

MORGAN LINK

SEPTEMBER & OCTOBER 2016
Volume 1, No. 5

Linking PACMOG to Morgan Enthusiasts in the Pacific Northwest and Beyond!



2016 PACMOG EXECUTIVE

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Vice-Chair	Bob Wadden	bob.wadden@telus.net
Treasurer	Pat Miles	pat_miles@hotmail.com
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Director	Tom Morris	tomm8847@telus.net
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2016 PACMOG VOLUNTEERS

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Editor	Steve Hutchens	sphutchens@hotmail.com

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 meeting 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.*

The Publication: Morgan Link

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Meetings and Events

Events and social meetings are held monthly in the greater Vancouver with occasional forays beyond. A calendar of events is on our website at pacmog.com/events.html

Please submit calendar items to the Webmaster (email above) and feel free to contact any member of our Executive with regard to event information.

Dues

Calendar year dues: CDN\$10 renewal and CDN\$20 for new members. See the membership form on the last page of each *Morgan Link* to join.

Submitting Material for Publication

Address: Please send content to the Editor (email above) or see the PACMOG roster for an address.

Deadlines: Generally the 1st of even numbered months, though if the editor knows that an article is coming the date may be adjusted.

Digital Submissions: Digital submissions are preferred. Content can be sent in an email or as an attachment. Text files should be in .doc, .docx, .txt, or .rtf formats. Photos and illustrations should be in .jpg, .tif, .gif, or .bmp formats. PLEASE send photos as HIGH RESOLUTION so they will be sharp in the *Morgan Link*.

Note: Please try to avoid sending .pdf files or .doc files with embedded photos. Although the editor can decompose .pdf files and strip photos out of documents, these require additional steps for insertion in the *Morgan Link* and may result in lower quality photos.

Paper Submissions: Photos, typed or hand-written text, and illustrations can be mailed to the Editor (address in the club roster).

Reservations: The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the *Morgan Link*. Material that is not time sensitive may be saved for publication at a later date.

Advertising

Limited non-commercial advertising is free to members. Commercial advertising is available. The cost is \$25 for a business card for one year. A business card will be defined as two column inches on a two column page or approximately 1/10 of a page. Larger ads are a prorated multiple. Please inquire by contacting the club president.

Cover photo credits: The Okanagan Morgan Tour was surely a grand event, and the cover photo from the event reflects that. Thanks to Val Smith for the great photo. Members: Send outstanding photos for cover consideration.

MEMBERSHIP SUMMER UPDATE

Steve Blake, Membership (sblake@telus.net)

We have 88 memberships in our club, which is remarkable for our first year. There are still Morgan owners out there who have never belonged to a club and probably don't recognize the benefits of being part of a group. If you come across any of these Morganeers, why not invite them to join us? They might enjoy reading the Morgan Link, knowing of people who can help them with maintaining their cars, join us on one of our social outings, or just get together for an informal drive.

We also need to get some young blood into our club. I think if we encourage membership to people who do not yet own a Morgan, we can at least get them considering the marque and maybe even help them sourcing a used Morgan when they are ready. In the meantime, they can join our events, learn about our cars, and get to know our members. Without having a younger pool of people interested in Morgans, the marque will eventually fade away.

The best advertising we can do for Morgans is to continue to drive our cars, display them at shows, and be generally seen out on the streets. This is all the more reason to support your fellow members who put on events. I really enjoy seeing a great turnout of cars for an event. It catches the public's eye!

Another great idea is just to have an informal run. If it looks like it is going to be a nice weekend and we don't have anything planned, you can always do an impromptu drive. All you need to do is send me an email of the time and place to meet and I will email the club to let everyone know. It can be as simple as that! Just find somewhere to go for lunch or just do a drive.

The driving season for 2016 is nearing its end but we still have a number of events on our schedule. Check the calendar in the Morgan Link or look on line for our events. Enjoy your Morgans and don't be a stranger!

FROM THE CHAIR

November 2016

Since my last writing the club has continued to grow and we are now 88 members strong, which is far more than the Northern and Island Pods combined before the creation of PACMOG. This rapid and continuous growth since the start of the club confirms that many of us were waiting for a new Morgan club to be formed. We continue to live off the combined strength of our active members and the original plans and objectives we agreed to when we started PACMOG. May it continue for many years to come!

September was an outstanding month for PACMOG with members of our club taking part in two great events: the three-day drive in Kelowna and the Luxury and Supercar Show at VanDusen. Twenty one cars attended the event in Kelowna organized by Terty Sadler and Val Smith, and Graham and Val Bailey. This was a great event with 21 cars attending and had to be one of the outstanding club events of the past years whether it be MOGNW or PACMOG. The other event was a car show coordinated by Steve Blake. This event had five Morgans in it and was also a good event but on a different scale. All organizers have to be proud of their accomplishments.

In October we tried a different kind of event in that people drove their cars to the restaurant and then had lunch and talked with their Morgan friends. It is my understanding that six cars attended this event and everyone had a good time. Thanks to Bob Wadden for organizing this event. If anybody is interested in organizing a drive, please contact Bob.

I hope you continue to support the club by renewing your membership before the end of December and encouraging other Morgan drivers to join. Current 2016 members will pay \$10 and new members \$20 for the 2017 year.

I hope to see you all at the Christmas Party in December and at the AGM in February when you can have a say in the running of the club.

Yours in Morganeering,

Ken Miles

WELCOME OUR NEW MEMBERS

Glenn and Susan Sorko, Osoyoos
John and Susan Bodnar, N Saanich

PACMOG Financial Report

Pat Miles, Secretary/Treasurer
As of September 22, 2016

Receipts

Dues: \$1,785.01
Advertising: \$100.00
Donations: \$400.00
Total: \$2,285.01

Expenses

Name Registration: \$31.50
Society Registration: \$115.00
Website & Domain Name: \$66.44
Insurance to June 30: \$50.00
Insurance to April 2017: \$161.50
Banner: \$117.60
Badge Proof: \$473.88
Postage: \$8.93
Total: \$1,024.85
Cash on hand: \$1,260.16

THE EDITOR'S RAMBLES

By Steve Hutchens

ON THE ROAD

One of the many fun parts of travel is finding interesting vehicles along the way. Among the most interesting motorized obsessions we've seen is a two seat three-wheel motorcycle, the Polaris Slingshot. Like the Morgan 3-Wheeler, it seats two, has two wheels in front and one in the rear, and makes a mini-



mal attempt at weather protection. The Morgan makes some pretense at being a car but the Slingshot doesn't. We saw our first Slingshot not long after leaving Bellingham. Somewhat to our surprise, we've seen quite a few here on the east coast and they seem to be popular conveyances on the beautiful mountain roads. Curious, I checked specifications:

- > HP: Morgan, 86; Polaris, 173
- > CC: Morgan, 1983; Polaris, 2384
- > Transmission: 5-speed manual (both)
- > Length: Morgan, 126"; Polaris, 149.6"
- > Width: Morgan, 67.7"; Polaris, 77.9"
- > Track: Morgan, 60"; Polaris, 69.1"
- > Wheelbase: Morgan, 92"; Polaris, 105"
- > Price (base): Morgan, \$52,263 (C&D in 2013); Polaris, \$28,499

Either would be fantastic fun for two in the fall on the Blue Ridge Parkway, ripping through the Great Smokey Mountains (or the Cascades).

UPCOMING PACMOG ACTIVITIES (see pacmog.com/events.htm for the latest)

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact (see your roster)</u>
Nov 4	London to Brighton Commemorative Run	9:15-10:00 Registration; Town & Country Inn, 6005 Highway 17A, Delta	Go to oecc.ca/vcb and click on "Events"
Dec 2	PACMOG Christmas Party	5:00pm at 15410 Kildare Drive, Surrey, BC	Ken & Pat Miles
Dec 10	Island Christmas Party	860 Lands End Road, North Saanich, BC	Kit Raetsen (kitjo@shaw.ca)
Feb 5	PACMOG Annual General Meeting	10:00am at Sullivan Community Centre, 6303 152nd Street, Surrey BC	Any member of the Executive
Feb 12	Hearts 'n Tarts Drive	Details TBA	Steve & Susan Blake

Morgan Club Newsletter Exchange

Readers have seen the editor refer to the Morgan Club Newsletter Exchange the our club belongs to. Currently there are 16 members:

CLUB 3/4 Morgan Group Ltd. Morgan Car Club of Washington DC Morgan Motor Car Club of Texas Morgan Owners Club Australia Morgan Owners Group Northwest Morgan Owners Group South Morgan Owners of Philadelphia Morgan Plus 4 Club Morgan Sports Car Club of Canada Morgan Sports Car Club of New Zealand Morgan Sports Car Club of Northern California Ohio Morgan Owners Group Pacific Morgan Owners Group Victorian Morgan Owners Group Western New York Morgan Owners Group Windy City Morgan Owners Group	NEWSLETTER Morganeer * Rough Rider Mog Log * The Morgan Ear * NWMogazine * Southern Fours and Eights * The Mania Format Blurb * Borrowed Time Morgazette * OHMoggie Morgan Link The VicMog Gazette Morganotes Flexible Flier	WEBSITE morgan34.org morgandc.com texmog.com morganownersclub.com.au mognw.com mogsouth.com morganownersofphila.com www.mog.org www.morgansportscarclubofcanada.com morganclubnz.co.nz norcalmog.com www.ohmog.org pacmog.com vicmog.com.au www.windycitymog.org
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* = Newsletters are available on the club's website

UPCOMING MOGNW ACTIVITIES (see mognw.com/calendar.html for the latest)

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>	<u>Contact</u>
December 3	Southern Pod Christmas Party	Details TBA	Heinz Stromquist— southernpod@mognw.com
December 10	Island Pod Christmas Party	Lloyd & Treacy Reddington	Joanne Cowan— islandpod@mognw.com
April 15, 2017	<u>Annual Meeting at Alderbrook</u>		Michael Amos

RECURRING EVENTS

3rd Tuesday	Southern Pod Meeting	Location TBA	Heinz Stromquist - southernpod@mognw.com
3rd Saturday	Midlands Pod Meeting	11:30 AM at the Three Lions Pub, 8115 161st Ave NE, Redmond	Michael Amos - president@mognw.com

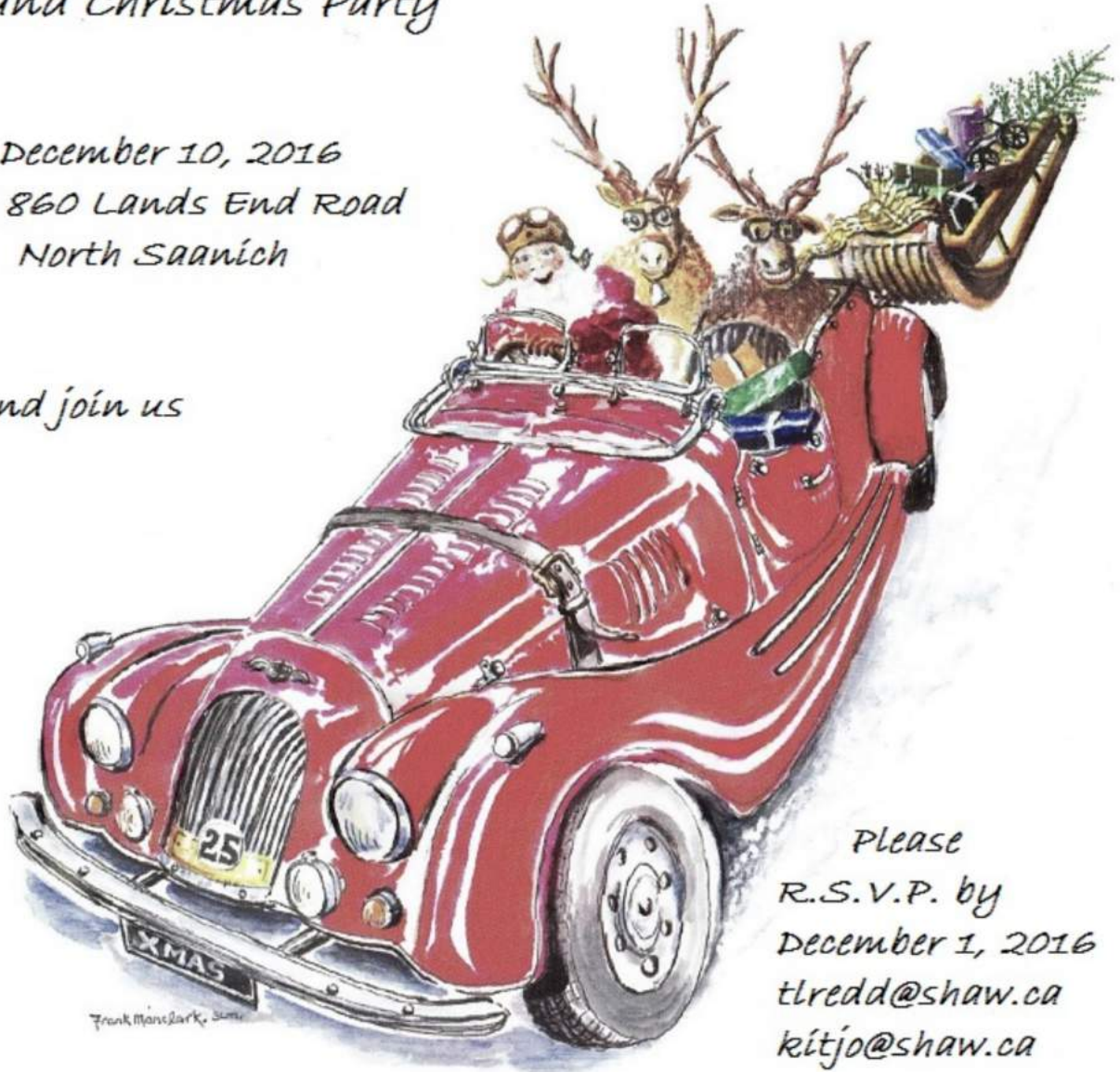
BE SURE TO SUBMIT UPCOMING EVENTS TO THE EDITOR SO OUR INFORMATION IS COMPLETE!

The Island Christmas Party

When: December 10, 2016

Where: 860 Lands End Road
North Saanich

Come and join us



Please
R.S.V.P. by
December 1, 2016
tlredd@shaw.ca
kitjo@shaw.ca

26TH-27TH AUGUST 2017
RUN FOR THE HILLS



September 7-10, 2016

Okanagan Morgan Tour

By Val Smith

It's really lovely when 36 of your closest friends agree to join you for a few days, and even better when they bring their Morgans to share



in the fun. On September 7th, 36 Morganeers ventured to the Okanagan, British Columbia's wine valley, for a tour organized by Val Smith and Terry Sadler, and Val and Graham Bailey. They came from far and wide, including Washington State (Wellingtons, Stinsons, Stromquists), Vancouver Island (Butlers), Sechelt (Morris), the Lower Mainland (Cowans, Miles, Frasers, McDiarmids, Muehlings, Theroux, Waddens), Whistler (MacDonald), Kamloops (Blairs), Penticton (Carew-Gibsons), Osoyoos (Sorkos), and Alberta (Gards). There were 15 Morgans and 4 daily drivers, and it looked like a parade, as they turned heads and made onlookers smile.

Everyone converged on the Best Western Hotel in West Kelowna in the late afternoon. Everyone except Dave and Thea Wellington, whose car gave out on Highway 97C, the Connector between Merritt and Kelowna. Dave got a tow into town and worked on the car in between the runs for the next two days. We all had dinner together in Kelly O'Bryan's pub the first night everyone arrived, where the hosts welcomed the weary travelers and shared the plans for the following two days on the road.

In the morning, after a hearty breakfast, everyone convoyed along the back roads of West Kelowna toward the Westside Road. As we hugged the west side of Okanagan Lake, the views of the lake and mountains looking toward the east and north were spectacular. All the while, a rain shower was lurking behind us as we drove. We finally made a pit stop in Armstrong, where we sampled cheese, coffee, and cinnamon buns at the Village Cheese Shop. Then we were off to Salmon Arm, where we walked the long pier at the con-

servation area, with herons, pelicans, ducks, ospreys, and many other birds, before a light lunch at the Prestige Inn.

The afternoon was exciting with twisty-turny roads, huge claps of thunder, a few sprinkles, big winds that knocked out a power line along our route, and even hail in one place. A couple of the cars experienced electrical issues, but were fixed and back on the road in no time. Our afternoon bio break brought us to the golf course, where Richard Blair gave in to the leaking gas line and called a tow



truck. We managed to stay together all day, until we merged back onto Highway 97 near the end of the day, and the traffic lights and congestion separated the parade, but we all made it back to the hotel. Dinner that night was at the Gasthaus on the Lake in Peachland, a robust German restaurant with large servings of schnitzel.

The next morning we donned the old feedbag again, and then set off south. The convoy wound its way into Summerland, where we





walked the trestle of the Kettle Valley Railway over the Trout Creek Gorge, and sampled jams, syrups, cinnamon buns, ice cream, and fruit wine in the Summerland Sweets and Sleeping Giant Vineyard. The sun came out as we passed orchards and vineyards all along the village streets. Next stop was the SS Sicamous in Penticton, a restored paddlewheeler that, unfortunately, was closed in preparation for the weekend Jazz Festival, but we looked around at the paddlewheeler and the two tugs moored with it. We were on our way again, driving along the beachfront in Penticton, the popular summer resort. Outside Penticton, we drove along the windy roads

were't welcoming guests. It looks promising though, for your next visit to the Okanagan. The rest of the afternoon was free to visit fruit markets, more wineries, and more beautiful scenery in the Sonoran Desert as you drive toward Osoyoos, our final destination. Our hotel was the Coast Osoyoos, where we gathered on a long, common balcony outside our rooms overlooking the lake, enjoying vespers before dinner. Dinner that night was at Campo Marina, where we had a superb, home-made Italian feast.



Everyone woke early the next day for breakfast and sad farewells, before departing for their respective trips home. Just as we were pulling out of the parking lot, we felt a 4.2 earthquake, centered on Oliver, a few short kilometers away. You can't say we didn't plan all kinds of excitement on this trip!

We found out the following day that Theroux had engine trouble just a few blocks from home and had to be towed home. The good news is that everyone made it home safely.



of Naramata, passing many famous vineyards. There are over 275 vineyards in the Okanagan valley between Vernon and Osoyoos. My bucket list includes visiting every one. So, for lunch, we split up the group and had lunch in two of the Okanagan's most popular vineyard restaurants, the Lake Breeze Bistro, and the Hillside Bistro.

After lunch we headed south again to Oliver, where we were treated to a bird's eye view from the hill above the brand new Area 27 Racetrack. The track was newly paved, but not open, so they

Thanks for visiting and you're welcome to come back and see more of the sights in the Okanagan.





A Chance Meeting at Beaulieu

By Pat Leask

While on our recent three-week trip travelling around the UK, Norma and I stopped, of course, at the National Motor Museum at Beaulieu (and yes, a pilgrimage to the Morgan Factory also happened, how could it not!) What an amazing place Beaulieu <https://www.beaulieu.co.uk> is! There are 285 plus cars alongside 80 odd motorcycles dating from the very early 1875 's and up. There is also a great collection of Grand Prix and speed record cars - all British based of course. Not to mention a great exhibit of several of the Top Gear special event cars back when Top Gear was so popular, funny and perhaps not very politically correct as today's show is, shall we say.

When admiring one of the cars, a fellow walked by and did the normal head nod with a "hello" to me. He saw that I had my Morgan jacket on, of course, and asked if I had a Morgan. I said yes and like most Morgan owners we chatted about our cars for a while. During our conversation, I mentioned that I tended to enjoy the restoration process of a car more than the driving of the car. He said he completely agrees, and knows where I was coming from and then handed me his business card. I read it, and it said "Doug Hill, Museum Manager and Chief Engineer of the National Motor Museum (Beaulieu). Oh My God, I thought to my self. I'm in the presence of Automotive Royalty! Well, the conversation just went on from there, such an easy guy to talk with.

He confirmed that he was the son of Ken Hill, well known author of a few Morgan books. It must be hard at times to live in the shadow of a famous father. But make no mistake, Doug's knowledge and love of cars, especially Morgans, and the respect he has earned in the automotive world is second to none, and is through his own doing. This became more and more evident as our conversation continued and our private tour "behind the doors" went forwards.

After awhile he said he had a few things he had to do and would find us later and show us his 1939 Le Mans Morgan hidden out back. This was his father's (Ken Hill, Google him) pride and joy, and one both Doug and his dad restored together in the mid-1970s. Ken Hill was given the Morgan by his wife's (Janet) uncle who had effectively owned the car since it was released from the Morgan works in 1946 and is something that will stay in the Hill family for generations. Interestingly, Doug drives this car a lot. It is his "go to" car almost every time he has places to go, and if it rains, oh well, so be it.

For the next twenty long minutes, I ensured I was easy to find. I was not going to give up a chance to see this car and be able to spend more time with Doug just because I could not be found! True to his word, he found us and we went behind some doors, closed to the public, and got to see his car (see pics below). This of course ended up with us having another chat. Much to my surprise and delight, he then took us to the restoration shop not seen by the public. The shop is not as big as I would have thought, but it had that smell, feel, and look of organized chaos most shops have. Just knowing that I saw the "inner sanctum" of the Museum was a thrill for a



gear head such as myself. He pointed out several projects underway, all the stories to go with them. How I wish I could remember them all to share with you!

In the shop was a 1930 "Blower" Bentley (see pic) that he has clocked some 70,000 miles in. Among other events, he has used it for the last half of the Peking to Paris rally in 1997 as his 1914 Vauxhall succumbed to an unreparable mechanical breakdown. I guess I should add, that Doug, being the Chief Engineer of Beaulieu, has the keys to pretty much any car in the complex, so does not feel the need to have his own collection. Doug's philosophy of keeping a car maintained and operational is to simply drive it, and that he does.



During our conversation, I did ask him if it was okay for me to write a small article about our visit and trip to Beaulieu for our local Morgan newsletter and he said of course. The time I had at Beaulieu was amazing! Not only was it a jaw-dropping Museum, but I will admit that to have the privilege to meet Doug Hill in person, see his famous family car, visit the restoration shop, and to chat with him, just put my visit there over the top.

As amazing a man as he is, the never-ending stories he has, the people he knows, the knowledge and passion for cars he holds, and as well respected in the automotive world as he is, he is just another super nice Morgan owner, like all of us.



Belt Drive

By Dave Doroghy

Before I bought my dream car, the 1966 Morgan Plus Four I have today, one of my favorite features of the car was the famous signature leather Hood Belt. Bonnet Belt? I am not sure which is the correct term, but every time I saw a Morgan drive by with that slick looking brown belt with the furry white soft underside, I knew I had to have the car and the belt.

It will come as no surprise then when I admit that I wanted a Morgan mainly for its looks. The leather belt only enhanced the cars sex appeal and its classic quirky British character, making me want one more. But then two things happened.

Ten years ago, right after I finally purchased my beltless British Racing Green Morgan, I brought her to the All British Field Meet for her Van Dusen debut. The car I bought had spent almost her entire life hidden in a garage in Kitsilano, only had 26,000 original miles on the clock and was completely original and unrestored in every sense. It didn't have a single modification, alteration or small change made to it. The gentleman I bought it from picked it up from the factory in Malvern Link and didn't change or add a thing for the 40 years he owned it, and I was wondering what reaction the car would garner at the big show. I can still remember pulling up to where all of the other Morgans were parked, when some guy who I assumed was knowledgeable about leather and metal, approached me and vehemently said, "Wow, this car is totally original, promise me one thing, don't add anything to it. Keep it completely stock. Don't add any mirrors, luggage racks, or hood belts or any accessories".

He was right, the way my old Morgan rolled off the assembly line was the way she was meant to be. I took his advice to heart and didn't change a thing. Not only does it keep the car looking pristine and true, but for a lazy frugal guy like me it also clearly saves me a few shekles that I can rein-

vest into repairs.

There was one more thing I can now confirm after owning the car for a decade that further helped me drop idea of a leather belt. Simply stated - the belt serves no purpose. The four metal latches that hold my hood down are strong, sturdy and reliable. They are really well built spring-



loaded mechanisms that require brute force to open and close. The leather belt looks super-cool but really has no practical application. No matter how bumpy the ride gets my hood has never popped up. Not once. And besides even if it did, gravity would pull it back down immediately.

I would not lace a belt through my pants every morning if it didn't help keep my pants on my waist; no matter how great that belt looked. So why would I go through the hassle, expense and mortal sin of modifying my Morgan, when the bonnet remains intact based on the original engineering specs?

Half the Morgans I see every year at the British car show have belts. Don't get me wrong they still look supercool, and the wonderful thing about owning your own Morgan is that you can do what ever you damn well want to it. Who cares what I think.



HSBC AD USES MORGAN

Spotted by



MORGAN ACCESSORIES

From MMC website

Morgan Motor Company partners with another great British brand to create an exclusive luxury accessories collection.

Shared values are the cornerstone of an exciting new collaboration between Morgan Motor Company and Clements & Church, the traditional yet modern British tailor. Individuality, unrivalled attention to detail and an appreciation for quality materials are engrained in the philosophy of both British companies.



CLEMENTS & CHURCH

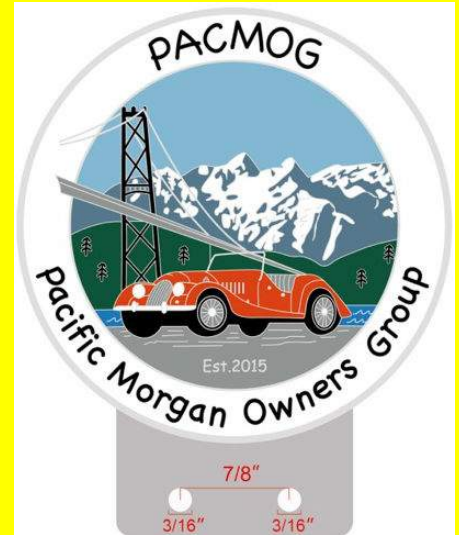
BADGE SALES

By Steve Blake

Badge sales have gone really well. We have sold over half of our supply and these badges have now been delivered to members. Several cars have been seen sporting their new badges. We still have some left so if you did not get in on the initial purchase, you can still buy a badge. The cost is only \$25 and that includes mailing it to you.

We will have embroidered patches available in November and these will sell for \$2.00 a piece. More information on ordering these patches will be available soon.

Tom Morris is going to take over as the regalia person and orders will be placed through him once we get things organized. We need to know the interests of the members so we have a discussion item on regalia on the agenda for our AGM. Think about what you would like and let us know. If you don't plan on attending the AGM, you can let any of the directors know your ideas so we can bring them to the discussion.



BREXIT JOURNEY

Submitted by Bob Algar, Calgary

Apparently the Economist Magazine has discovered that Great Britain plans to depend on a vintage MGB (i.e. chrome bumper) as the vehicle of choice for their Brexit journey. That's probably appropriate given the likelihood of technical issues, tears and frustrations that will arise on the way. Clearly they have missed the boat in not relying on the dependable Morgan.



Supercar Weekend

By Susan Blake; photos by Steve Blake

One of the car events that Steve and I have been fortunate to attend, as guests, on a number of occasions, is the Vancouver Luxury and Supercar Weekend at VanDusen Gardens. This year's was our third invitation and was due to the fact that it is the 80th anniversary of the Morgan 4/4. Back in the spring, Nigel Matthews contacted Steve regarding his wish to showcase the Morgan at the 7th Vancouver Luxury and Supercar weekend at Van Dusen Gardens. The weekend hosted over \$ 200 million worth of luxury and supercars, which were on display 10th and 11th of September.

Unfortunately, in terms of Morgan representation at the show, Val Smith and Terry Sadler had already organized a wonderful getaway in the Okanagan for the Club, which was very well subscribed, which meant there were fewer people available to attend this event. None-the-less, five Morgans were able to represent the marque. Two belonged to Ken and Pat Miles who had their friends drive their cars (their 1969 red 2 Plus 8 and 1960 silver and blue Plus4 DHC) to the show, as they were upcountry enjoying the Okanagan event until they returned home in time for the last day of the show. Ken Kutner from Powell River displayed his black 1966, Plus 4, Dave Doroghy from Vancouver with his green 1966, 2 seater Plus 4, and Steve Blake with his K blue 1962 Morgan Plus 4.

Cars were delivered Friday afternoon for showing on Saturday and Sunday. Owners were provided with general admission tickets for Saturday and VIP admission on Sunday, a value of \$300 per couple for doing what these guys love to do – sharing their Morgans, and with a huge and varied audience of car enthusiasts! Not to mention, at this point, how we were “taken care of” as VIP guests on day two!

Saturday, Steve and I arrived early so that he could finish his last minute prep of his car. Once this was done we wandered around taking in the eye candy – cars, not chicks!

Even I, a relative newbie to luxury and classic cars, was taken in by some of



this year's offerings. The 2017 Bugatti Chiron named after celebrated racer Louis Chiron really caught my eye. Presented by Weissach Motors, Vancouver, this had a wonderful deep, and I mean deep, in terms of “looking through layers of colour”, blue carbon fibre body. No one was permitted near this \$4million dollar pony – but Steve did get to examine it close up and sit in it at the dealership later in the week.

The line up of Mc Larens was quite stunning – purple, blue, line green, reds and yellow in the late summer sun, including the McLaren 675LT Spyder, the 2017 570GT and the P1. There was also an assortment of Lamborghinis including the new 2017 Huracan, Pagani Huayra, Masserati, 2017 Ferrari 488, 2017 Rolls Royce Wraith Black Badge Edition, 2017 Bentley Bentaya and Continental GR Speed Black Edition, 2017 Aston Martin (DB11 Mmmm...), BMW, 2017 Audi R8 V10, Singer Porsche 911, 2017 Jaguar F-Pace, various Lotus, Alpha Romeos, Ford, Corvette, Hyundai Genesis and a gorgeous Acura NSX.

The Concours d'Elegance displays included BMW 100 years strong, 1916 – 2016, Post war Italian Sports cars, Mercedes-Benz Sports cars, 80th anniversary of the Morgan 4X4, European 1925 – 48, Studebaker Avanti 1963-64, Corvette Stingray 1963-67, American Muscle cars 1964-70, Lov Da Bug Pre-1967 (75th anniversary of the bug in Canada) bringing back lots of memories of



student days, Ford and Mercury Convertibles 1941 – 48, 75th anniversary of Jeep and the Mercedes-Benz 300. Of note, for me, was the gorgeous (I still can't believe I'm now referring to cars in this way) work of art owned by Colin Fitzgerald, his 1938 MG Tickford Drop Head Coupe which he spent 10 years restoring and for which he has deservedly won numerous awards; just beautiful – one could sense the history around this old car and wonder what elegant and interesting people had graced it's interior over its 80 years.

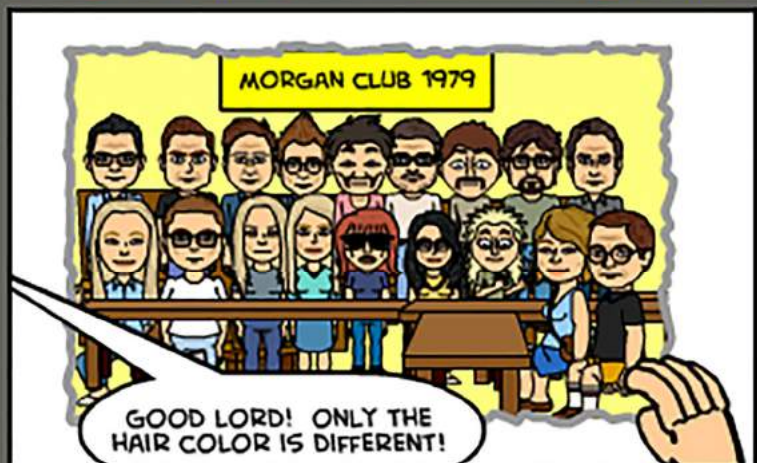
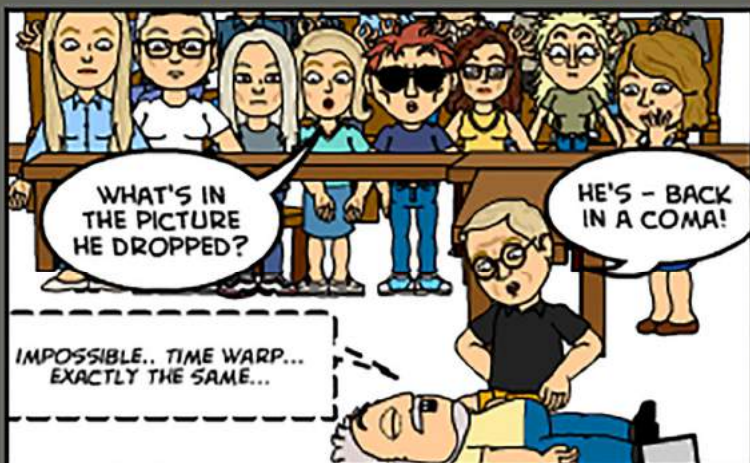
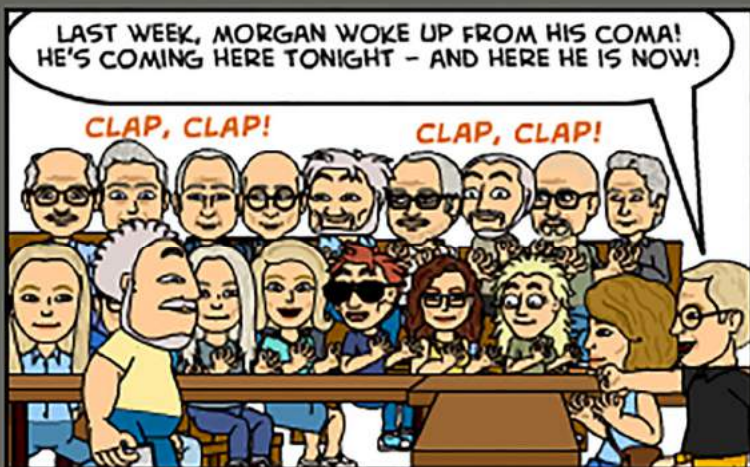
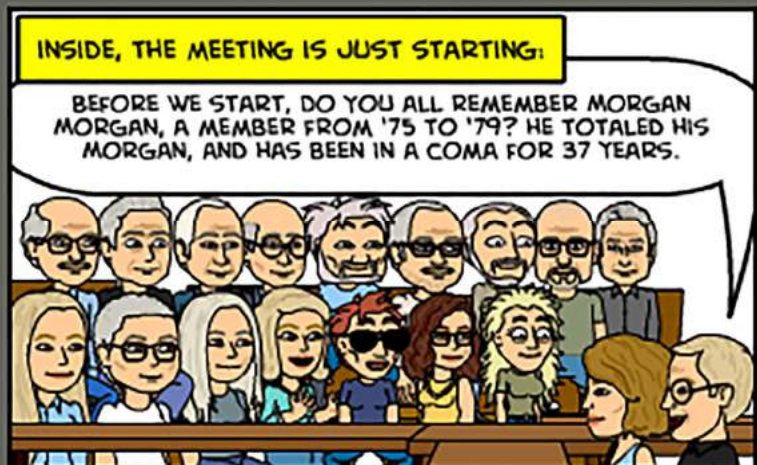
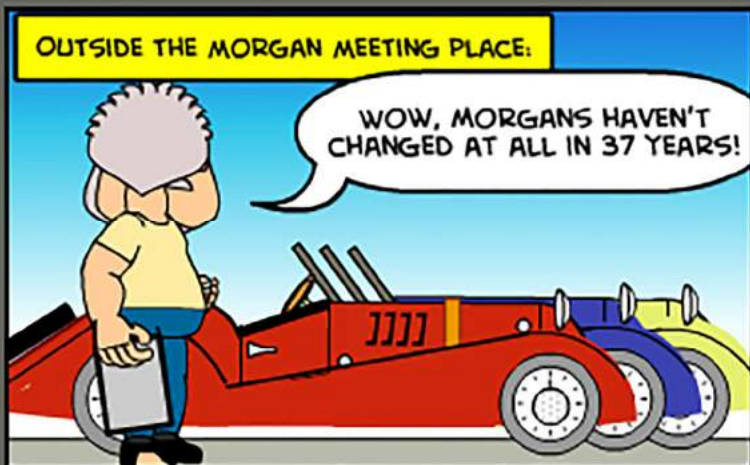
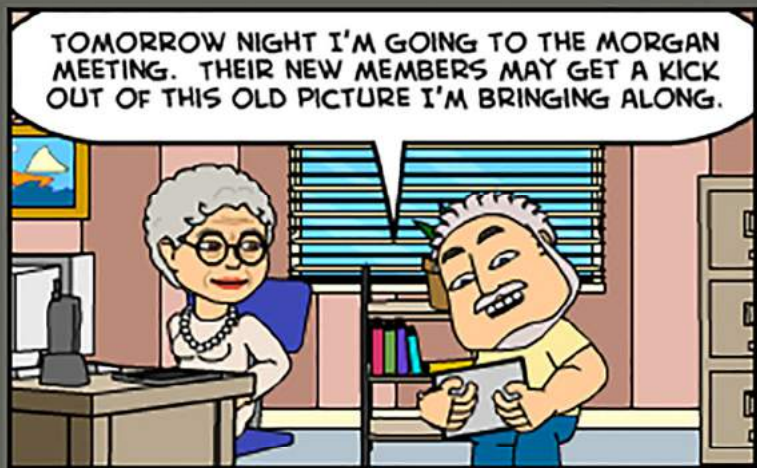
There was a live Supercar auction hosted by ADESA, fashion shows presented by Only Oakridge Fashion Weekend and a fine jewelry sale (we didn't attend). Reservations could be made at Hawksworth in the Garden if one wanted to splurge on a sit down meal but with all the gourmet hors d'oeuvres available for VIP guests either in the VIP compound or at various VIP lounges on the field all ones food needs could be taken care of just whilst wandering around sipping fine wine, cocktails or something a "little stronger." The Glenmorangie, sure put a smile on Ken Miles' face!

Although neither a luxury, nor a supercar, there was also the official introduction of the new Electra Meccanica Solo electric car, not "my cup of tea" but it certainly drew lots of inquisitive people over the weekend.

Sunday afternoon culminated with the awards, which was preceded by a wonderful tribute to 50 years of restoration by Rudi (Koniczek) and Co of Victoria. Various Mercedes Benz executives flew out for the event from back east in order to honor the man and his life's work. It was very moving to hear his story and with his team celebrate his success.

Looking forwards to a future time when we can attend this event and share a wonderful afternoon socializing with friends.





Remembering Westwood, Canada's first racetrack - Long gone but not forgotten

By Brendan McAleer, July 2, 2013

Source: www.roadandtrack.com/car-culture/features/a4864/features-web-originals-westwood-canada-the-first-racetrack/



Westwood Canada

It's Monday morning in a hillside subdivision in Coquitlam, British Columbia, and kids have been kicked out of the house. "Go play outside!" They take to their bikes, head to the park, or, this being Canada after all, set up a couple of nets and play a little street hockey. Every so often, someone yells "Car!" and the nets are pulled aside.

"Car!": a Toyota Corolla. "Car!": a Dodge Grand Caravan. "Car!": the ghost of Keke Rosberg's Formula Atlantic, screaming down the straight with Villeneuve and the rest of the pack in hot pursuit.

That's what you get for building a housing development over an old racetrack.

Beginnings

The very first motorsport events in Canada were held at airports in the early 1950s. For the fledgling Sports Car Club of B.C., the flat, tire-shredding surfaces were nothing like European tracks. Competition may have been fierce, but conditions were hardly world-class.



With Crown land available on the cheap, the club raised funds to lease a large parcel on a local hillside. Fifteen miles outside Vancouver, bulldozers carved out a racecourse, smack-dab in the middle of a Pacific-Northwest rainforest. When it opened in July 1959, Westwood Motorsport Park was Canada's first purpose-built racetrack.

One Lap of the Track

Westwood was one of the fastest circuits in North America, heart-shaped and incorporating many of the most challenging elements of more famous racing venues.



Starting out from the pits, either at a flying start or grid-style, racers picked up speed through a sweeping left and set a line for the banked carousel. Overenthusiastic drivers might be flung into the swamp on the right or into the trees at the top of the carousel. Westwood's lack of runoff was champion Indy racer Bobby Rahal's single complaint.

Kinking past the clubhouse, the track then ran through Valley Corner

Curve, a long, downhill curve that fired the cars into the main straight like a slingshot. With almost no banking, conditions could be treacherous in the wet. And remember, the circuit was built in a rainforest.

Flying along the straight was no simple task either. Halfway down, as Vmax approached, a combination crest and kink (known as Deer's Leap) could send man and machine airborne. From there, it was a first-gear sharp hairpin, then up through the esses in a climb to barrel past the pits, the stands, and the last LeMans-style starting grid to be used in North America.

Early Days

As a track built and maintained by club racers, Westwood would always have a close-knit family atmosphere, different from the many commercial operations that sprung up around the same time. Public interest in circuit racing grew rapidly. Stirling Moss visited in the early going and even now remembers the beauty of the racetrack in the Canadian wilderness.

Many American racers would make their way north to test their mettle at Westwood. Pete Lovely, a Seattle-based racer best known for winning the inaugural 1957 race at Laguna Seca, held the track record in a Cooper-Ferrari. In the heyday of early-1960s racing, spectators were treated to the sights of Maseratis, Aston-Martins, Porsches, and Jaguars all battling for position.



Editor Steve is a "Volvo guy." The 444 is Gil Stuart's; seated are Gregg Morris and Dave McAree. The nice 122 is Gregg's.

The Formula Days

Later, as American V8 power revolutionized motorsports, Cobras and GT40s would rip through the forest, joined soon by purpose-built specials like the Chinook.

Formula Atlantic, CART, NASCAR, and early F1 cars all ran at Westwood, with many amateur racers taking part in Formula Ford racing. This was the circuit's golden era. A dog-eared copy of a 1978 program outlines a wild battle that included spins, crashes, cars going end-over-end, and finally, F1-champ-to-be Keke Rosberg's clean pass to take the eventual win.

Gone but Not Forgotten

When the housing boom hit in the late 1980s, real-estate values skyrocketed and the Westwood track lost its lease to a developer. That was the end of the circuit. Most of the streets in the residential area that are there now have typical names like Chickadee, Maple, and Dogwood. Others echo the site's plowed-over past: Carousel Crescent, Paddock Drive, and Deer's Leap Place.

Each year, British Columbia's vintage racing society—formed in 1976 at Westwood—takes to the confines of the only remaining local track, itself constantly under threat from developers. Here, old thoroughbreds run and old campaigners recount battles: Villeneuve's hard-charging style, the insanely powerful machines of Trans-Am, the time a bull moose wandered out of the woods and chased a Formula Vee around the circuit (that yarn may not actually have happened).

The past comes to life, engines once more race to the redline, and Canada's first racetrack lives on, if only in memory.

Ash tree set for extinction in Europe

By Claire Marshall BBC Environment Correspondent
23 March 2016

The ash tree is likely to be wiped out in Europe, according to a review of the evidence. The trees are being killed off by the fungal disease ash-dieback along with an invasive beetle called the emerald ash borer. According to the research, published in the *Journal of Ecology*, the British countryside will never look the same again. The paper says that the ash will most likely be "eliminated" in Europe. This could mirror the way Dutch elm disease largely wiped out the elm in the 1980s.

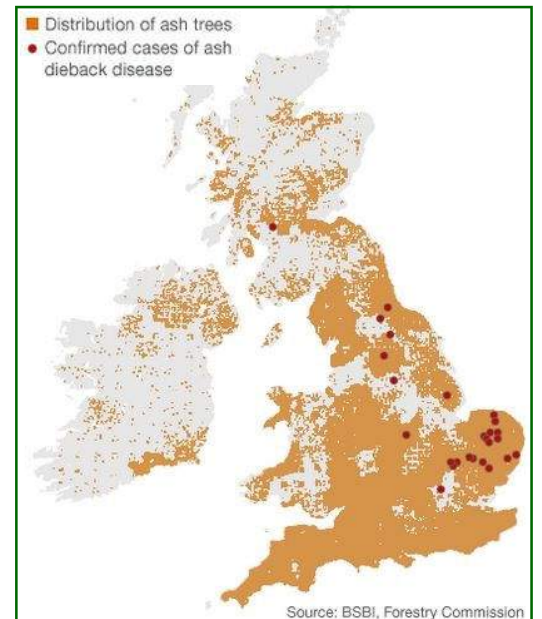
Ash trees are a key part of the treescape of Britain. You don't have to go to the countryside to see them. In and around towns and cities there are 2.2 million. In woodland, only the oak is more common. However, according to a review led by Dr Peter Thomas of Keele University and published in the *Journal of Ecology*, "between the fungal disease ash dieback and a bright green beetle called the emerald ash borer, it is likely that almost all ash trees in Europe will be wiped out - just as the elm was largely eliminated by Dutch elm disease".

Ash dieback, also known as Chalara, is a disease that was first seen in Eastern Europe in 1992. It now affects more than 2 million sq km, from Scandinavia to Italy. It was identified in England in 2012 in a consignment of imported infected trees. It has since spread from Norfolk and Suffolk to South Wales. Caused by the fungus *Hymenoscyphus fraxineus*, it kills the leaves, then the branches, trunk and eventually the whole tree. It has the potential to destroy 95% of ash trees in the UK.

The emerald ash borer is a bright green beetle that, like ash dieback, is native to Asia. It's not yet in the UK but is spreading west from Moscow at a rate of 25 miles (41 km) a year and is thought to have reached Sweden. The adult beetles feed on ash trees and cause little damage. However the larvae bore under the bark and in to the wood, killing the tree.

According to Dr Thomas: "Our European ash is very susceptible to the beetle. It is only a matter of time before it spreads across the rest of Europe - including Britain - and the beetle is set to become the biggest threat faced by ash in Europe, potentially far more serious than ash dieback." This won't just change our landscape - it will have a severe impact on biodiversity. 1,000 species are associated with ash or ash woodland, including 12 types of bird, 55 mammals and 239 invertebrates. Mr Thomas said, "Of these, over 100 species of lichens, fungi and insects are dependent upon the ash tree and are likely to decline or become extinct if the ash was gone. "Some other trees such as alder, small-leaved lime and rowan can provide homes for some of these species... but if the ash went, the British countryside would never look the same again."

One small hope is that some cloned ash trees have shown resistance against the fungus. But that won't protect them against the beetle.



15 March 2016

Morgan car firm to teach Wolverhampton University students

bbc.com/news/uk-england-35809439

A classic car company is to help train engineering students at Wolverhampton University. Students will be able to work on Morgan racing cars and alongside traditional craftsmen on a range of vehicles made by the Malvern-based firm.

The university has invested £12m at its Telford Innovation Campus to support students' work on Formula 3 and Morgan racing cars, a spokesman said. Motor racing workshops and car bays will be created at its Priorslee site.

Morgan managing director, Steve Morris, said: "Without a doubt the combined expertise of craftsmanship working alongside engineering students on a number of projects will bring added benefits to both parties, whilst affording students an invaluable insight into the world of car manufacturing and racing."

The car maker was founded by HFS Morgan in 1909. It began producing three wheeler cars in 1910, but the firm's reputation is based on hand-built small sports cars.



Car bays and motor racing workshops are being created for engineering students at Telford Innovation Campus

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MORGANS FOR SALE

► **1961 Morgan 4/4.** Many upgrades, including up-rated X-flow. Chassis was replaced and re-assembly was in process when a serious health incident put paid to that. Included are new [factory] rear springs and dampers, refurbished pillars, steel wheels and wires [I was going to convert], side-draft Webers and Dellortos (I have both) and boxes of spares. David Parkin 604-947-2800.

► **1961 Morgan Drophead Coupe.** Complete restoration approximately 1500 miles on new chassis, body, paint etc. 500 miles on engine, brakes etc. Ruby red metallic with cream seats, top, powder coated wheels. Bucket seats suitable to fit "tall" drivers. Ivory steering wheel, aluminum rocker cover, sump. New Gemmer steering. Engine built to mild competition specs with cam, head work, aluminum flywheel, and new SU HD6 carbs, headers, etc. Reason for selling: too many collector cars. Age is catching up! Asking US\$55,000. Contact Laurie or Verna Fraser at 604-534-3410, Langley, B.C.



► **Morgan Plus 4 Engine.** From Morgan wrecked long ago. Complete with carbs, starter, clutch, etc. Turns over, very clean inside. #TS ... ME (genuine Morgan block). Offers, can ship.

For more information, contact: Stephen Choquette, triumph@live.ca, 905-873-1774, in Ontario.



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Cheques payable to **PACMOG**

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Engine _____ Chassis Number _____

Unique or notable characteristics _____

2. Year _____ Model _____ Body Style _____ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____

3. Year _____ Model _____ Body Style _____ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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