



The Morgan Link

Vol 3 No 6

The Magazine of the Pacific Morgan Owners Group

Sept. 2018



From the Editor's Desk...

The Autumn rains have begun and we are beginning to use our cars in the top-up mode. I remember fondly Mike Powley driving in the rain and snow, always with his top down. He wore his racoon cap with the tail bobbing along. Anyone remember the drive one January that took us to the pub under the Alex Fraser Bridge? With the fresh dump of snow that morning, only a small number of us arrived on time in our Morgans. Others showed up later after being stuck in the snow. Memories!

We need more stories like these. There are lots of stories out there with you and your Morgan. Please consider passing on some of these stories to me so we can print them in our magazine. You don't even have to write them down; you could phone me and I will write the story for you. Also, I am looking for more members to tell me their story so I can do a Member's Profile article. I would prefer if you volunteer so I don't have to go around strong-arming people to tell their tale! Again, we can have a phone conversation and I will write your story for you, you can send me some rough notes, or you can do your whole article yourself. We can always use more restoration or how-to stories.

This month's magazine has as assortment of different articles but not a lot on events. We relied on events other than PACMOG sponsored ones for September. There was the Car Affair in the Park, the Cultus Lake Picnic, the Sea to Sky Rally, the Luxury and Supercar show, the Crescent Beach Concours, as well as many local drives and events. If you went to one of these with or without your Morgan, how about sending some photos and a short write-up so we can share the experience with the members? I have written a couple of these up this month.

You can see the theme of my editorial this month is to push for more articles, stories and experiences to share with the members. Let's keep our magazine full of variety and great content!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

September 2018

Editor – Steve Blake

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

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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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Chair Report - August 2018

By Ken Miles

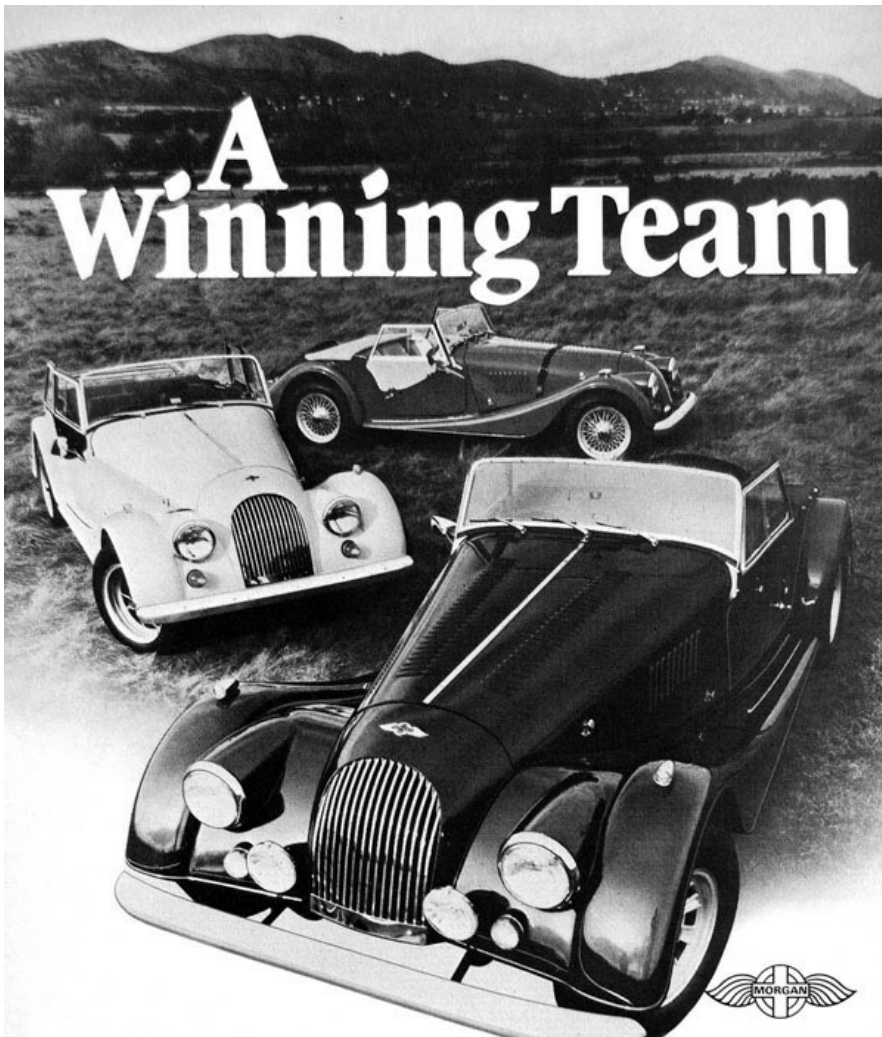
Fellow PacMOG members,

A very short and a quick update on August's sad event is as follows: Tom's car has been recovered but it is believed to be a write-off and Valerie has not been found. The search has been temporarily suspended.

There were few activities in September and these were mostly car shows hosted by other clubs and or associations that were attended by several of our members. By all accounts they all had a good time.

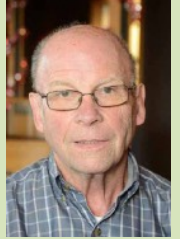
For October, we have two good events and these are a run hosted by Steve Blake on Oct 20th and a Halloween party at Bob Wadden's house on Oct. 27th. Let's attend these event and support the people who organize them for us.

I look forward to seeing you. Happy Morganing!



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On the Move!

Chris and Anne Gatfield moved from Alberta to Mill Bay on Vancouver Island.



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Cover Photo Credit:

Photo submitted by Chris Blackmore of his 1982 Morgan Plus 8, painted in silver and blue. This shot appears to show the evening sun as it is setting over the Alberta countryside.

Contributors

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

Phil Johnson, Ken Miles, Pat Miles, Alistair Crooks, Pat Leaske, Susan Blake, Chris Blackmore, Bob Wadden, Lorne Goldman (GoMoG), Jacob Oliva, Tom Morris, Dave Doroghy, Bubb Lannon, Mark Vaughn, Machiel Kalf (Morgan Historic Register), James Gilbert (Morgan Motor Cars), Thomas Comerro, Mark J. McCourt, Marv Coulthard

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

PACMOG is affiliated with:

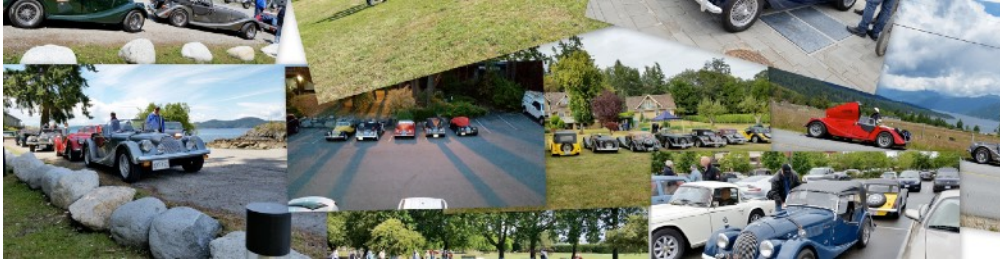
The Morgan Sports Car Club (MSCC) UK
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The Morgan Historic Register
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PACMOG Constitution:

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.

Pacific Morgan Owners Group Website



*****LATE BREAKING NEWS*****

Morgan Moments Snapshot Contest Entries Extended Until Nov. 15

By Tom Morris

We really would like to see many more entries in our Snapshot Contest. If you have a nice shot you've taken at a Morgan event this year, please take a moment and enter it in the contest. It's easy to do and you might even win. The other members would love to see your piccies, so enter as many of them as you like. Here's everything you need to know.

Rules:

There are only 3 rules for entering a snapshot in the contest:

Photos must have been taken and submitted between Apr 1 and Nov 15 of this year.

They must be taken by a PacMOG member at a Morgan Event (*For the purposes of the contest, a Morgan Event is defined as any event with three or more member-owned Morgans in attendance.*)

They must include at least a recognizable portion of a Morgan car.

How to enter a snapshot:

Before Nov 15, go to the Morgan Moments page in the Members Only section of the website. Fill in the Entry Form with your name, email address and a brief description of where and when the picture was taken. Click the Browse button, find the photo you wish to enter and click it. Click the Submit button and you're done.

How to cast your vote:

After Nov 18, the Morgan Moments page will display a Ballot form on which to submit your choice. The caption of each picture begins with a number and that's what you will use to cast your ballot (*Hover your cursor over a picture or click on it to see the caption*). The judging criteria are entirely your own. You might decide to choose a photo for its technical merit or creative composition. Equally, you might choose a shot that captures a special moment, or maybe there will be one with a kitten. It's entirely up to you.

If you have any trouble at all trying to enter the contest, just send me the picture attached to an email to tomm8847@telus.net with the pertinent info and I'll see that it gets posted.

Here's a direct link to the contest page:

<http://www.pacmog.com/morgan-moments.html>

We Have a New Wheel-Driven Land Speed Record!

By Steve Blake

A new wheel-driven land speed record has been set by Danny Thompson, the son of the late Mickey Thompson, at 448.757 miles per hour. For those of us in Canada on the metric system, this speed works equals 722.2 kilometres per hour! The previous record was 439 mph set by George Poteet in the Speed Demon.



To set a record speed, you have to complete two runs over the timed mile, one in each direction. The average is taken of the two runs. Thompson's runs were



completed at the Bonneville Salt Flats during the annual Speed Week. This year was a special time for Thompson and his crew. It was 50 years ago when his father, Mickey Thompson, and crew of designers, mechanics, and California gearheads built the Challenger II.

For those of us with long memories, Mickey Thompson became the first American to break 400 mph in his Challenger I in 1960. This car made 406 mph in a single pass but mechanical problems prevented the second run and a chance to set the record. He returned to Bonneville in 1968 with the Challenger II but was rained out. A loss of sponsorship prevented further attempts to challenge the record.

After Mickey and Trudy Thompson were murdered in 1988, the Challenger II was put in storage. While not classified as a barn find, the Challenger was brought out of storage and the car was brought up to speed! It truly is a fitting tribute to Danny's parents that he was able to set this record with his father's car.

I wonder what next year will bring considering the Speed Demon has hit 462 mph and another challenge of the record is sure to be in the wings for both drivers. Will we see the 500 mph barrier broken in the not too distant future?



(Photos by Bubba Lannan from an article in Autoweek.com by Mark Vaughn)

LATE BREAKING NEWS:

This record was just broken by Dave Spangler in the Turbinator II at 482.646 mph. A further attempt in October will try to break 500 mph. Stay tuned!

25th Annual All British Meet at the Lake

By Steve Blake

The annual picnic at Cultus Lake is an event put on by the Fraser Valley British Motor Club. It replaces the event held in the past at Haugen Park in Abbotsford. This location has been a hit for attendees because it has a great drive down winding country roads and facilities to buy lunch if you didn't bring your own picnic. With children back in school, the park by the lake is quiet and the area is not congested like on long weekends or summer days.



Susan and I left Tsawwassen at 6:30 in the morning for the hour and a half drive. There was a light drizzle but it quit about half way there. We made a mandatory stop at Timmie's in Sumas for coffee and hot chocolate and arrived at the field at about 8:15. It was forecast to start pouring rain at 9:00 am so we put up the tent over the Morgan to give us a dry place for the day. Turned out it didn't start raining until about 12:30.

There was a nice assortment of cars on the field including MGs, Triumphs, Jaguars, Bugatti replicas, Minis, and a Cortina. 45 cars had registered but only 30 showed up due to concerns about the weather. Prizes were handed out for top open cars and top closed cars. Closed car winner was a MG Magnette, second was a Triumph GT6, and third was a Jaguar E-Type Coupe. Open car awards went to an MGTC for first place, second to the Blake's Morgan Plus 4, and third to the Bugatti replicas. The President's Choice award went to the Blake's Morgan.

The drive home was wet and the traffic much heavier as people were returning from weekends up country. It was a fun event and I would recommend it for the club for next year.



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(Photos by Steve Blake)

Crescent Beach Concours d'Elegance 2018

By Steve Blake

The Crescent Beach Concours d'Elegance is in its 8th year. The forerunner to this event was the Steamworks Concours d'Elegance held in Gastown. The driving force behind both events were our club members, Colin and Laurel Gurnsey. They have been in charge of sourcing cars, registration, and organizing almost everything to do with the event and should be congratulated for their leadership and dedication to this event. The Steamworks Brewery was the original major sponsor and now Pelling Insurance has taken over as major sponsor and is more involved with the organization. Pat and Ken Miles were volunteers at this event for many years, helping to park cars on the field the morning of the show.

A committee selects up to 80 entrants to show their vehicles at Blackie Spit in Crescent Beach on the Labour Day long weekend gathering. This year featured vehicles included Classics as defined by the CCCA, Porsche from 1948-65, Trucks up to 1973, Jaguar E-Types from 1961-75, Collectable Motorcycles, Hot Rods, Street Rods, American Post War Production, English Specials, Post-War European Sports Cars to 1973, and Pre-War Packards.

Notable awards went to the following:

Most elegant Pre-War - 1931 Packard 845 Rollston Convertible Victoria

Most Elegant Post-War - 1966 Jaguar E-Type

Best Presented Motorcycle - 2010 Triumph Tiger

Elegance in Motion - 1935 Packard 1207 V8 Convertible Victoria

Best in Show - 1931 Pierce Arrow 8 Dual Windshield Phaeton

Historical Significance - 1964 Ford Galaxie 427 Nascar



1964 Ferrari 250 GT Berlinetta Lusso



The Blake's 1937 Chevrolet Pickup GC



MGA
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The Gurnsey's 1949 Bentley Special
September



Lamborghini Countach



Porsche 356



Best in Show - 1031 Pierce Arrow 8 Dual Windshield Phaeton



Susan Blake, Tom Morris, Pat Miles



Row of Pre-War Packards



1935 Packard 1207 V8 Convertible Victoria

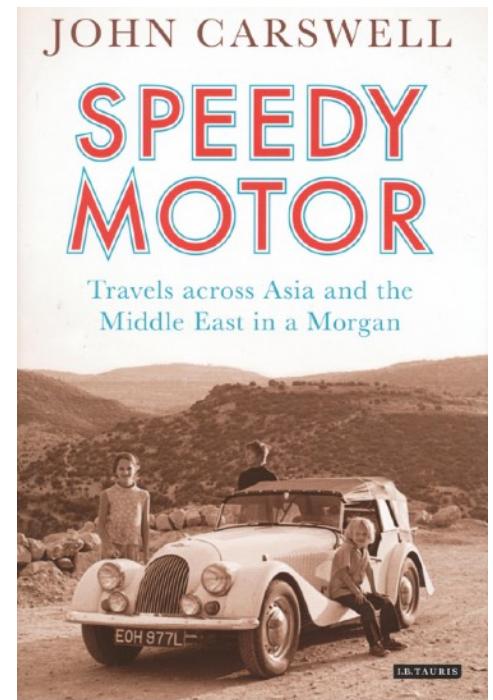
A Review of John Carswell's Book, "Speedy Motor"

By Steve Blake

I spotted a book review in MSCC's Miscellany magazine on Speedy Motor. It was an intriguing review so I ordered a copy of the book on Amazon. It is published by IB Tauris (www.ibtauris.com) with the ISBN of 978-1-78453-726-5.

This book was an interesting read, more so if you are interested in porcelain. The name of the book should have been something to do with broken bits of pottery because that is the theme of the story. The Morgan 4/4, 4-seater is mentioned and does play a role in some of the chapters but it is not the central theme.

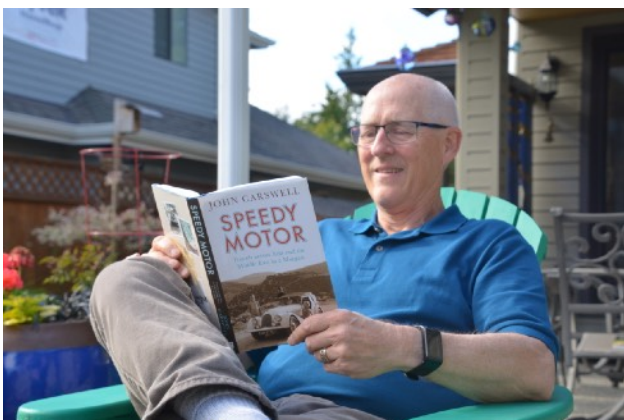
I would, however, recommend the book because the stories Carswell tells are very interesting and it paints the life of a professor at a university in Beirut prior to and at the beginning of the Lebanese Civil War. The history of this area through the eyes of Carswell is very enlightening and explains a lot of the questions we have as to why the Middle East has seen such strife. The book is worth the read for that insight alone.



The Morgan story is very interesting as well, even though you have to keep reading about bits of broken blue and white porcelain to get to the Morgan bits. It's interesting how Carswell claimed to be a poor driver but at the same time had a wonderful love of sports cars. His first purchase was a white Alfa Romeo spider, bought before he learned to drive! He learned to drive and gets his licence in Beirut in his instructor's Jeep. This Alpha was named "Speedy Motor" by his stepson, Andy. The name was later transferred to his Morgan and used for the title of the book.

The Alpha was stolen in Bergamo, Italy, which led to a purchase of a Triumph Spitfire and later, his Morgan. The stories of the purchase and subsequent use of the Morgan are entertaining. His travels through the Middle East, India, and Sri Lanka with his family in the Morgan were a real adventure. The Morgan was damaged in an accident, repaired, and suffered the stresses of use. The car was left behind when they had to leave Beirut, parked in the basement of the university for thirteen years.

The car was stolen by the Hezbollah and some very funny stories tell of its recovery and its restoration back at the factory. Carswell failed his driving test and had to have a friend drive his Morgan back to Spain for him where it sits lovingly parked in his garage. Not for sale!





Morgan Bicycles - A Collaboration Between Morgan Motors and Pashley Cycles

The Morgan Motor Company are excited to collaborate on a new range of bicycles with a fellow British company, Pashley Cycles. Founded in 1926, Pashley Cycles are the longest established British cycle manufacturer, famed the world over for their range of traditionally built and impeccably styled cycles.

With centuries of combined heritage, craftsmanship and passion for their product, Pashley and Morgan are two “like minded” brands just waiting for the perfect opportunity to collaborate. Launching in this weekend at Morgan’s much anticipated Thrill on the Hill, the Pashley-Morgan range will include two new bikes, both of which will be produced at Pashley’s Stratford-upon-Avon factory. The bicycles have a stylish hand-crafted frame which features a new curved top tube design. It is fillet brazed using Reynolds 631 tubing and incorporates a custom formed top tube, frame mounted race plated, distinctive S-bend seat stays and unique track ends with etched stainless faces.

The Pashley-Morgan 3

The Pashley-Morgan 3 is finished in British Racing Green and livery inspired by Morgan’s racing heritage. It also features hand stitched honey leather grips and Morgan aluminum end caps, a Brooks B17 saddle with walnut laminated wood veneer short mudguards and matching chainguard. The Pashley-Morgan 3 features a Sturmey Archer 3 speed internal geared hub and a Sturmey Archer dynamo front hub paired to a classic domed style headlamp and will retail in the UK at 1495 GBP.



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The Pashley-Morgan 8

The Pashley-Morgan 8 is finished in light pearl grey and features subtle livery inspired by Morgan's racing heritage. Hand stitched black leather grips are complimented by Morgan aluminum end caps (based on a dashboard control.) Matching mudguard and chainguard are manufactured using wood.

The Pashley-Morgan 8 features an 8 speed Shimano Nexus internal geared hub and a Shimano Nexus dynamo front hub paired to a classic domed style headlamp, as well as a Brooks Black Cambium C15 vulcanized rubber saddle with organic cotton surface. It will retail in the UK at 1595 GBP.



Photos and text courtesy of Morgan Motors Company and Pashley Cycles Company

Malvern Memories

Photos of Malvern and the Morgan Factory From Years Gone By



Spotted in a corner of the factory in 2000...notice the Plus Four Plus in the back



Stack of bodies as seen in 2000
(Steve Blake Photos)

Barn Find

By Marv Coulthard

Another great Father's Day weekend in Victoria with so many of my Morgan friends! The Annual Fathers Day Picnic in Beacon Hill Park, is hosted by Bristol Motors and Jim Walters. I have not missed one of these since I bought my Morgan in '99. I first attended with my Father. Now for the past few years my oldest daughter Tara and I have attended. It was good to see some Morgan friends still coming up from the US to visit us. The Wallers hosted a great evening with fire roasted ham, salmon, plus all the extras. All great food and a pleasant evening. 20 Morgans and a couple of tin tops were present.

We stayed with my cousin in Oak Bay and were at the park by 09:15. Jane was busy sorting the cars by colour and parking them accordingly. We pulled out the deck chairs and settled in. I was in the middle of a conversation with someone when out the corner of my eye I spot a car coming down the road adjacent to the field on a flatbed. It distinctly looked like a Morgan. I alert Pat Leask; I grab my camera and we go to investigate.

YES, it is a Morgan! Brown with Black wings and brown upholstery. Cream Gauges. Pretty much a very stock Plus 4. The cream gauges tells me it is prior to mid-62. I ask the driver, Andy (who Pat knows,) if he knows the vin number. He finds the registration. Registered to Tom Glenny; I find the Vin #4405. Bloody hell it is 6 numbers off mine! (4399) The tow truck driver, Andy, tells us he bought 10 cars from the estate and this was the only British car. Apparently it has not been driven since 1977. The odometer reads 58K miles. The body seems in pretty good shape. The wings are black with a very nice finish and the body is brown. It was obviously a later add-on, as it has a lot of orange peel. The upholstery is brown and very true to the factory. Foam in the cushions, as one would suspect, as the original air bladders did not last long. I checked the tires. The spare may have been a factory Dunlop, which was flat, but the rest is a mishmash of Firestone, Goodyear and Crown, all in poor condition. Under the bonnet? It just looked good but dirty and dusty. I got Andy's card for more info.

At home I check my records. YES, it is, as I suspected, a GB Sterne car. Manufactured in January 1960 and imported by GB Sterne.

From my records...

"4405 | 2 Seater | Black | Jan 1960 | Wire Wheels, Disk Brakes, Derrington Exhaust, Brooklands wheel."

The car most likely had the Sterne Motors import number # GBS63. This car is a true barn find.

It has been sitting in the back of Glenny's garage since 1977. A quick google search for Glenny, reveals a picture of a face I have seen at some car shows a few years back. Sidney Thomas Glenny Jan, 1945 - Dec 2014. At the present time, June 18, 2018, the car is sold. Andy says it's sold, but it's not really sold until he gets the cash. Let's hope the car can stay in BC and let's hope the new owner gets involved in our club.

(Marv recently contacted tow truck driver for an update but got no reply.)



Some Assembly Required: New Morgan sports cars are coming to America

Mark J. McCourt on Aug 14th, 2018



Images are courtesy of the Morgan Motor Company; 2018 Morgan Roadster, above Morgan Cars USA, née Isis Imports Ltd. of San Francisco, California, [recently announced the forthcoming importation of at least 80 new Morgan sports cars to the U.S.A.](#) The last year that American buyers could pick up a traditionally styled four-wheel Morgan was 2005, so this news has been met with great enthusiasm. But those new Morgans, all designed to use Ford engines — four-cylinder-powered [Plus 4s](#) and V-6-powered [Roadsters](#) — will come with a catch, thanks to [continued delays in implementing the Low Volume Motor Vehicle Manufacturers Act](#) of 2015 (which was [written into the Fixing America’s Surface Transportation Act](#)). They’ll be imported as rolling chassis, leaving purchasers to source the engines and transmissions here. We spoke with [Morgan Cars USA founder Bill Fink](#) to get more details about these new cars, and how and why they’re coming to us as they are.

“We’ve been kicking this around for a while, but this came from Morgan this time. Back in December 2015, Congress passed, and President Obama signed, the act regarding new cars made to resemble cars at least 25 years old. This gave the EPA and NHTSA a year to institute the program. At that point, a number of people started spending money, getting facilities, buying components and equipment. It’s now coming up on year three, and so far, the agencies have done nothing. There are now 50 or 60 companies involved, including [Checker](#), [De Lorean](#), and the kit-car guys like [Factory Five](#). Virtually anything that’s been built in the last 50 years and has captured someone’s interest will be available. Morgan has been sitting there, waiting for the green light, as well. The act basically said that, if you don’t produce more than 5,000 cars a year, and if you don’t sell more than 325 cars a year in America, then if you register with NHTSA, and the EPA will issue some guidance on complying engines, then you’re away, and you can build a car that looks like one from 25, 35, 50 years ago. It doesn’t need bumpers, sun visors, or airbags.



2018 Morgan Plus 4

This would permit Morgans that we haven't seen for 50 years to come into the country, basically as replicas, or very similar to the [Specialty Constructed Vehicles, "SB100,"](#) that allows people to buy engines and transmissions and stick them into rollers and make their own car. We can sell these rollers as items of motor vehicle equipment, because they don't have an engine and gearbox, so they're not [technically considered] a car.

As Bill explains, the Morgan Motor Company is working its way around our stalled regulations by building upwards of 80 rolling chassis that are complete, save for their drivetrains. Both models will readily accept the Ford Duratec engines they use overseas, with the Plus 4 taking the Focus-spec DOHC 16-valve 1,999-cc "GDI" making 154 hp and 148 lb-ft of torque, and the Roadster taking the Mustang's former [DOHC 24-valve V-6,](#) which makes 280 hp and 280 lb-ft of torque in this application. So equipped with a Mazda-sourced five-speed manual transmission, a Plus 4 can make the 0-62 mph sprint in 7.5 seconds, going on to a 118-mph top speed; the Ford six-speed manual-equipped Roadster can rip to 62 mph in 5.5 seconds and hit an impressive 140.

These engines/transmissions will be the simplest to buy (over the parts counter at your local Ford dealer!) and install, and Morgan is making them the most financially viable choice. Bill continues:

Engine-and-gearbox packages will be sold separately. It's just like a normal sale of a current vehicle, except the customer will be more involved in sourcing the engine and finding someone to fit it to the car. The completed vehicles could, as to my understanding, represent virtually any year the builder specifies. If it's a 1965, for instance, that pretty much frees up the [choice of] engines because there were no emissions controls in 1965. Someone doesn't have to install a new crate engine — they could spend the money again and put in whatever they want.



2018 Morgan Plus 4

I think, by now, some of the early cars are being built. They'll be brand-new mid-Sixties Morgans, although they'll most closely resemble the current left-hand-drive offerings for Germany or France. I would think we'll start receiving these rollers well before the end of the year... starting around September or so. Morgan will warranty obvious things like body panels, paint, and upholstery, and typically the engine and gearbox manufacturer [Ford, in the case of the OE crate engines] would stand behind those to some extent

Morgan Cars USA is quoting prices that include the drivetrains already installed: The [Plus 4 will start at \\$69,995](#), including the Ford/Mazda engine/transmission installation, while the [Roadster 3.7's base price is \\$79,995](#), and those prices exclude options, taxes, and delivery fees. Morgan itself [provides a list of official dealers](#), so interested enthusiasts can place their orders. "The books are open, and there are still cars available," Bill tells us. "Eighty doesn't sound like a lot, but in Morgan terms, that's a lot!"

Is a new Morgan on your bucket list? If so, how would you configure it?

(Courtesy of Hemmings Daily at www.hemmings.com/blog)

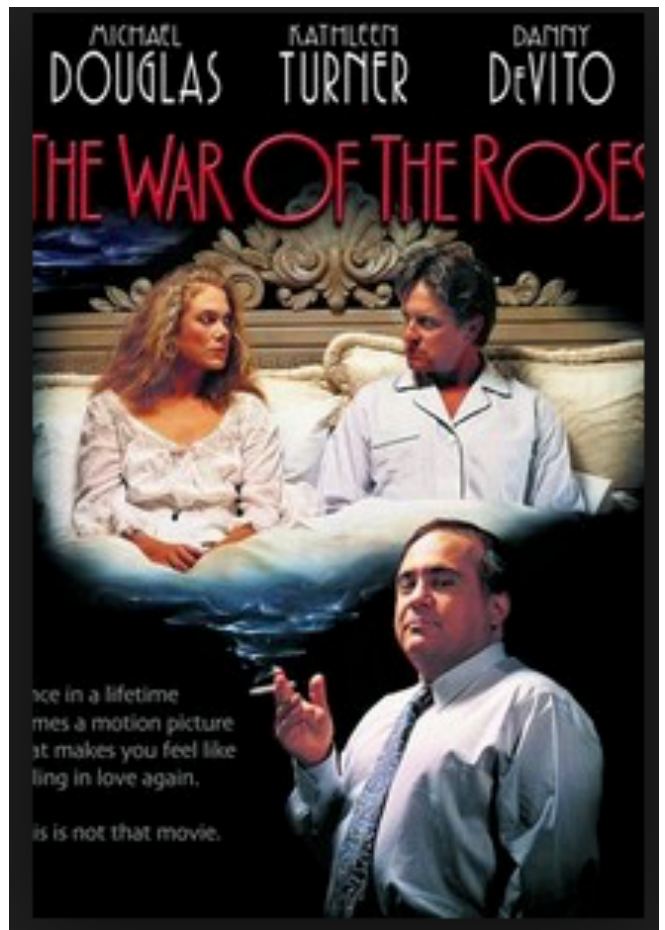
(Photos are courtesy of Morgan Motors Company)

Remembering Morgans in the Movies

By Steve Blake

The War of the Roses - starring Michael Douglas, Kathleen Turner and Danny DeVito

The War of the Roses is a 1989 movie comedy based on the book by Warren Adler. It is about a married couple named the Roses whose marriage breaks down and they start fighting with each other. The name is a take on the War of the Roses between the Houses of York and Lancaster in the late Middle Ages. The couple start well and as the marriage breaks down, they become spiteful and do many mean-spirited things to each other. DeVito is the Divorce Attorney who is telling the Roses story to a client. I won't spoil the ending so you will have to watch the movie to see what happens to the Roses. I will tell you that the movie features a 1965 Morgan Plus 4 that is squashed in one of their feuds. Two different Morgans are seen in the filming, one with dark fenders and one with light-coloured fenders the same as the body.



Building a Spray Booth

By Pat Leask

I thought it would be fun and hopefully interesting to share with you all how I went about building what I call, "The poor mans spray booth" where I will be doing all the body work and paint on my current project car.

To cut the proverbial long story short, I painted my last two restorations (TVR and my Morgan) in not exactly ideal places. I don't get any particular joy in sanding a car for countless hours on end, but a friend once said "if you can do it your self why pay to have it done" ? And the cost to have someone do the work would be stupidly high for this car. I figure I'm capable of getting the car to 90% paint ready, if not more, then I will let a pro (friend) finish it off and lay the paint on for a couple of cases of beer. Yes, I can and have done the actual painting before, but I found with my last car ('48 MG TC) that it's better to have someone who knows what they are doing, do the painting (experience talking here) than doing it myself and trying to correct the bad areas, painting again and around and around the circle we go.

When Norma and I retired, we bought land out in the country. Along with the property came a nice garage, but no wood working shop which is very much needed as that is my other major hobby (and also helps pay for my cars; one hobby feeds the other.) I built a separate 20' x 25' dedicated woodworking shop. I decided to put most of my equipment in storage for a year, and totally reorganized the rest of the shop so I could construct a 13' x 16' x 8' high poly spray booth inside the building; so here is my story.



The first order of the day was to figure out where to put the walls, and how to get the car body in and out (small detail). As you can see from the photo on the left, I have a large opening in the spray booth wall that coincides with the double doors of my wood shop (funny how that worked out!). I used two 8' zippers that self stick to the poly so I can roll the "door" to the booth up and down yet keep it airtight. At the bottom of this "door" I have some wood that I can screw down to the base, again to keep it air tight. I also picked up a used door and jam for going in and out.

Always a good idea to get the proper sticky air filters; they are cheap.

Keeping the booth airtight, with the exception of the correct filters, is, as you can figure out, critical to a dust-free paint job and to create a slightly negative airflow environment. Everywhere I ended the poly, I used that stupid sticky red Tuct tape.



It is common to wet down the floor so any dust is not kicked up on the paint, as I have a rather nice wood floor, which does not hold water well; I laid down poly on it. On top of that, in the right photo I also laid down a “cheapo” blue tarp to protect the poly when walking on it or moving the car around on the dolly I built for it. I’m also hoping, that when this tarp is removed it will take with it 90% of the dust, leaving me less to clean before paint.



When painting, there is always a danger of a spark igniting the fumes



of the paint. As the poly I used for most of the booth is fairly clear, it lets in lots of light. I installed (remember, it is a wood working shop,) two banks of lights, as shown, on the outside of the booth. I then cut out the poly and sealed it with tape. This is so any possible sparks are not within the booth.

The photo to the right shows my evacuation fan. I lucked out as I got this from a treasure pile of stuff out back of a friend's place. We had to replace the bearings and get a new motor but it gives me what I need, which is massive amounts of air being sucked out of the booth, and I mean massive! I've not yet tried it while spraying primer or paint, but I suspect it will work well. It is also outside the booth (building really) due to potential for sparks.



And of course for personal comfort while spending hours upon hours of sanding in an enclosed plastic bubble (no air flow), I found an AC unit for \$40.00 in perfect working condition.



What a difference a half inch makes! When the double doors of my shop were open, the gap was 64" wide and the car is 64.5" wide! So as you can see, I had to remove the entire frame of the doors, not a big deal, and was something I considered when I thought up this idea.



At last, as you can see my project car is now in the booth ready for countless hours of sanding....

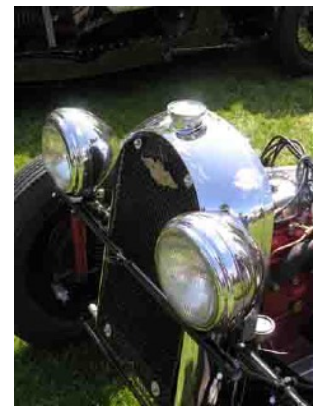


(Photos by Pat Leask)



Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

The basic idea behind the MHR (**M**organ **H**istoric **R**egister) is that we like to connect Morgan-people. Especially the owners of older Morgans. With the modern rules about protecting the information, what is basically very good, we realise that this is a little bit an handicap. But, don't worry, we shall show all possible respect for those rules. If you like to be involved or we like it that you will be involved, we always ask permission.

Another reason to start with the MHR was that, in for example the MSCC, there was a lack of attention for the older Morgans and their owners. Most of the Morgan owners in Europe, own more or less, a modern Morgan or even a brand new one. The result was that a lot of owners of old(er) Morgans left the club. With the start of the MHR a lot of them came back. Because it is also possible to register your Morgan without being a member of the MSCC, some of them are "back", but not on the memberships list of the MSCC. That's a little bit of a pity, because every month there is at least two pages of MHR news in the MSCC club magazine called Miscellany. Now I know that most of the members of your club own an old(er) Morgan, there are many reason to register your car. Don't worry, there are NO costs at all. Who can register their Morgan? All the owners of a Morgan who was fitted from new, at the factory, with a carburettor. Contact Mike Pullen to register your Morgan! mscc.mhr.morganregister@gmail.com

The Morgan Link.

I have seen nice reports of restorations jobs in the magazine of your club. To restore a Morgan can give a lot of pleasure, but, from time to time there are difficulties. Of course everybody is free to do what he/she likes, but if I speak for myself, originality, can be very important, especially if it comes to the historic of financial value of the car. It could be a problem to find the original parts. Don't give up. Maybe you don't care, that's fine, but the originality is just one of the main attractions of the car. For example, it's easy to use an electronic ignition system in it, but the old fashion system works fine, if you use the right, preferable the original Lucas parts and you adjust it as precise as possible and maintain it very careful. If you are traveling around and something goes wrong with the electronic ignition, nobody can't repair it. The old fashion system is always repairable, especially if you have some spare parts with you.....

A nice benefit of the MHR is the Parts & Suppliers Register. If you register your Morgan we send that "automatically" to you. Here you find a lot of addresses, mostly in Europe, where you can get most of the original parts. For example, did you know that the ignition parts for the Morris Minors are, in many cases, the same as for a Morgan +4 from The Sixties. The prices are interesting as well

If you register, and you recommend someone who has original good quality parts in stock, we are happy to put that address on the Parts & Suppliers list. The more the better! But, the quality counts! Here you see, we try to connect and help Morgan people. For contact: mssc.mhrpartsregister@gmail.com

A question I had several times from the readers of the MHR-News in Miscellany, (MSCC club magazine) or in the MHR Newsletter (we send that several times a year to every owner of a MHR registered Morgan) was: do you collect Morgan stuff? Think about car badges, pins, catalogues, articles from classic car magazines, books etc. If so, please, can you tell us something about your collection? It doesn't matter what it is, big, small, everything is fine. Maybe with a photo! That could be a source of inspiration for others. How nice would it be to have the original catalogue for your own type of Morgan? With the copy in hand, you would know precisely what you are looking for.



If the question comes to your mind, do you collect Morgan stuff? Yes, I confess,..... I do. After years of collecting everything Morgan that came in front of me, I realized that it's better to specialize. So, now I concentrate on everything that has to do with Morgan racing in the Sixties. What an interesting period that was!

If you know something about it, well, believe it or not, how much more you know, the more interesting it is. Morgan books with stories about this period are nice to read. Chris



Lawrence's book about his racing career is very interesting. The title is "Morgan Maverick", ISBN 978-1-900113-04-5. Published by Douglas Loveridge Publications, Moss View, 85 Warburton, Emley, Yorkshire, HD8 9QP, England. Another great book, is called Morgan Sports Cars, The Lawrence Tune years, 1961-1964. Writers: J.D. Alderson & Chris Chapman with John Lancaster. ISBN 978-1-872955-35-3. Published by: Olde – Chap Books, 36 Stone Delf, Fulwood, Sheffield S10 3QX, England. Are those books the ideal Christmas presents?

The stories tell what great adventures these people had. Several Morgans are playing an important role. For example one with reg. number XRX1.

Coincidentally, some months ago, I "found" the original aluminium Lawrence Tune inlet manifolds, designed by Len Bridge. Len was one of the mechanics of Lawrence Tune in those days. Please, have a look on the photos. You see the engravings "XRX 1" and the number of the cylinders. The other photos show you a set of Weber 42DCOE carburetors. For those who know something about this type of Webers, know that the axles with the gas valves turn on small ball bearings. This isn't the case with this set. In the beginning, in the early Sixties, Weber didn't use ball bearings! They used rubbers seals to keep the "bearings" closed! The Series Numbers of this set are very low as well. That's another proof that they are from the real beginning of the production. This set was fixed on the Lawrence Tune manifolds. So, maybe they played an important role in that racing period.

Because all of this I made a nice wooden box with windows so, that this nice piece of history, is well protected against dust and other unwanted "stuff". The LT-car badge makes it extra special.

Now, we spoke about the Weber carburetors, I wonder if there was ever a book that tells the details of the history of the company and about when they started making each type of carburettor. Do you have any idea? If so, please, contact me.

mssc.historicregister@gmail.com



Now Christmas is coming closer, for those who registered their Morgan(s) the MHR has a beautifully made car badge. Or, if you like, we have a nice MHR pin as well. If you would like to know anything about the cost, including delivery, please, contact Andy Downes, mssc.mhr.assist@gmail.com

Well, that's it for now! I look forward to hearing from you! Machiel Kalf, MHR Team Leader.

mssc.historicregister@gmail.com



The Morgan Link



September

Trivia (not Morgan)

By Steve Blake

Ford, who made the first pickup trucks, shipped them to the dealers in crates that the new owners had to assemble using the wood from the crates for the beds of their trucks. The new owners had to go to the dealers to get them, thus they had to “pick up” the trucks. The name of pickup truck stuck with these kind of trucks.

I wonder if this is the true story or if there are any other legends out there? We often tell stories that get spread around that don't really have a ring of truth to them. They are all just a good guess or a clever inventive piece of prose. Do you have any other automotive “stories” to share with the members? Send them in and I will print them.

Lamborghini Countach Trivia

Since I put a photo of a Lamborghini Countach in the Crescent Beach summary article, I thought I should include this bit of trivia from where the name derived.

Straight From Its Very Own Creator

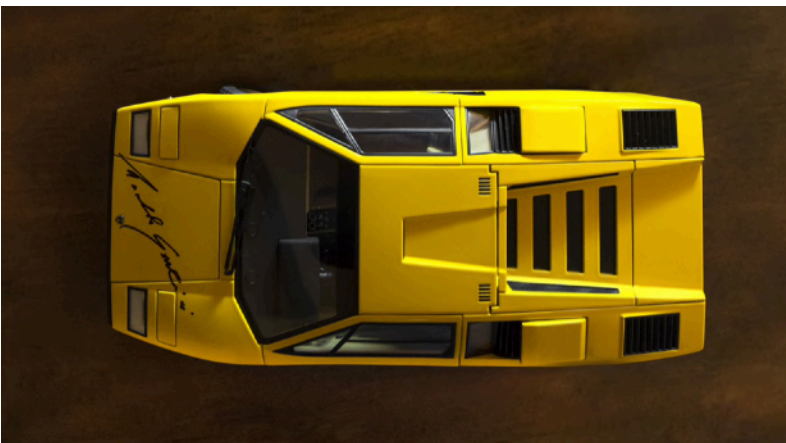
In case you didn't know, [Lamborghini](#) has been known to have a vehicle nomenclature that's connected to bulls or bullfighting, thus, its famous black and gold bull logo. Now, why is this so? Well, Ferruccio Lamborghini was a Taurus, the sign of the bull. You didn't see that coming, did you?

Now, not counting the models with numerical names, it all started with the [Miura](#), which is a Spanish fighting bull bred from the lineage of the Miura Cattle Ranch owned by Lamborghini's friend, Don Eduardo Miura. Gallardo was the name of the five breeds used by Don Eduardo. Islero, on other hand, was named after a specific Miura bull that killed star matador Manolete in 1947. The Murcielago's probably the most legendary, as it's a bull that survived 28 sword strokes in a 1879 bullfight. Sounds epic, right? Wait, until you hear the story about the Countach, the first car to break Lambo's traditional name-giving. Here's the true story, straight from the Countach's designer, Marcello Gandini.

“When we made cars for the car shows, we worked at night and we were all tired, so we would joke around to keep our morale up. There was a profiler working with us who made the locks. He was two meters tall with two enormous hands, and he performed all the little jobs. He spoke almost only Piedmontese, didn't even speak Italian. Piedmontese is much different from Italian and sounds like French. One of his most frequent exclamations was ‘countach’, which literally means plague, contagion, and is actually used more to express amazement or even admiration, like ‘goodness’. He had this habit. When we were working at night, to keep our morale up, there was a jousting spirit, so I said we could call it Countach, just as a joke, to say an exaggerated quip, without any conviction. There nearby was Bob Wallace, who assembled the mechanics – we always made the cars operational. At that time you could even roll into the car shows with the car running, which was marvelous. So jokingly I asked Bob Wallace how it sounded to an Anglo-Saxon ear. He said it in his own way, strangely. It worked. We immediately came up with the writing and stuck it on. But maybe the real suggestion was the idea of one of my co-workers, a young man who said let's call it that. That is how the name was coined. This is the only true story behind this word.”

As funny how this story went, it is what it is for the legendary Countach. Not so epic, yes, but still an interesting anecdote, nonetheless.

By Jacob Oliva (Mobile1.com)



The Morgan Link



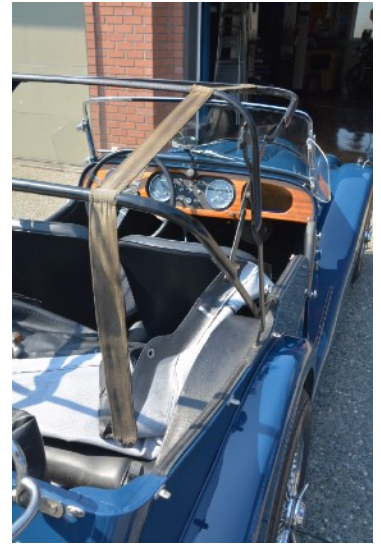
September

Replacing Top Bow Webbing

By Steve Blake

In the horrendous thunderstorm near Cache Creek, I jumped out of my Morgan and quickly tried to put the top up. As I was getting soaked, I was struggling with my top, which was made in the hot climate of New Mexico. They never saw rain down there and in our colder weather, my top shrinks. While pushing down on the top bows to try to fasten the snaps to hold the top in place, the only thing that snapped was the cotton webbing holding the top bows in position! They had rotted through, as did all the cotton thread sewing the webbing together. I ended up driving with the bows down to the front and my head resting against the bows!

A couple weeks later, we had lunch in Bellingham with Steve and Celia Hutchens and I told the story of my misfortune in the rain. I said I was going to repair the webbing so after lunch, we visited JoAnn's where Susan and Celia looked for some wool and I looked for webbing. Both Celia and Susan are knitting toques and balaclavas for the homeless and the sailors on the ships who come from Southeast Asia and aren't prepared for the cold weather of our north. Celia pointed out where I could find the webbing. The two Steves went in search of webbing and found synthetic webbing that met the bill. While Steve H looked up a coupon on his cell phone, Steve B went to the counter and had the lady cut 15 yards for the project. Turned out I only needed just over 6 yards for my car, a four seater. All was good with a 50% off coupon! I have extra webbing if someone else wants to replace theirs.



Once back home, I tied the top bows in position with string so I could take a measure of needed webbing. This time it would be sewn with nylon thread so as not to rot. The webbing would circle the entire top bows rather than have a small piece stitched on either side of a bow as was the practice from the factory.



It is good to have a magnet handy so if you drop the needle like I did, somewhere under the rear springs, it will be easy to retrieve.

The webbing is attached to the wood frame at the back of the car and secured with carpet tacks. I replaced these and fed the webbing to the front of the bows. Starting from the front, I stitched on the backside of the first bow and on both sides of each of the other two bows.

Making sure I had the webbing in a straight line, I tacked the two end of the webbing to the back with new carpet tacks and now I am ready for more rain and for next month when I have a new top sewn for my car.



Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Oct 20	Tsawwassen Run	PACMOG	Start at the McDonald's in Tsawwassen (1835 56th St., Delta) Meet at 10:30am/Depart 11:00am. Lunch will follow at Steve & Susan Blake's house	Contact Steve (sblake@telus.net) by Oct 17 to let them know you are joining
Oct 27	Halloween Party	Bob Wadden	6pm at Bob & Alexis Wadden's home - 12580 261 St, Maple Ridge. (Joint event with RROC). Costumes are optional but welcome!	Contact Bob (bob.wadden@telus.net) by Oct 20 to let him know you are coming
Nov 4	London to Brighton Commemorative Run	OECC	Delta Heritage Air Park to Fox & Fiddle in Langley. Start time 9AM. Add'l info to follow	TBA

Future Event Notices

Christmas Party - Most of the Directors will be off on holidays during the normal time that we would hold a Christmas Party on the Mainland. Therefore, there will not be one scheduled this year. If there is a Christmas Party scheduled for Vancouver Island, we will get the information to you as soon as arrangements have been finalized.

Events for 2019 - We will be putting together the Event list for 2019 at our October Directors Meeting. If you have any ideas or would like to sponsor an event, please let Bob Wadden know. If you have any comments or suggestions based on this year's events, let any of the directors know your thoughts. We can control most things, other than the weather. It would be nice to see more cars out next year.

Fall Drive and Wine Tasting

Saturday, October 20, 2019

This event is a drive to a Winery followed by a scenic drive around the farmland south of the Fraser River. At the end of the drive, you are invited to lunch at the Blake's.*

*Start at McDonald's
arrive at 10:30 am for 11:00 am departure
1835 56th Street
Delta (Tsawwassen), BC*

Winery

*Angel Estate Winery
2170 Westham Island Road
Delta, BC*



The Blake's

*4938 3 Avenue
Delta (Tsawwassen), BC*



Please email the Blakes at sblake@telus.net by October 17, 2019 if you plan to attend all or part of this event

**(If you want to take part in the wine tasting, it costs \$4 per person, fully refundable if you buy a bottle of wine. If you wish, they also have coffee or tea for \$2)*

Hallowe'en Party!

When: October 27, 2018.

Time: 6pm

Where: Bob & Alexis Wadden's home,
12580 261 St, Maple Ridge, B.C.

(Directions when you confirm. Yes, we
are a ways out, but it'll be worth it!)

Décor: YES, the house will be fully decorated for HALLOWE'EN

The Fun: Various games including: "Guess the Villain", "Horror trivia"

Dress: Costumes are WELCOME, but are not required. (Bob &
Alexis will be dressed for the occasion!)

Food: Bring appies or a dessert (Hallowe'en themed
dishes would be nice) and let Bob know what you are
bringing. Bob & Alexis will provide "MAIN
COURSE" dishes. So DON'T EAT DINNER beforehand.

Drinks: Witches' brew (hot mulled wine), civet coffee (look it up),
or a cheaper equivalent, tea provided. Otherwise, EYOE.

RSVP: by Oct 20 please to bob.wadder@telus.net

Meet fee: Just your appie or dessert!



London Brighton Commemorative Run 2018

The London to Brighton Commemorative Run (formerly the Ladner to Bellingham Run) is an annual run organized by the Vancouver Coast Branch of the Old English Car Club and is held on the first Sunday in November. As the name suggests, this run is held in honour of the original London to Brighton Run in the UK. All British car owners, regardless of club affiliation, are invited to take part.



Advance notice for your events calendars:

OECC (VCB) London to Brighton Commemorative Run.

This year the run will be:

Sunday, November 4th.

Start point: Delta Heritage Air Park


Destination: Fox and Fiddle Langley

Registration will start at 09:00am


More information will be provided as plans progress.



(2017 Photo by Steve Blake)

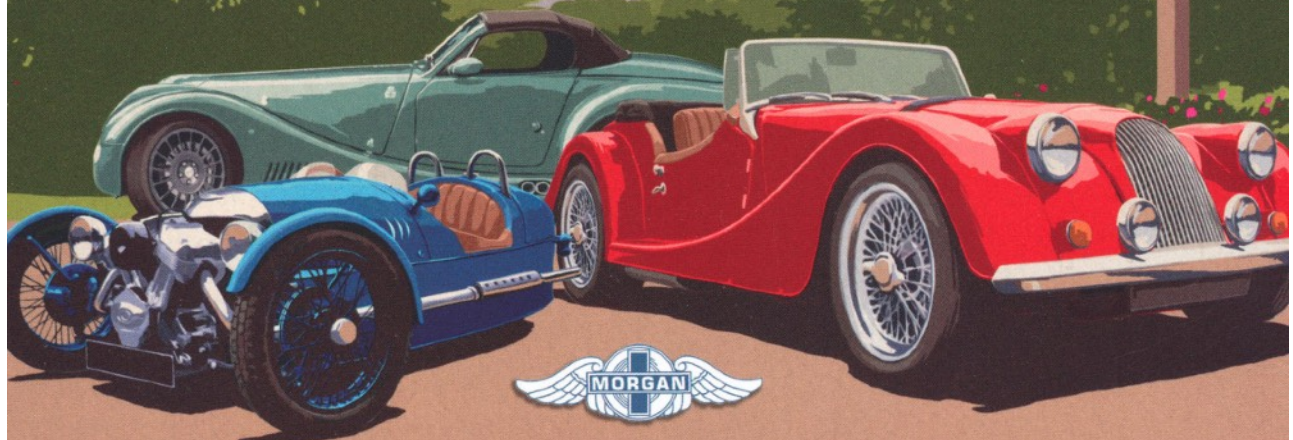


THE **VICTORY RUN** **MOG2019**
MORGANS IN NELSON'S COUNTY



AT
NR14 8PQ **DUNSTON HALL** NORWICH
FROM
FRIDAY 21ST JUNE 2019
TO
SUNDAY 23RD JUNE 2019

JOIN THE MORGAN SPORTS CAR CLUB'S
Nº1 ANNUAL EVENT IN BEAUTIFUL NORFOLK



Come for the MOG and enjoy one of the UK's leading tourist destinations with beaches, beers, broads, wildlife, steam railways, stately homes and museums!

AUTOSOLO • GYMKHANA • CONCOURS • HISTORIC VEHICLE DISPLAY • DEALERS AND TRADE STAND
REGALIA AND CRAFT STALLS • STEAM TRAIN EXCURSION – SHERINGHAM TO HOLT • NORFOLK BROADS BOAT TRIP
WALKING TREASURE HUNT • GUIDED TOURS OF NORWICH • SCENIC RUNS
BIG VALUE GOODY BAG WITH DISCOUNT VOUCHERS FOR LOCAL ATTRACTIONS
INTERNATIONAL VISITOR RECEPTION • BBQ AND BAND – FRIDAY EVENING
GALA DINNER ON SATURDAY WITH GUEST SPEAKER AND DANCING • SUNDAY EVENING BUFFET

Register on the website and follow @VictoryMog19 for updates!

WWW.VICTORYMOG2019.ORG

Register interest on line at www.victorymog2019.org from July 1st for priority in booking. Prices and confirmed booking will open from September 2018 on line or through the MSCC Travel Club.



MORGAN DESIGN MORGAN 3 WHEELER AR MOTORSPORT

Morgan Indoor Car Covers

Our new range of protective indoor car covers

Now Available In 5 Colours



- Soft Fleece Inner For Maximum Protection
- Stretchy Microfibre Outer
- Fabric Repels Dirt & Dust
- Embroidered With Detailed Morgan Wings Logo
- Available In 5 Colours
- Complete With Black Canvas Storage Bag
- Suitable For 4/4, Plus 4 & Roadster





MORGAN DESIGN MORGAN 3 WHEELER AR MOTORSPORT

Introducing the latest range of official Morgan T-Shirts



Our latest range of Morgan T-Shirts are here, just in time for Summer! Available in a range of colours, our latest range features a subtly placed Morgan wings logo, or a more traditional Morgan script logo across the chest. These latest unisex T-Shirts are available in S, M, L, XL & XXL.

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Keeping you cool in Summer and dry in Winter, our newly introduced range of official Morgan umbrellas are the perfect accessory for your next #MorganAdventure.

Order Morgan products online at <https://www.morgan-motor.co.uk/mmc/shop/index.php/>

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.

A number of 3-wheelers have been coming up for sale.

1200-Mile 2017 Morgan 3 Wheeler

SOLD ON 9/3/18 FOR \$43,250

SEE RESULTS



This 2017 Morgan 3 Wheeler is a black over Mulberry leather example that was purchased new by the seller and shows just over 1,200 miles. A 1,901cc S&S V-twin sends power to a single rear wheel through a 5-speed manual transmission, and the car is equipped with revised front suspension and improved cooling compared to earlier models. This Morgan is registered as a motorcycle in Texas and offered with books, a record of the sole service performed during the seller's ownership, and a clean Texas title in the seller's name.



The exterior is finished in black with matching painted wire wheels, cycle fenders, and headlight buckets. The vehicle retains stock mirrors and Brooklands-style screens. A rear mudguard is concealed under the rear bodywork.

No Reserve: Original-Owner 2014 Morgan 3 Wheeler

SOLD ON 8/24/18 FOR \$39,250

SEE RESULTS



This 2014 Morgan 3 Wheeler is finished in black over tan quilted leather and equipped with a 1,901cc S&S V-twin sending power to a single rear drive wheel through a 5-speed manual transmission. The seller has added just over 16k miles during his 4-year ownership, and has modified the vehicle with a Brooklands banjo-spoke steering wheel, accelerometer-based auxiliary brake light, tri-bar headlights, cockpit intercom system, seat heaters, and S&S air filter. This Morgan is reportedly registered as a motorcycle in California and is offered with removed stock parts, dealer service records, and a clean California title in the seller's name.



1958 Morgan Plus 4

SOLD ON 8/29/18 FOR \$23,000

SEE RESULTS



This 1958 Morgan Plus 4 so at auction on Bring a Trailer on August 29, 2018, for \$23,000 US

This 1958 Morgan Plus 4 is a red over tan example powered by a 2,138cc Triumph 4-cylinder engine paired with a Moss 4-speed manual transmission. A refurbishment under previous ownership reportedly included a repaint, new interior, replacement of the engine, and more. The car is said to have covered fewer than 150 miles since completion, about 100 of which have been added by the seller in three years of ownership. Recent maintenance included installation of a high-torque starter and a radiator flush a month ago. This Morgan is offered with side curtains, recent parts receipts, and a clean Utah title in the seller's name.



1968 Morgan Plus 8

ENDED ON 9/24/18

SEE RESULTS



This 1968 Morgan Plus 8 was bid up to \$49,999 US on Bring a Trailer but remained unsold because the reserve was not met on September 24, 2019.

This 1968 Morgan Plus 8 received refurbishment under previous ownership between 2012 and 2015 that included engine and transmission work, a repaint in light blue, a cut-down windshield, and an aircraft-inspired interior featuring riveted aluminum panels, tan leather upholstery, and a padded roll bar. Power is from a 3.5-liter V8 that is paired with a 4-speed manual transmission and received a new water pump, hoses, thermostat, and wiring harness during the refurbishment. This Plus 8 is offered by the selling dealer with partial service records and a clean California title.



FLY THE CLUB COLOURS

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire

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



Show how you use your patch or badge!

Send a photo and we will publish it here.

Sewing hints for patch...

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

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

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

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



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



**Terry Firestein
604 910 0857**

www.autobauer.ca
autobauercanada@gmail.com

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

Marketplace Ads

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

Wanted

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

For Sale

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

If interested contact Bill Button at wmbutton@gmail.com

Free with a donation to BC Children's Hospital

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



Morgans for Sale



For Sale

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

Present owner since 1966

\$40,000 obo

Contact:

Tony Hoar

tonyhoar@shaw.ca



For Sale

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

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

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

Contact Bill Button for any of these three.

wmbutton@gmail.com

Pacific Morgan Owners Group

2018 Membership Application (Please print in block letters)

2018 Membership:

Renewals for returning Members: \$10
New Members (Including two nametags): \$20
Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal / Zip _____

Home Phone _____ Cell _____ Other _____

Email Address _____

Spouse/Partner Email _____

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

1. Year _____ Model _____ 2-seater ___ 4-seater ___ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____

2. Year _____ Model _____ 2-seater ___ 4-seater ___ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____
