a punishable offence. There was also much morbid curiosity over the charred bodies of the German crew. Tempers grew short as the day wore on and later visitors found the troops guarding the wreckage less than polite.

From the Morgan Oasis Garage

By *Cuthbert J. Twillie, Proprietor*

Box 1010 - North 51, Terrace

Hoodspout, WA 98548

(360) 877-5160

Lamp Tool

By *Cuthbert J. Twillie*

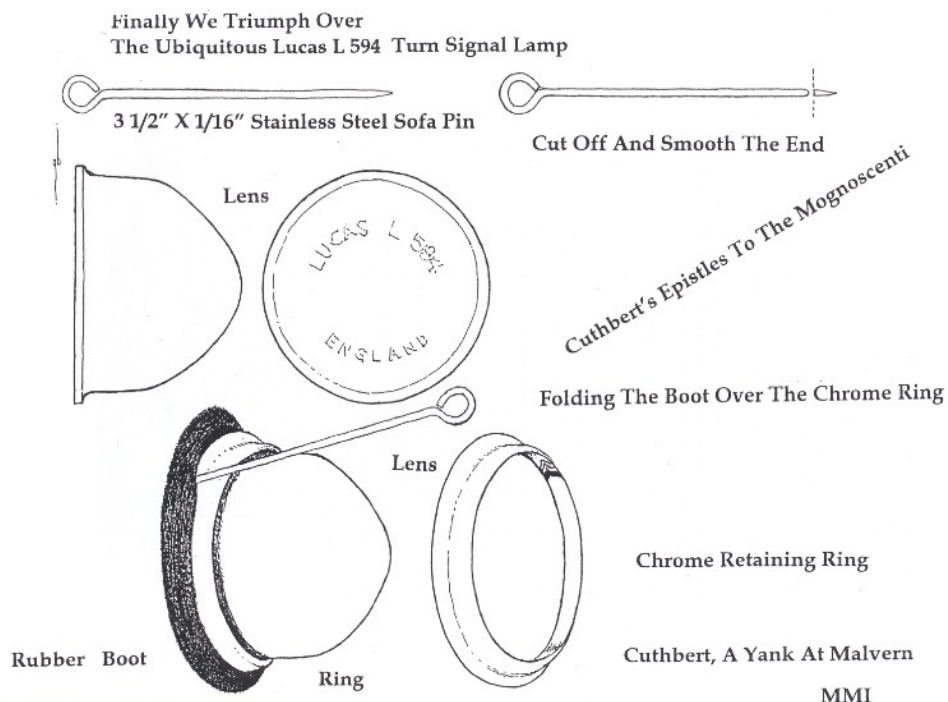


Once again faced with the not-so-Herculean task of replacing the lens on the ubiquitous Lucas L 594 turn signal lamp, I made a tool. Of course this was from desperation as I wouldn't dare admit how many paint jobs I've scratched replacing these lenses. Lately I've taken to taping around the rubber boot to avoid paint damage around these lamps.

Over on the lovely Flowerbelle's side of the shop I found a stainless steel "sofa pin" that is one sixteenth of an inch thick, and three and a half inches long. I sawed off a quarter of an inch and filed and polished the sawn end so it was as smooth as the new schoolmarm's ----.

Another big help with this thankless task is a half a cup of warm water with a couple of squirts of dishwashing liquid to use as a lubricant to assist the rubber to go where you'd like it to go. The soap is painted on the rubber and the lens is inserted into its slot in the boot. Now the chromed retaining ring is "offered up" to the boot. Pressing the ring up to the boot, the tool is inserted into the slot and a flap of the rubber is lifted over the ring, using the tool to lever the boot over the retaining ring. Keeping the tool in the slot, the flap is walked around the lamp till the ring is properly seated in the boot.

There isn't any more to it, it's dead simple to make the tool and the next time you have to remove one of these lenses you'll actually look forward to it, not to mention performing this magick on another ham-handed member's Moggie before a suitable crowd.



A Morgan Life - Part 4

By Ron Akehurst

I spoke to Rick about the paint. He planned to do the spectrometer analysis soon and to produce a couple of colour panels for my review. We discussed the paint system options and he suggested he was leaning away from the water-based paint and clear coat option in favour of a one-part oil-based polyurethane option with no clear coat. This option comprised one coat of epoxy interlayer between existing and new, plus three coats of polyurethane in the chosen colour with wet sanding and final polishing of the top layer. He said this would produce a more durable final finish than clear coat and would be more amenable to future cut and polish work, if necessary.

Rick also mentioned he had painted a Land Rover for Pat Leask using this method, so a couple of days later I went over to Pat's to have a chat with him. The Land Rover was not there but Pat's E-Type had also been painted recently in British Racing Green (not by Rick) using Valspar polyurethane paint. He was very happy with it, and further to Rick's comment, noted that any future scratches would be easily sanded and buffed out compared to clear coat. He also mentioned that, in his opinion, clear coat doesn't look as good on Morgans as it perhaps does on other cars. I had been thinking the same thing, maybe because of the angularity of a Morgan compared to most other cars.

Pat had another member's car in his shop in the early stages of complete reconstruction - a 1968 Plus 4 four seater in very rough condition. He was awaiting delivery of a new body tub and frame from the factory. I looked this car over with its rusty body panels and eaten away valances and counted my blessings. Without my past interventions (1974 and 1990), my car would probably have looked like this one, or worse by now. I thanked Pat once again for steering me in the right direction with my fender replacement project.

At the end of Day 14, a Friday, Andrew sent me a new batch of photos showing the completed welding work on the second fender, and of the fenders in place on the car. His note said he would be drilling holes on Monday morning for final mounting, and would be ready for inspection by that afternoon. On close examination of one of the photos, I noticed the holes for the back end of the running board tread on the left fender were very close to the body. I recalled that this was a minor annoyance 'way back when' because sand and dirt used to get trapped in this narrow space, so I decided to go to the shop early on Monday to check it out with the tread in place and see if Andrew could do anything about it.

On Monday I verified the issue and suggested to Andrew that maybe the end of the fender could be pulled out 1/8 inch to eliminate the problem. He agreed this was the best way to do it.

He told me I could take the replacement fenders home any time I wanted to. I asked him if he had any idea what years and models they came from, since this would be useful information for selling them. He pointed out that they were not manufactured at the Morgan factory since the joints between the sections were spot-welded lap joints. My original fenders have continuously welded butt joints, indicating they were produced at the Morgan factory. At some point likely in the late 60s or early 70s, Morgan began to outsource them from Eva Brothers and Vintage Wing and Radiator, both of Manchester. I bought both of these fenders in 1989 and the left fender weld joints were rough and it was only primer painted, so it had never been mounted on a car before. From looking through my books, neither of these replacement fenders look like pre-1968 Plus 4 or Plus 8 fenders of any year. They are most likely 4/4 fenders from some time in the 70s to mid-80s. Since the right fender had been removed from another car before I bought it, it was probably from the 70s. I hoped to narrow it down some more by inspecting the cars at the next Van Dusen ABFM.

I was back in the shop that afternoon to review the final fitting of the fenders. A couple of problems were noted; the first being that the adjustment of the rear end of the left fender, as discussed earlier in the day, meant that the existing holes through the doorsill to attach the fenders no longer lined up with the holes in the fender. Andrew said he would weld a narrow piece to the inner edge of the fender to close the gap and then re-drill the mounting holes in the fender.



The second problem was that the front skirt of the right fender was about 3/8 inch shorter than the front of the left fender. After much poking around and measuring, we determined that the problem was due to the valances. The valance on the right side was bowed out towards the wheel, which shortened the front fender skirt. The valance on the left side had a patch welded on to the last ten inches of it that pushed the front fender skirt out further. These inconsistencies in the valances were probably due to accident damage in 1989. Andrew pushed and hammered the right valance towards the centre of the car to straighten it out, thus lengthening the fender, and conversely pulled the left valance towards the wheel to bow it out and thus shorten the fender. On re-measurement, the fenders were within 1/8 inch of being equal.

I felt a little sheepish about the adjustment of the rear end of the left fender, thinking I should have pointed it out earlier. It was unfortunate I hadn't remembered this small issue right away, but nevertheless Andrew had it fixed by the next afternoon. The fenders and cowl were thus ready for filling and smoothing by Rick.

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A promotional graphic for AR Auto Resurrection. The background is a dark green gradient. At the top, the text "AR Auto Resurrection" is written in a large, bold, orange serif font. Below it, "Andrew Smith" is written in a smaller, white, italicized serif font, followed by "Auto Restoration" in a white, sans-serif font. In the center, a dark blue classic convertible car is shown in profile, facing left. At the bottom left, the phone number "250-516-1684" and the email address "arautoresurrection@gmail.com" are listed in a white, sans-serif font.

Morgans in the Movies

By Steve Blake

Britain's Greatest Machines with Chris Barrie

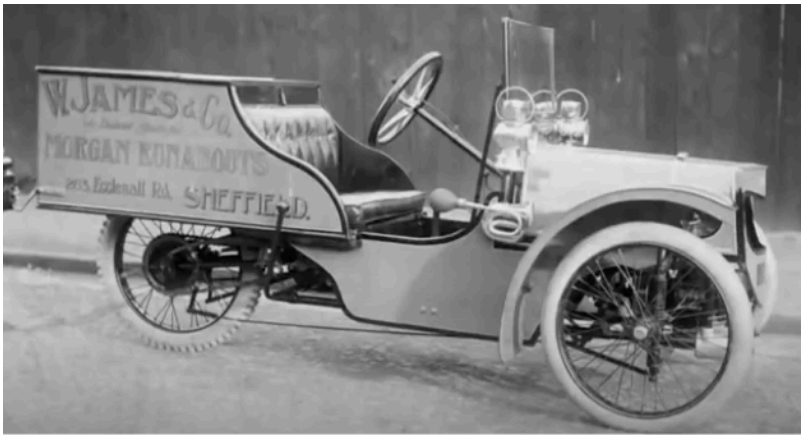
This TV documentary series is presented by Chris Barrie (Red Dwarf) and was first aired on February 1, 2010.

The film highlights the machines that changed or improved Great Britain. Series 2 episode 1 covers the 1910s and tells the story of the Morgan 3 wheeler. The car used in this film is owned by Chris Booth, who we will see more of in the upcoming Morgan Links. Chris booth is riding as a passenger in the 3 Wheeler as he is the owner of that car. The full episode can be found on youtube at:

<https://www.youtube.com/watch?v=eWSMJFeBfj4>



The Morgan Link



Why worry about the '£100 car'?
 when you can purchase a

Morgan Runabout

for £90

The "Morgan" has proved itself in numberless trials the fastest, most economical and most reliable of all Light Cars and Cyclecars. It won the Grand Prix of France in which it was finished.



MORGAN MOTOR CO., Ltd., Malvern Link.

The MORGAN Runabout

"The Marvellous Hill Climber."



HEREFORD CYCLECAR TRIALS.
 MORGANS gain the 100 Gu. Silver Cup, Two Gold Medals, and One Silver Medal.

Result of the Mile Hill Climb on Birdlip Hill.
MORGANS, 1st, 2nd, 3rd and 4th.
 The fastest being 1m. 8s. faster than any other make of Cyclecar.

North-West London Coventry Trial.
 An amateur, driving a MORGAN, gains Special Silver Cup, beating all other machines, including motorcycles.

MORGAN MOTOR CO.
 MALVERN.

The Cheapest and Simplest Successful Cyclecar.
 Price from 85 Guineas.



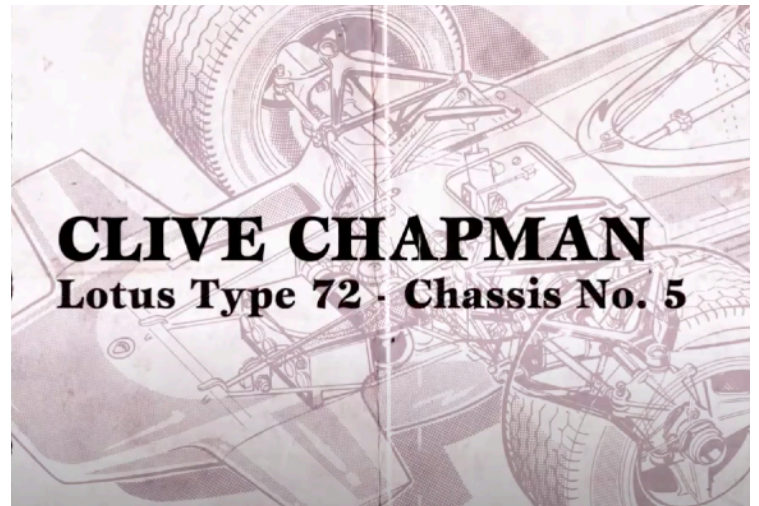
Team Lotus Legacy

By Roger Mulloy

How Colin Chapman's Son is keeping the Team Lotus Legacy Going.

A video by Mastering Speed

This video is an interview with Clive Chapman talking about the cars and drivers who raced when his Dad ran Team Lotus. There are many archival photos along with footage of the current facility where they restore the older racing cars. It is a very enlightening video and great to see that the Lotus legacy is ongoing.



Photos are screen captures from the video.

Find the video here.

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



Morgan Fantasy Photos

Photos that capture the art of the Morgan. Many of the ones we show are from the Morgan Motor Company's collection of Timeline Photos. Other's are open-sourced on the Internet or from member's collection.





From the Jacques Gallien Collection



Website Report

By Tom Morris

www.pacmog.com

Fourth Annual MORGAN MOMENTS SNAPSHOT CONTEST Entries are now OPEN

This contest is all about capturing those special Morgan Moments that happen at every Morgan event. You don't have to be a great photographer or have a fancy camera to enter (or even win) the contest. Some of the best shots in past years have been taken with mobile phones. Send us one or more of your favourite snapshots taken at any of this year's Morgan Events to enter.

Contest Rules

All photos must:

- be taken by a PacMOG member or a member of their family
- be taken at a Morgan Event in 2021
- contain a recognizable part of a member's Morgan car

Judging Criteria

Entries will be judged by PacMOG members.

Votes will be cast at the end of the year via the website.

Voters will use criteria of their own choosing when casting their ballots.

For the purposes of this contest a Morgan Event is defined as any event attended by 3 or more PacMOG member's Morgans within British Columbia or one member's Morgan outside that area.

**** UPDATE ****

FOR THE DURATION OF THE PANDEMIC ISOLATION RESTRICTIONS A MORGAN EVENT IS DEFINED AS ANY TIME A MEMBER'S MORGAN IS AWAY FROM HOME

Entries close at Midnight Thursday December 31, 2021

“Looking Back”

This new feature is looking back at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month we look back at the September - October 2005 issue of the NW Magazine and a special event! Thank you to MOGNW.

Romance at Malvern Link!

By Bob Adair

Leah and I returned from a trip to England in June with a side trip to France with English pals Brian and Margaret Gillard to do an historic 25 mile bicycle ride around the Boulogne countryside and to see the D-Day landing beaches in Normandy. We also took our Ford Focus hatchback and spent 2 days in the interior of Wales-very scenic. While in Boulogne, France we stayed at the Hostellerie de la Riviere, a small hotel with lots of charm, wonderful food and top-notch service. The whole evening is the meal, talking with friends and sipping fine wine (expensive but something good to do for oneself).

The highlight of the trip was our visits to the Morgan factory on the 25th and 26th of May. This was my 5th visit since 1978 and I was interested to see what changes had taken place, but most of all to have Leah see how Morgans are made. On Wednesday the 25th, we took the self-guided tour through the factory. It was good to see Morgans still being made in the traditional manner. Skilled men are still using hand tools and basic machinery to create a traditional sports car. Near the end of the visit we met Mr. Doug Watkinson the Managing Director who showed us the new Roadster. He told us that Morgan was making 80 for sale in the U.S. using the Ford Escape V6 engine and asked if we would like to take one for a test drive. Of course, we said yes! Leah drove it first accompanied by Mark Leddington, a friendly and capable salesperson. She came back grinning from the driving experience and now my turn.



After stalling it once or twice, Mark guided me through Malvern Link streets to a fairly quiet road heading north. It took little encouragement to get on it through curves (80 MPH) and on a straight stretch where we went from 40 to 90 MPH in what seemed like an instant. This is some car! 0 to 60 in 4.9! It is taut with a smooth five-speed gearbox and gobs of power. Wish I had one!

Back at Morgan, I got Mr. Watkinson aside and asked if I could propose to Leah in the dispatch bay the next morning. He agreed and we set a time for 10 a.m. to meet in the reception office. I had been thinking of this for months-what better place to propose than in the dispatch bay at Morgan Motors surrounded by shiny new Morgans. Mecca, where someday I'm hoping my ashes get dumped in the glue pot so I'll be a part of many ash body frames.

Back to the romance story-that night I invited my English friends Brian and Margaret Gillard, Steve Barnes and Alan Alderwick to attend the big occasion. Everyone showed up and Leah was wondering what was going on. After Charles Morgan drove the one-off Aero Max (gorgeous car!) on to a truck for delivery, we had a discussion about my Morgans. Meanwhile Morgan staff including the ladies from the office gathered in the dispatch bay. Mr. Watkinson had a wooden chair set in the middle of the bay and with all looking on I walked Leah to the chair. She asked what this was all about and I made up some story about a special viewing of new Morgans. I guess when I asked her to sit in the chair, she knew what was going on. I had it figured out if she said no I was going to crawl under one of the new Morgans and never come out. I was so nervous I'm not sure what I said, but she did say "yes" so I must have said the right thing. All cheered and clapped and cameras flashed behind us as we hugged and kissed. Man, was I nervous! Then I remembered the ring I bought the day before we left and put it on her finger.

Mr. Alan Garnett, the Chairman of the Board, congratulated us and offered a new Plus Four to take to lunch but as we were leaving the next morning for France with Gillards, I declined. Matthew Parkin told us that the proposal was a first for Morgan. That was neat! Thank you Morgan Motor Company for making our visit to the factory very special! We are thinking of next spring for the wedding.

Lubricating Morgan Sliding Pillars

By Moggie Mechanic

"To oil or not to oil, that is the question. Whether it is nobler in the mind to suffer the bumps and shimmies of outrageous shaking, or by lubricating end them."

Apologies to Wm Shakespeare

The Morgan car is unique in that the front suspension is of a sliding pillar design unlike most other cars. It was designed early in the history of Morgans and used on the three wheelers before being used on the four wheel cars. Until 1951 the pillar was lubricated just by greasing. Then, with the advent of the driver who did not want to get his hands dirty, Morgan put in a "semiautomatic" arrangement to allow the driver to lubricate the pillars from the relative comfort of the car interior. This was continued until about 2000 when Morgans decided that it was no longer useful and with modern lubricants it was better to revert back to only greasing.

For those of you not familiar with the semiautomatic oiler (also known as the "one shot") and I know there must be some of you as I remember when trying to purchase a Morgan asking the owner if the one shot oiler worked to which he replied "What's that?" It had never been used in the 22 years that he owned the car. The one shot oiler is a device similar to your dip switch situated on the front fire wall just above the gearbox. Instructions in the Morgan handbook that came with the car instructs the driver to oil the pillars every 50 to 100 miles by pressing the knob with the foot with the car running and watching the oil pressure gauge to see if it decreases a little. This drops oil onto the top of the sliding pillar and it trickles down to lubricate it during the driving.

There have been many theories and devices invented by Morgan owners to improve this and make sliding pillars and bushings last longer. The method you use is entirely up to you, as long as you do something - otherwise a terrible shaking (Morgan Shimmy) will begin and you will have to renew your bushings and pillars. Then the ride although stiff on a Morgan will become even stiffer.

You should choose between oiling every 100 miles and greasing every 3,000 miles or greasing every 500 to 1,000 miles depending on the amount of mileage you do. One thing to remember, however, is never to oil the sliding pillars when the engine oil is hot as this not only oils the pillars but washes away any grease that you have applied. Remember to oil first thing before you set off and even if you go a little farther than the recommended 100 miles it is better not to oil than oiling with hot oil.

It is a good idea to check the front end of your Pride and Joy frequently to make sure that one of the oilers is not blocked (and therefore isn't getting any oil) and also to make sure that the valve to the one shot oiler is not leaking. Problems here may first be noted by oil patches on the floor of the garage by the front wheels. This indicates that either you are leaving your foot on the one shot too long or you have problems with the valve or a blocked pipe on one side. Any of these problems certainly needs investigation.

Happy Motoring M.M.

Auto Report: China

By Steve Blake

China is one of the hottest markets for automobiles as their economy is boom- ing. Since automobiles are fairly recent to the general population, we did not see one "interesting" car on our whole trip! There is a Ferrari dealership in Shanghai so in time travellers should see some unusual cars. Saw two Jaguar XJ8s and several Audi A6s. A scattering of Mercedes Benzs were seen but models unknown. They weren't the big ones. The most popular car is the Volkswagen since it was the first to set up a joint venture in Shanghai. Many Japanese cars are on the road that we would not recognize but they are badged with Toyota, Nissan, or Mazda with an indescribable Chinese name or an absurd English one. Hyundai is representing the Koreans. One interesting car was called a Chairman. Model was "Limousine." GM is also building Buicks on a joint venture basis so quite a few of them are seen on the road. I spotted one BMW. The French are represented by Citroen and Peugeot.

Gas was \$.62 CDN a litre but they are talking about putting a tax on fuel to help keep consumption down. Both propane and gasoline are being burned. All taxis run on propane. In Shanghai it costs the equivalent of \$5000 US tax to purchase a licence for your car (first year only.) The idea is to help keep numbers of car sales down. It has had no effect and the roads are becoming very crowded. In Beijing, it takes an hour to break free of the city limits because of overcrowding on the streets. For the Olympics in 2008 to combat the traffic congestion, they are suggesting the locals take holidays and leave the city. Without this there will be many athletes missing their events as they get stuck in traffic trying to get to their venues on time.



Driving overall is poor and we witnessed many accidents everyday. In Xian, the driving was the worst. Drivers think nothing of going from the far left lane on a three or four lane roadway and making a right turn in front of everyone else. Defensive driving is a must. Drivers change lanes without so much as a glance and will u-turn or stop wherever they please without warning. Maybe this is why I didn't see any old cars on the road!

(Thank you to the MOGNW archive for the above three stories from Sept/Oct 2005)

Upcoming PACMOG Events
By Ken Miles



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat on the Fall Colours Run)

Save the Dates!

December drives will be weather dependent - 24 hour notice of the drives

January 23, 2022 - Robbie Burns Run

February 13, 2022 - Hearts and Tarts Run

March 13, 2022 - Ides of March Run

The Island Christmas Party

Where:

*860 Lands End Road
North Saanich*

When:

*Sunday, December 12
at 5 in the evening*



What do I bring:

*Your beverage of choice
and
\$ 20.00 per person*

*Who do I RSVP to:
janecowan@shaw.ca
by November 28*

*Do I need to be
fully vaccinated
against COVID
in order to attend:*

YES

no exceptions

1958 Morgan Plus 4 Sold Last Month

By Steve Blake

Sold for US\$46,000
on October 29, 2021

This 1958 Morgan Plus 4 received a body-off refurbishment in California in the mid-1990s and was acquired by the current owner in 2011. The car has been refinished in Triumph Brooklands Green with black fenders over black leather upholstery with green piping and power is provided by a 1,991cc inline-four paired with a four-speed manual transmission. The carburetors were rebuilt in 2018, and additional work carried out during current ownership is said to include a differential service and replacement clutch. Modifications consist of Koni adjustable shocks, tubular headers, an aluminum radiator, Wilwood front disc brakes, and a dual-circuit brake hydraulic system. This Plus Four is now offered by the seller on behalf of the current owner with a tool kit, refurbishment records and photos, service records, and a clean California title.



BaT Essentials

Lot #58420

Seller: [Sierra_Classic_Sportscar](#)

Location: [Meadow Vista, California 95722](#)

Chassis: 3975

Engine Number: TS29506ME

40k Miles Shown, TMU

2.0-Liter Inline-Four

Four-Speed Manual Transmission

Triumph Brooklands Green w/Black Fenders

Black Leather Upholstery w/Green Piping

Black Tonneau Cover and Soft Top

Koni Adjustable Shock Absorbers

Tubular Headers

Aluminum Radiator

Dual-Circuit Brake Hydraulic System

Leather Hood Strap

Chrome 15" Knock-Off Wire Wheels

Private Party Or Dealer: Private Party

Model Page: [Morgan Plus 4](#)

Category: [British](#), [Convertibles](#)



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

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

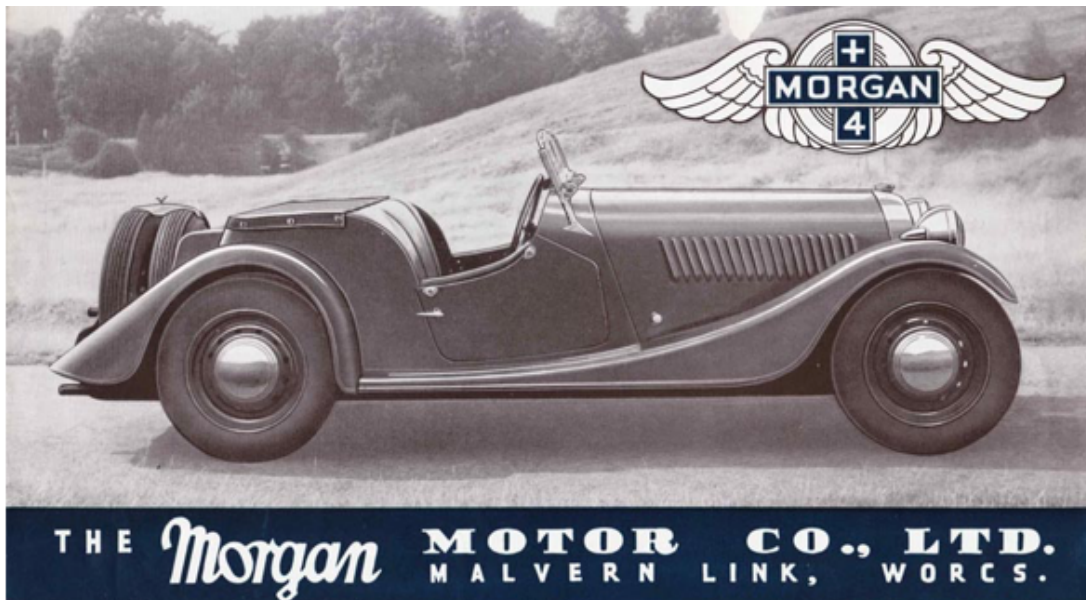
Recent Sales and Auctions



This 1951 Morgan Plus 4 was bid to US\$22,000 on ACC Auctions, did not meet reserve on November 3, 2021. Now asking US\$44,000 and open to offers.



This 2019 Morgan Plus 4 110 Edition sold at RM Sotheby's London auction for 55,200 GBP or US\$64,115 on November 6, 2021.



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!



ONLINE SHOP WINTER SALE

LAUNCHING FRIDAY 12th NOVEMBER



Starting from Friday the 12th of November, you can enjoy up to a hearty 45% off selected lines in our online shop!

This is a great opportunity to get an early Christmas gift or to treat yourself to something you've had your eye on for a while.

ONLINE SHOP

<https://www.morgan-motor.com/shop/>

PACMOG Regalia

Contact Brian Nixon for any regalia requests 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

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
Mono, ON L9W 6C7
cmcmogrbc@gmail.com
905-857-3210



Steve Sillett

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

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

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Terry Firestein

604 910 0857

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autobauercanada@gmail.com

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

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. _____