



# *The Morgan Link*

Vol 4 No 1 The Magazine of the Pacific Morgan Owners Group Jan/Feb 2019



## From the Editor's Desk...

Welcome to the New Year of 2019! By the time you read this the first two drives of the year will have been completed. During the "quiet months," members have been quite busy, travelling, working on their cars, and doing a few winter projects. Susan and I have been in Africa and Cuba and others have spanned the rest of the globe. Great to be retired!

This edition of the Morgan Link has articles on the Mike Powley Memorial - Robbie Burns Day Run and the Hearts and Tarts Valentines Run. We have a new member profile and an article on one of Sterne's racing Morgans owned by member Ken Ashley. It is great to see that Sterne's historic racing cars are remaining in the club.

This year we will again have 8 editions of the Morgan Link, unless we get a great abundance of articles to print. So far, there has been terrific support from the membership and I have not been left scrambling for material. However, I cannot expect the same volume every month. Also, holiday plans have created some logistical challenges, not always having email or computer access. Issues for 2019 will publish on February 28, April 30, May 31, June 30, July 31, August 31, October 31, and December 15, give or take a couple days!

The Snapshot Contest was a success and we have the results in this issue. We look forward to seeing numerous photos taken at PACMOG events this year. Break out your cameras and whenever three or more Morgans attend a PACMOG event, you could find yourself snapping this year's winner.

Remember, whenever you work on your car, do a drive, or find something that might be of interest to members, drop me a line so we can get it printed in the next Morgan Link. Also, remember that the club is always looking for new blood to join the executive because we can't always count on the same few people to help plan our year's events and keep the club functioning. The executive meetings are only three times a year and its a great opportunity to get to know one another.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

February 2019

Editor – Steve Blake

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

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Submissions by email preferred. Text should be in .doc, .docx, .txt, or .rtf formats. Pdf files would need to allow full access to change content. Photos should be sent in as high a resolution as possible. Send photos separate from articles. The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the Morgan Link.

**Advertising:** Limited non-commercial advertising is free to members. Commercial advertising is available at a cost of \$25 for a business card size for one year. Business card size is approximately 1/10<sup>th</sup> of a page. Larger ads are prorated as a multiple. Contact the Editor or Treasurer for a price.

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# Chair Report - February 2019

*By Ken Miles, Chairman*

The month of February is not over yet and we have already had two great runs for the year. The first one, the Mike Powley Memorial Run was an excellent event with total attendance of 21 people including three new members being out for their first run. This run was planned by myself and was the best attendance we have had on this run for at least three years. The second run, our annual Hearts and Tarts Run with the OECC was well attended with 15 members in attendance. Thanks to Steve and Susan Blake for their planning of this event and also thank you to those who attended.

Don't forget, Dave Collis's run on Mar. 16. Dave's runs are very good and proceed through different landscape than the first two runs of the year as they are north of the Fraser.

Don't forget the Rocky Mountain Rally as I am sure this will be our highlight event of the year.

I look forward to seeing more of you as the year progresses and hopefully you are thinking about coming to our AGM in May and perhaps taking a more active part in the club. Remember, if you are snowed in, come in your daily driver.

If you need any help with your car come to the event at Special Services Inc. or plan on coming to a tech session later in the year. If you are having difficulty just give us a call and I am sure somebody will be willing to help you.

## Welcome to Our New Members!

James and Ellie Meenks  
1962 Morgan Plus 4 DHC

Don Allen  
1987 Plus 8

Ken Ashley  
1969 4/4 Competition

## Welcome to Returning Members!

Les and June Burkholder  
1969 4/4, 4-seater  
1964 Plus 4 DHC  
1932 Beetleback 3-wheeler

Steve Hutchens and Celia Obrecht  
1962 Plus 4  
1961 Plus 4

Bob and Judy McDiarmid  
1995 Plus 8  
1960 Plus 4 DHC

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## Contents

- Page 2 – From the Editor’s Desk  
Page 3 – Chair Report  
Page 5 – V-8 The Final Performance  
Page 6 – Mike Powley Memorial Run  
Page 9 – Hearts and Tarts 2019  
Page 11 - Club Messages  
Page 12 – Member Profile - Al Allinson  
Page 18 – Morgans in the Movies  
Page 19 – On the Road Again  
Page 21 – PACMOG Website  
Page 23 - Morgans at Bathurst, Australia  
Page 24 - Racing Morgans  
Page 25 – Coil-over Suspension  
Page 27 – Malvern Memories  
Page 28 – Morgan Historic Register  
Page 26 – Restoration of a 1958 Morgan Plus 4- Part 5  
Page 29 – Morgan Historic Register  
Page 30 – GVMPS - Stu Rulka  
Page 31 - PACMOG Events  
Page 32 - Other Events  
Page 37 - Auction Results  
Page 38 - Marketplace  
Page 40 - Membership Application

## Cover Photo Credit:

The cover photo this month is one submitted by Kit Raetsen and Joanne Cockshutt, taken on last June’s drive, of their Plus 4 parked at Buttle Lake. This snapshot was voted the best of the year.

## Contributors

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

Phil Johnson, Ken Miles, Alistair Crooks, John Chase, Pat Leask, Glenn Sorko, Bill Button, Susan Blake, Bob Sterne, Bill Hayter, Larry Emrick, Al Allinson, Bob Wadden, Joanne Cockshutt, Kit Raetsen, Val Smith, Lorne Goldman (GoMoG), Tom Morris, Frank Gruen, Machiel Kalf (Morgan Historic Register), James Gilbert (Morgan Motor Cars)

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

## PACMOG is affiliated with:

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The Morgan Sports Car Club of Canada  
The Morgan Historic Register  
British Car Council Inc.

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Markham, ON L6G 1C3

## PACMOG Constitution:

The purpose of the society is to encourage the restoration, preservation and enjoyment of all Morgan Motor Company vehicles. The group will foster communication, cooperation, education and recreation among all members by holding regular monthly meetings as well as drives, social events, shows and other events related to cars. By doing this we can enjoy the company of other enthusiasts and share our passion with members of the public as well as PACMOG members.





## News from Morgan Motors Company (December 2018 press release)

This year marks the 50th – and final year – of Morgan using a V8 engine. The Plus 8 and Aero 8 are unquestionably iconic models within the Morgan range and Morgan’s latest video celebrates their significance and the engine that powers them.

The short film features Keith Dalley, Chief Test Driver at Morgan and the person responsible for test driving every aluminium chassis Morgan V8. Following Keith on his final V8 test drive around the Malvern Hills, the video ends with a beautiful look at some notable Morgan V8’s from the last half century, before closing with a hint of what will power the next performance Morgan.

Coming in 2019, Morgan will launch an all-new ‘Wide Body’ sports car to the premium end of the Morgan product range, positioning it above the Roadster, Plus 4 and 4/4 in performance terms. The car is not designed to be a direct replacement for the outgoing Plus 8 and Aero 8, but it will naturally fit into the space in the Morgan product range left by both.

This car will use an all-new ‘bonded aluminium fabricated’ chassis designed by Morgan. The chassis will be twice as stiff as the aluminium chassis used on previous flagship Morgans. This chassis, combined with a performance powertrain never before installed in a Morgan, will result in the most dynamically capable production Morgan ever.

The development programme for the ‘Wide Body’ has spanned several years and has been delivered by Morgan’s highly skilled, world class, Design and Engineering teams. These teams now total close to 30 members and are based at the Morgan Factory in Malvern, UK.



Morgan’s Technology Director, Graham Chapman, said “We are excited to be launching the ‘Wide Body’ car in Morgan’s 110th year, and over the coming weeks and months, we will be releasing further details. The 2019 launch of this car is the culmination of several years of unprecedented investment in Design and Engineering for Morgan. This has produced the most advanced development programme in Morgan’s history, the results of which we cannot wait to share with our customers worldwide.”

# Mike Powley Memorial Run - January 26, 2019

By Ken Miles



Although the weatherman had promised us a sunny day, the sky was cloudy but that did not deter 17 members with 9 Morgans plus one Cortina and one Mini showing up at Tim Hortons for the day's drive. Four additional members joined us for lunch with one going home and as a result 20 members sat down to enjoy the haggis, exchange Morgan news and generally discuss the news of the day.

The run essentially went as far north as the Fraser River passing through Fort Langley and continuing east on River Road to 272<sup>nd</sup> St. where we turned south to 56<sup>th</sup> Ave and turned west to 264<sup>th</sup> St. where we turned south to 16<sup>th</sup> Ave and headed towards the pub in Ocean Park. Along the way we saw cranberry fields, duck ponds, eagles, other birds and a broken pier in White Rock.

Several new members were in attendance and these were Don Allen, Chris and Alanye Brunt-Tompsett and Herb Ginther with Tom Morris.

Pam Mahoney read the "Ode to the Haggis" and then served it out to the members who wanted to eat some with or without scotch gravy and some asked for extra servings. Dave Collis was the last person to be served with his meal and thus received the Mike Powley Memorial Cup with \$19 more than he put in.

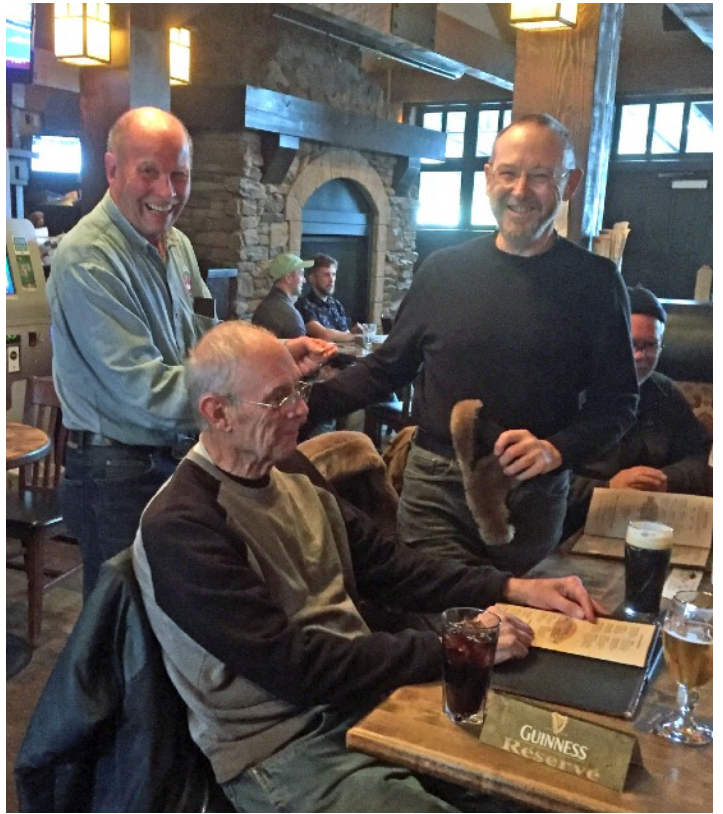
Tom Morris was presented with the Order of the British Car Enthusiasts from BCCI for his contribution to Pacmog in writing the bylaws, and the operational manual and his efforts as Webmaster. Thank you, Tom for a job well done.

Everybody was reminded about the "Hearts and Tarts" run on Feb. 17<sup>th</sup>.

Thanks to all who attended.







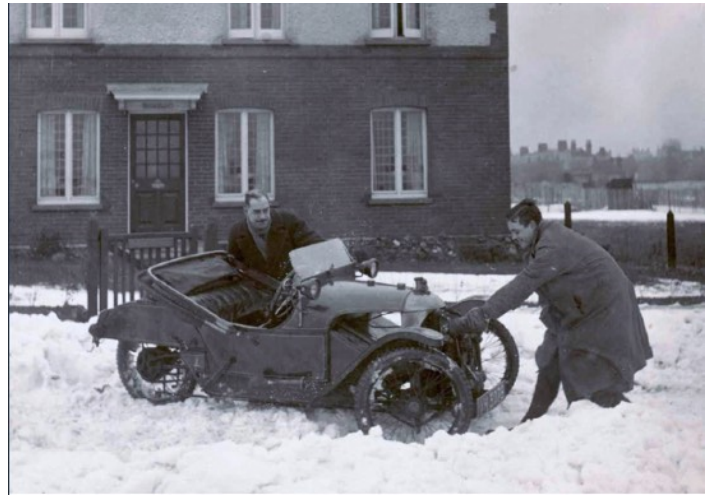
(Photos by Pat Miles and Sandi Nixon)



## Precursor to the Hearts and Tarts 2019

By Steve Blake

It is five days before the run and I am sitting in my den looking at the snow falling. There is a total accumulation of 10 inches and it does not bode well for an English sports car drive. The Hearts and Tarts is now in its 21st year, being started by the Blakes back in 1999. In that year, they drove their 1953 MGTD (the purchase of their Morgan came later that year) accompanied by 5 Morgans and two "tin tops." Three more Morgans joined us for lunch at the Rusty Anchor Pub. The drive started at the Mandeville Gardens in Burnaby and highlighted the old cow tunnel underneath the freeway. Unfortunately, this tunnel was removed when the new Highway 17 was constructed. Today I sit here watching the snow and hope the 28 brave souls who signed up for this year's drive won't experience the problems the two in this old Morgan photo are having and that we will see the sun out on February 17, 2019.



(Photo supplied by Phil Johnson)

## Hearts and Tarts 2019

By Steve Blake

The day before the drive, I checked the weather forecast one more time and saw that they promised sunny weather. Instead of taking Susans SUV, I decided it would be a British Car Day. I shoveled snow off the street so I could get the car out without the use of snow tires. The roads were all clear except for our side street. There was too much snow piled up in the third driveway so it was impossible to get the Morgan down off the lift and out for the drive. The Austin Healey became the choice for the day.

Tom Morris caught an early morning ferry, so stopped in to drop off some Morgan parts for me before we drove to McDonald's for coffee and hot chocolate prior to the drive.



(Photos by Steve Blake)

As this was a joint PACMOG-OECC event, we had an assortment of cars in attendance. The British cars were two Morgans, two Jaguars, a TR8, a Jensen Healey estate, and an Austin Healey 3000. The group was comprised of 21 people for the drive and another 7 who met us later at the restaurant. Nine members were from PACMOG and 19 were from the OECC. However, all the PACMOG members are also members of the OECC.

We left McDonald's and regrouped across Highway 17 at the Sunnyside Nursery. This was appropriate as the sun came out after burning off the morning cloud. The rest of the day would be blue sky and clear roads. A drive through Ladner took us past frozen over irrigation ditches where Mallard ducks were sipping water from the edge of the ice. We journeyed past the snow-covered fields and observed many Bald-headed eagles sitting in the trees.

Along River Road, we passed through the Tilbury Industrial Estate and saw many new buildings as the light industrial area has expanded over the last several years. Being Sunday, it was great that there was very little traffic. As we passed one business, there was a large sign saying, "Triumph - Visitors Entrance." I thought we were going to lose John and Lorna in their Triumph TR8!

As we turned the corner from 96th Avenue onto Highway 17, we saw the aftermath of an early morning accident. A large tractor trailer rig overturned as he made a left turn off Highway 17. The towing company had air bags under the side of the trailer and they were just getting ready to try to flip it upright. We couldn't wait to watch the show but assume one driver had a very bad day.

As we approached the overpass at Highway 99, more eagles were seen in the trees. This is the traditional winter roosting are for the Bald-headed Eagles. Sometimes, we spot thousands of the birds keeping warm and grouping together in the trees. It looks like Christmas trees filled with ornaments as 30-50 birds perch in a tree. This area is beside the Delta Turf farm and the Burns Bog. It is the warmest outdoor area due to all the composting. There are also many ducks and gulls available for meals for the large birds.

We continued on to the new Tsawwassen Mills and Tsawwassen Commons Shopping Centres. Following Salish Sea Drive, we passed a huge housing estate under construction on the Tsawwassen First Nations lands and saw the new light industrial areas also being developed. The huge construction projects that have been completed or are under construction are joint projects between private companies and First Nations companies. The Tsawwassen First Nations will become a very wealthy group.

We wound our way back toward the Boundary Bay Airport and again got very close looks at the Bald-Headed Eagles. Bernie Miles reported seeing two Golden Eagles sitting in one tree. We tried to park close to the turf farm to get a better look at the eagles since we were early for lunch, but there was no room in the car park for our dozen cars. We circled past the farm one more time and drove to our destination, the Skyhawk Restaurant at the Boundary Bay Airport.

Our large group of 28 people were seated and by all accounts people enjoyed their meals. Susan handed out Purdy's Chocolate hearts to everyone. Good food, good company, sunny skies, no break-downs, and little traffic on the roads made for an enjoyable Hearts and Tarts drive.





## Member Profile

## Al Allinson

### The Morgan Years

By Bill Hayter

In the late sixties, Al and Elsie Allinson owned two cars. A 1965 Volkswagen station wagon and a 1958 Triumph TR3. The Volkswagen was the typical family car used for transporting kids, etc. The TR3 was used as a second car and for pleasure.

Because the TR3 was ten years old, the couple was thinking of a replacement sports car. Al had been looking around quite a bit and was considering a Lotus Europa. While in the Lotus showroom examining the Europa in detail, a life changing moment occurred. Al had come to the showroom dressed in his work clothes. A young salesman approached him with the comment, "I don't know why you're looking at that car. You can't afford it anyways." Insulted and absolutely furious, Al hopped into his car and made a beeline for Sterne Motors on Grandview Highway. He walked into the showroom and said to the only person there, "I would like to buy a Morgan." Dave Collis explained that he was the mechanic, but the boss "GB" Sterne would be back shortly.

As predicted, "GB" showed up almost right away. They spoke about how there was a waiting list for the cars, and which model he was interested in. It wasn't long before a deal was struck, a deposit paid, and on May 1<sup>st</sup> 1968, Al was in line for one of the first Morgan Plus 8's.

Not long after that, "GB"'s first Plus 8 arrived. A right hand drive car! This would be the first Plus 8 in Vancouver. Now people could see the actual car. Al had ordered an all yellow Plus 8 and "GB" had suggested adding black fenders. Waiting is always difficult and the next year passed slowly. However, luck was on Al's side. Apparently, there had been a cancellation so "GB" asked him if he would like to take a different car. An all orange Plus 8 was available and in town already. Al jumped at the opportunity and became the owner of a 1969 Morgan Plus 8 serial number R7070. It was the 70<sup>th</sup> Plus 8 built and was an early production, lefthand drive car.

The date was June 30<sup>th</sup> 1969. He couldn't realize it then, but he had just entered into a relationship that would span the next (almost) fifty years and counting. It's believed that the original yellow and black car that he had ordered ended up in California. The owner flew to Vancouver with a set of licence plates, took delivery of the car from Sterne's and drove it home.

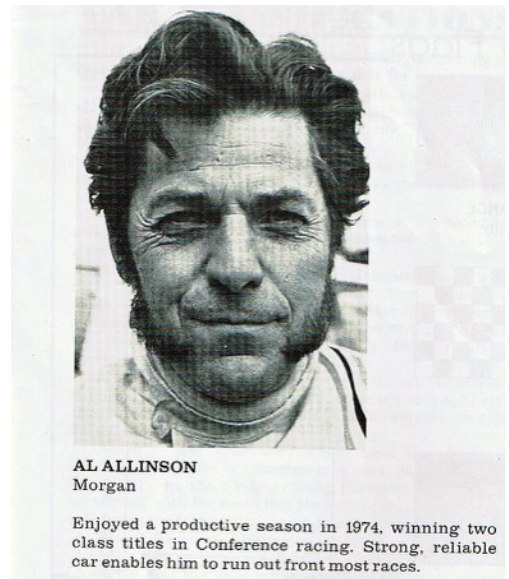
Nowadays, it's hard to envision what a brand new 1969 Morgan would look like, but the car was absolutely beautiful. The factory colour was called Orange Chrome and with a black roof and black interior, it was a stunner.

For the first year the Morgan was mostly a street car, but Al had begun to dabble in racing. In the fall of 1969, he took Driver Training at Westwood. His instructor was "GB" Sterne. This was a perfect fit because "GB" had been racing Morgans for years and was now racing a Plus 8. Al himself would begin racing in the spring of 1970.



Following in the footsteps of other Morgan racers, he would drive his car to the track, race it over the weekend, then drive it home afterwards. During this time he had the fenders painted black. Soon, however, the inevitable happened. Al bought a car trailer and tow vehicle (an International Travelall.) This meant no more road use for the Morgan. In 1973, a new Dodge Maxi Van was purchased. It had enough power for towing and was ordered in Fleet Orange. (Of course, soon afterward it, too, made the trip to the paint shop to have the lower bodywork painted black.)

The Morgan was a fantastic car on the track, and Al was well suited to drive it. He had now obtained his Novice Licence which allowed him to race, but only in the Novice Races. Traditionally, novices needed to run two local races and one foreign race before being allowed to run with the senior drivers. Al had only run one local race and one foreign race when he was upgraded to an Area Licence driver. This meant that he could now run with the Novices or with the Seniors.



Up until this point, he had been racing on radial tires. The addition of racing tires allowed him to get around the track much faster and the Morgan became a more serious race car. In the well documented picture of three Plus 8's coming out of the Hairpin at Westwood, "GB" was in the lead, with Dr. Grant Hill in second, and Al in third place. Al was an Area Driver at the time, racing against senior drivers. This was indicated by the "X" on his front fender.

A major influence on Al and his racing career was his friend, Arleigh Pilkey. Arleigh had recently retired from a successful racing career himself. He had owned and raced a Lotus 11, a Formula Junior, and had built and raced two Specials. One day during practice, he said to Al, "You're braking much too early for the corners." Arleigh would then go and stand somewhere near the corner and say to Al, "Don't brake until you get to me." The nerve wracking strategy worked and the Morgan's lap times improved.

Al loved the racing life and fortunately, so did wife Elsie. They enjoyed the camaraderie, the travel and of course, the racing. They would attend as many events as possible, travelling to Spokane, Seattle, Portland, Victoria, and of course the home races at Westwood.

With Elsie being so tuned into racing, Al's career flourished. He would frequently race three races per weekend. His Morgan was a "C Production" car, but he would race it in the "C Improved" and the "B Sports Racing" classes as well, often beating much faster cars. The well-prepared 911 Porsches of Don Smethers and Bert's Automotive as well as the Morgan Plus 8 of GB Sterne always proved hard to beat, but together they all provided many great racing moments for both spectators and drivers.



There are always lots of great racing stories to be told and many of them would involve the Plus 8's of Al and "GB". Veteran racer and current PACMOG member Laurie Fraser still remembers a particular "Morgan Encounter" during a race in Spokane.

"Leading in his class, Laurie was heading down the back straight at Spokane, driving his E Improved Sprite, when he saw two Plus 8's coming up in his rearview mirror. It was Al and "GB" running flat out side by side and overtaking fast. As per protocol, Laurie held his position and the Morgans, (as if synchronized) both moved slightly sideways and thundered past him, one on either side, only to close ranks again before they were gone."

Al had also become very interested in Endurance Racing. This was a very different type of racing. The car had to be well prepared, not only to get around the track at a decent speed, but to do so reliably for a full seven hours. This also involved driving in changeable weather and the last couple of hours were run in the dark. Other considerations such as driver changes and pit crew came into it. Driver changes were required to prevent over-tiredness, and the pit crew were needed to be on top of re-fuelling the car, tire changes, mechanical issues, timekeeping, scorekeeping, etc.

Early in Al's career, Elsie had taken over the job of Pit Crew Chief, so she had a lot of experience as to what needed to be done, as well as how to do it. During an Endurance race, where activity in the Pits was extensive and critical, that knowledge was invaluable, and it played a big part in keeping the car competitive. She would make sure that when the car was due for a driver change, every move was planned out in detail beforehand.

The picture below shows a typical pitstop. Bill Hayter is torquing the driver's side front wheel nuts, (not to be confused with Bill Harder) doing the same thing on the passenger side. Wilson Wong-Moon is shown fueling the car. The well-designed "Quick Fill" gas cans, once up-ended could dump five gallons of fuel into the Morgan in nine seconds. Denny Phillips (white Helmet) is relieving Al Allinson as driver. The driver changes were practiced a lot, but they could never beat their own record time of fourteen seconds including buckling in.

Endurance races, or Enduro's as they were called, began with a "Le Mans" Start. When the starter's pistol went off, the drivers had to run across the track, hop into their cars, buckle up, start their cars and go. Al was often first off the line. Enduros were tough on the cars as well. One year, Al, and co driver Dave Collis ended up disappointed when a distributor failure put an abrupt end to their racing that day. Another Enduro, this time in Seattle, had Al co-driving the Morgan with Denny Phillips and Bob Beauchemin. A transmission failure about an hour before the end of the race left Denny to finish the remaining laps with the transmission locked in fourth gear. In spite of only having top gear left, they won their class and placed second overall.

In a more shocking Enduro story, Al, (again co-driving with Denny Philips,) was coming down the Back Straight at Westwood heading for the Hairpin, when he realized that he had lost his brakes. He had absolutely no brakes at all! To quote Al, "I knew the only way to get the speed off the car quickly was to roll it over." which is precisely what he tried to do, only to find that the car wouldn't roll.



He found himself in a broadside slide that ended with the car facing uphill in the Hairpin. He hit the appropriate gear and was able to make it back into the paddock. The pit crew found a blown rear wheel cylinder. With a single Master Cylinder braking system and no spare wheel cylinder, Al said, "Pinch it off," so the brake line was crimped, lines were bled and the Morgan (although now well behind the leaders,) finished the race with brakes on only three wheels.



There were quite a few Morgans on the Westwood Track in the early '70's. It was a good time for Morgan fans. GB Sterne, Dave Collis, Bob Sterne, and Stu Rulka all raced 4/4's very successfully, as well as Tom and Linda Miller who both raced their 4\4. In the Plus 8 category, there was GB Sterne, Al Allinson, Dr. Grant Hill, and Dr. David Gillanders.

Al continued racing the Morgan until around 1980 when he bought a Brabham BT8 race car from Bob and John Randall. It was actually a BT5 - 2 upgraded to BT8 specs. The "2" indicated it was the second of three BT5's built. The BT 8 spec gave him the more powerful Cosworth twin-cam engine. With this car, he would further his racing career, running Sports Racing events and Enduros. Once again, orange and black would be his racing colours. During the next



season, Al would race both the Brabham and the Morgan. Denny Philips would tow the Brabham to and from the track, and Al would tow the Morgan. Sometimes the two cars would be in the same race with Denny running the Plus 8 and Al running the Brabham.



The Morgan, from birth, was created to be an incredible performer that could shock the competition. After 10 years of doing exactly that, R7070, mostly with Al behind the wheel had amassed an incredible number of wins and trophies. With 25,000 racing miles on the speedometer, it was time for a rest. The Morgan was garaged and Al continued racing with the Brabham for several more years before retiring from the sport.

In 1990 rest time for the Morgan was over as Al and Elsie felt it was time to resurrect the car for street use again. Unfortunately sad circumstances prevailed and Elsie passed away in 1991. She never did see the Morgan fully restored.

Morgan restorations have never been known to be ahead of schedule, and Al's car was no exception. Restoration schedules seem to take on a life of their own, and it's never fast. Around that time he would meet and marry Helen. They both shared an interest in Horse Racing which helped to take their mind off the seemingly endless wait for the Morgan to be finished.

Finally, the car was done and back on the road. It was 1995. Since the car had been apart down to the last nut and bolt, it took Al a year or so to get all the kinks worked out of it, but at least he had the car to drive while doing that. With the Morgan, at last, roadworthy and reliable, Al and Helen enjoyed many road trips throughout the province as well as joining the different Morgan Club runs, car shows etc.

Fortunately Helen liked driving the car, and was comfortable with the Moss transmission. Al's eyesight was beginning to fail and Helen started doing more of the driving. In 2002, Al and Helen moved from North Vancouver to Qualicum Beach on Vancouver Island. Together, (and with the Morgan,) they explored every corner of the Island, but not doing as much on the mainland anymore. The ferry ride meant that travelling to the Vancouver Morgan runs and gatherings was not as easy as when they lived in town. After a while, they left that all behind and for the most part stayed on the Island. Over the next few years up to and including 2018, the couple would still attend a number of the events, although now, Helen was always behind the wheel and Al would be doing the navigating.

Al is rapidly approaching his 90<sup>th</sup> birthday and has owned R7070 for almost 50 years. In every new chapter of his life, the Morgan has been right alongside, a constant companion that has now travelled a total of 52,554 miles under single ownership.

With a lifetime of Morgan ownership under his belt, there isn't much about an early Plus 8 he doesn't know. Fortunately, he has been able to pass a lot of this knowledge on to others. His close friendship with GB and Lydia Sterne carried on until GB passed away in 1990. Lydia would follow a few years later. During those years, "GB" had shared a lot of Morgan stories with Al. This gave Al a unique glimpse at a side of

Morgan life that only a dealer would know. Because of this, whenever I'm talking "Morgan" with Al, he might answer my question with the phrase, "GB always said that..... (whatever the topic may have been.)" Nice for me to get all that first hand information.

As the years pass by, the Morgan doesn't get out as often, perhaps only a few times a year. However, the car is always insured and has a full tank of gas. Sitting in the garage, it has that look that a lot of early Plus 8's have. That look of being ready to go! Right now!



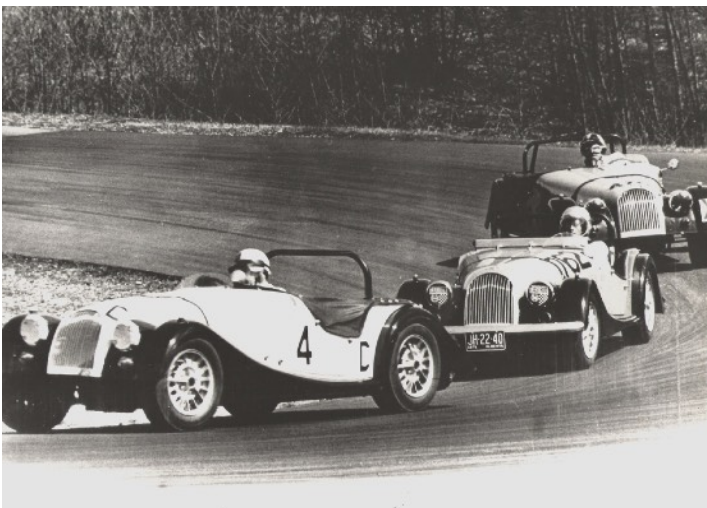
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Most days Al spends at least some time puttering on the car. Finding a better location for a mirror or changing the mounting of the badge bar, etc. Even though the restoration was done many years ago, Al and Helen have kept the car in pristine condition. Always keeping it indoors washed and clean. Making it even better is that they have kept that beautiful colour combination.

Between racing the Morgan and the Brabham, Al had amassed more than 400 trophies. Storage of large collections of trophies is always a problem, so before leaving North Vancouver, he donated most of them to the ICSCC for re-use in car racing. He has kept a few which are displayed alongside the car in his garage.

When I walk into his garage now, and see the Morgan gleaming and waiting, I can't help but marvel at how one car can have given so many people so many happy memories. These cars really do seem to have a personality of their own. With June 30<sup>th</sup> 2019 being the 50<sup>th</sup> anniversary of his ownership of the car, one can truly say that Al and his Morgan have had a lifetime relationship together.



(Photos supplied by Bill Hayter)

# Morgans in the Movies

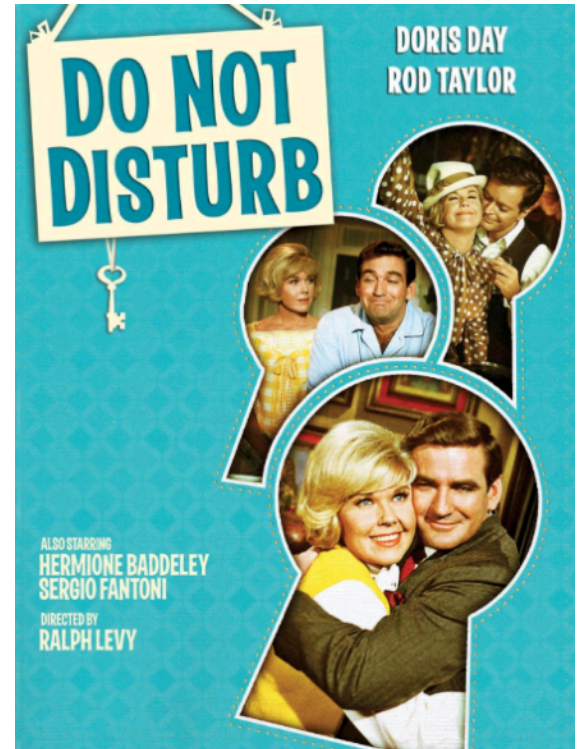
By Steve Blake

## Do Not Disturb (1965)

Starring Doris Day and Rod Taylor

This movie, directed by Ralph Levy, lost money but it has some great old car footage. The plot according to Wikipedia:

American couple Mike and Janet Harper (Rod Taylor and Doris Day) move to England for Mike's work, a company that deals in textiles and fashions. Mike wants them to live in a flat in the heart of London, but Janet, who is not a big-city girl, instead finds them a house thirty miles outside London in Kent, which means that Mike has to commute into town by train. For convenience, Mike often stays in one of the company's flats in town rather than go home. This commuting situation makes Janet feel even more neglected than she already did. Janet believes Mike may be having an affair with his assistant, Claire Hackett (Maura McGiveney). Janet's beliefs are fueled by the Harpers' busybody landlady, Vanessa Courtwright (Hermione Baddeley), who thinks Janet can play Mike's game by entering into an affair of her own, whether it be real or made-up. It has the potential to be real with the arrival of the Italian man Paul Bellari (Sergio Fantoni), an antiques dealer Janet hires to decorate the house. Although neither Mike nor Janet had any initial thoughts of cheating on the other, Claire and Paul may have thoughts of their own, especially when all four are thrown into one compromising position after another. [



The real star of this show is the Morgan DHC. There are scenes where you can see an MGTC, MGA, Bentley, and one hilarious clip where Doris is driving down the wrong side of the road and almost hits a transporter carrying a load of new MGBs. The MGBs all fall off and are surrounding the Morgan. Ignore the movie and enjoy the cars driving in the English countryside.



# On the Road Again

By Larry Emrick

A chance meeting at a Mr. Lube during Christmas week brought some sad news to end the old year, but a week later some exciting news to open the new.

Dave Ashley's Competition 4/4, arguably one of the most important Sterne Morgans still in the Lower Mainland, is on its way to being back on the road.

Sadly it was word of Dave's passing, when I fell into conversation with one of his former workmates at the Mr. Lube, that led me to track down his Morgan, which he bought from Bob Sterne in 1972.

I knew Dave for more than 20 years and it was always a treat to run into him and trade Morgan stories, frequently around the subject of getting his car back on the road. He was a regular visitor at VanDusen and in later years we also shared an interest in old Land Rovers.

It was the Land Rover connection that eventually led me to his Morgan, when I met the fellow at Mr. Lube with whom he used to work. The fellow said he knew a man who not only had a Land Rover, but also a Morgan. I knew instantly it had to be Dave but was deeply saddened to hear he had died.

Always fearing for the future of old cars, I set out to try and find Dave's Morgan and a bit of sleuthing led me to Ken Ashley, Dave's younger brother, who now has the car in his care, with plans to get it on the road this year. The importance of Dave's car, now Ken's, cannot be overstated in the local Morgan world. It's right up there with GB's last Plus Eight, whose new life with Tom Morris was recently documented on the club website. We can only dream that we can see them together again, perhaps at a future Van Dusen.

Ken picks up Dave's story and that of his Morgan:

"He passed away suddenly Oct/17 of a major heart attack. I inherited his '69 4/4 Morgan, which I provided moral support for him in Dec., 1972, when he purchased it ... at Sterne Motors against the arguments of our dad.

"Dave had it up on blocks for the past two years and didn't drive it. I charged the battery, squirted some oil in the cylinders, cranked it over, ran the fuel pump, re-installed the plugs and found the knock-offs and lead hammer and put the wire wheels on, and it started right up - after two years.

"I took Dave's Morgan to BMC in May/18 for a detailed service/check-over by David Gilmour. David serviced it, and indicated it was in good shape - even the door hinges didn't sag.

"It is resting comfortably in my garage. I intend to keep it, and drive it in the summer."

Bob has fond memories of the car, in which he racked up an enviable competition record, thus endowing the car with a stellar racing pedigree.

"Dave Ashley bought my first Morgan, a 1969 4/4 1600 Competition Model (which meant it had a GT Cortina Engine with headers and Armstrong Select-a-ride rear shocks), " Bob recalled in an e-mail.

"It was BRG with black wings, a black interior, and had wire wheels. I took the original engine out after breaking it in over the winter of 1969-70 and installed a stock "1600 Normal" Cortina engine which had a single barrel carb, cast exhaust, and a milder camshaft.... I think they were about 70 HP instead of about 90 HP.... That allowed me to race the car in "G" Production instead of "E", and with Dave Collis racing his 1500 GT engined 4/4 in "F" production we had all the classes covered (there was another guy racing a 1340 cc 4/4 Ser. IV in "H" Prod.



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"I started out as a Novice in the 1970 season, and won the "G" Production championship in my first year, on radial tires. The following season, 1971, I upgraded to racing tires and won again. The third season, 1972, I put a GT Cortina engine back in and moved up to "E" Production, which I also won.... This was a pre-planned sequence in order to have me grow my racing experience with ever faster Morgans.... and it worked out for me very well. "The Morgan was a delight to drive, and if anyone manages to get it back on the road I think they will really enjoy it.

" I'm pretty sure the original engine was never reinstalled in the car, it may have ended up in Dave Collis' hands after he blew his 1500GT engine and went to the 1600GT... but you would have to ask Dave about that.

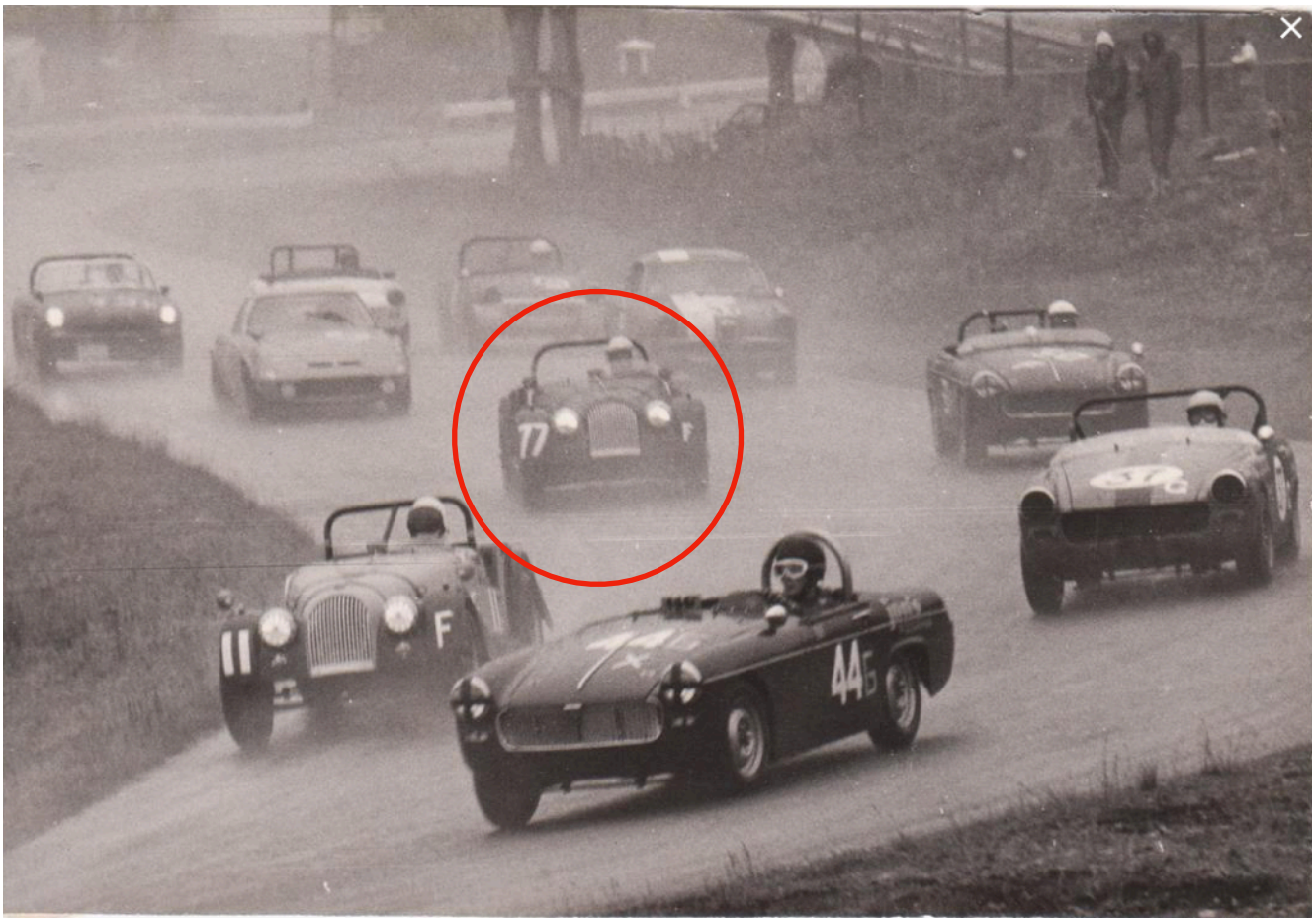
"It may have also ended up in my 1972 4/4 four-seater when I built a souped-up engine for that with two 2-bbl. downdraft Webers, high compression pistons, and a hot (Shadbolt) cam. That car ended up with Mike Powley, but I may have reinstalled the original engine before he got it, and that "hot" engine is the one Dave Collis ended up with.

" It was kind of a "musical engines" game at the time, based on the practicality of who needed what, and for what purpose. It may also have ended up back in your car," Bob told Ken, "before I sold it to your brother, still in stock form, having been stored since early 1970.

"I would love to see my first Morgan again," Bob said.

There is at least one other Morgan in club member ownership that bears some of the hallmarks of a Competition model, including the four branch exhaust and Select-a-ride adjustable rear shocks, and in the late '70s, when I was looking to buy a Morgan, I looked at a black on red model in a North Van lockup that was claimed to be a Competition model, but I have no idea whether it was the Cortina version or the earlier Plus 4, TR-engined model, described in Original Morgan as a "kind of 'poor man's Super Sports'".

Whatever it was, it had at least one outing at an early Westwood vintage meeting.



Dave Collis #11 leading Bob Sterne #77 through the S on a rainy Westwood day.  
One of the only photos of Ken Ashley's 1969 Morgan 4/4 Competition in action.  
(Photo from the Bob Sterne Collection)



## Website Report

By Tom Morris

Everyone here at PacMOG HQ is delighted that our inaugural Morgan Moments Snapshot Contest was so well received. Many thanks to all of you who entered your photos, and to those who took the time to cast your votes. Across the board, the quality of the photos was terrific, some real calendar material for sure. Hey, maybe that's something we should consider one day, a PacMOG calendar. Congratulations to Joanne Cockshutt and Kit Raetsen on topping such a strong field and having their entry chosen as 2018's Morgan Moments Snapshot of the Year. It's a stunner, as you'll have seen on the cover of this issue of The Morgan Link. Editor Steve had to crop it a bit to fit the cover format (and a very nice job he did), but you can see it in all its original glory, along with the runners up, on the Morgan Moments page of the website. Kit and Joanne will receive their highly prestigious and much-coveted prize just as soon as we can get it to them.

Now it's time to begin all over again. The 2019 edition of the contest is now open. The contest is all about encouraging members to get out to events, take a few snaps, and share them with friends. Our initial event of 2019 boasted 10 Morgans, which is not bad for mid-winter, so we're hoping that this year's entries will begin arriving soon. There's no limit to the number of photos you can submit, and remember, technical photographic excellence may have little to do with winning. Once again, it will be up to the members to pick the winner. They might opt for that perfectly composed, exquisitely lit shot that creatively optimizes depth of field and colour balance...or they might go for the one with the kitten.

**2018**

First Place -

Joanne Cockshutt and  
Kit Raetsen



## Morgan Moments Snapshot Contest - 2019

The rules are much the same as last year, with a couple of clarifications. To qualify for the contest:

- snapshots must have been taken at a Morgan Event\*
- snapshots must be taken by a club member or member of their family (grandkids all seem to have smartphones these days)
- snapshots must include some recognizable portion of a Morgan car
- digital correction/manipulation is permitted
- Members will cast their votes on-line at the end of the year

**\* A Morgan Event is defined as any organized event in BC with 3 or more PacMOG-member-owned Morgans in attendance OR any organized event outside the Province with even a single member-owned Morgan in attendance.**

Another thing we've been thinking about recently is a new page for the website. At some point we'd like to add more about the bygone days of Morganeering in the local area. There are lots of stories to be told and history to be explored. Marv Coulthard did a wonderful job with his GB Sterne biography a few years ago, and we need to have more on the website about this founder of local Morganeering. Also, many of our members and lots of the cars in the club have been active on the local Morgan scene for decades. I've heard great stories of MOGNW drives, events, and people of years past. All these things need to be explored and recorded, and the website is the perfect place to do it. It won't happen right away, but now that the idea is out there, it will happen eventually. Anyone who has comments or suggestions, please get in touch, either through the website or to my personal email (tomm8847@telus.net).

### 2018

Second Place (Right) - Tom Morris

Two tied for Third Place -

(Below) - Steve Blake

(Below Right) - Val Smith



The Morgan Link



## Glenn Sorko's Recent Photos of Morgans in Bathurst, Australia



(Photos by Glenn Sorko)

# Racing Morgans Photographed by John Chase Submitted by Alistair Crooks

These shots were from the 1960s at Knox Mountain in Kelowna and at the Western Speedway. Car #11 is Don Horn and #4 is GB Sterne. The one on the top left is Tom Miller's wife.



Last edition's photos were identified by Bob Sterne as #2 being Stu Rulka, #49 being Al Allinson, and #11 being Don Horn, and #46 as possibly a "Tom."



# Coil-Over Rear Suspension

By Bill Button

In the mid 2000s, I was in Bill Fink's shop in Bodega, California. Next to the shop was a new Aero 8 and Bill gave me a demo ride. But, what I wanted was to drive a Corvette powered +8 Bill had developed. Well, his demo was in a body shop getting repairs but Bill did give me a ride in a customer's +8+. What caught my eye was the coil-over suspension Bill had developed for the +8+. It had trailing arms and looked like a "must have." "Not really," says Bill, "It is needed to get the Corvette power to the road, not for comfort." That was about all I could find out from Bill other than the prototype was somewhere in Oregon. Flash forward a few years. On a Northern California "Spring Mog," I met Barkley Shaw and his +8, Fink's prototype. Barkley is a long time member of MOGNW. He has another home on the Rouge River near Gold Beach, Oregon.



Some years later, John Burke lent me his +8+ for 4 days of "Flog Mog". So, I did get to drive a +8+ with coil-over suspension. No opinion about the suspension as the added power that the Corvette engine gave was so great everything else lost its significance.



In the last few years along comes Peter Ballard, a UK "Suspension Engineer" and a Morgan Owner. He is the designer of the "Suplex Kit" (which I own) a front suspension enhancement. He has lately designed and sells a rear coil over suspension unit. I have not driven a Morgan with PB's design for a coil over suspension.



Lately MMC offers an option which looks pretty much like PB's design.



I participate in a Morgan Website called "Talk Morgan," based in the UK. It seems to feature the new Morgans. Those who take the option or install an SSL unit rave about the improved handling and comfort that is added. I wonder – a lot!

Earlier this week, I had the pleasure of driving Molly, Peter Ballards 4/4 development car. As some will recall, I had the SSL front end fitted to Aldermog, and felt it worthwhile.

Now Molly is not really representative of the typical narrow body short door 4/4s. She has a 2.0L Mondeo engine and gearbox, with about 130bhp, along with +4 front brakes and SSL's front and rear suspension.

If I had any doubts about the value of the 5-link backend, they have been totally dispelled. Molly is a very "together" Morgan that rides almost as well as my Aero Plus 8, the car talks to you and the torque-rich engine is flexible and responsive.

Yes, if I was to venture back to a small, traditional Morgan, I'd want the SSL front and rear suspension fitted!

(Photos by Bill Buttons)

# Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



2010

Morgan

Aeromax

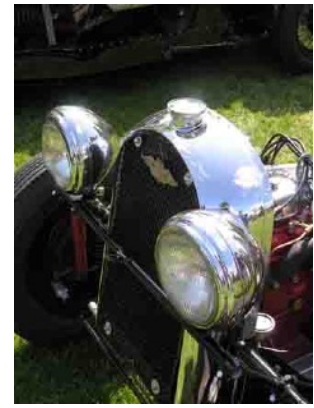


Photos taken by Steve Blake when visiting the factory in 2010



## Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

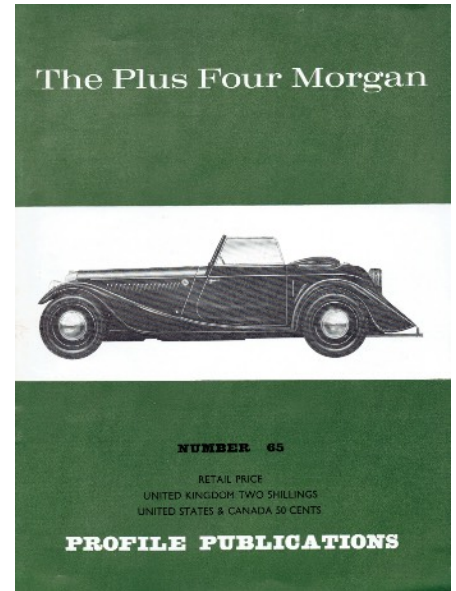
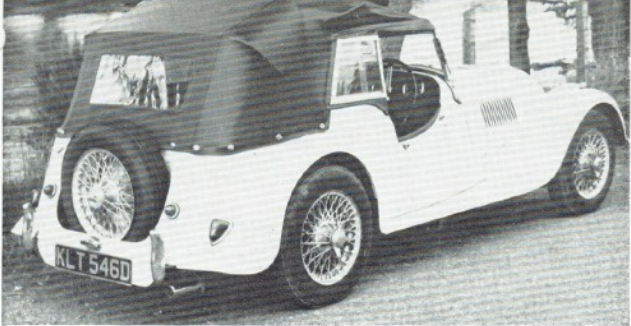
As you, like me, live on the north side of the Equator, you must look forward to Springtime. I can't wait to put the freshly charged battery in the Morgan(s) and drive away for a spin in the countryside.

Some weeks ago, it was still bitterly cold, my friend Lukas and I, took Lukas's 1961 +4 DHC to The Vintage Sheet Metal Company in the UK, all the way from where we live in Holland. That's a long drive, but in the end we arrived safe and sound at Steve Barnes's workshop. From that moment on, the restoration of the bodywork could start in Steve's very capable hands.

In Holland, the moment we started to load the covered trailer with the +4 we discovered something.....

A new chassis was part of the deal when Lukas bought the +4 DHC. Now, after years, Lukas is retired and the time is available to start the restoration project. If you read any Morgan books, even the Instruction Books, you find when you look at the "General Dimensions," that the "Track" (Front and Rear) is 3ft. 11 ins (119cm). To save space, we had the idea to put the new chassis under the car, in the trailer, between the four wheels. That was possible, but we found out that the front track of the car was narrower..... Does that mean there was a wrong front on the car? A question that kept us "busy" during the journey...

After unloading the +4 DHC, we parked it in Steve's workshop and started to talk about the width of the track..... Steve didn't know if there was any difference..... With some +4's in his workshop it was easy to check. Both +4's had a narrower front track! Later, when we arrived home, we checked my own +4. The front track was,..... yes indeed, narrower! Lukas discovered that there is, as far as we know, just one book that states: Track: front 3 ft. 10 1/4 in., rear 4 ft. 0 1/4 in. What book is that? Well, maybe if you see the photo, you recognize the book from "Profile Publications" Number 65. I am not saying that everything in this book is correct, but with this detail, it is. (See the pictures)

*Representing about one tenth of total Plus Four production, the four-seater body is built on the standard chassis but has a rather uniquely hood with large blind spots.*

**SPECIFICATION: MORGAN PLUS FOUR SERIES. 1951**

**Engine:** Four-cylinder; 85 x 92 mm.; 2,088 c.c.; 35.2 sq. in.; pushrod overhead valve; 6.7:1 compression; 68 b.h.p. at 4,200 r.p.m.; Solex downdraught carburettor; AC mechanical fuel pump; 14 mm. Champion L10 spark plugs.

**Transmission:** Borg & Beck s.d.p. clutch; gearbox separate from engine; overall ratios, 4.1 (s/m), 5.4 (s/m), 8.0 (s/m), 13.5; Hardy Spicer propeller shaft; hypoid bevel final drive.

**Chassis:** Girling hydraulic drum brakes, two leading shoe on front; 9 in. dia. drums; 105 sq. in. lining area; coil spring and sliding pillar independent front suspension; semi-elliptic springs at rear; telescopic shock absorbers at front; Girling piston-type 2 1/2 rear; Dunlop S23 x 16 tyres; Burman steering; 13 ft. turning circle; 2 1/2 turns lock to lock. Wheelbase: 8 ft. 0 in. Track: 3 ft. 11 in.

**1958**

**Engine:** Four-cylinder; 83 x 92 mm.; 1,991 c.c.; 33.5 sq. in.; pushrod overhead valve; 8.5:1 compression; 100 b.h.p. (gross) at 4,800 r.p.m.; two horizontal SU carburettors; AC mechanical fuel pump.

**Transmission:** Borg & Beck 9-in. dia. s.d.p. clutch; gearbox separate from engine; overall ratios, 3.72 (s/m), 5.1 (s/m), 7.3 (s/m), 12.5; Hardy Spicer open propeller shaft; Hypoid bevel final drive.

**Chassis:** Girling hydraulic disc and drum brakes; coil spring and sliding pillar independent front suspension; semi-elliptic springs at rear; Armstrong telescopic shock absorbers at front; Armstrong lever at rear; Cam gear steering; 3.60 x 15 tyres (5.25 x 16 subless on disc wheels); 31 ft. turning circle; 2 1/2 turns lock to lock. Wheelbase: 8 ft. 0 in. Track: front 3 ft. 10 1/4 in., rear 4 ft. 0 1/4 in.

**1956**

**Engine:** Four-cylinder; 86 x 92 mm.; 2,138 c.c.; 36 sq. in.; pushrod overhead valve; 9:1 compression; 105 b.h.p. at 4,750 r.p.m.; twin SU carburettors; or Super Sports engine; two dual choke Weber carburettors; 120 b.h.p. at 5,400 r.p.m.

**Transmission:** (all Plus 4 models); 9-in. dia. clutch; separate gearbox; overall ratios, 3.73 (s/m), 4.49 (s/m), 6.51 (s/m), 11.06; propeller shaft and final drive as before.

**Chassis:** 11 in. dia. discs, 9 in. x 1 1/2 in. drums at rear; other details as 1958 except for option of Armstrong Salterdisc dampers at rear. Wheelbase: 8 ft. 0 in. Track: front 3 ft. 11 in., rear 4 ft. 1 in.

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Another detail that came under discussion was the shape of the wings. Maybe you never noticed, but in the past the front and rear wings had a different shape compared with what you see on the modern Morgans.

The front wings are more “tailored” and the rear wings “bend” to the inside of the car. The result of that is that you see more of the tire, what gives a more “racy” look. (See the photos)

For those who are restoring their Morgan, or are thinking about it, you have to keep this in mind. If you don’t care about the historic shape, it isn’t a problem, but if you like to keep it the way it was made in the past, that’s good for the value of the car, be aware that newly made wings with the original shape are not easy to obtain. If that’s the case, try to restore the original wing(s). Of course, that’s the opinion of the writer of this article. If you have a another opinion, that is okay, too.

After reading the text above, you probably understand what keeps the MHR-team busy. If you would like to register your older Morgan, please, contact Ron Fermont at [fa@zeelandnet.nl](mailto:fa@zeelandnet.nl) if you

would like to respond or give feedback on this article or you have another interesting subject you would like to discuss, please, contact [machielkalf@ziggo.nl](mailto:machielkalf@ziggo.nl)

Enjoy your Morgan(s), Machiel Kalf.



(Photos by Machiel Kalf)

# Greater Vancouver Motorsport Pioneers Society

By Frank Gruen

The Greater Vancouver Motorsport Pioneers Society held their 18th Annual Induction Ceremony on September 29, 2018. In past years, 5 Morgan drivers/racers have been inducted. Over the next five issues, we will highlight one of these pioneers.



## DR. STUART RULKA Pioneer - Sports Car and Road Racing - Inducted 2016

By Frank Gruen

Dr. Stuart Rulka was introduced to motorsport when he drag raced a '65 Pontiac GTO at Speedway Park in Edmonton in the late 1960s. In the early 70s after graduation, Stu moved to Vancouver and paid \$2700 for a very used Morgan 4/4 with a tired engine; this was a blessing in disguise as he had to focus on driving skill to become competitive. He entered his first Slalom on the way home with his "new" vehicle and was hooked. He was introduced to the Royal City Sports Car Club where he met, among others, Bill Hawryluk who built him a roll bar and Wray Nixon, who took him under his wing and mentored him. Stu took Driver Training at Westwood and naturally was assigned GB Sterne as an instructor. George taught him a lot, particularly how to drive the track in the wet. It paid off immediately as he won the driver training race, in the rain. It was his only first overall, and, more strangely, the only time that he ever had to race in the rain.

He went on to win Class championships in CASC and ICSCC racing and was invited to join the Race Drivers Committee of the SCCBC. His racing highlights included a 4th overall (with Wray Nixon) in the 1973 Seven Hour Enduro, winning the Team Prize (with Al Allinson, and Denny Phillips), and the Index of Performance. He returned to Edmonton that year to run the Canadian Road Race of Champions and finished third in E-P, despite the

Nominated by Frank Gruen

handicap of a single down-draft Webber carburetor.

Carburetor homologation, or lack thereof, meant that the Morgan 4/4 would never be truly competitive in racing, but the car found its niche in Solo Events, where Stu won BC region championships in hill climbs and Autoslalom. He also did occasional duty as an ice-racer. Slaloming turned out to be the car's real forte, and Stu won his class nationally in Canada in 1973, 75, 76 and 80 and was declared National Overall winner in 73 and 75.

The US, (SCCA) was a year behind Canada in instituting a National Championship for Autocross, or Solo2, as they refer to autoslaloms. The first US Nationals were held in 1973 in St. Louis, Missouri, on the weekend after the CRRC in Edmonton. Accordingly, after the race, the headlights were replaced, the stock engine was reinstalled, in the pits, and the Morgan was driven to St. Louis. He received a mention in Road & Track for doing so!

Stu succeeded in winning his class, the first of four times that he did so. His presence and success were becoming increasingly unpopular as he survived a series of ever more desperate protests culminating in his being disqualified in Dallas in 1977 for competing in a Canadian car. After the win in 1973, the Morgan was moved up one class but Stu still remained unbeaten in class. In 1976 in Columbus

Ohio, Stu was 3rd fastest of all stock class cars in the US. He still holds the record for the largest margin of victory, ever, in any of the stock classes. He chose to compete in a Morgan, not because it appeared a potential winner, but because it was what he had, his daily driver.

That changed in 1978 when the BC Ice-Racing series became the Canadian National Ice-Racing Championship. The Morgan had seen duty as an ice racer but it was simply too bloody cold driving under those conditions! Something different was called for. Conventional wisdom dictated a front wheel drive car, a Honda or a Mini. Never one to follow the crowd, Stu decided on a Datsun 240Z; not a straightforward 240 but one with a 350 Chevy power plant. It certainly was not high revving, but it sure had lots of torque! This turned out to be a good decision as the car simply ran away from the competition at Barnes Lake. In keeping with his theme of doing things the hard way, he chose not to run the Unlimited or Street Stud classes but the Rubber-to-Ice or un-studded class. In fact, Stu was able to outpace many of the Westwood Honda class cars that were running on street studs, as he went on to earn both the Rear-Wheel-Drive, and the Overall Rubber-to-Ice Championships. Today Stu still drives a Morgan Plus 8 and his wife Marilyn also enjoys her Morgan 4/4.



Stu in the Morgan at Westwood

## Upcoming PACMOG Events

*By Bob Wadden*

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Mar 16	The Old Dewdney Run	PACMOG	Meet at McDonalds, Lougheed Hwy. and Harris Rd. at 10.30 am for an 11.00 am departure. Run is approx 1-1/2 hrs. Lunch at the old historic Dewdney Pub, aka The Church of the Blues...8793 River Rd. S Dewdney...(east of Mission).	Let Dave know <a href="mailto:davecollis@shaw.ca">davecollis@shaw.ca</a> BEFORE Friday, March 8 ,so he can confirm numbers for the pub. For anyone attending the lunch only, reservation is under The Morgan Car Club.
April 6	Lower Mainland Spring Tech Session	PACMOG	10:30am to noon. Special Services Inc., #3, 5438 176 <sup>th</sup> Street, Surrey, BC. Lunch details TBD	Email Ken at <a href="mailto:kengmiles@telus.net">kengmiles@telus.net</a> to let him know you are coming
April 28	St. George 's Day British Motoring Show	LAMBS	10am-4pm @ Fort Langley Community Hall on Glover Road.	For details and to register: <a href="http://www.lambscarclub.org">http://www.lambscarclub.org</a> NOTE they are limiting event to 80 cars so book soon!
May 11	Pre ABFM Tech Session	PACMOG	10:30am Steve & Susan Blake's	Email Steve at <a href="mailto:sblake@telus.net">sblake@telus.net</a> to get on the "hoist" list!
May 17/18	Vancouver ABFM.	Western Driver	May 17 Meet/greet - 5:30-8:30pm. May 18 ABFM 7am-4:30pm. Van Dusen Gardens.	ABFM Details and entry form at <a href="http://www.westerndriver.com/?page_id=10937">http://www.westerndriver.com/?page_id=10937</a>
May 18	PACMOG AGM meeting & BBQ	PACMOG	6pm AGM followed by BBQ at Ken & Pat Miles	Email Ken at <a href="mailto:kengmiles@telus.net">kengmiles@telus.net</a> to let him know you are coming to the AGM &/or to the BBQ
May 19	Vancouver-Whistler All-British Run	Western Driver		See entry details & info in ABFM link
June 1	Jaguars and Friends in the Meadows	Pacific Jaguar Enthusiasts Group	9am-5pm Harris Rd Park, Pitt Meadows, followed by meet/greet and dinner	<a href="https://www.jcna.com/users/nw44">https://www.jcna.com/users/nw44</a>
June 3-7	Rocky Mountain Rally	PACMOG	Banff to Jasper.	Contact Treacy at <a href="mailto:treddington@pacificcoast.net">treddington@pacificcoast.net</a> ASAP to get on the list. Contact Ken ( <a href="mailto:kengmiles@telus.net">kengmiles@telus.net</a> ) if you'd like to join the group leaving Jun 2 for the drive up.
June 15?	"Father's Day Eve" BBQ?	PACMOG	TBD	
June 16	Beacon Hill Fathers Day Picnic	PACMOG	TBD	
July 14	Brits on the Beach	OECC	10:00 am to 3:00 pm at Transfer Beach, Ladysmith, BC. Details TBD	<a href="http://www.oecc.ca/cib/brits_on_the_beach_2016.htm">http://www.oecc.ca/cib/brits_on_the_beach_2016.htm</a>
July 20-2	PACMOG Run to Western Washington ABFM	WWABFM	Run Details TBD	ABFM details at <a href="http://wwabfm.com/">http://wwabfm.com/</a>
Aug ?	August Run & Picnic	PACMOG	TBD	
Sept 8	The English Car Affair in the Park (Saturday) plus Sunday drive/lunch	OECC - S. Island Branch	1-am-3pm, Government House, 1401 Rockland Ave, Victoria,	
Sept 6-8	Portland ABFM	PABFM		<a href="http://abfm-pdx.com/2019">http://abfm-pdx.com/2019</a>
Oct 19?	October Run	PACMOG	TBD	
Nov 3	London to Brighton Commemorative Run	OECC	Details TBD	
Dec ?	Xmas party		Details TBD	



# 38<sup>th</sup> Annual Tulip Rallye

**Date:** Saturday, April 27th, 2018  
**Place:** Cascade Mall I-5 Exit 230, in Burlington  
**Check-in:** 8:00-9:30 am  
**Drivers' Meeting:** 9:30 am, departure at ~9:45  
 The rallye begins and ends at the Cascade Mall

**COME ONE, COME ALL!** – We are back for our 38<sup>th</sup> Annual Tulip Rallye. Open to **all makes and types of cars**; it is a gimmick rallye (not a TSD rallye) where you look for answers to be found along the route—somewhat like a scavenger hunt. All you need is a sharp eye and a sense of humor. Note – speed is **NOT** recommended! You are allowed 4 hours to complete the route.

Your registration packet will include a door prize ticket and some basic pre-start information.

Register online using Paypal - Information at the Tulip Rallye website: [www.tuliprallye.org](http://www.tuliprallye.org)

**\*\*\*\*\*Mail-in registration closes April 4th <-> On-line PayPal registration closes April 20th \*\*\*\*\***

It is recommended that you pack a picnic lunch to enjoy along the way or at the end point while the scores are being tabulated. There are restaurants along the rallye route, but they can be crowded & time may be limited.

**Mail-In pre-registration closes on April 4th.** Please fill out the form below and send it along with the fee(s), as listed, to the address shown below. For more information visit the event website where you will find parking and starting procedures, an explanation of a gimmick rallye and how to participate, list of registered participants, as well as other useful information.

**Food Donation:** Please remember to bring a donation of canned food or money (**preferred**) for a local food bank.

**Directions to the rallye starting point:** From I-5 take exit 230 and head east on Highway 20. Take a right at stop light onto South Burlington Blvd. Take a right at another stop light onto one of the three Cascade Mall Drives. The starting point will be at the southwest corner of the parking lot next to I-5.

Mail this completed form and a check to: Tulip Rallye, c/o Bert Cripe, 2398 Jefferson Ave SE, Port Orchard WA 98366

Make checks payable to **MGCCNWC** US Dollars and Canadian Dollars accepted at face value.



Register online - see info at [www.tuliprallye.org](http://www.tuliprallye.org) and PLEASE provide the info as requested below.



Have a question? Contact Bert Cripe (360-731-8758) event or Paul Feuerpfeil (206-612-3103) shirts

Please print clearly — only one entry per form:

NAME(s): \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

EMAIL: \_\_\_\_\_ PHONE \_\_\_\_\_ TYPE OF CAR \_\_\_\_\_

CAR CLUB affiliation? (Please use its official name): \_\_\_\_\_

Entry Fee for each car: \$15 (USD/CDN) advance (\$20 day of event) \$ 15.00

T-shirt: Short Sleeve \$12.00 (USD/CDN) each M \_\_\_\_\_ LG \_\_\_\_\_ XL \_\_\_\_\_ 2XL \_\_\_\_\_ \$ \_\_\_\_\_

Sweatshirts: \$20.00 ea (US/CDN): M \_\_\_\_\_ LG \_\_\_\_\_ XL \_\_\_\_\_ 2XL \_\_\_\_\_ \$ \_\_\_\_\_

Sweatshirts, pullover, hooded: \$25.00 ea (US/CDN): M \_\_\_\_\_ LG \_\_\_\_\_ XL \_\_\_\_\_ 2XL \_\_\_\_\_ \$ \_\_\_\_\_

All shirts are a 'light gray, Ash' color only....

Grand Total of registration and shirts: \$ \_\_\_\_\_

All shirt orders must be received by Midnight Thursday April 4th 2019  
 All shirts are advance order only—no shirts will be available at the event



St.  
George's  
Day

# BRITISH MOTORING SHOW

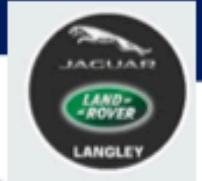
Join us for our 14<sup>th</sup> Annual  
British Motoring Show at the  
Fort Langley Community Hall.  
Over 70 British Vehicles  
on display.

Free admission to the  
General Public.



Silent Auction, British Goods,  
Vendors and much more  
Net proceeds to the Langley  
Memorial Hospital Foundation.

Sponsored by  
Jaguar Land Rover Langley  
and supported by the  
Rover-Landers of B.C.



**Celebrating 60 Years  
of the Mini**



**APRIL 28, 2019 10 am - 4 pm**  
**FORT LANGLEY COMMUNITY HALL**  
**FORT LANGLEY, B.C.**

Register your car at [www.lambcarclub.org](http://www.lambcarclub.org)  
or [lambmotoringclub@gmail.com](mailto:lambmotoringclub@gmail.com)



THE GREATEST SHOW ON BRITISH WHEELS

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BOTANICAL  
GARDEN  
VANCOUVER



Fordal/Top Photo

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[WESTERNDRIVER.COM](http://WESTERNDRIVER.COM)

**ABFM**  
**2019**  
VANCOUVER, BC

# The Rocky Mountain Rally 2019

## To All Morgan Enthusiasts,

Happy New Year, now that we are in 2019 it is time to book your hotel accommodation for the 25th. Anniversary edition of the RMR. In Banff we will be staying at the Rocky Mountain Resort and in Jasper we are again staying at Becker's Bungalow's. Below is the contact and information for both hotels. Once you have confirmed your reservations please e-mail me so that I can confirm your attendance. To date we have 20 cars who have shown interest. Within the next few weeks I will send a full itinerary once we have finalized the finer details.

Cheers

Treacy and Lloyd

## ACCOMMODATIONS

### BANFF

BANFF ROCKY MOUNTAIN RESORT. PH. 1800 563 8764

ARRIVING JUNE 3RD. DEPARTING JUNE 5TH.

REFERENCE MORGAN CAR CLUB GROUP# 2372585

There is a variety of accommodation available junior suites and 1 bedroom condos. Book early for best selection.

### JASPER

#### BECKERS BUNGALOWS

Phone 780-852-3779

ARRIVING JUNE 5TH DEPARTING JUNE 7TH.

REFERENCE MORGAN CAR CLUB BOOKING UNDER REDDINGTON

Once again Lloyd and Treacy Reddington have arranged a wonderful car rally in the Rockies. We arrive in Banff under our own directions on June 3<sup>rd</sup> checking into our hotel "The Rocky Mountain Resort" for two nights leaving June 5th. (Ph. 1 800 563 8764 group number 2372585).

On June 5 we leave Banff and drive to Jasper where we will check into "Becker's Chalets" for two nights leaving on June 7(1 780 852 7202 group Reddington) to return home.

Suggested drives for June 4<sup>th</sup> in Banff and June 6<sup>th</sup> in Jasper will be provided. Other exciting events will be held but this will be arranged at a later date.

Book this trip now yourself if you would like to come and tell Treacy and Lloyd you are coming. (Email [treddington@pacificcoast.net](mailto:treddington@pacificcoast.net)) Every year this event is held, it is the highlight event of the year for our club and one that provides for great comradery and fellowship.

We are thinking of having a stop off on the way there somewhere around Salmon Arm on the way up on June 2<sup>nd</sup> to break the journey. If you are interested in this contact Ken at [kengmiles@telus.net](mailto:kengmiles@telus.net) and then we can arrange a place together and maybe drive up together.



## Thrill On The Hill 2019

Join the Morgan Motor Company for Morgan themed entertainment and celebration as we mark 110 years of the marque at Thrill On The Hill 2019. Following the success and feedback of the 2018 event, TOTH will be returning to Prescott Hill Climb in Gloucestershire where visitors will have the opportunity to drive the famous hill climb in their Morgan. Don't have a Morgan? Don't worry! We will be offering passenger rides in a factory car.

Join fellow owners and enthusiasts alike in the relaxed atmosphere of Prescott Hill Climb where there will be plenty on offer for the whole family. Browse the 100's of Morgans from all ages on display or relax on the restaurant balcony and watch the cars take to the track. Cars spanning 110 years of Morgan will take to the track, from pre-war Three Wheelers to the latest 2019 Morgan range. We are also planning some special lunchtime parades and a number of trade stands for visitors to browse through.

### General admission

- All visitors to the event must purchase a General Admission ticket
- The event will be open from 9am until 5pm
- Early bird general admission tickets are available until March 29th at 23.30
- General admission tickets will be available on the gate at a first come first served basis
- On-site parking is available free of charge. Unfortunately there is no camping facility available.

### Date And Time

Sun, 11 August 2019  
09:00 – 17:00 BST

### Prescott Speed Hill Climb

Gotherington  
Cheltenham  
Gloucestershire  
GL52 9RD  
United Kingdom

## 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 Auctions on Bring a Trailer



2012 Morgan 3 Wheeler bid to \$31,000 US on January 22, 2019 but not sold.



2005 Morgan Aero 8 sold for \$99,000 US on January 1, 2019.



1951 Morgan Plus 4 DHC bid to \$27650 US on February 20, 2019 but not sold.



MORGAN DESIGN MORGAN 3 WHEELER AR MOTORSPORT

**Introducing the latest official Morgan luggage range**



For more details, contact:

[www.Morgan-motor.co.uk](http://www.Morgan-motor.co.uk)

## PACMOG Marketplace

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

### 1956 Plus 4, 4-seater

Cream with brown fenders, TR3 engine \$40,000 obo  
Contact Tony Hoar [tonyhoar@shaw.ca](mailto:tonyhoar@shaw.ca)

### 1961 Morgan DHC

Zetec engine and 5-speed. Project. US\$20,000  
Contact Bill Button [wmbutton@gmail.com](mailto:wmbutton@gmail.com)

### 1973 Morgan Plus 8

Bitsa - made of 95% Morgan parts. US\$35,000  
Contact Bill Button [wmbutton@gmail.com](mailto:wmbutton@gmail.com)

### 1963 Morgan Plus 4, 4-seater

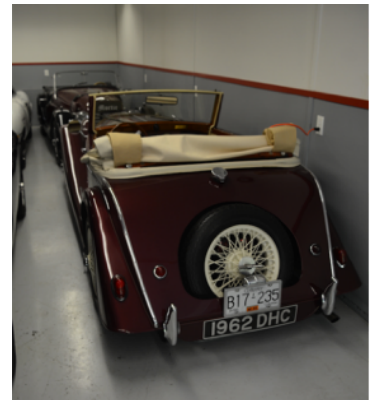
Has overdrive US\$35,000  
Contact Bill Button [wmbutton@gmail.com](mailto:wmbutton@gmail.com)

### 1957 Morgan 4/4

We are asking \$38,000.00 for this well-maintained, British Racing Green Morgan with black fenders. It has always been kept indoors. This right hand drive 1957 Morgan 4/4 has the 1600 cc Ford Cortina engine. It has a new battery and soft top. It was completely restored by the previous owner and well maintained after that. There were only 75 of this car model made in 1957. She's purely precious, a show stopper!!!  
Contact Sharon Robinson at [storeyum@hotmail.com](mailto:storeyum@hotmail.com) for more details.

### 1961 Morgan Drophead Coupe

Complete restoration approximately 1500 miles ago. 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 Car located in Langley, BC  
Contact Laurie or Verna Fraser 604-534-3410



### 1961 Morgan Plus 4 "S"

This is a one owner car showing 78,000 original miles. Chassis #4846 is one of just 9 Lawrence Tuned Plus 4s (special induction and exhaust manifolds) and purchased brand-new from Sterne Motors in Sidney, when GB was racing the same model at Westwood. Features include chrome wire wheels, heater, tonneau cover, Brooklands steering wheel, windshield washer, Michelin "X" tires (80%), special "Smoke Grey" paint and red leather interior. Advancing age of owner requires that this very special car be sold. Asking US\$45,000. Call Roland Gilbert at 250-652-2159



## 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 enameled grill badge adds a touch of class.

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

Badge measures 3.5 by 4.25 inches overall

\*Club members only, all others please inquire



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

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

Patch measures 3 inches in diameter

\*Club members only, all others please inquire



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VINTAGE & CLASSIC CAR  
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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**

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[cmcmogrbc@gmail.com](mailto:cmcmogrbc@gmail.com)  
905-857-3210

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[autobauercanada@gmail.com](mailto:autobauercanada@gmail.com) Maple Ridge B.C. V2X 0T4

# Pacific Morgan Owners Group

## 2019 Membership Application

(Please print in block letters)

### 2019 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

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

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

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

Address \_\_\_\_\_

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

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

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

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

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

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

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

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

\_\_\_\_\_

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

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

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

\_\_\_\_\_

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

