



The Morgan Link

Vol 4 No 5

The Magazine of the Pacific Morgan Owners Group

July 2019



From the Editor's Desk...

The summer is in full swing and I hope everyone has their Morgans out for those nice drives in the warm weather!

A big thank you to all of you who have sent in articles for this edition of our Morgan Link. I cannot do this without your support. I am always thrilled when a new writer submits an article and it is always a joy to read from a different person's perspective and style. Again, your contributions are what makes our magazine fun to read.

The PACMOG Fathers Day weekend is our big story this month. The Island members did a fantastic job organizing and hosting this event. It was a fun-filled weekend and all of us attending truly appreciate the effort and heartily thank all the organizers. Jane Cowan and Pat Leask have submitted articles covering this weekend.

Bob Wadden has his Morgan on the road and has written about his trials and tribulations as he rescued a restored car and upgraded it to make it useable. Don Allen has written about his purchase of a Plus 8 and the work he did to upgrade its performance. He explains how he went through the hoops with ICBC to get his car licensed in BC.

Alistair Crooks writes about his attendance at the finish of the Peking to Paris Rally and seeing the Morgan "Plus 8" cross the line. Tom Morris has submitted a copy of an article published on his Morgan. Frank Gruen submitted an article on Morgans in Canada published a couple years ago.

Ken and Pat Miles joined the Morgans Over America tour for a week this summer and have written about this adventure.

To continue watching as the world changes propulsion systems, for good or for bad, we have an article on Steve Hutchens' new BMW i3 and an article on Morgan's LIFECar, the fuel cell, electric hybrid.

Thanks again to the contributors and organizers of events and I look forward to your submissions for the next edition!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

July 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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Chair Report - July 2019

By Tom Morris

With August just around the corner, the summer driving season is in full swing. Next up on the PacMOG calendar is a run up here to the Sunshine Coast, on Thursday, August 15th. I know, I know, Thursday seems like an odd day to stage a run, but, you see, seniors travel for free on the BC Ferries mid-week, and I'm sure there are one or two of our members who fall into that group. Do bear in mind, however, you'll still pay full rate for the car. But still, free is good. A reservation for the 9:50 ferry out of Horseshoe Bay will only cost an additional \$10 if you book it 7 days in advance and it will take away all the anxiety about missing your sailing. It should take a little over 2 hours to do the run, and with time for lunch and the 90-minute run back to Langdale, it should be easy to make the 5:55 sailing back to Horseshoe Bay. For anyone wishing to catch a later ferry, there will be bebies (adult & otherwise) back at my place.

The run will take in a few off-the-highway roads that some of you may not have travelled before. We'll start with a little run down the twisty road toward Port Mellon and back, then, head out Gower Point Road on the way out of Gibsons. From there it's straight up the highway to Lower Road and a trip through Roberts Creek before connecting back up with the highway for the run to Sechelt. We'll do a little tour of Sechelt and take in a view up Sechelt Inlet that I think is a bit special, especially if the weather is fine. Back on the highway, we will drive up to Redrooffs Road where we'll detour again, this time through Halfmoon Bay. Back on 101, we'll head north with just a quick run through Madeira Park, before veering off into Egmont and the Backeddy Pub for lunch.

The other thing I'd like to mention is the Snapshot of the Year Contest. Entries have been a bit thin on the ground so far this year and I know there must be more great shots out there. Any of you that did the Reddington's Rocky Mountain Rally simply have to have some great photos. Between that, the ABFM, and the Father's Day Picnic, we should be swamped with entries, so, please, go to the website and share your snapshots.

Best regards,

Tom Morris, Chair

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Welcome to Our New Members!
(No new members this month)



Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake
Editor - Steve Blake

Cover Photo Credit:

The cover photo this month is a photo taken by Steve Blake from the roof of Pat Leask’s workshop looking at the 17 Morgans parked on the lawn for the Father’s Day weekend BBQ. You can see all or parts of 14 in the photo; the other three are hidden under the tree branches.

Contributors

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

Alistair Crooks, Jane Cowan, Dave Doroghy, Ken Miles, Pat Leask, Susan Blake, Bob Wadden, Pat Miles, Frank Gruen, Don Allen, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, Ron Fermont, James Gilbert (Morgan Motor Cars)

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

PACMOG is affiliated with:

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

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

PACMOG Constitution:

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

The Fathers Day "Barbeque"

By Pat Leask

I have been asked (big surprise) to write a brief (thankfully) report on the Victoria Fathers Day BBQ. I have to chuckle to myself as it technically was not a BBQ; did any of you see a BBQ being used? Nope, I'm afraid that due to the lockdown on fishing off our coast so that the Orca's can have food, we were unable to acquire fish for the BBQ. We have a lot of neighbours that fish and before the lockdown they all said no problem, how many do you want? Then, of course, when it came time to get them nobody had anything, no matter who we called, or they called on our behalf, not a fish to be had! The idea of going to a store and buying farmed East coast Salmon did not sit well with us, and several of you.



We had, not that I'm counting.. oh no.... 17 Morgan's and around 35 people. Slightly down from last year, but considering everyone got back from the Rocky Mountain trip just a week before, and were most likely tired of driving, I'm pretty happy with the turnout.

For anyone who organizes an event, rain is always the big stressor, and I/we are not immune from the "what if" thoughts. Thankfully, the weather was fantastic, as it is most years. I have only been to six or seven Fathers Day BBQ's, and I can't recall one that had crappy weather.

I would like to thank all of you who made this event a success, people who organize events get tremendous satisfaction when an event is well attended, thus giving them the energy to do it again. And on a personal note, the number of heartfelt thank you's we received from all of you made the work we put into this so very well worth it.





(Steve Blake Photos)

Father's Day Picnic at Beacon Hill Park in Victoria, June 16, 2019

By Jane Cowan

After a wonderful BBQ - food, location, company, weather - at Pat & Norma Leask's on Saturday, we were hoping for the same on Sunday. Our hopes were met! Unlike some previous picnics in the park, although a little chilly in the shade, there was no rain and the wind didn't come up until close to noon. As usual, Treacy & Lloyd Reddington had the picnic in hand. We ate well and in style!

In order to set up my now traditional "Morgan Rainbow" in our traditional spot, I was there at 7:50am. asking others to be there by nine. Imagine my surprise when I found another Morgan already there. Dan Doucette - an Island Group member - had decided to attend. Another green! The rainbow is now getting very hard to do as there are far too many greens, blues and two tones and not enough other solid colours. I must say, my yellow stood out! Anyway, we managed an organized display and many visitors commented on it. Twenty-one cars showed up - the list is given below. One was one we had never seen before. We missed several Morgan club members that had attended in the past, but rising costs of ferry fares and gas has been a drain on retirement budgets. We need younger members! My son Devin will be one. Thanks to everyone who attended the event. It was great!

Attendees at Dinner and Beacon Hill Picnic

Akehurst, Ron and Gordier, Norma - 1963 Green Plus 4
Blake, Steve and Susan - 1962 Blue Plus 4
Burkholder, Les and Melissa - 1964 Blue Plus 4 DHC
Butler, Ken - 1984 Blue Plus 4
Coulthard, Marv - 1960 Silver/Black Plus 4
Cowan, Jane - 1969 Yellow 4/4
Horsley, Robert and Mixie (Seattle) - 2005 Seaside Pearl Roadster
Irwin, Hal and Garnet - 1968 Green Plus 4 (MOGNW)
Leask, Pat and Norma (hosts) - 1967 Cream/Grey Plus 4
McDiarmid, Bob and Judy - 1995 Silver Plus 8
Morris, Tom - 1972 White/Black Plus 8
Muehling, Win and Christine - 1986 Green Plus 8 (not in club)
Raetson, Kit and Cockshutt, Jo - 1994 Green Plus 4
Reddington, Lloyd and Treacy - 1971 Cream/Blue Plus 8
Rochfort, Anna and Harris, Sam - 1958 Tan/Brown Plus 4
Stephen, David and Pauline
Wadden, Bob and Alexis - 1957 Red/Black 4/4

Beacon Hill only

Doucette, Dan - 1968 Green Plus 8 (MOGNW)
Irwin, Drew and wife - Green Morgan
Sheftel, David and Laurie - 1988 Burgundy 4/4 (MOGNW)
Trevor and Sabrina/Siobhan - Grey/Black Morgan
Marv Coulthard's daughter Tara and husband
Ken Butler's daughter and grandchildren

PACMOG Without Morgans at Beacon Hill

Maycock, Anne
Seager, Gillian
Walters, Jim







Anne Maycock's 1934 Singer



Jim Walters



The Morgan Link



(Photos by Jane Cowan and Steve Blake)

The Run to Jordan River - Fathers Day Weekend

By Steve Blake

What a party! PACMOG was treated to an eventful weekend with the Saturday's dinner at Pat and Norma Leask's, Sunday's Fathers Day Beacon Hill car show and club picnic, and ending with the run to Jordan River on Monday. The Island members really outdid themselves with their show of hospitality and all of us appreciated the effort put into making this weekend special.

To round out the weekend, Pat Leask led us on a 145 km drive through Sooke and to Jordan River. We followed the Galloping Goose Trail and went past many scenic places such as the Royal Roads College. We drove through Sooke and crossed the Sooke River, spotting the British-style Castle Beer and Wine store, designed like a faux-castle.

Somewhere near French Beach Provincial Park, Ron Akehurst pulled off the road. A couple of us pulled over to see if he was okay. Turned out that the coil wire popped off. Two minute stop and we were off to catch the other cars. We had five Morgans on this very spectacular drive. We followed the Juan de Fuca Strait and were treated to spectacular views all away across to Washington State's snow-covered Olympic Mountain Range.

After stopping for coffees and hot chocolates, we returned following the same road until we got to Kangaroo Road. Tom Morris left early, without stopping so he could continue driving north to Nanaimo so he could catch the ferry. He had a three hour drive and once taking the ferry back to Horseshoe Bay, he had to take another ferry to the Sunshine Coast and back to his home in Sechelt. Tom noticed as he was driving that his Plus 8 was miss-firing. He soldiered on, making it through the two ferry rides before his car conked out near Gibsons. BCAA was phoned to tow him the rest of the way home. Turned out to be a faulty coil. Two coil problems in one day!

The rest of the group drove Kangaroo Road, which surprisingly, was designed by Ron Akehurst, the engineer in our group. To his credit, the road was a great twisty one with perfectly arced and cambered corners, great for driving Morgans. Ron said it was a particularly challenging assignment and he was pleased how much we all enjoyed the drive along his road!

We worked our way into Metchosin and stopped at the My Chosen Cafe for lunch. After a great meal, we all departed for home with Susan and I making tracks back to Swartz Bay to catch the 3:00 ferry back to Tsawwassen.



Participants in the Run to Jordan River

As pictured from left to right:

Jane Cowan

Pat and Norma Leask

Steve and Susan Blake

Tom Morris

Ron Akehurst



(Susan Blake Photos)



(Steve Blake Photos)

Morgans Over America (M.O.A.) VII 2019

By Ken Miles

As many of you know, Pat and I have taken part or partially taken part in all of the M.O.A.s except for the first one in 1990. We decided in 2015, we would never do another full one but only take part for a few days.

On Monday, June 10, we left early in the morning in our 4/4 and headed for Newport, Oregon, to join up with MOA VII. We arrived mid-afternoon at our hotel where there were already a few Morgans parked. Some were from New Zealand, one from France and the rest from California.

Within two hours the parking lot was filled with Morgans from the UK, France, more from New Zealand and one lonely Australian (Stan Jodeikin a member of PACMOG) who was the only Australian and thus rented a car when he arrived. That night we met many old friends from previous drives and some new ones, who were experiencing their first MOA.

We had a great dinner and lots of great conversations. We were also able to look at Fiona Cowley's 2019 Morgan +4 which had an automatic transmission fitted. On her return to the UK, Fiona was to have her left ankle fused and would not be able to work a clutch.



We had a great dinner and lots of great conversations. We were also able to look at Fiona Cowley's 2019 Morgan +4 which had an automatic transmission fitted. On her return to the UK, Fiona was to have her left ankle fused and would not be able to work a clutch.

Photo on the right is PACMOG members from Australia, Stan and Jennifer Jodeikin



Oregon Coast

(Pat Miles photos)



The next morning, we left Newport and headed for Coos Bay. It was like old times driving with old friends for a couple of hours and then joining up with some more. It emphasized to us that the driving a Morgan at home or abroad with those sharing the passion for Morgans, led to many great friendships. The day was unfortunate in that the two Aero Eights (One from New Zealand and the other from California) broke down, and in fact, the New Zealand car was out of the drive.

The next day we headed for Klamath Falls where we spent two days before returning home on Friday. Some of us drove to Crater Lake (scene of a great Morgan event in 2001) while others toured Klamath Falls and other local attractions.

As we headed home, wishing we had maybe a few more days with the group, but glad that we had not spent the whole 42 days on this trip. The short visit had brought back many fond memories of a time when we were younger and could live in a Morgan for up to seven weeks.



Myrtle Point Covered Bridge



Hecta Head Lighthouse
The Morgan Link



For the Love of a Classic British Sports Car That's Now Banned in Canada

By Robert Collision (submitted by Frank Gruen)

Special to the Globe and Mail

Published July 17, 2015 - Updated May 15, 2018

Colin Bray likely has his summer weekends mapped out for the foreseeable future because he and a fellow member of the Morgan Sports Car Club of Canada are restoring a classic 1937 Morgan Plus Four.

Already the proud owner of a 1961 edition of the classic English sports car, Bray says he always wanted to own a prewar Morgan and when one became available, he snapped it up.

"The only problem was it was in pretty bad condition and needed a complete rebuild right down to the last nut and bolt," Bray says.

But his comfort level undertaking such a daunting task spiked considerably when John Fitchie volunteered to help. "He'd already rebuilt his own Morgan," Bray says. "Mind you, it took him 44 years to complete it – things like mortgages, raising kids, working, kept getting in the way."

Most members of the Morgan Club say it's "a social organization not a technical one," but information sharing, and help in problem solving are among the club's key benefits.

That's certainly the case with one of the club's newest members, Bryan Tripp, 38, who inherited his late uncle's 1961 Morgan Drophead Coupe a couple of years ago.

"The members of the club are a huge knowledge base for [a] relatively new Morgan owner like myself," Tripp says. "It's important to learn about the car, and the guys in the club pretty much know everything that can go wrong and how to fix it."

That expertise is vital with this classic English marquee because, in 1994, the Canadian government banned the import of new Morgan automobiles because the Britain-based company refused to perform the crash tests necessary to acquire a Canadian government safety certificate.

"The company would have had to crash three cars at \$50,000 to \$100,000 a pop just to sell maybe six new ones a year, which is the likely market here," says club member Glen Donaldson. "It just didn't make economic sense."

The result: All Morgan cars on the road in Canada are at least 15 years old, and the majority of the cars in the Canadian Morgan Club date from the 1960s and 1970s, or earlier. They're all vintage cars, and keeping them in good nick is a challenge. Being a club member helps.

Founded in 1909, Morgan Car Co. is the last British-owned automobile manufacturer extant, and part of the car's appeal is that it looks more or less the same as it did four, five, even six decades ago.

"It's the retro styling that appeals to a lot of people," Tripp says. When he takes his Drophead Coupe for a spin on the back roads near his Guelph, Ont., home, passersby stop, stare, gawk and opine with observations such as, "That looks like a lot of fun." The essence of the Morgan mystique – and it clearly has one – is that it looks exactly like a peppy British sports car should.

For club president Alan Lytle, it's not just the car's classic look that appeals. It's the Morgan's mechanical simplicity. A physicist, Lytle spent his career doing "technical stuff," so after retiring he bought himself a car that he believes is wonderfully, defiantly "analog."

"When you drive around a corner, you drive around a corner, for heaven's sake, you don't have an automatic this and an automatic that," he says.

Unlike contemporary cars stuffed to the gills with digital doodads, Morgans, especially prewar versions, are a bit antediluvian.

"You have to be kind of a nut to want one," Bray says. "The sliding suspension is a bit primitive and it has cable, not hydraulic brakes, so they have to be adjusted every three weeks."

Among the few design changes Morgan deigned to make over the decades was to change the shape of its radiator in the 1950s. "It used to be flat, now it's curved," says club member Dave Farmer. This modest modification was a titanic event to Morgan enthusiasts.

But it's the car's eccentricity that appeals to the club's 73 members across the country. The Morgan Sports Car Club of Canada is an intimate affair, and it's chummier than you'd think because the core of the club – 40-50 members – live in Southern Ontario, and the inner circle – those who meet once a month at the Queen's Head pub in Burlington, Ont. – are a tight group of 20-25.

Though there are several British ex-pats, such as Bray and Lytle, in the club, most are native-born Canadians but with what Tripp calls "proud British roots."

Still, Lytle claims it is a diverse group, although demographically it skews older.

"An entry-level Morgan sets you back \$25,000, minimum, and since they're hobby cars, not daily drivers, it's expensive for younger guys," Bray says.

Arguably the key event in the Morgan Club calendar is mid-September's annual British Car Day in Bronte Creek Park, also in Burlington – 25 Morgans proudly lined up at last year's event. .

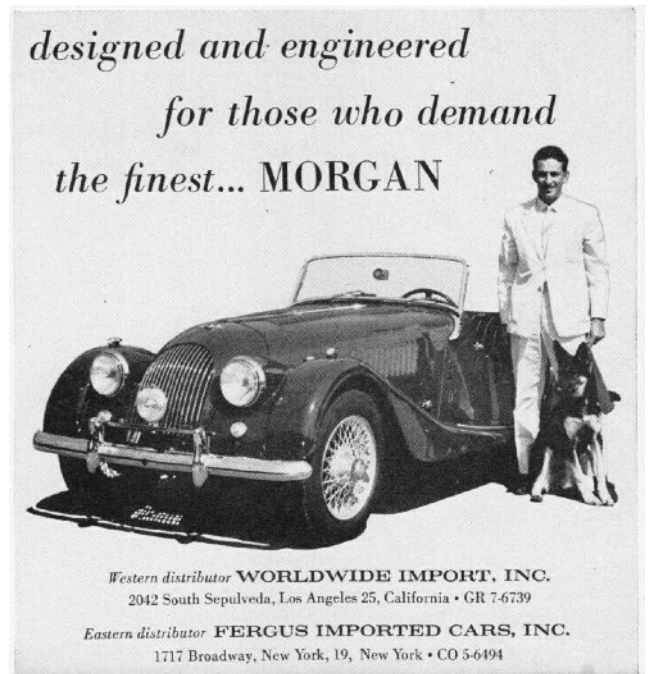
However, the singular big club event this summer will be a tour of Prince Edward County and its wineries, in mid-August, with an appearance at the Boot and Bonnet car show in Kingston on Aug. 16. Don't be surprised to see 20-30 beautifully maintained vintage Morgans booting down Highway 401 around then. But a word to the wise: These vintage beauties will likely whiz right by you.

"They may look old-fashioned but they can keep up with traffic, no problem," Bray says. "Our Morgans are pretty peppy little cars."

Recent Sightings



Alistair Crooks sent in this photo of a flat-rad Morgan converted into a pickup truck!
Now that is hauling!
Spotted near Nottingham, UK



Tom Morris sent in the photo on the left showing the setup of his new garage hoist. Maybe the next tech session should be in Sechelt!



GB's Last Morgan Goes International

A brief piece on the well-known local Plus 8 has appeared in Britain's best-selling classic car periodical. Classic & Sports Car magazine runs a regular feature that solicits entries from readers in order to share stories of their personal cars. Tom Morris sent along a synopsis of his recently acquired Plus 8, and it appeared in the July issue. Nice one!



Clockwise from main: 'GB's last Morgan' in its original white-over-black colour scheme; proud new owner Morris; unique interior includes ashtray and radio; Cobra wires give a butch stance; wreckage of 1969 Plus 8 after mudslide



AN IDEAL HOME FOR HISTORIC EXPAT



MORGAN PLUS 8

OWNED BY Tom Morris
FROM British Columbia, Canada
FIRST CLASSIC Jaguar E-type
DREAM CLASSIC Bentley 'Blower'
BEST TRIP Along the Oregon and California coast in an MGB with my late wife, Val

In August 2018, my 1969 Morgan Plus 8 was comprehensively destroyed in a mudslide during a severe rainstorm, but in October I heard through my local club – the Pacific Morgan Owners' Group (PacMOG) – that an iconic car might be coming to the market. The car, known here in British Columbia as 'GB's last Morgan', was a 1972 Plus 8. Come the end of November, it was safely tucked up in my garage and I could begin to savour my new acquisition.

It is in lovely condition, but not so nice as to put me off going out in the rain, and it's not slavishly

original in its specification – which is another plus. Everything is just as I like it, but the most interesting thing must be its history.

The 'GB' referred to in the car's sobriquet was one George Beatty Sterne, a well-known local racer and western Canada's first – and to date only – Morgan dealer. In the mid-1950s, GB fancied replacing his MG TD race car with a Morgan and, without a local dealer, he contacted the Malvern factory direct. The upshot was that, after a bit of back and forth, Sterne's garage became Morgan's west-coast distributor. For nigh-on 20 years Sterne won in Morgans on Sunday and sold them on Monday. Then, on 1 January 1973, vehicle regulations came into effect that halted the flow of new Morgans into Canada. Local lawmakers, fearing their citizens would hurt themselves, had ruled them unsafe.

As the end of 1972 approached and the regulations waited in the wings, GB decided that the last car imported by Sterne Motors would be reserved for his own use. He ordered a Plus 8 decked out in his traditional racing colours of pure white with black wings and black

leather seats. How this car, which was built in January 1973 and shipped from Worcestershire on 5 February, managed to slip past the Canadian bureaucrats has never been adequately explained!

On a trip to the Morgan works at around that time, GB spotted two sets of Cobra wire wheels that appeared to be surplus to requirements. Apparently, the factory had contemplated making them

'Local lawmakers, fearing that their citizens would hurt themselves, ruled that Morgans were unsafe'

available as an option on the Plus 8, but ultimately abandoned the idea. GB was quick to make an offer on one of the sets and had them waiting at his shop when his new car arrived. Those wheels remain on the car today, along with numerous other little 'Sterneifications'.

The rear bulkhead has been opened to expose the space above the fuel tank and the underside of the tail section has been boxed in – allegedly to store the gin! An ashtray and a small, French-made

radio were added to the interior. The bumpers on GB's last Morgan come from GB's first Morgan – a 1957 4/4 in which he won his first class championship trophy in '58.

By the late 1970s Sterne Motors had closed its doors, but GB kept his last Morgan until his death in 1990, at which point it passed to his eldest son, Bill, who unfortunately died last September. Subsequently, the Sterne family decided that it was time to let the car go – and that decision allowed me to become the car's first 'retail' purchaser, almost 43 years after it arrived on these shores. I grew up only a mile or so from Sterne Motors and frequently watched GB win races at our local Westwood Race Circuit, and I now look forward to many happy miles in GB's last Morgan.

WIN! A BESPOKE GUY ALLEN PRINT

Send hi-res photos (300dpi) and 600 words to martin.port@haymarket.com or to the p14 address. For Guy Allen gen see: www.guyallen.co.uk



Peking to Paris Rally 2019

By Alistair Crooks

Editor's Note: The following text and photos were sent to me by Alistair Crooks, who had the good fortune of being able to attend the finish of the Peking to Paris Rally and photograph the Morgan Plus 8 that completed this gruelling endurance rally.

I have just returned from Paris and witnessed the survivors of this event cross the finishing line. This included the Benoit Adelus/ Pierre Elizabe Morgan Plus 8. It finished a credible 28th overall and I am informed by a fellow competitor it had a relatively trouble free run. The attached photos show it had a 4-seater body and had wire wheels which suggested it wasn't an original Plus 8 but it did have the Rover unit bored out to 3.9 liters. Although I didn't get a chance to talk to the entrants, a chap from the Morgan Club of France of which Monsieur Adlus is a member, confirmed the car had been well prepared and modified.



(Editor's note: The car was registered in the rally as a 1967 Plus 8, I take it to mean that it was a 1967 Plus 4 upgraded with a Plus 8 engine.)

Here are another 2 photos taken in the Place Vendome after the cars had crossed the line. The blue tarpaulin was placed under the car to prevent oil drips and was applied to all the vehicle in the parc ferme.

Paris was too hot for me but fortunately we had cloud cover on Sunday so it was more bearable. Most of the competitors I spoke to claimed the last 20 km in Paris traffic were the most nerve wracking; so near yet so far and the journey took the best part of an hour in dense French traffic - read "organized mayhem!"



MORGAN AT THE GENEVA MOTOR SHOW 2019

By Morgan Motor Company



The Morgan Motor Company celebrated 110 years of hand crafted British sports cars at the 2019 Geneva International Motor Show.

The company made a significant model reveal at the show, debuting the next generation of Morgan sports car, the all-new Morgan Plus Six, and the new CX-Generation bonded aluminium platform that underpins it.

Two 'first edition' Plus Six models were displayed alongside an exposed CX-Generation architecture display. Also revealed on the stand was the Plus 4 110 Works Edition model, built to celebrate 110 years of the Morgan Motor Company. The new models were also joined by a Morgan 3 Wheeler 110 and a Morgan Roadster 110.

A landmark announcement was also made at Morgan's press conference regarding the long term future of the Morgan Motor Company.

Upgrading a Restored a 1957 Morgan 4/4

By Bob Wadden

Like many people in the Club, I've had a lifelong misguided obsession with British cars. I've had a 1960 Sunbeam Alpine (to drive), a 1961 Sunbeam Alpine (for parts), a 1972 Lotus Europa Twin Cam (don't use as daily driver), a 1986 Jaguar XJ12 (for masochism), a 1960 Rolls-Royce Silver Cloud II, a 1947 Silver Wraith (insane restoration), and a 1990 Silver Spur II. (I won't talk about my 1992 Range Rover.) After selling the less than exciting Spur, I managed to go several years without giving in to my need to pour money into a hobby car.

A friend in the RROC, however, had continued to press me to get back into the hobby and particularly back into a Rolls or Bentley. On the other hand, my lovely wife, Alexis, insisted that if I was to get anything, it wouldn't be another ponderous land yacht (in her view).

So when I mentioned to the friend that I didn't mind the look of Morgans, he promptly informed me that he knew of 4/4 for sale in Qualicum Beach. The car had been restored about 14 years earlier –body, wood, paint and chassis. Its only drawback was that it had its original 1172cc engine, complete with 36 horsepower. (Incidentally, my lawnmower has 27HP) This was no problem, I was told, because larger replacement engines were easy to find and install.

So off we went to the Island to buy the car. It was indeed a beautiful thing. It has been restored, as noted, but then parked for more than a dozen years. Looking at the underside, it did not appear to have been driven in the rain. The restoration was almost complete, with the exception of carpeting, some interior trim and a few clips on the new top. Also the side curtains had no windows or trim.

Well, I bought the car and my friend kindly trailered it to a mechanic friend in Vancouver. He got the car "running" and installed new brake pads front and rear. Driving the 70KM drive to my house in Maple Ridge was a frightening experience. The small engine was absolutely gutless and kept stalling. The three speed transmission didn't help, not did the fact that the stick shift lever came out of the firewall. Every time you made a shift you whacked your knuckles on the dash.



I determined that the electric fuel pump was not working properly so I contacted a local British car parts supplier. He sold me a German made pump for \$360 which he said would work perfectly. So I installed that and took the Morgan out for a test drive. I managed to get about 20km before having to phone BCAA to send a flat deck out to rescue me.

At home, upon inspection, I noted that the pump was sending far too much gas to my tiny carb and that when I stepped on the accelerator, gas would shoot out of the carb. (If you haven't already realized, I am no mechanic.) At the same time as all of this, I drained the water out of radiator and noted that it was full of rust. I suspect the previous owner hadn't used antifreeze. So I had a brand new radiator made up from scratch and did my best to flush out the engine.

During all of this, I was searching for a bigger engine and transmission, both of which would make the car safer to drive. It turned out that finding a suitable 1500 or 1600cc engine, typically used in Morgans, was not all that easy. I looked at several and was not thrilled. I even considered buying a fully rebuilt one from England.



In the end, however, I contacted Jim Walters who said he had exactly what I needed. I've known Jim for a number of years through the Rolls-Royce Owners' Club. He not only had all of the bits, but also a wealth of experience. His challenge, of course, was that he already had a vast number of customer projects underway and there was no guarantee as to when my car would be completed. (How long could it be? Restoration of my 1947 Rolls by others took 11 years)

So I gave Jim the go ahead and he immediately found a suitable 1600GT engine block in his stock. This was in late 2016.

The grand plan was to have the car ready for the ABFM in May 2017. That morphed into many other dates until I finally took it home in mid-January 2019.

In Jim's defence, like many other projects, the list of

things to do continued to grow, all of which contributed to the delayed completion time.

I wasn't a fan of the stock 135-400 tires on 16 inch steel rims with centre hub caps, so I bought wire wheels, complete with Vredstein 165HR15 tires. These wheels, of course, meant I also needed to get bolt on adaptors. But, hey, while we're there, let's replace the front drum brakes with disks. Of course we'll need more robust, competition spindles and chromed kingpins. And the new disk brakes have to be the same as used on a Plus 8.



The old single system braking master cylinder had to go. Separate front/rear braking would be safer. The horrid handbrake, which also emerged from the firewall, was replaced with one from an MG Midget, mounted on the transmission tunnel.

The new 1600GT engine has a 711M-6015BA block, first used about 1970. He added a rally cam, a two barrel Weber 32/36 DGEV carb and exhaust headers. New engine mounts were required. We scrapped the old dynamo for an alternator and switched to negative ground (I can now use LEDs!).

The new engine didn't quite line up with the new radiator that I had built. Jim found an exotic top hose that might have worked, but, in the end, he moved the rad top connection to a new one directly opposite the engine. This allowed the use of a standard hose from a TR6.



And why use a four speed transmission when we could add a Ford T9 5 speed type used on cars from the early 80's up. The first bell housing didn't fit, so we had to source one that would work (more \$\$\$). Naturally the transmission meant Jim had to fabricate a new transmission tunnel. And yes, the drive shaft had to be shortened.

Changing the spindles on the front meant we no longer needed wire wheel adaptors. We weren't, however, so lucky in the rear. The rear adaptors we bought wouldn't fit my 1957 vintage rear end. We considered other rear end substitutes, particularly an early MGB unit that he had in stock that didn't need the adaptors. In the end, Jim used the rebuilt 1968 rear from his own Morgan project. With adaptors and new tires, it's only slightly wider than my old tires.

He scrapped my useless \$360 German fuel pump, using a mechanical unit on the engine. Shoulder seat belts were added and the 1957 vintage heater was useless, so Jim rebuilt and installed a unit from a Triumph Spitfire.

The sender for the fuel tank wasn't working so I removed it to have a look. What I found was that it was covered with some sort of coating, as was the gas tank interior. Not only that, but the coating was badly flaking off. Concerned that this was going to get into the fuel system, I took the car to radiator garage. They decided it could not be cleaned and built me a new tank out of aluminum.

Unfortunately, on my first run with PACMOG in the Spring, the car sputtered and died, coincidentally beside the service garage I had been using, and on a weekend. Tom Morris did everything he could to get it going by the side of the road, to no avail. So I had it towed home and then back to the garage on Monday. Somehow, crud from the tank had bypassed the fuel filter and clogged the carb. (It still took another visit to Jim Walters to get the carb set up correctly.)



With a different rear end and transmission, the speedometer was no longer correct, then it just stopped working altogether. I've sourced this to the speedo drive gear on the side of the transmission that connects via the cable to the speedometer. For some daft reason, the coupling for this gear to the cable is made of plastic, which has split. Officially this gear is no longer available, but Morgan Spares has found a replacement in England. The gear is held in place by a seal, which is leaking badly, so I'll be replacing this as well.

It was originally both my understanding, and Jim's, that the transmission was a T5. When I first started driving the car, I found shifting to be difficult, so we replaced the gear oil with a lightweight synthetic recommended for T5's. This did not solve my shift issues. So I called Morgan Spares who had originally supplied the transmission and found that it was a T9 not a T5. That led us to realize that a heavier gear oil was required, so we switched to Redline MTL which is 75w80. It worked much better (until it leaked out from the aforementioned seal.)

The original side screens that came with car were just frames, which had been chromed for some reason. Fortunately, a brand new set came available, complete with bag. Unfortunately, they do not quite fit and will need some tweaking.

My old Brooklands style steering wheel had wire spokes which, for some inexplicable reason, had been “cut” and then re-soldered. Plus the old plastic had a few cracks. Fortunately a replacement wheel with hub was available.



I’m considering having a roll bar made since the car came equipped with brackets in the rear seat. I don’t tend to drive fast, but I’m hoping it will provide another measure of safety, both in a rollover and in a side impact.

Because our cars are somewhat invisible, I definitely plan to improve its visibility. That will mean adding front/rear side lights and much better rear brake lights. The current brake lights are very small and are angled with the fenders, making them almost invisible to people following. I’m hoping to upgrade them to separated lights on stalks. To improve brightness and therefore safety, I’m thinking of LEDs for all lighting. I’ve already changed the old mechanical flasher to the electronic unit that is required for LED’s.

A later project will be to replace the wiring, which works fine, but is a bit “long in the tooth.”

Over the winter, I’m going to have the carpeting and other interior bits completed. The folding top that came with the car wasn’t quite completed and will need to be adjusted to work with the new side curtains. I also need a new tonneau to be made.

Only one key came with the car so I bought one from Morgan Spares CDN\$12. It was only then that my local key shop found that they did have it available for \$3.



I’ve ordered supports for the front bonnet, because just flipping it open isn’t good for metal fatigue.

Lastly for this report, I need some more instrumentation. The car did not come with a tachometer which would be helpful. Nor did it come with a temperature gauge which would be very useful when driving in heavy traffic on a hot summer’s day. I didn’t think these gauges would fit until I found some pictures of a car similar to mine that had them in place.



So far, I’ve essentially now got a rebuilt chassis, to go with the rebuilt body. However, I’m sure that all of you long term Morgan owners have been through much of this and will tell me that this is only just the beginning. I’ll write another progress report later unless I decide to give up and buy a Miata!



(Bob Wadden Photos)

Hopefully, no more of this!

Morgans in the Movies

By Steve Blake

Munster, Go Home

Starring: Fred Gwynne, Yvonne DeCarlo, Al Lewis, Butch Patrick, Debbie Watson, Terry Thomas

This 1966 Munster movie directed by Earl Bellamy was the first and only time the Munsters filmed in colour. The movie is worth watching for a number of classic sports cars including XKE, MGTD, Triumphs, Ferrari, and Mercedes Benz.

The Plot from Wikipedia:

Herman Munster (Fred Gwynne) and his wife, Lily (Yvonne De Carlo) learn from Cavanaugh Munster's will that they have inherited an English manor known as Munster Hall in Shroudshire, England, and that Herman has inherited the designation Lord of the Manor as "Lord Munster". The family boards the famous American transatlantic passenger ocean liner SS *United States* (in its last years) to England. Herman gets seasick, Marilyn (Debbie Watson, replacing TV series original player Pat Priest in a controversial move) encounters a new love and suitor Roger Moresby (Robert Pine). Grandpa (Al Lewis) gets turned into a grey wolf upon accidentally consuming a wolf pill. Grandpa has to be sneaked through British immigration and customs.

Cousins Grace (Jeanne Arnold)

and Freddie (Terry-Thomas) are furious that the American Munsters are getting the manor, and that Herman will be Lord Munster instead of Freddie. Grace and Freddie, with the help of Lady Effie (Hermione Gingold), try to get rid of the Munsters, so the estate can be theirs. The American Munster couple feels right at home when Herman's English relatives try to scare them. Freddie disguises himself as a ghost, but screams and runs away when he encounters Herman. Grandpa sneaks out of bed to find out the secret of Munster Hall: a counterfeiting operation is at work in the basement.

Later, Herman enters a race, driving Grandpa's custom dragster, the "DRAG-U-LA". Grace and Freddie attempt to interfere with him winning the race, by setting up a plot to kill him. Herman wins the race with the help of Lily. The British Munsters, including their butler, Cruikshank (John

Carradine) are all exposed and apprehended by the police authorities. Herman captures Freddie and Grace by tossing tires on them. Lady Effie is sent to Shroudshire's police station with her butler by Lily and Eddie (Butch Patrick). Herman and his family donate the land and Munster Hall to the city for historic preservation.

Roger and Marilyn get together and hope to see each other again. Herman and his family head for their American home.



Re-registering my Mog in BC

By Don Allen

What an ordeal! My 1988 Morgan plus 8 was originally an Isis Import from Bill Fink. He imported the cars with no fueling system, and among other modifications to meet US safety standards, the vehicle was equipped with propane fueling; 18-gallon tank, carb and pressure fuel gauge.



The car made its way via various owners to Montreal, where I purchased it about 12 years ago. It was shipped to the Beers in Bolton Ontario who checked it over and certified it. I drove it on propane fuel for a few months, but long-



distance touring was a problem because of the uncertainty of propane availability, particularly in the USA.

I made the decision to convert the car to petrol, but not before one critical change,

Ontario had introduced Drive Clean (emission testing) a number of years before, whereby vehicles 1987 and older were exempt, and 1988 and newer were forever required to under go the test every two years. Had I changed over to fuel-injected, it might have passed the requirements, but I wanted it to be carbureted.

Morgan's in US come in with only the chassis number as the vehicle identification number, so Bill Fink VIN'd it with the familiar 17-digit number the car the year it was sold, 1988.

I received with the car a photo copy of the original import certificate showing that the car was built in 1987, so with the help of the Beers, I requested and received from the factory, a letter declaring that the car was built in 1987.

And with that letter and 20 minutes in the local Ministry of Transportation office in Ontario, the car was re-VIN'd to 1987.

With that, the car underwent conversion to petrol fueling and many other engine performance modifications, including a four barrel weber carb, fast road cam, roller chain timing belt, Librands stainless exhaust, Datsun 240Z aluminum finned rear brake drums and Porterfield racing brake pads front and back, MSD ignition with a blaster coil and Pertronix coil pick up, and a Quaife differential. I topped it off with Falken Azina tires. The end result was spectacular. There were only a few cars that could beat it off the line.



Then the move to BC. And the problems began. I had Ontario ownership and a 1987 VIN number that didn't match the 1988 one on the vehicle. It was never a problem in Ontario (good thing I didn't try to sell it there) but is has been here in BC. On the vehicle safety certificate here in BC, I asked the shop to use the VIN number on my ownership showing 1987. It was when it came time to insure the car that the problems began.

Hours on the phone with ICBC got me nowhere. It was evident that the car could not be registered here as a 1987, that I would have to revert to the original 1988 VIN.



Back to the shop where it underwent the safety inspection. The previous owner said he would change the VIN. That was almost three weeks ago, and I'm still waiting. Meanwhile, my Ontario plate has expired (on one's birthday) so my MOG is languishing in the garage, wasting this marvelous driving weather. No trips to Whistler, to visits to Washington state.

Hopefully my ordeal finishes soon.

(Editor's Note: Before we went to press, Don informed me that the insurance agent arrived with his plates! Now we need a drive so we can all see his car.)



(Don Allen Photos)

Charged P(articles)

What to Drive When Not in a Morgan!

By Steve Blake

Susan and I met up with Steve and Celia Hutchens for lunch at El Gitano in Bellingham. They drove their new acquisition, a 2017 BMW i3. They had previously told us of their search for a new car and our talk centred on hybrids and electric cars as the wave of the future. Our discussion even touched on a member of one of our local MG clubs who is converting an MGTD into an electric car. Steve and Celia test drove the Nissan Leaf, the Chevrolet Bolt, and gave fleeting thoughts to a Tesla, but the one that stole their hearts was the BMW i3 "Panda." The car is nicknamed "Panda" due to its black and white colour scheme.

Celia drove Susan in the car and she came back with two thumbs up. Steve let me do a test drive and I could see how Susan got the big smile on her face. The car corners well due to the wheels being close to the corners. Acceleration is brisk doing 0-60 mph in about 7 seconds. There is no range anxiety as with a pure electric car. In this one, the main engine is electric and you get about 150 miles on a charge. The car has a range booster which is a gas engine of 650 cc that extends the range for about another 90 miles. This will get you to a service depot for a recharge or more gasoline. Also, gasoline can be brought to you, if you ran out of gas like with a conventional car. Pure electric cars see their ride home on a flatdeck if out of charge.

The vehicle uses regenerative braking that replenishes your electric reserves and also allows you to come to a stop without having to use the brake pedal. Steve says you get very good at taking your foot off the gas (should we say taking your foot off the "go" pedal or the "electric" pedal?) ...and coasting (or rather regenerative braking without using your foot) to the exact stop you want.

One interesting feature on this car is the navigation system. It has an energy efficiency mode. It will plan your route taking into consideration distance, hills, and speeds, calculating the most energy efficient way to get you to your next destination. You may drive slightly further but avoid a hill that would consume much more of your battery charge.



All in all, this is a good car that is two inches wider, five inches taller, and 19 inches shorter than a Mazda 3. Interesting thing to note is that the frames for these cars are made of carbon fibre and fabricated in Moses Lake, Washington. The frames are shipped to Germany for the final complete assembly of the car. Quality, fit and finish are up to BMW standards and I am sure Steve and Celia will see many happy miles with this car.

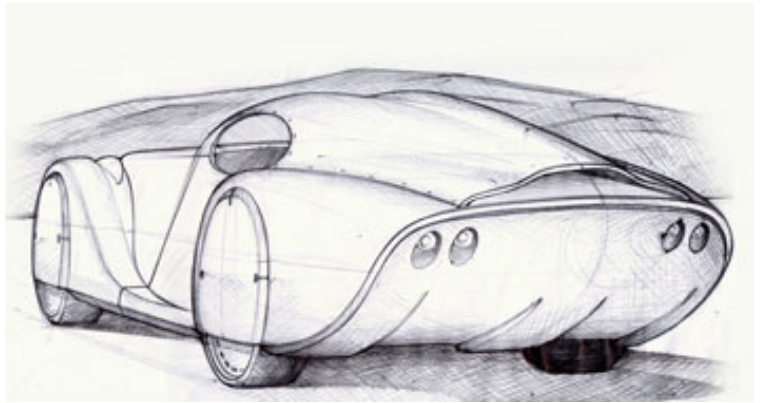
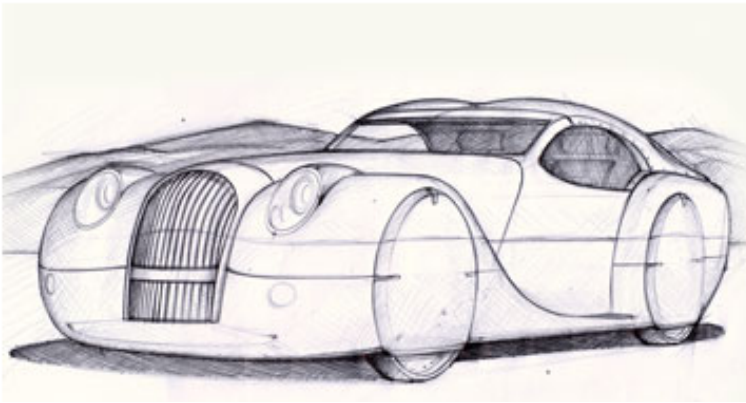
The Morgan LIFECar

By Steve Blake

In May, 2010, I was fortunate enough to be at the Morgan Motor Company factory in Malvern Link just as the Morgan LIFECar was being returned to the museum. This car is the culmination of an over two-year project between Morgan Motor Company, Oxford University, Cranfield University, Birmingham City University, QinetiQ, OSCar Automotive, and RiverSimple. The UK's Department of Trade and Industry contributed funding for this almost two million GBP project.

The LIFECar is based on an Aeromax aluminum chassis and the body was designed by Matthew Humphries and formed by Morgan's master-metalworker David Cole. The low-drag car is powered by natural gas fuel cells and four electric motors, one at each wheel. The car was to have a 1000 mile range, weigh less than 800 kg, 15 mile totally electric range, and would do 0-60 mph in 7 seconds.

I spoke with the tow-truck driver as he was unloading the LIFECar. He said it was "the bane of his existence," as the tires would always go flat and the windshield was not attached at the front. He had to use tape to hold it in place so it would fly off when he was driving along the motorway. Pushing the car around was tricky as the front pillars were taped in place. At this time the car had no motor and was carefully pushed where it needed to go as it made the circuits advertising Morgan Motor Company's look into the future.



(Photos submitted by Steve Blake
Drawings courtesy of Morgan Motor Company)



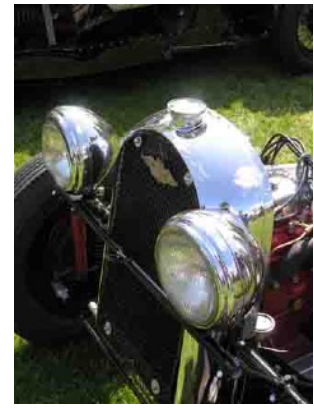
Morgan Motor Company Community Survey

Morgan has emailed a survey to find out some information about the “Morgan Community.” With all of the different social media platforms and ways of getting information disseminated, all companies are struggling with the challenge of deciding how to send out information and what information should be sent. The demise of the print magazine and the need for timeliness and cost-effectiveness is driving this endeavour. If you receive one of these surveys, please help the Morgan Motor Company by taking the time to fill it in. It only takes a couple minutes.




Morgan Historic Register (MHR)

By Machiel Kalf



If you have not registered your Morgan with the Morgan Historic Register yet, you will find below the form you need to fill out to send to them. Thank you to Ron Fermont for making the process a little easier than in the past.

MSCC Morgan Historic Register			
Data Requested for car registration:			
Pre-Registration Report			
Asterix * indicates important register data.			
Morgan Model: *		No: of Seats: *	
Chassis No: *		Engine Type & Engine No: *	
Licence Plate No: *		Original Licence Plate No: *	
Colour Now: *		Original Colour: *	
Manufacture Date: *		Date Purchased by you: *	
Road Wheel Type: * (Steel, Wire, Alloy)		Interior Trim Colour & Type:	
Modifications:			
History Notes; (Gearbox, Body & Axle Nos. if known)			
Owners Name: *		Email Address: *	
Address (Road/Town):			
County / State: *		Country: *	
Post Code / Zip:		MSCC No. (if relevant):	
Telephone:		Mobile (Cell) Tel.: *	
YOUR PERSONAL DATA WILL BE KEPT SECURE.			
By requesting to register your car(s) with the Morgan Sports Car Club – Morgan Historic Register (MHR), you are consenting to us storing your data so that we may provide you with the services and benefits of the MHR. Your data will be stored securely, and we will not release your information to any third parties unless you expressly allow us to do so.			
Please return to Ron. at: fba@zeelandnet.nl			

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Soldering gas tanks and working in the finishing shop in 1978.





Pacific Morgan Owners Group

Website Report

By Tom Morris

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.

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. Anyone who has comments or suggestions, please get in touch, either through the website or to my personal email (tomm8847@telus.net).

Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Aug 15	Sunshine Coast Run	PACMOG	9:50am ferry to Sunshine Coast, 2+ hrs run followed by lunch.	Tom at tomm8847@telus.net
Sept 7	The English Car Affair in the Park (Saturday) plus Sunday drive/lunch	OECC - S. Island Branch	9:30-3, Govt House Victoria	Details at https://www.oecc.ca/sib/events/english-car-affair-in-the-park
Sept 6-8	Portland ABFM	PABFM	see link	http://abfm-pdx.com/2019
Oct ?	October Run	PACMOG	TBD	TBD
Nov 3	London to Brighton Commemorative Run	OECC	9am-2pm. Details TBD	TBD
Dec ?	Xmas party		TBD	TBD

PACMOG Sunshine Coast Run - August 15

Tom Morris is kindly hosting a run on a THURSDAY!

He will be taking us on a 2 hour and 15 minute adventure around his beautiful countryside, followed by lunch at the Backeddy Pub.

Book for the 9:50AM ferry from Horseshoe Bay to Langdale and on the 5:55PM return. Tom says that anyone who wants to could come back to his place for coffee and catch a later boat is more than welcome. (He has an interesting shop)

If you'd like to join us (or ask questions), please let Tom know at tomm8847@telus.net by August 10 so he can make reservations for the pub.

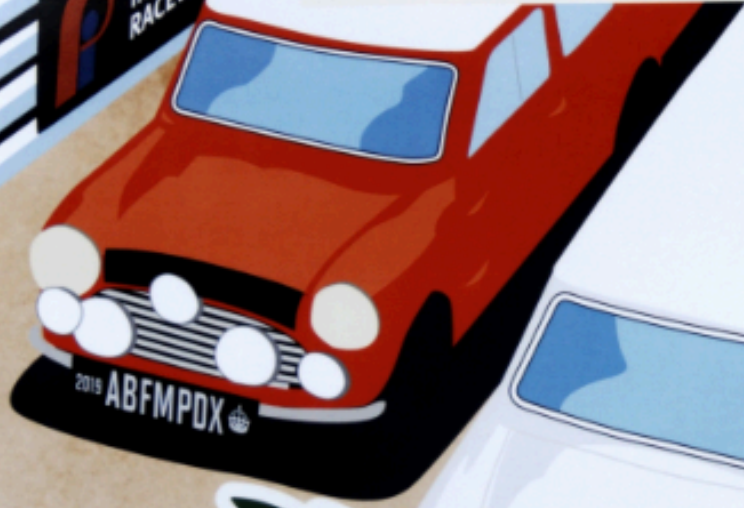
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W/ ADULT

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September 6, 7, 8, 2019

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INTERNATIONAL
RACEWAY



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Featuring Special Guest:
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We are delighted to invite you to the Seventh Annual Sea to Sky All British Rally!

Saturday September 21, 2019

You are invited to join one of the last British car runs before we put our beloved treasures away for the winter.

The rally will consist of a scenic drive from North Vancouver, along the Sea to Sky Highway, to the final destination of Whistler, BC. While taking your time to enjoy the views along the way, you and your co-pilot can also participate in a small rally questionnaire.

We will start the morning with coffee and donuts at 8:30am at Silk Cat Automotive, 1053 Churchill Crescent in North Vancouver. We will begin making our way through West Vancouver and up onto the Sea to Sky Highway 99. The first cars to embark on the scenic 120km drive will be at 9:30 am with the last car departing North Vancouver by 10:00am. Upon arriving at the Whistler Olympic Plaza, rally participants will be greeted by a welcome committee who will assist with parking all the British beauties. We will be displaying our vehicles in the Olympic Plaza for the day so that you can take a look at the other cars, enjoy some lunch, or even take a leisurely stroll around the village.

The car display portion of the Sea to Sky All British Rally will end by approximately 3:00 pm for those who would like to head back to Vancouver. The last car to leave the Olympic Plaza will be by 3:30pm.

There is some hotel information for those who would like to stay the night and enjoy a great meal with old and new friends in one of the many great restaurants Whistler Village has to offer.

Click here for more information:

<http://www.seatoskyallbritishrally.com/>



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

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

Recent Sales and Auctions



1980 Morgan 4/4 1600 5-speed sold on Bring a Trailer for US\$26,000 on June 20, 2019.



This 1960 Morgan Plus 4 will be auctioned August 17-19 at the New England Auto Auction, Owls Head, Maine. 207-594-4418



Testing helmets in 1912

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

The Morgan is presently enjoying a total inspection/renovation by a very experienced mechanic. Soon we will have a more detailed report available. And the mechanic will be pleased to discuss and answer questions.

Briefly, the Mog is a 1956 Plus four, totally restored about 4 to 5 years ago and very little used since! It has had one-owner status since 1966. It will soon be offered for questions/inspection to serious enquiries.

Contact Tony Hoar tonyhoar@shaw.ca

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



1957 Morgan 4/4

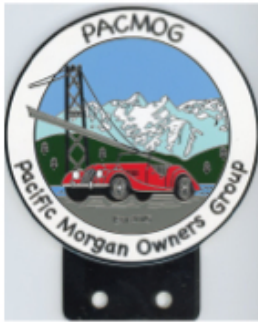
We are asking \$38,000.00 for this well-maintained, British Racing Green Morgan with black fenders. It has always been kept indoors. This right hand drive 1957 Morgan 4/4 has the 1600 cc Ford Cortina engine. It has a new battery and soft top. It was completely restored by the previous owner and well 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 for more details.



PACMOG Regalia

Contact Brian Nixon for any regalia requests nixon.b@outlook.com

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

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

Martin Beer & Stephen Beer

933093 Airport Road
Mona, ON L9W 6C7
cmcmogrbc@gmail.com

905-857-3210



Steve Sillett

Delta Location:

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

Vancouver Island Location:

9709 Youbou Road
Youbou, BC V0R 3E1

604-530-1433

www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

#410 - 20170 Stewart Cres.
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.

