



# The Morgan Link

Vol 7 No 9

The Magazine of the Pacific Morgan Owners Group

Sept 2022



## From the Editor's Desk...

I like Susan Blake's photo on the cover this month. It shows a perfect Morgan driving day in Canada! It is sunny, crisp, and there is snow on the local mountains. Tops down and what more could you ask for?

The sad news of Queen Elizabeth's death overshadowed everything else this month. Our condolences go out to the Royal Family and we each will have many memories from either meeting her in person or through the media. She was undoubtedly the greatest Monarch of all time and all of our lives are better for her leadership and warm messages of hope, compassion, tolerance, and cheer. God bless her soul.

This edition has a tribute to the Queen focussing on her time as a Princess during World War II. She was a radio announcer but wanted to contribute more. She finally got permission and became a driver and mechanic. She could change a tire and reportedly tuned SU carburettors. Next in our Famous People with Morgans section, we highlight our new King Charles III when he was a Prince and toured the Morgan factory.

Laurel Gurnsey wrote an article this month that ties into the posh and decorum we learn from the Royals and other nobility. This article is on etiquette and it makes you reflect on how, particularly on the west coast, we have let the evolution of etiquette go in some unusual ways. Lots to think about here!

Our events this month were light with one breakfast drive and several Morgans taking part in other clubs' events. Many of our members were away or tied up with family. Life does get in the way!

I read a comment the other day I quite enjoyed. It said, "Morgans are for life, not just Sundays." So very true!

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

September 2022

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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# Chair Report - September 2022

*By Steve Blake, Chair*

Keeping in the theme from last month's column, I need to remind you that we need change in our leadership. We have to have a slate of candidates by December 1st, so we can make the appropriate announcements prior to our AGM in February.

While I realize that all clubs are having a challenge getting people to step up and become board members, I believe that there are a number of members out there either too shy or just waiting to be asked to help out. Let us make that happen this year. Remember, none of the positions are life appointments! We need change, fresh ideas, and new blood to carry on the leadership and management of our club.

This year there are crucial positions that must be filled by others. The Chair's position is only for three years after which they have to step aside. The current Chair is coming to the end of the three year term. The Treasurer has been in position since the clubs inception and for many years with the previous club. She has been trying to step aside for a couple years and this year will definitely be her last. The secretary had to be taken on by a non-board member and she agreed last year to one final year that will coincide with the end of term for the Chair. Other Directors haven't committed one way or the other yet but there are most likely opportunities available.

Think about joining the team because if we are not able to fill these positions, the club will die. We can not continue under the Society Act without people in position and we cannot do our banking without a treasurer and people with signing authority.

Please consider and talk to one another to see who would like to help out and keep our club alive.

Stay safe!

## **New Members**

Alan and Lavonne Resnik  
1983 Morgan 4/4

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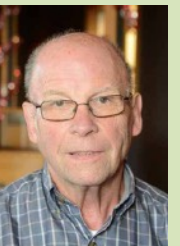
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## PACMOG Pulling Together!



**Editor's Note:** I received this photo from Jacques Gallien and it made me think of our club. There are a couple driving the way forward, the executive pulling on the rope, the Island group is on top of the wall, the lady on the left represents our overseas members, the fellow on the far right represents the out of town members, and the crowd on the left bank are all the rest of the members supporting and cheering on.

At the AGM in February, we have to get some of these people to change positions! Bring your gloves and Wellies!

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Non-voting member attending  
Board Meetings as Secretary

Susan Blake  
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### Cover Photo Credit:

This month’s cover photo was taken by Susan Blake on a Dewdney Trunk, Mission drive.

### Contributors

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

Susan Blake, Dave Doroghy, Andrew Smith, James Gilbert (MMC), Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Sarah Taylor, Jon Moss, Alan Resnik, Chris Brunt-Tompsett, Lori Van Houten Frick, Howard Jewell, Chris Allen, Chris Bright, Stephen Lindsay, Dennis Glavis, John Beskeen

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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.

# Queen Elizabeth II

(April 21, 1926 - September 8, 2022)

It is with great sadness that we acknowledge the death of our Monarch, Queen Elizabeth II, who was also held the role of the Queen of Canada. A lot has been said in the media in the past days so we won't repeat it all here. The focus of this remembrance is her dedication to service even before she ascended to the throne.

As Princess Elizabeth, during World War II, she gave radio broadcasts but yearned for much more. With bombs falling in London, she wanted to do her part in an active role with the armed forces. Her parents, King George VI and Elizabeth, the Queen Mother, would have nothing to do with it saying that no female members of the Royal Family ever belonged to the military.

After a year of "discussion", the King finally relented and allowed Princess Elizabeth to join the Auxiliary Territorial Service, a branch of the British Army that employed women. The ATS provided work such as cooks, postal workers, rocket data processors, drivers and mechanics. Princess Elizabeth chose to be a driver and mechanic. The Associated Press dubbed her "Princess Auto Mechanic." The King ordered that she not be given special treatment, although she was allowed to sleep at Windsor Castle. She took and passed a driving course for large trucks and was trained in mechanics. She remained in service until after the end of the war. God bless the former "Princess Auto Mechanic", the one who dedicated her life to our service, Queen Elizabeth II, and may she Rest in Peace.





# Famous People with Morgans

*By Steve Blake*

## King Charles III

It is only fitting this month that the famous person with Morgans we highlight this month is our new King Charles III. When he was Prince Charles, the Prince of Wales, he toured the Morgan Motor Company factory. This was back on June 7, 2022. The following article that appeared in the Malvern Gazette records that event.

### Charles Takes a Spin

*By Sarah Taylor*

Prince Charles took a spin in a Morgan car when he visited the renowned company yesterday. The heir to the throne got behind the wheel of a red +4 and sped off round the premises as delighted onlookers waved him on.

The Prince of Wales was given a whistlestop tour of the prestigious car company by current chairman Charles Morgan. The firm was established in 1909, He was particularly impressed by the company's best-known car, the Morgan 3 Wheeler, even suggesting to Mr Morgan that he was interested in one in indigo.

As he left the factory the Prince praised all that he had seen on the day, saying to Mr Morgan: "I congratulate you. You set a good example for British manufacturing."

Highlights of his visit included unveiling a plaque, being presented with a Morgan teddy by Angela Hymas, visitor centre manager, to pass on to the Duke and Duchess of Cambridge, and pressing the louvres into the bonnet. He also met a good number of the company's 177 staff at the Pickersleigh Avenue site, including some of the newest and oldest staff members, who all help to produce more than 1,300 cars each year.



Lee Minton with Prince Charles

Apprentice Sam MacKintosh, aged 19, from Malvern, was one of the lucky ones who got to chat with the Prince



and demonstrate his work in the factory. He said: "It was really good. I enjoyed it. "I showed him how we form the rear wheel arches within the laminate. I will say to people I met the future king."

Lee Minton, aged 27, from Worcester, who works at the factory alongside his parents Anita and Nick, is another apprentice who got to chat to the Prince. He said: "He was easy to talk to. He seemed interested and was asking questions. I explained about the Life Car and how it is put together."

(Malvern Gazette photos)



Long-serving staff member Martin Cole, who also worked alongside his father and brother at the factory, said: "He mentioned the fact my family have worked here. My father for 52 years, my brother for 25 and me for 36 years. He said it was unusual to have such a long history." Following which the Prince said: "I hope I haven't ruined it."

After the royal visitor had departed for his train Mr Morgan said: "I think it went excellently. I think he really enjoyed seeing British manufacturing at its best. He was particularly impressed with the Life Car and its zero emissions. He mentioned his own Aston Martin runs on white wine."

"I think he really enjoyed the experience of seeing a car from start to finish. He did remember in 1969 asking for a Plus 8 to be demonstrated for him. He has expressed a real interest in the three wheeler. We were extremely honoured to have such a high profile visit."



Mark Cerrone with Prince Charles  
The Morgan Link

Prince Charles signing the Visitor's Book

## On the Road!

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



New member Alan Resnik with his 1983 Morgan 4/4 (ex-Dave Wellington)  
Jon and Dawn Moss out for a summer drive!





Grandparents Jon and Dawn Moss with grand-daughter, Robyn, below. 1960 Morgan Plus 4.



## Breakfast Drive

By Chris Brunt-Tompsett

If someone could explain to me how the weather works here in BC or why did it have to rain on Friday morning? Just kidding! Lived here all my life there is no way to explain BC weather except to enjoy what you get. Thank you all for coming out for breakfast on Friday the three intrepid Morgans of Clint and Jennifer, Colin and Tom and Elaine and the two daily drivers. Jon, we missed you hopefully we will see you at the next drive. The breakfast was a nice relaxed way to spend time together and hear some great stories and about some awesome projects in the works. We are thinking of doing another Breakfast Drive in October stay tuned for more information .

(Steve Blake photos)



# August and September Outings

*By Steve Blake*

Not everyone remembers to take photos when they are out in their Morgan! I am trying to capture as much as I can and the following are some of the drives we have done with other Morgan or OECC club members. If you have photos of drives you have been on over the summer, please send them to me with a word or two so I can publish them in one of the upcoming Morgan Links.

## Stewart Farm Picnic

Each year the Old English Car Club, of which many of us are members, has a picnic at the Historic Stewart Farm. It was a very nice sunny day and the mosquitos did not bother us. It was nice to see new members and some non-members who just heard about it from a face book posting. (Steve Blake photos)



Stewart Farm House and Blake's 1991 Plus 8 - David and Barbara Gray -below - and their 1969 Morgan 4/4 above



## Cruise for the Shore

Cruise for the Shore is a charity event that takes place in North Vancouver. It is a two-day event that entails a drive and barbeque on Saturday and a car show on Sunday. The drive took us from the Capilano College to Furry Creek on the Sea to Sky Highway. We returned to Capilano College for the barbeque. Thrifty Foods provided the food. Over \$80,000 was raised for the Canadian Cancer Society. (Steve Blake photos)



The Morgan Link

# Fish and Chip Night at Garry Point

Every September, the Old English Car Club hosts a fish and chip night at Pajos at Garry Point. Those who know better, arrive early to get seats at the picnic tables and some prefer to snag their fish and chips from Dave's, a competitor about three blocks away. It was great to watch the commercial fishing boats heading out to try for halibut or sockeye salmon. (Steve Blake photos)



# Out of Range!

Here are some more photos submitted by Lori Van Houten Frick from the Mog 50 held at the Mimslyn Inn in Luray, Virginia.





# Downtown Market Classic Car Show

By Howard Jewell

THE OPEN ROAD 7



Sunday, August 7th, marked the second annual Downtown Market Classic Car Show as hosted by the Edmonton Antique Car Club (Chris Bamford & Don Cameron), the Weird Little Car Club (Hans van Hustee) and the Edmonton Classic Sports Car Club. Special thanks to our Grande Poobah, Chris Bamford, for spearheading this event which supports the Edmonton Downtown Farmers Market in bringing more customers to Sunday's Market.

As was done last year, 103 Avenue was closed off between 96 Street and 97 Street to accommodate our wide variety of vintage vehicles along with Food Trucks, a courtyard cafe, a few vendors and music. Furthermore, car show participants were given water bottles and \$10 Market Bucks for use at the Farmers Market which saw their

typical Sunday traffic of 1,500 bump to 2,762 visitors. It was a fabulous, fun day with a turnout of 65 cherished vehicles dating from 1911 onward.



**Above Right:** Jeff Hilton's 1974 MGB, Editor's 1993 Morgan +8, Mitchell Fast's 2016 Caterham SV Sigma and Colin Northcott's 1965 Land Rover.



**Above Left:** Ron Muir's 1962 Healey, John Page's 1967 Healey, Rolly Burton's 1979 Spitfire and Clayton Sach's 1986 TVR.





**Howard Lengert's 1954 Rolls Royce Silver Wraith.**



**Harvey Callfas 1951 Frazer Manhattan.**



**Roy Marko's 1951 Hudson Hornet.**



**Bob Callfas 1915 Ford Model T.**



**Ryan Surbey's 1935 Ford Standard 5 Window Coupe.**



**Brian Zahorodniuk's 1926 "Big Six" Studebaker.**



**Lorne Schmidt's 1932 Packard 901 Sedan.**



**Ken Huff's 1953 Chevrolet Pickup.**



## Bleeding Your Brakes and Giving Blood

*By Dave Doroghy*

I've always been intrigued with the expression "bleeding your brakes". It sounds a bit macabre. Why is it that we "change our oil" and "top up" our transmission fluid, but we "bleed our brakes"? An interesting opening premise for an article on Morgan automotive maintenance? Perhaps, but here comes the even more clever segue. I recently gave my 100<sup>th</sup> donation of blood. We staged a little event in the parking lot of Canadian Blood Services on Oak Street with family and friends, and it garnered a bit of publicity. It was a lot of fun and we even racked up some much-needed blood donations. Steve Blake noticed a newspaper article about it, and was kind enough to send me a short congratulatory note, just as I was wondering what to write about for my next Dorg's Morg column.

So, I figured hey why not try and tie Morgans and blood donations together. It is not that much of a stretch when you consider that the premier car event of the season, the ABFM takes place just up the street every year from Vancouver's main blood donation centre on Oak Street. And, giving blood is a bit like the bleeding your brakes in that it doesn't take that long and is worthwhile and safe.

Giving blood takes about an hour and you don't get your clothes dirty. Unlike bleeding your brakes, it is not messy and does not leave a slick of greasy fluid on the ground, and they even serve you snacks and coffee or fruit drinks after.

Editor's Note:

We have a challenge coming up! How many pints of blood can we donate? Are you up for this challenge? Stay tuned for Dave's great idea. Read on!



I have never bled my brakes so am a bit reluctant to do it. Call it or fear of the unknown. It is the same with giving blood. Many people who have never given have some apprehension and may be a bit hesitant. At the event that we had a few weeks ago, several first timers came out. At any rate where is this all leading? Usually after three paragraphs of my long-winded ramblings, readers of this column have a bit of an inkling of its intent.

OK, so after I got the note from Steve, I got to thinking the Club is often looking for interesting places to drive or things to do. How about driving to Canadian Blood Services location on Oak, meeting there in the big parking lot and making some donations?

I have learned that Covid has knocked the wind out of their donations and nationally they are down about 100,000 donors. I'll help organize it and if we had half a dozen cars show up it would be a huge success. Heck I'd be happy with three. It would make a cool visual of our cars parked out in front of the clinic covered with red balloons like I did with mine.

I have noticed that most of the drives that the club organizes have cute names that often use alliteration. I have been racking my brain trying to come up with a catchy name for this. If we were a Bentley Car Club it would be easy. It would Bentleys for Blood. But catchy names aside, if there is any interest whatsoever contact me or Steve. If we get a few people, I can drum up some publicity and what a great photograph it would make to have our elegant beautiful cars parked in a row in front of the blood donors clinics at 32<sup>nd</sup> and Oak. I think it is a bloody good idea! Of course any red Morgans that decide to participate would get priority parking.



(Photos submitted by Dave Doroghy)

## Morgan - What's in a name?!!



Eat your heart out, Jacques Gallien!

Above: Melanie in a Morgan in Morgan Creek (Chris Allen photos)  
Below: Morgan (named after the car) in a Morgan (Steve Blake photo)





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Thanks to Malcolm Scanlan for these ads. Now you can see why I wear flat caps!

# SHOP TALK

## Cosworth — The Upstart That Dominated F1

*By Chris Bright*

The name Cosworth is familiar to most car people of a certain age -- an age that includes me. I must admit, the association with Ford made me believe that it was some special project division created by the powers that be at the Blue Oval. However, Cosworth is a true underdog story that started as a scrappy, upstart engine-building shop. The firm grew to produce the indisputably greatest engine in Formula One history, and perhaps the best engine anywhere, full stop. The Cosworth DFV transformed Formula 1, by building a crate engine that topped all others, including Ferrari. During its reign, the Cosworth DFV powered customer cars to 155 F1 World Championship wins, making it the third most successful engine manufacturer overall.



The name itself is an amalgamation of two founders' last names: Brian Costin and Keith Duckworth (pictured above, Duckworth on left, Costin on right). They went with "Cosworth," and I'm guessing "Duckstin" wasn't considered for long!

They only built 375 DFV engines. They could be purchased for around £28,000 each, the modern equivalent of just over \$100,000. This model revolutionized F1. It helped Lotus and Tyrrell, as well as their top drivers Jim Clark, Jackie Stewart, and Mario Andretti, become legends of the sport. Yet, these two have minuscule Wikipedia entries in spite of being two of the most influential engine builders in history.

### Blooming at Lotus

The story of Cosworth began at Lotus. After spending a few years building his own race cars, Colin Chapman founded the company in 1952 in North London. When the company was first getting off the ground, it built race cars for privateers, as well as kit sports cars, which were a way to skirt a costly sales tax. Chapman was a visionary whose experience as an aeronautical engineer revolutionized race car design.

In 1953, Mike Costin joined Lotus at age 24, working part-time building gearboxes, but his responsibilities quickly grew. A few years later in 1955, Duckworth joined Lotus as a gearbox engineer. His first assignment was to fix an innovative but unreliable sequential transaxle. His solution was too costly for Chapman's tastes, so the two had a falling out.

In 1958, Costin and Duckworth formed Cosworth Engineering and Duckworth went to work full-time there. Costin was bound by a long-term contract at Lotus so he wasn't able to officially move to his own company until 1962. For the first four years, Cosworth was his side hustle.

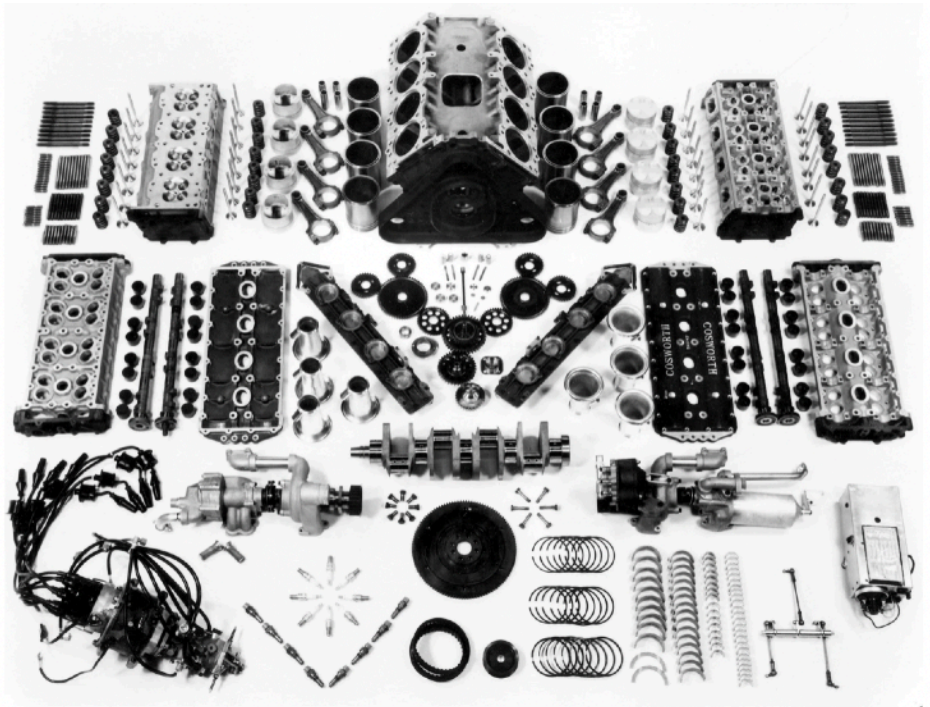
In spite of this, Cosworth had a strong relationship with Lotus and Chapman, and Lotus was their largest client. Duckworth and Costin's first engine was the Mk II, a 1L 4-cylinder engine that used a Ford Anglia block with cylinder heads of their own design. This progressed through the SCA which became the dominant engine in Formula 2 in 1964 and 1965.

They used this general formula, hotting up engines using a basic production block, when supplying engines to Lotus through the mid-60s. All along, they were learning numerous tricks to squeeze more and more bhp and reliability, by optimizing gear drives, cylinder heads, cams, camshafts, and rods.

## The Birth of the DFV

Everything changed in 1965 when the FIA announced that a new formula utilizing 3.0L engines was to be introduced in 1966. F1 had limited the engine capacity to 1.5L while sports cars were using large-capacity engines which started to overshadow Formula One.

Lotus had been using Coventry Climax engines in its Formula One machines, but Coventry Climax was planning to bow out of F1. Chapman approached Costin and Duckworth and queried them as to whether or not they could build an F2 engine in 1966, followed by a lightweight 3.0L F1 engine that could produce 400 bhp in 1967. They agreed to do it, but asked Chapman for £100,000 upfront.



A disassembled Cosworth DFV.

Chapman approached Ford U.K., which had been supporting Lotus, to get them to fund it. They agreed with the stipulation that the engine would be badged as a Ford. The deal was done. The F2 engine was the FVA, a four-valve per cylinder, 1.6L engine designed for a new spec for the series. This little engine pumped out 225 bhp at 9,000 rpm and was the powerplant to beat from its introduction in 1967 through 1971.

The DFV ("double four valve") essentially took two FVA engines and laid them in a 90-degree "V" but it wasn't that simple. The FVA was built on an existing block, so Duckworth -- for the first time in his career -- did a full "clean sheet" design.



The result was a masterpiece, but it was not yet known at that point. The 32-valve engine used a flat-plane crank and had an 11.1:1 compression ratio, gear-driven camshafts, and Lucas fuel injection.

Importantly, Duckworth designed the engine to 1) be a stressed member of the chassis to which the transaxle would be mated, and 2) be a “plug and play” unit that a customer could buy and bolt to a chassis and be ready to go.

The first DFV produced 405 bhp at 9,000 rpm. The engine that was the soundtrack of the 70s was born.

## Off and Running

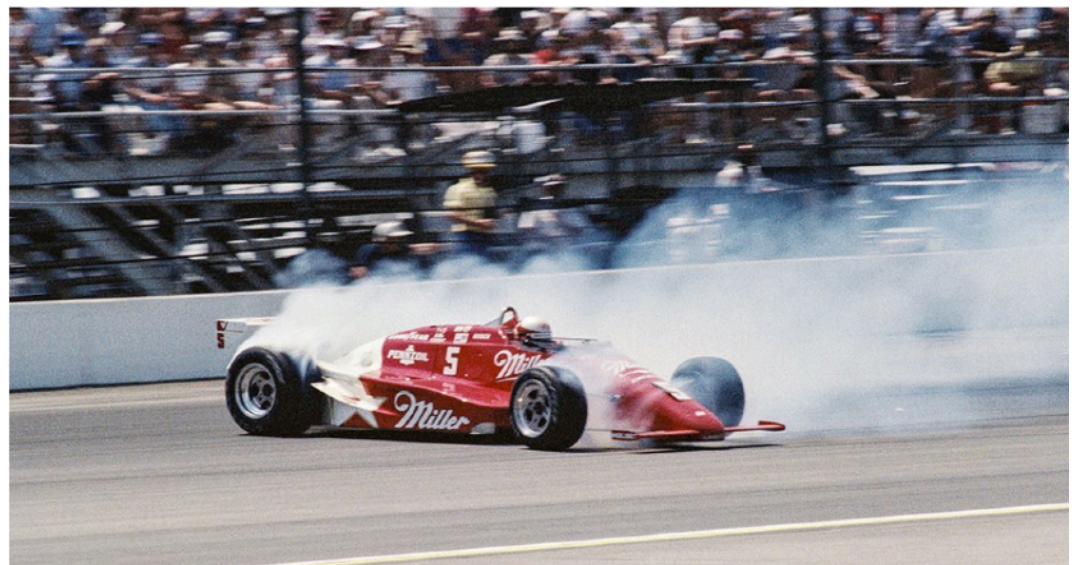
The “Ford-Cosworth” DFV, as it became known in spite of the fact that Ford did little more than pay the bills, wasted no time in showing its prowess. The first car fitted with it was the Lotus 49, which appeared in the fourth race of 1967 at Zandvoort. Graham Hill put the Lotus 49 on pole position, but ended up as a DNF. However, the young Scot Jimmy Clark took the victory. The DFV had a 100 percent record! Clark took three more victories that year but missed out on the championship.

In 1968, the world had tipped in Cosworth’s direction. The engine was now available to anyone who wanted to purchase one, so the DFV not only powered Team Lotus, but McLaren and Matra too. In total, the Cosworth V8 won 11 out of 12 rounds of the World Championship that year, with England’s Graham Hill winning his second title. Jimmy Clark, Jackie Stewart, Jo Siffert, Bruce McLaren, and Denny Hulme also stood atop the podium.

To say the DFV was dominant would be an understatement. From the late 60s to early 80s, it won 65 percent of the World Championship races and took 12 Driver’s World Championships in 15 years, with 10 Constructor’s Championships in the same period. The engine was used by the majority of teams, including Brabham, Ligier Lotus, March, Matra, McLaren, Shadow, Tyrrell, Williams, and Wolf. The innovative approach of Cosworth to let anyone use it paid off.



Jim Clark in a Lotus 49 winning the '67 Dutch GP on the DFV's debut.



Cosworth DFX took Danny Sullivan to victory in 1985 Indy 500.

## Long Live the DFV

The end of the DFV's dominance was the beginning of the F1 Turbo Era in 1983. It soldiered on but finally ran its last F1 race in 1985. However, the DFV and its variants had great success outside of Formula One.

It nabbed two Le Mans 24 Hours victories in 1975 and 1980. The DFX, a turbocharged variant for IndyCars, took 10 consecutive victories at the Indy 500 between 1978 and 1987, and nine CART titles between 1979 and 1987. There is no engine that even comes close to this level of sustained dominance across multiple race series.

Cosworth continued to develop F1 power units and picked up the occasional victory, including winning another Driver's World Championship with Michael Schumacher in a Benetton in 1994. They also continued to be active in other series, including IndyCar, sports cars, and even road cars with special engines manufactured for special edition Fords like the Sierra Cosworth.

The company lives on, but long gone is the fantastic stretch where they dominated open-wheel racing for 15 years. Keith Duckworth died in 2005, but Mike Costin is 93 years old. It's a bit unfortunate that their names are little known, subjugated to the Ford brand, when they built an engine that dominated in a way we will likely never see again.

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THE GREATEST ENGINE OF THEM ALL! The Story of the Ford-Cosworth DFV (1967-1984)

<https://www.youtube.com/watch?v=SWgoL8hEt9A>





MORGAN THREE WHEELER



### THREE WHEELERS

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**2017 Morgan THREE WHEELER** – Jet Green, Tan Leather // **LOW MILES - LIKE NEW**

**2013 Morgan THREE WHEELER** – Grabber Blue, Scarlet Red Leather // **SOLD NEW BY OURSELVES**

**2012 Morgan THREE WHEELER** – RAF Green, Tan Leather // **LIKE NEW-METICULOUS MAINTENANCE**

**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**



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**NEW 2023 Morgan Plus Four** – automatic, eight speed paddle shifter or six speed manual transmission

**2019 Morgan Plus Four** – Polished aluminum with BRG wings // **0.85K MILES!**

**2005 Morgan AERO 8** – Connaught Green / Harvest Moon Beige // **4.4-LITER BMW**

### ANNIVERSARY EDITIONS

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



**2003 Morgan Plus 8** – Royal Ivory, Mulberry Leather // **18K MILES!**

**2002 Morgan Plus 8** – Rolls Royce Garnet Metallic, Gray Leather // **35K MILES!**

**2001 Morgan Plus 8** – BRG, Tan Leather // **6 LITRE LS2 CORVETTE POWERED!**

**1998 Morgan Plus 8** – BRG, Tan Leather // **12K MILES!**

**1984 Morgan Plus 8 Isis Turbo CONVERSION** – Special Corsa Red/ Cinnamon leather, Propane-powered car // **HUGE PRICE REDUCTION**



**1967 Morgan Plus 4 LOW BODY** – Burgandy body/Black wings, Black vinyl // **BEAUTIFUL DRIVING EXAMPLE!**

**1963 Morgan Plus 4 SUPERSPORT**

– Dark Blue, Black leather, Black 72 spoke wire wheels // **LEGENDARY RACING RECORD!**

**1954 Morgan Plus 4** – Yellow, Black interior, interim-cowl example // **RIGHT-HAND-DRIVE**

**1929 Morgan/GN BLACKBURNE AERO** – Single seater, racing history // **ONE OF A KIND**

### OTHER MARQUES

**NEW 2022 Allard J2X MkIII** – Coming soon!

**1974 Lotus EUROPA** – Twin Cam 5-speed!

**1965 Sunbeam TIGER Mk1A** – Race Rally Prepped!

**1962 Fiat O.S.C.A. 1500S CABRIOLET** by PININFARINA. Perfection!



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## Dining Out in a Classic... “Please pass the Grey Poupon” *By Laurel Gurnsey*

Whenever we get together with our Morgans we seem to be surrounded by food. Lots of it... many times gourmet, many times with a flourish, sometimes just casual and cozy. We have had get-togethers with pie. Get-togethers with hamburgers, get-togethers with wine and on both local day outings and overnights.

But when Colin and I headed our Lagonda home from an event in the States, we thought it would be fun to do the old carhop thing and stop at a fast food restaurant for a picture. When we pulled into the Burger Master in Mount Vernon, our carhop Leslie graciously posed with our tray. Flashes of memories from carhop experiences when we were young. A question...how many places still use carhops? And when did this practice first start? As another burst of nostalgia, the sound system was playing ‘Dream Lover’ by Ricky Nelson.

The iconic movie ‘American Graffiti’ and the television show ‘Happy Day’s gave us a glimpse of young teenagers hanging out at fast food restaurants with a burger, fries and a Coke or a milkshake. Waiters (often young themselves) and often on roller skates, brought food out to the cars on trays that slid into the front seat and hooked onto the window frame on both sides of the car.



According to various websites, the first carhop waiters/waitresses were used in 1921 in the U.S. (A&W Restaurants took advantage of the blossoming car trade in 1923 with carhops serving quick meals and root beer floats to people who wanted to stay in their cars. One of Colin's first jobs was as an A&W carhop.) Women replaced men carhops during WW2 and after the war restaurants used both. Carhops started to disappear when drive-through restaurants became popular but chains like the 'White Spot' in Vancouver still have some branches with carhops.

Most car groups love to dine well. We have had a broad range of meals...from Grey Poupon mustard occasions to French's mustard occasions. Did you know that Dijon mustard has been around since the 1800s? Maurice Grey had a Dijon mustard machine in 1855 and won medals and a Royal Appointment. He joined with Auguste Poupon, another mustard fellow, and they started making Grey Poupon mustard together in 1866 in Dijon, France. It appeared in the U.S. in the 1970s/80s. This whole-grain mustard with a little wine can appear with its head held high at Royal dinners.

How about French's? George and Francis French started making the famous yellow mustard in Rochester, New York in 1904. They sold their company to J. & J. Colman of the UK in 1926 but their mustard retained its name. It joins other condiments on the shelf of grocery stores all over the U.S. and Canada. This is a mustard that sits happily on carhop trays.



Now, all of this brings to mind the proper eating etiquette required for a Grey Poupon dinner, especially if you are at a car event dinner 'overseas'. Belonging to the Lagonda Club and being at event dinners in England, Colin and I have often met with the daunting task of having to learn the etiquette for not just using the correct cutlery for a 'fine dining' occasion in another country, but knowing how to fold a napkin properly and how to corral the last three peas on the plate or how to cut cheese and with which one of the cheese knives.



It is a matter more of dealing with different customs than with being a polite eater but I thought a one-night etiquette course might be fun and instructive and Colin was a good sport and went along with me. We found 'Elizabeth Etiquette', run by a former British nanny and had a fascinating evening. Elizabeth does etiquette classes and tea parties for little children at libraries, group sessions for adults like ourselves, private lessons for diplomats heading overseas and business people needing to interact with important clients. <https://elizabethetiquette.com>

She began by asking about our car world and the kinds of situations we are faced with in different countries. She taught us not just how to fold that napkin (open end facing you on your lap) and how to use the bewildering assortment of cutlery, but how to do the Royal Bob (rather than the seldom used curtsey) if we meet nobility, which could happen at a car event overseas. We are now prepared to pass the Grey Poupon properly if called for and to squirt the French's with relish (meant to be a pun.)



(Laurel Gurnsey photos - Article first published in the Bumper Guardian of the Classic Car Club of America)



# MORGAN

## THE MARCH OF PROGRESS

By Charles Neal



£40.00

An absolute must-have for any Morgan enthusiast, The March of Progress is nearly 300 pages of pure Morgan history. The book covers every aspect of Morgan from the early days of the Morgan Runabout in 1909 through to the latest model, Super 3, launched earlier in 2022.



<https://login.broadcast.sur.co.uk/t/r-l-tjnlydl-bthurdkkhr-t/>

Morgan: The March of Progress includes over 400 images and archive material dating back to the very foundations of the company, along with some previously unpublished material. Put together in a stunning hardback design, Morgan: The March of Progress would make the perfect coffee table book, whether as a gift or a treat for yourself.

To Purchase this Book Click on the Following Link

<https://www.morgan-motor.com/product/morgan-the-march-of-progress-by-charles-neal/>



Letter  
of the  
month



## Quarter-million-mile Morgan

**I READ WITH** interest James Elliott's piece in *Octane* 230 about the Valletta Concours d'Elegance in Malta. A planned road trip to Malta in my 40-year-old 1980 Morgan Plus 8 would have coincided with the 2020 event had the pandemic not intervened.

I am a member of a club for cars over 25 years old (CAAR GB) and each year we run two tours, organising everything ourselves to keep costs down. During 2019, we planned a trip to the Italian Lakes and Sicily, but of course didn't get to go. Our third attempt in May and June this year finally happened. However, I had decided to break from the group after Sicily and take a detour to Malta, then drive home through Italy. Sadly, the re-planned trip for 2022 meant I would miss the Valletta Concours by a day.

My Plus Eight hasn't had a roof or sidescreens since 1987, just a tonneau. I have survived a hurricane in the USA in 2018, and -6°C and frostbite driving back from Kitzbühel, Austria, to Cambridge in 1998. In all those years of ownership I have covered 250,000 miles and visited 48 countries, including virtually all of Europe (not Turkey, Moldova, Ukraine, Iceland and Cyprus, but everywhere else) and the USA.

The car has been remarkably reliable, although many things have worn out at least once, and some twice: engine, gearbox, steering, diff, suspension, alternator, wiper motor... But it has let me down only once, when a new alternator lasted 600 miles before burning out near Grenoble. It currently runs (and has done for 160,000 miles) a

3.9-litre, 280bhp engine built by a friend over 20 years ago.

The only problem I had this year was to do with fuel in Sicily. I was forced to buy some 95 octane rather than my usual Super+ and it was terrible, containing both diesel and water. The car spluttered for 250 miles on around four cylinders, the plugs were heavily blackened and the normally clear engine oil looked like a diesel that hadn't had an oil change for five years. The problem cleared once the tank was empty. I really hope I haven't damaged the engine.

After four days in Siracusa, I bid goodbye to my friends, headed south to Pozzallo and took the ferry to Malta, which is only 53 miles away. Before leaving the UK I had looked for a classic-friendly garage in Malta

and arranged for a set of new plugs, oil and filter change, plus front suspension grease – the labour cost was just €40!

After five days in Malta, I crossed back to Sicily and drove up the east of the island past a smoking Etna to Messina, where I spent the night before taking the short ferry the following morning across to the Italian mainland.

Then it was up the Mediterranean side of the 'toe of Italy' to Matera, which stars in the latest Bond film *No Time to Die*. The centre of the old town is closed to cars, so I had rented a garage for my time there and had the paperwork that allowed me to drive to it. This didn't impress the Carabinieri, who refused me access, so I consulted the sat-nav and attacked the crucial one-way street from the wrong direction. 'British coming through!'

After Matera, it was back to the coast and a sedate drive up to south of Rome, then the Tuscan hills. I dropped down into Monaco, managed to drive most of the GP circuit including the tunnel, then headed back through France on the Route Napoleon. I made it back to England two days later.

In 29 days it never rained during the day, which must be a record, but it was very hot. I'd driven 3800 miles and used 810 litres of fuel at a shade under £1600. It would have been cheaper in 2020 – but the experience was worth the cost. *Stephen Lindsay, Cambridgeshire*

### Credit where it's due

Your cover story on the ex-Jim Clark Lotus Elan in *Octane* 230 brought back fond memories.

I met Michael Schryver, who found and restored it, many years ago through the local classic car show and he took me to see his collection of racing machines at the bottom of his garden in a large wooden workshop. There in one corner sat a red Elan, 997 NUR.

Over many years Michael has generously allowed me to drive the Elan to race meetings or events. I've never had to show an entry pass because 997 NUR has always been instantly recognised, welcomed and revered.

### LETTER OF THE MONTH WINS BOOKS TO THE VALUE OF £125

The writer of *Octane's* Letter of the Month can choose new or used books up to the value of £125 from the extensive range at Chater's.

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Courtesy of Octane Magazine

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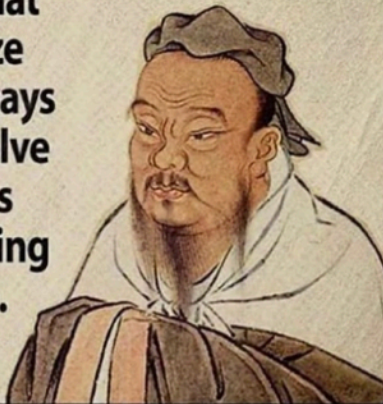


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717.932.6600

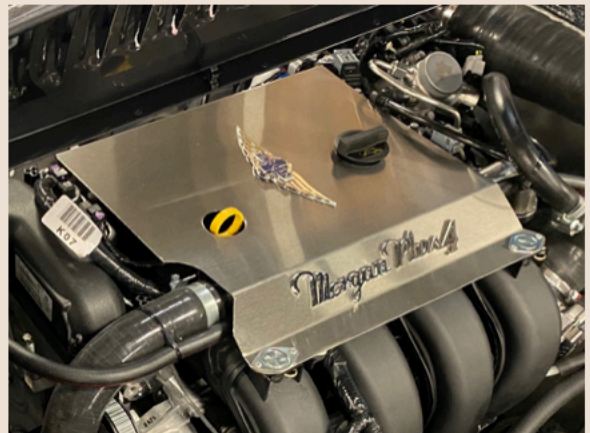


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(Thanks to Roger Mulloy)



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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.



From the Morgan Oasis Garage

By *Cuthbert J. Twillie, Proprietor*

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Spark Plug Holder

By *Cuthbert J. Twillie*

This month's epistle is about a project that will take only a couple of hours to complete. Drawing the plan has taken perhaps three times that. Yet I enjoyed both making it and drawing it for my loyal readers.

These spare spark plug holders are seen in engine rooms of some rather interesting automobiles. They imply a "ready for anything" demeanor, providing a set of new, gapped spark plugs with anti-seize on the threads. Ready to bring you home "sans shame". O the shame of it all, running on three, like a DKW.

I believe the metric 14 X 1.25 tap is good for all British cars, BUT Cuthbert isn't right every time, so check one of your plugs for the correct size before springing for the tap. The 14 X 1.25 tap I bought ( for a Plus Four ) was \$ 6.70. Not too spendy when you consider it can also be used to clean up the plug threads on your engine, should the need of that arise.

The correct drill bit for this tap is 33/64 ths. The hardware store wanted \$21.95 for the bit, thank God they didn't have it in stock. A half inch bit is 1/64 th smaller and works just dandy.

The 1/4" X 1" X 6" aluminum flat bar was \$ 1.40 a foot and a foot will make two of these little darlin's. Those of you who couldn't find a Plus Four and had to settle for a Plus Eight will need two anyway 'cuz these have eight plugs.

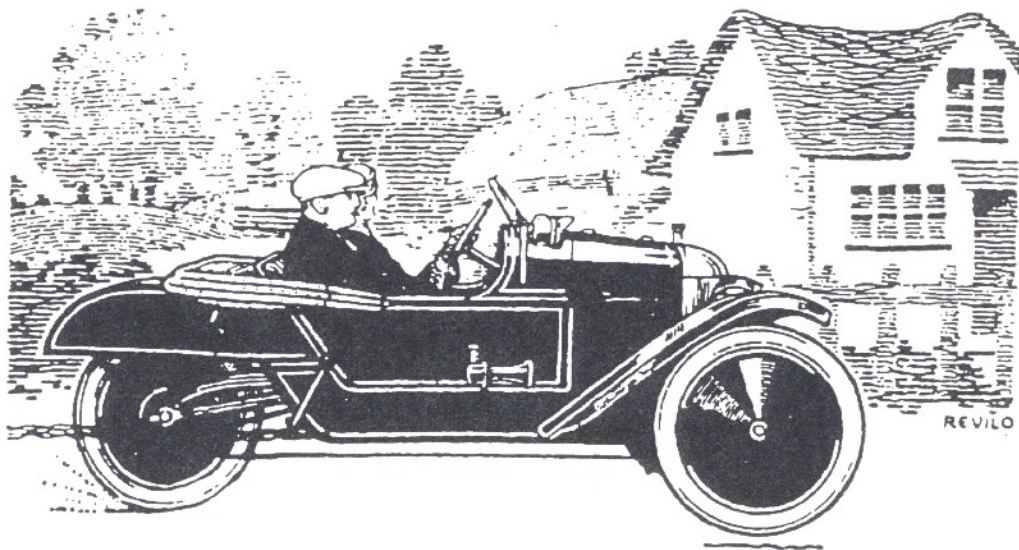
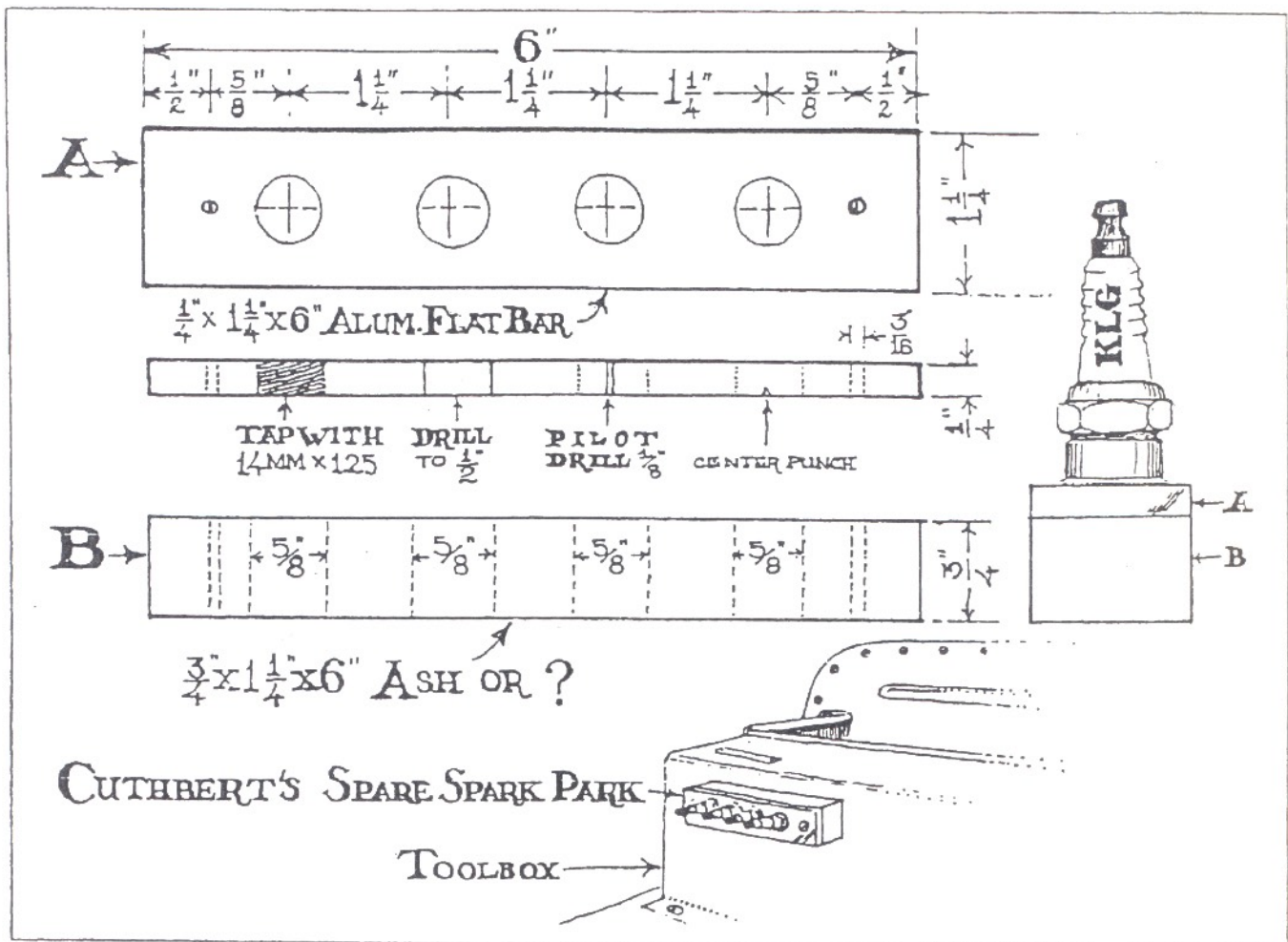
I needn't caution you to NOT polish the aluminum do I? Cuthbert has polished all the aluminum he can see trying to catch the likes of Theroux, Hauge, Huntley and the rest of that lot. So polish something else.

Now about the last piece " B." Merely a block of wood, though it could be made of aluminum, "A" and "B". Trying to cut inch thick aluminum with a hand held hacksaw soon gets tiresome, therefore the wood. One could get imaginative here, dark and light woods laminated, checkerboard ?

Since I have the tap and the aluminum I'll give anybody the Rabbi rate, and they can provide the wood.

One last word; notice on the drawing the spark plug is a KLG. A small prize to anyone who can tell me what KLG stands for.

Cuthbert



**LE MAXIMUM DE QUALITÉ POUR LE MINIMUM DE PRIX**

Gagnant du Grand Prix de l'A. C. F. Amiens 1913

et d'un nombre considérable d'épreuves depuis cette date

## Restoring Fenders and Running Boards - Part 4

*By Steve Blake*


It was amazing to see the work done to rebuild the rust in my running boards. It took machining a part for the English wheel to make the grooves to match the ones on the boards. Today you cannot tell where new metal was inserted. (Andrew Smith photos)





**AR Auto Resurrection**

*Andrew Smith*  
Auto Restoration



250-516-1684  
arautoresurrection@gmail.com

A business card for AR Auto Resurrection. The card has a dark green background. At the top, the name "AR Auto Resurrection" is written in a bold, orange, serif font. Below it, "Andrew Smith" is written in a white, italicized serif font, followed by "Auto Restoration" in a white, sans-serif font. In the center, there is a photograph of a dark blue classic convertible car, shown from a side profile. 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

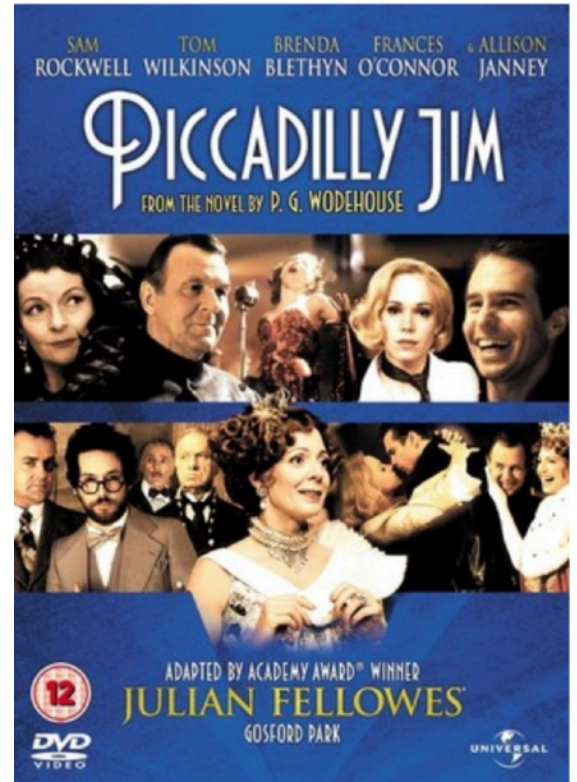
## Piccadilly Jim

Starring Sam Rockwell, Frances O'Connor, Tom Wilkinson, Brenda Blethyn

*PG Wodehouse's novel gets a third feature film outing in this frivolous but scattershot period farce, adapted by Gosford Park screenwriter Julian Fellowes. A tale of class snobbery, one-upmanship and deceit, it stars Sam Rockwell as an infamous 1930s playboy who assumes a virtuous fake identity to impress his dream girl (Frances O'Connor). - Sloan Freer*

This romantic comedy was directed by John McKay and released in 2004. It is maybe not a brilliant, Academy Award winning movie but it is funny! A 2004 Aero 8 makes a few appearances.

Set in the 1930s, an American with a scandalous reputation on both sides of the Atlantic must do an about-face in order to win back the woman of his dreams.



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



Morgan Motor Company drone photos



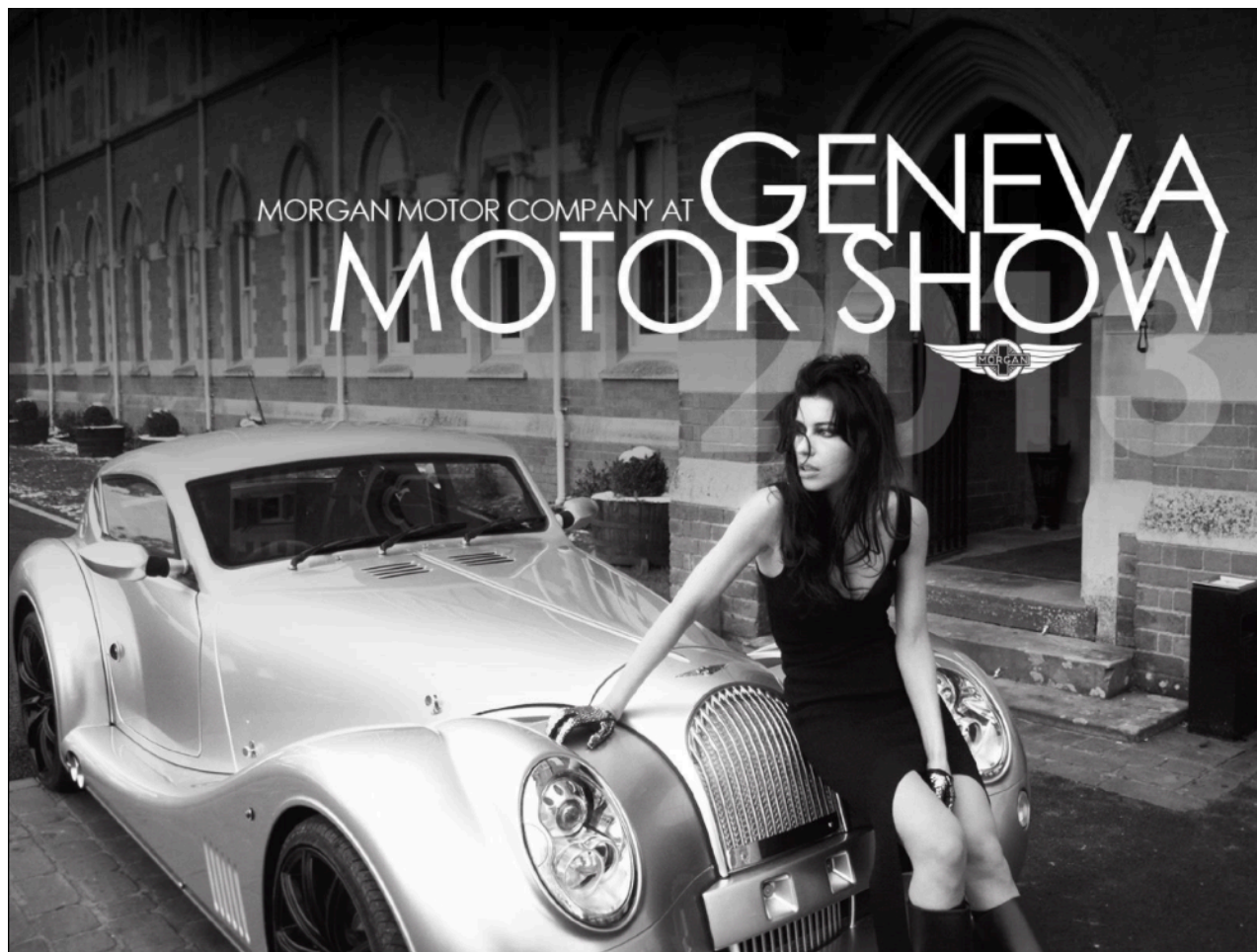
## Morgan Fantasy Photos

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.





(Dennis Glavis photo)



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## “Looking Back”

This month we will take a look at a special car as it graced the lawns at Pebble Beach in 2009. This 1952/1954 Morgan Drophead Coupe is the prototype for future drophead coupes. 51 were made before production ceased in 1956. This car was the personal car of HFS Morgan from 1952 to 1958. In 1954 the car was upgraded at the factory receiving the now iconic waterfall grill. It was placed on show at the London Motor Show in 1954. The first owner after HFS Morgan was Paul Woudenberg.



This Morgan was purchased by Dennis and Pamela Glavis who had it restored by Pierre Brun, one of the Baby Doll team mechanics. The Glavis's entered the car in the 2009 Pebble Beach Concours and won second place in the Morgan Centenary class.

Photos:

Left: Dennis and Pamela Glavis with the 1954 Morgan Plus 4 Drophead coupe, 4-seater

Bottom Left: Pierre Brun, the restorer

Bottom Right: Pamela with the car's award





(Photos submitted by Dennis Glavis)

Dennis tells me that he has a story about the car from HFS's ownership days.

HFS Morgan was a show chicken fancier and the SNOBMOG prototype was his every day car most of his later life, '52-58. Thus, the rear boot lid was designed as hinged at the bottom and folded flat, parallel to the ground. He could stack chicken coops on the open rear deck lid on his way to or from market or Stoke Lacy, his residence. As well the one difference I noticed that the board under the boot was missing...this was apparently done purposely to allow the chickens to poop away, their foul (or fowl) material falling freely to the ground below rather than accumulating on the wooden bottom enclosure. Thus, the nickname, "The Chicken Coupe" .....

And we have another Morgan Plus 4, 4-seater drophead coupe owned by John Beskeen. The following correspondence was sent to Dennis Glavis who kindly shared it with us. John and Avril Beskeen entered their 1955 Morgan Plus 4, 4-seater Drophead Coupe in the Salon Prive, at Blenheim Palace, Oxfordshire.

*Well, what a fantastic and toughly delightful event run on the same lines as your Pebble Beach, in fact, some of the judges had judged at Pebble Beach. It was very much a champagne event for the four days, you'll know what I mean.*

*Well how did the Snobmog do?*

*All I can say is that the Morgan stood its ground very well in a class of all Jaguar's; the class being called "British Sporting Legends", difficult against E-type's and XK's but, saying that, I missed out on a class win by 1/2 to 1 point.*

*Why you might ask, well, originality in the engine bay. Not the fact my UK car was fitted with a TR engine. No. It was some of the ancillaries that I had fitted, not thinking at that time of such a high profile concours.*

*What was I picked up for. Spin-on oil filter, gas flowed headers, braided petrol hose above the manifold's and not using the original brake master cylinder. So, the head judge, Alun Wyn, knew what he was looking at!*

*Can't argue with that. The body colour and leather plus hood line wasn't an issue. Ow, yes, and the polished stainless steel exhaust system, should have sprayed it.*

*Originality was the theme of this show and I can't really argue with that. But both my wife, Avril, and I really enjoyed the week. - John Beskeen, South Wales*







(Photos submitted by John Beskeen)

## Upcoming PACMOG Events



(Susan Blake's photo from the navigator's seat on the Sunshine Coast Run)



**When:** Oct. 29<sup>th</sup> @ 6pm with Bob & Alexis

**Where:** 2069 Ocean Forest Dr., Surrey, B.C.

**Provided:** Main dish, Mulled wine, Coffee, Tea

**Bring:** Small, themed appie or dessert, anything special you wish to drink

**Costume?** If you like! (there "might" be prizes)

Joint Party with the Rolls-Royce Owners' Club

**Confirm attendance** by Oct 26 to [bob.wadden@telus.net](mailto:bob.wadden@telus.net)

We may have another breakfast drive in October.  
Watch your emails for news of the next drives



Pre-Registration will soon be available on the OECC  
-VCB website

Please register as soon as possible.

On November 14, 1896, the British Motor Car Club celebrated legislation raising the legal speed limit from 4mph to 14mph with the Motor Car Tour to Brighton. Now known as the London to Brighton Veteran Car Run, the event continues to the present day and OECC's Vancouver Coast Branch has been celebrating it since the hundredth anniversary in 1996.

PLEASE JOIN US FOR THE 27th RUNNING OF THE ANNUAL LONDON to BRIGHTON  
COMMEMORATIVE RUN

SUNDAY, NOVEMBER 6, 2022

Delta Heritage Air Park, 4103 104 St., Delta.

COST: \$10.00/car Registration (Registration fees will be donated to a charitable organization - details to follow).

MEETING TIME: 09:30 am.

FIRST CAR OUT: 10:00 am.

DESTINATION: Return to Start

ROUTE DIRECTIONS will be available online prior to the event

Lunch will be at Adrian's new restaurant at the Langley Airport

- CONTACT: Malcolm Tait (604 -224-0938) [mbtait44@gmail.com](mailto:mbtait44@gmail.com)

- Delta Air Park - directions: located at the foot of 104 St. Delta, adjacent to the dyke. Access from Hornby Drive. Google: Delta Heritage Air Park.



# 1958 Morgan Plus 4 Sold Last Month

By Steve Blake

Sold on Bring a Trailer  
For US\$17,200



## BaT Essentials

Seller: [RickDickinson](#)



Location: [Southport, ME 04576](#)

### Listing Details

- Chassis: [3815](#)
- 4,800 Miles Shown, TMU
- 1,991cc Inline-Four
- Four-Speed Manual Transmission
- Carnation Red Paint
- Black Upholstery
- 15" Wire-Spoke Knock-Off Wheels
- Black Soft Top & Boot
- Rear-Mounted Spare
- Tonneau Cover
- Leather Hood Strap
- Wood Dashboard
- Morgan Chassis Record Certificate

Private Party or Dealer: Private Party

This 1958 Morgan Plus 4 is finished in red over black upholstery and powered by a 1,991cc inline-four paired with a four-speed manual transmission. Equipment includes knock-off wire wheels, chrome bumpers, a bench seat, as well as a replacement convertible top, boot, and tonneau cover. The car was acquired by the seller in 2009, and work since September 2020 included replacing the steering box and fuel pump. This Plus 4 is now offered at no reserve with side curtains, partial service records, a Morgan Chassis Record certificate, assorted spare parts, workshop manuals, and a Maine registration in the seller's name. The black soft top, boot, and tonneau cover were reportedly replaced in 2008, and the seller notes that the soft top does not fully close.



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

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

### Recent Sales and Auctions



This 1970 Morgan Plus 8 was bid to US\$45,000 on BaT on August 29, 2022 but did not meet reserve.



This 1960 Morgan Plus 4 was bid to US\$47,200 on BaT on August 30, 2022 but did not meet the reserve.



This 1952 Morgan Plus 4 DHC sold on BaT for US\$39,000 on September 9, 2022.



This 1971 Morgan Plus 8 sold on BaT for US\$45,500 on September 11, 2022.



This 1967 Morgan Plus 4 sold at Bonham's Beaulieu Auction for the equivalent of US\$23,179 on September 10, 2022.



This 2005 Morgan Aero 8 sold on BaT for US\$95,000 on September 16, 2022.



This 1973 Morgan Plus 8 sold for US\$36,000 on September 17, 2022.



This 1966 Morgan Plus 4 was bid to US\$34,750 on BaT but did not meet the reserve on September 23, 2022.



This 1983 Morgan 4/4 sold at Silverstone Auction for the equivalent of US\$27,611 on August 27, 2022



This 1965 Morgan Plus 4 Plus was bid to the equivalent of US\$69322 at Silverstone Auctions on August 27, 2022 but did not sell.



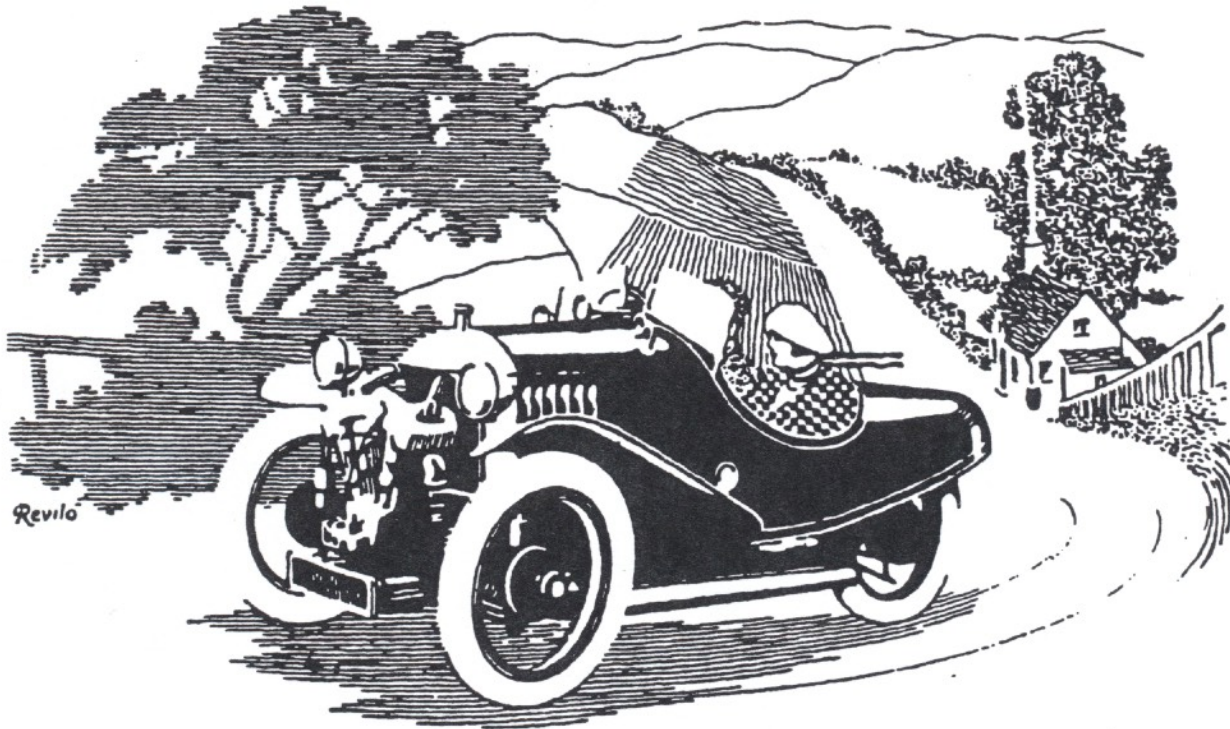
This 1954 Morgan Plus 4 Drophead Coupe sold for US\$25,000 at Worldwide Auctions Auburn sale on September 1, 2022.



This 1961 Morgan 4/4 sold on BaT for US\$28,500 on September 25, 2022.



This 2016 Morgan 3-wheeler sold on BaT for US\$67,000 on September 22, 2022.



(Submitted by Gary Bell)

## Member's Morgan For Sale

### 1978 Morgan Plus 8

European spec. 38294 kilometres (approximately 23,800 miles) All original, all stock. Original paint (sun beige with nut brown wings). Factory undercoating. No accidents or fender benders. I am the original (and only) owner. Picked up at Morgan factory June 1978 after 3 years on waiting list. It's been 44 years of fun.

Asking \$62,500. USD

Garry 250-741-6748 [gwag@shaw.ca](mailto:gwag@shaw.ca)



Do you have one of these?

If you have a Morgan hiding under a pile of boxes, dust, old lawn chairs, etc., you might want to consider selling it!

Place an ad by the 15th of the month to get in that month's Morgan Link.

Reach an audience who are 100% interested in Morgans.

Don't let it deteriorate to the point that it is worthless. If you have not driven it in the last few years, pass it on!







# MORGAN

## MORGAN x MALLE DRIVER'S COLLECTION



Introducing the Morgan x Malle Driver's Collection, now available to order.

Working at the intersection of adventure and transportation, Malle London creates the most refined and contemporary British adventure accessories.

The creation of the Driver's Collection has taken place alongside development of the Morgan Super 3, ensuring it is rugged and tested to extremes. The good news is that the jacket and knee guard is suitable for all Morgan adventures, whether on three wheels or four.

[SHOP THE MORGAN x MALLE RANGE](#)

The women's and men's jackets are made from Malle's signature 10oz Scottish waxed canvas, and will be available in Black and Desert Sand. Featuring a fully waterproof membrane, internal Kevlar® sections and armoured pockets for additional protection, as well as the quilted interior, wrist seals, quick-access eye protection/device pockets, an integrated rain hood and storm baffle.



Morgan at the Malle Mile 2022



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

## PACMOG Regalia

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

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



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

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

Badge measures 3.5 by 4.25 inches overall

\*Club members only, all others please inquire



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

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

Patch measures 3 inches in diameter

\*Club members only, all others please inquire



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

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

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

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

**Martin Beer & Stephen Beer**

933093 Airport Road  
Mono, ON L9W 6C7

[cmcmogrbc@gmail.com](mailto: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

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



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

# Pacific Morgan Owners Group

## 2022 Membership Application

(Please print in block letters)

### 2022 Membership

Membership is only \$10  
Make out cheques to "PACMOG"  
Send dues and completed form to:  
Pat Miles, Treasurer  
15410 Kildare Drive  
Surrey, BC V3S 6B9  
Or E-transfer to [pat\\_miles@hotmail.com](mailto:pat_miles@hotmail.com)

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

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

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

Address \_\_\_\_\_

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

Phone \_\_\_\_\_ Cell \_\_\_\_\_ Work \_\_\_\_\_

Email address \_\_\_\_\_

Spouse email address \_\_\_\_\_

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

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

Engine type \_\_\_\_\_ VIN or Chassis number \_\_\_\_\_

Comments? \_\_\_\_\_

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

Engine type \_\_\_\_\_ VIN or Chassis number \_\_\_\_\_

Comments? \_\_\_\_\_

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