



The Morgan Link

Vol 4 No 2 The Magazine of the Pacific Morgan Owners Group Mar/Apr 2019



From the Editor's Desk...

Lots of interesting things happening over the last couple months! Of course, the big new is the sale of Morgan Motor Company to the Italian firm Investindustrial. The way the sale is structured, the Morgan family still retains some ownership as do the employees. This is going to give an infusion of cash into the company and hopefully the product will remain true to the Morgan legacy. It is too soon to tell, but neither Aston Martin or Ducati motorcycles are hurting from their past partnerships with Investindustrial.

Our first drives of the year have gone well but it was unfortunate to hear that the tech session set up by Ken Miles had little interest and the event was cancelled. We have another tech session of a different type planned for May 11. It is important that you let your events coordinator, Bob Wadden, know right away if this is an event you will support. We have a small number of members planning events and it is a shame if they go to the work and few support them. Please let Bob know what type of events you want and which you are willing to support.

The Morgan Link is going to be published as often as possible but currently I am aiming for 8 to 9 issues a year. This will be based on the number of articles submitted to me and time available to put the magazine together. It takes approximately 80 to 100 hours to put together each edition and sometimes I find myself scrambling for time! I hope you are enjoying the Morgan Link and it is of value to you.

Thank you again to my contributors! Without the great articles you send me, we would not have the variety needed to make an interesting magazine. I try to get a mixture of articles on club events, restorations, Morgan news, and some general automotive interest pieces. If there are other types of articles you would like to see, please let me know. I am also looking for people to put their names forward for doing Member Profiles. I don't like to hound people and appreciate if you would prefer to remain private. All ideas for articles are greatly appreciated and anyone wishing to write their own article is most welcome.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

April 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 - April 2019

By Ken Miles, Chairman

As I sit down to write this report, I cannot help but reflect on the first 3 to 4 years of our club. We have progressed through several highs and lows but I believe the trend has been continually upward. We have survived and are now 81 strong. As a club, we still suffer from lack of participation at our events, but even this seems to be coming stronger as we progressed through the past year.

Many of us belong to other British Car Clubs and this lack of participation is a common theme to the point where other car clubs are talking about sharing events. We Morgan Drivers have always been an independent group and were proud of our monthly events which generally were driving ones. I implore you all to come out to these drives, support your executive and volunteer to help us continue to keep these drives going. If we do not keep these drives going, we will suffer the fate of other clubs. There is nothing worse than a lonely Morgan sitting in the garage covered with dust.

If any of you would like to take a more active part in the club, come to our AGM and express your enthusiasm and put your name up for a position or any other activity of the club.

Some of you might have been on the last run and seen the picture in the Link of Tom Morris receiving the BCCI Medal for 2018. Each year, the BCCI awards this medal to a member of each participating club on the recommendation of the club executive and its members. Tom took a vital part in the writing of our present bylaws and constitution. He also, by default, took over the Website and built it into what it is today. He also planned some drives for us and if he did not want to attend some car shows as a participant, he showed up for support. For these reasons, he was awarded the medal.

As many of you know, this will be the last report I write as Chairman. My term ends at the AGM in May.

I continue to look forward to meeting you in the future.

Good luck and thank you for your support.

Ken Miles

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Welcome to Our New Members!

Welcome Back!

Ron and Yvonne Theroux
1958 Morgan Plus 4, 4-seater with trailer

Cover Photo Credit:

The cover photo this month is a photo taken by Steve Blake on our run last October to the Wellbrook Winery in Delta. Pictured are the Morgans of Dave Collis, Steve Blake, and Jane Cowan.

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, Pat Leask, Susan Blake, Bob Wadden, Pat Miles, Dave Collis, Lorne Goldman (GoMoG), Tom Morris, Frank Gruen, Machiel Kalf (Morgan Historic Register), James Gilbert (Morgan Motor Cars)

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PACMOG Constitution:

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

The Olde Dewdney Run - March 16, 2019

By Dave Collis

After a long spell of cold and nasty weather, the Gods smiled upon us and we had a day of sunshine and dry conditions.

Entered for the run were the following in Morgans; Dave Collis and friend Iain, Ken and Pat Miles, Bob McDairmid, Les and Melissa Burkholder, Tom Morris and guest, Malcolm Sparrow, Alayne Brunt-Tompsett, and Bob and Alexis Wadden. Herb and Shelley Ginther drove their Mazda.

We started off with a short run into the Pitt Polder area and eventually back to the Dewdney Trunk Road.

Before we crossed the dam, we lost Bob and Alexis, Tom Morris and Herb and Shelley.

Turns out Bob had a dirty fuel situation and a plugged carb, so, as he put it, "A failure to proceed." He had a new fuel tank made for the car, but the old, crappy, dirty fuel was poured back into the new tank!

None of us had Bob's phone number, so we eventually carried on.

After doing the notorious "twisties" on Stave Lake Road, the group had become separated and some were lagging behind. This caused us up at the front to have to slow down, now I'm running out of time!

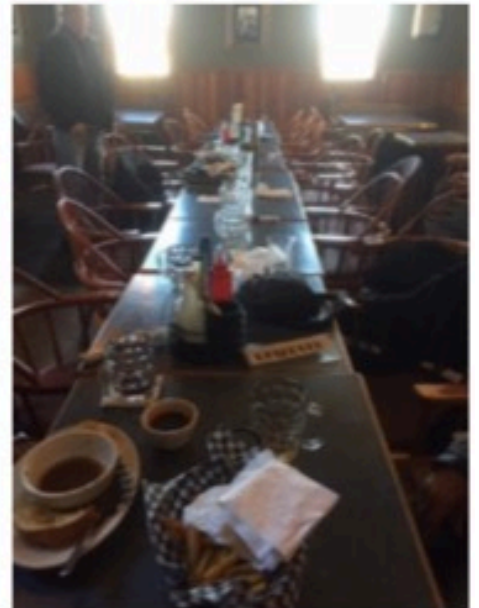
We phoned the Pub to get a 15 minute extension on the time, but I still had to abandon a good portion of the run due to time constraints.

On my last dry run, 2 days before the event there were no traffic or construction restrictions, other than the one I already knew about. To my surprise, there was a work crew on the Dam...on a Saturday! This held us up a little, but the big surprise was at the railway tracks at Lougheed and Sylvester. The run was to cross the tracks so we could approach the pub from the back side, but CPR had the tracks dug up for replacement!..fortunately, an easy fix.

We all managed to park at the pub, and Tom showed up a little later, having taken a direct route along with Herb and Shelly in the Mazda, whom I believed also had some car trouble...these modern cars..so unreliable!!



(Pat Miles photos)



Investindustrial Acquires Majority Stake in Morgan Motor Company

5th March 2019 – Investindustrial has today announced the acquisition of a majority stake in Morgan Motor Company Ltd (“Morgan”), the iconic 110-year old British sports cars manufacturer. Terms of the transaction were not disclosed, and it is expected to complete in April 2019. The Morgan family will continue to act as stewards for the brand and retains a minority shareholding. Meanwhile, for the first time in its history, the management team and all employees will have a share of the business. The investment is executed without financial debt, and Morgan will have a positive net cash position upon closing of the transaction. The investment in Morgan is made by a separate fund (with a different strategy) from Investindustrial V L.P. (whose investment subsidiaries hold a stake in Aston Martin Lagonda Global Holdings PLC).

Founded in 1909, Morgan continues to this day to hand-build premium sports cars with a classic design in its historic factory in Malvern, UK, which is visited by more than 30,000 enthusiasts each year. With revenues of £33.8 million and net profit of £3.2 million in 2018, the company sells around 700 cars per year including a portfolio of iconic car designs and a unique 3 Wheeler manufactured using three



core elements: ash, aluminium and leather. The Morgan brand is synonymous of quintessential British craftsmanship, elegance, performance and design. Morgan has a loyal and active owners' community with more than 5,000 members and 50 clubs globally.

As part of the transaction, and as a sign of its long-term faith in the company and the wider British automotive sector, Investindustrial will support Morgan to accelerate new product development, after the launch today of the new Plus Six at the Geneva motor show, the first to adopt the company's new CX-Generation architecture, increase global distribution and broaden customers' experience with unique events, enabling Morgan to fulfil its global potential as an iconic maker of hand-built British sports cars. In supporting the company, Investindustrial will leverage its vast experience and track record in the automotive industry, developed through a number of successful investments over the last 30 years, such as Aston Martin and Ducati.

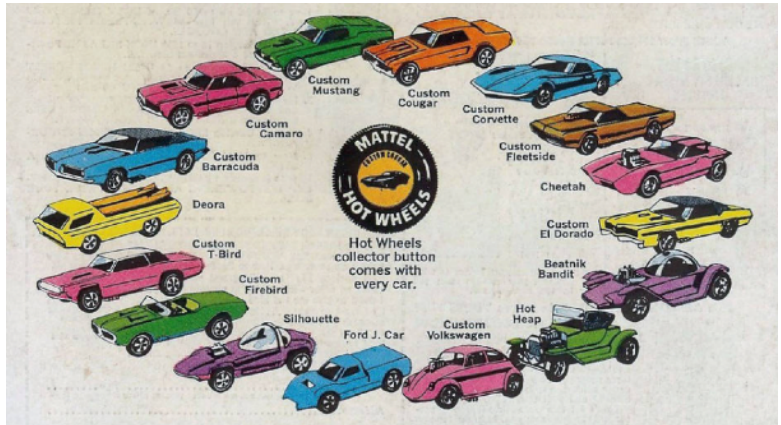
Morgan will continue to focus on its niche classic segment within the automotive sector, with bespoke manufacturing, hand-built products, and the use of ash remaining central to its strategy. Investindustrial will work closely with current management and the wider Morgan family to make sure that future development of the business will be respectful of and remain true to the company's unique heritage.

In case you missed...

By Steve Blake

Hot Wheels Celebrated Their 50th Anniversary

After Mattel's success with the Barbie Doll for girls, they thought they should do something for the boys. Hot Wheels was the answer with the first toy sold being a Chevrolet Camaro. The most valuable is a 1969 VW Beach Bomb in pink with surfboards. Only one is known to exist and its value is estimated at over \$100,000. Mattel sold 16 million cars in its first year and over 4 billion since.



The earliest Hot Wheels reflected to popular cars of the day – with Ed "Big Daddy" Roth's "Beatnik Bandit" and the Alexander Brother's "Deora" sold alongside custom Ford Mustangs and Chevy Camaro coupes, Hot Wheels was bound to capture the imagination and attention of car crazed kids.

PHOTO BY COURTESY: MATTEL

John Harold Haynes OBE 25th March 1938 - 8th February 2019

The Haynes International Motor Museum announced the death of John H Haynes OBE, the creator of the famous Haynes Manual, founder of the Haynes Publishing Group PLC and the Haynes International Motor Museum. John passed away peacefully surrounded by his family on the evening of Friday 8th February, aged 80, after a short illness. John was a kind, generous, loving and devoted husband, brother, father and grandfather, who will be missed enormously. Our thoughts and prayers are with his wife Annette, his brother David and sister Mary, his sons J and Chris and their families.



Introducing the **Morgan Plus 4 110 Works Edition**



Morgan Motor Company is delighted to continue celebrations for its 110th Anniversary with the introduction of the Plus 4 110 Works Edition. Launched today (March 5th) at the Geneva International Motor Show, this latest special edition is born out of the recently introduced 110th Anniversary range of Morgan models. Representing the ultimate four-cylinder Morgan, the Plus 4 110 Works Edition benefits from a range of visual and performance upgrades.

The design and introduction of the Plus 4 110 Works Edition has witnessed a number of departments across the Morgan business entering their own vision of the perfect Morgan Plus 4 specification. These were optimised by Morgan Design alongside Morgan's in-house racing division AR Motorsport to create, in Morgan's opinion, the ultimate Morgan Plus 4. Continuing to operate proudly under the ownership of the founding family, the Morgan Motor Company is the world's longest established, privately-owned automotive manufacturer.

The Morgan Plus 4 110 Works Edition is available to order today from Morgan Dealerships a, discover more at the link below.

Introducing the all-new **Morgan Plus Six**



In its landmark 110th year in business, the Morgan Motor Company is excited to introduce the next generation of Morgan sports car, debuted today at the Geneva International Motor Show. The all-new Morgan Plus Six is, without exception, the most dynamically capable Morgan ever produced. Further extending Morgan's unique blend of craftsmanship and technology, the Plus Six celebrates Morgan's timeless design, underpinning it with the newly introduced CX-Generation aluminium bonded platform and the latest BMW powertrain.

An expanding in-house Research and Development team, a growing list of strategic technical partners and an extensive testing programme ensure the Plus Six is the most thoroughly developed Morgan product to date.

The Plus Six represents several firsts for Morgan, most notably the first time the company has utilised a turbocharged engine. The BMW 2019 B58 TwinPower Turbo inline 6-cylinder engine is a latest generation BMW powertrain and Morgan has worked alongside BMW to fine-tune the performance capabilities of the Plus Six.

A closer look at the iconic Morgan silhouette gives a number of clues to just how radically different the Plus Six is to any other Morgan model before it. Subtle vents provide a hint of the raw power and performance that underpin the beautiful flowing lines of the exterior. Make no mistake, whilst familiarly Morgan, almost every part of the Plus Six has been refined or redesigned, with less than one percent of the 4,000 parts being shared across other Morgan models.

A completely redesigned cabin celebrates the natural materials used within Morgan craftsmanship, as well as offering greater levels of personalisation than ever before. The new cockpit is more driver focussed and encompasses appropriately introduced technology, whilst also allowing customers more leg room and increased stowage space.

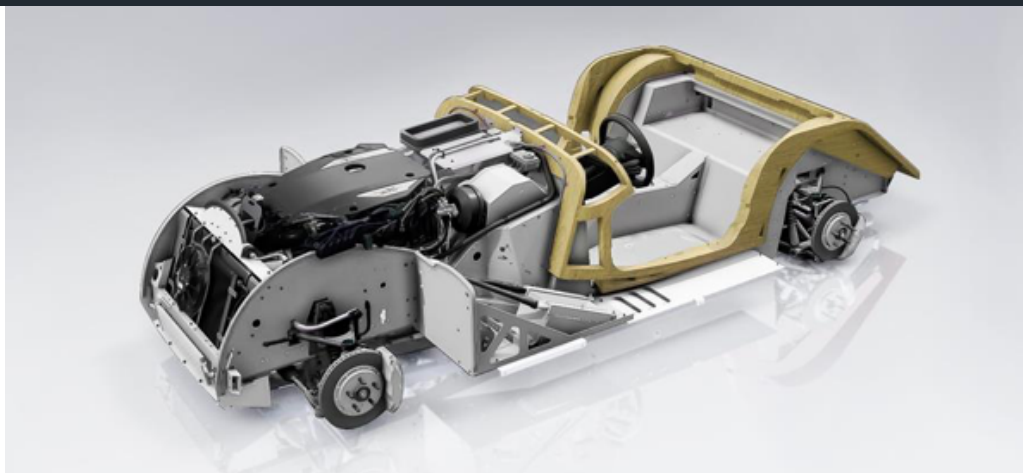
The Plus Six is one of the cleanest vehicles within the Morgan range. The introduction of the new powertrain has led to a CO2 figure of 170g/km and a combined MPG figure of 38.2mpg. The achievement of a more fuel-efficient vehicle allows the Plus Six to compete in key European markets, which have previously proven prohibitive for high-performance Morgans due to tax reasons in recent years.

The Plus Six goes on sale today, and is priced from £77,995 inc. VAT in the UK.



Reimagined Interior

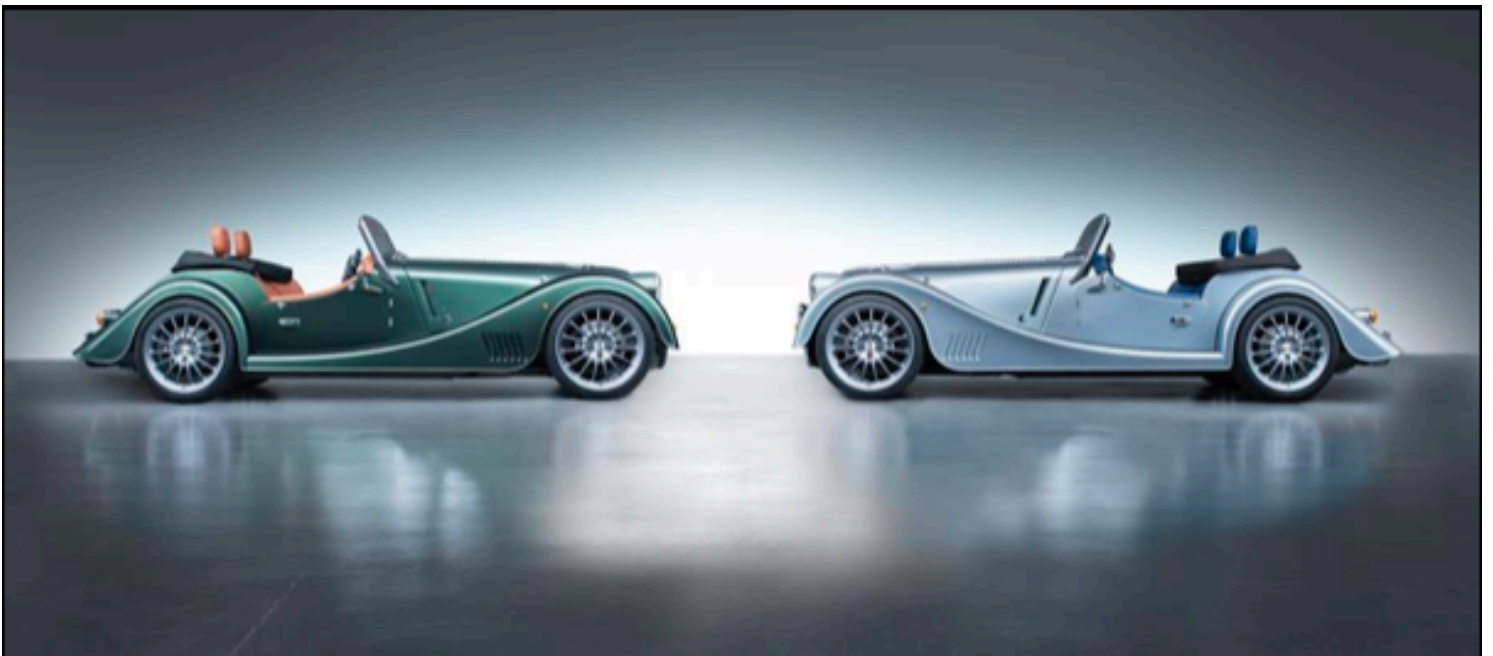
The Plus Six features an all new, more driver focussed and refined cockpit. A reimagined interior offers greater levels of personalisation than any Morgan previously, whilst cleverly incorporating technology throughout. A display screen is neatly positioned within the driver's field of vision, subtly embedded into the dashboard with an unlimited level of wood and colour combinations. Sculpted doors incorporate all new puddle lighting, central locking mechanisms and hidden speakers.



CX-Generation Architecture

The all-new CX-Generation bonded aluminium platform is a leap forward in terms of the engineering that underpins Morgan's most dynamically capable model. Weighing less than 100 kilograms, the all-new platform benefits from a 100% increase in torsional rigidity.

The key engineering attributes of the CX-Generation platform not only aid performance for the Plus Six, but also offer several important driver benefits including 200mm increased leg room and 31% increase in stowage space.



First Editions

The 'first edition' Emerald and 'first edition' Moonstone Morgan Plus Six models represent the diverse array of specification options that are available on Morgan's latest model. Each of the 50 first Plus Six models will be built in 'first edition' specification and are available to order now.



Restoration of 1958 Morgan Plus 4 - Part 6

By Phil Johnson

This segment will deal with rebuilding the doors, which needed new door skins and some wood repairs. The wood in the door frames was pretty solid except for a few areas on the exposed surface especially in the latch areas. Of course the joints were all loose and the screws pretty rusty.



We started by removing the door skins. A young friend of my grandson's wanted to learn some of these techniques so he pictured removing the old skins. The old skins were pretty well beyond salvage!! Some minor repairs were done to the wood frames using West System epoxy with added fine sawdust to make a wood filler paste to fill minor imperfections and old screw holes. The West System epoxy is what I use to build my cedar strip canoes---a very good product as it really bonds with the wood. The repaired frames were temporarily screwed and clamped together and trial fitted to the door openings, then the joints were adjusted until the fit was correct. Once the fit was



perfect the joints were glued and screwed together and the door frames re-fitted to their openings and clamped in place until the epoxy set. This gave a very firm frame which should retain it's shape to enable insure a good fitting finished door.



The Morgan Link





Once the glue joints were set up, the metal skin retainer strips were fitted to the wood frames. Some of the originals were used after being cleaned up in the glass bead cabinet and painted. The rusted ones were replaced with new strips. All were mounted with counter sunk, flat headed screws which must be flush with the metal surface.



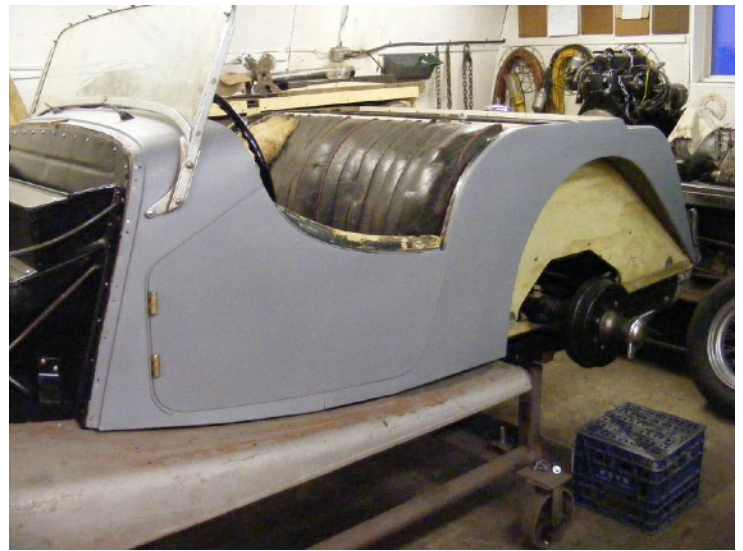
The doors were then laid on the new steel sheet and new skins were marked out by inscribing a fine line around the outside of the metal frames allowing an additional 5/16 in. to turn over to retain the skin. The edges were turned up and the skin fitted to the door. After turning over a small part of the edge to establish the exact placement, the panels were removed and painted on their insides. They were then placed back on the frames and the edges turned over tightly. The top edge was turned over last and nailed to the wood frame. This will be covered by the armrests later.

(Photos by Phil Johnson)

The finished doors were the etch-primed and mounted to the body, and I'm very pleased with the fit. (We had so much high humidity last summer that any bare metal such as the fenders surface rusted in a couple of days! They were removed and went back to the metal strippers then were prepped and primed straight away)

At this point, I started fitting the refinished original dash board to check fit etc. I also fabricated a new glove box and mounted it in the panel. It was then painted and sent over to the upholstery shop to be lined.

...til next time!



Redesigning, Covering Seat and Installing 3-point Seat Belts

By Pat Leask

For years now we have not been all too happy with how the front seats of our '67 Plus 4 (four seater) have treated our aging bodies, but figured "that's just how they are". This past summer I started looking at other members Plus 4s and noticed that, "No, that is not how they are." The more I looked, the more I thought and pondered about the situation, the more I figured I had to do something. As it turns out, from my investigation of all the seats in your Plus 4s, it turns out they are all the same; mine are the odd ones.

The other major issue we had, that I did not know (or think) about until Norma pointed it out, was the lack of support for the seat cushion. Norma noticed that in the tighter corners her body would move from side to side, which was uncomfortable. Once she pointed this out I also thought, hmm.... you're right, so again I started to mull over and realized they had a really bad design! (Read on)

If you look in the photo's below, on the left you will see my seats, noticed the amount of "curl" in the profile of the seat back resulting in a lack of back support, 2/3 back support if I'm lucky.



My seat curl



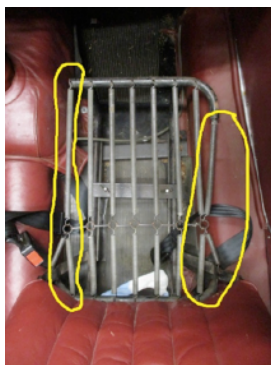
Naked frame



Other Plus 4 seats

After I stripped the seats I heated up the frame sides, clamped it to a solid table and bent them to remove the dreaded curl, it was rather a simple process. I then proceeded to sand blast and paint them before the recovering process in new leather and foam by local and amazing trimmer

What I found was that while there was front and back solid frame support for the cushion, there was no solid side supports. This is why there was side to side movement of our/bodies! Have a look at the photo's below and you will see the solid steel supports I welded in. The seats are now rock solid and don't move.



The Morgan Link



(Photos by Pat Leask)



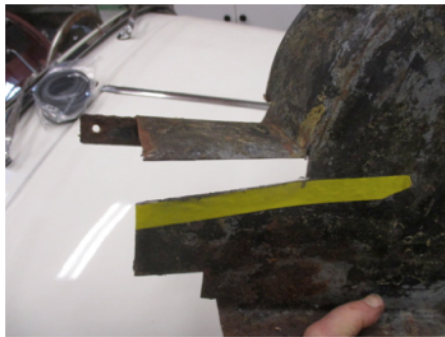
March/April 2019

I noticed that the front and rear of the seat base had solid steel tubing, but the sides... well, the sides only had springs, thus allowing the seat base to sag on each side depending on the direction of the corner. The fix to this issue of body movement jumped out at me; take something that is not rigid, and make it so. I removed the outside springs and continued the front and rear steel pipe down the sides and welded it to the rear structure.

Now to the unexpected consequences of much improved seat comfort! As soon as I received the seats back, I, of course, had to install them and test them out! Although, I should not have been surprised, I was; our position in the car changed drastically! We were sitting higher and closer to the dash, so much so that it was unacceptable. But, that said, my gosh, did they feel SO much better, WOW! However, after a few choice words, I got to work to solve the problem. The old saying, "The hip bone is connected to the leg bone," comes to mind.

It was obvious what had to be done. The seats had to go down and back. Down was not a problem, I simply cut down the wooden blocks that they sit on. Now, to move the seats back was not so easy. I found that the metal cover that encloses the front of the rear leaf springs and shocks were in the way of the seat frame. I found that I could lower the front section of this cover by an inch or so, allowing the seat to go back. See photo's below;

Cut out a notch and lower top



Welded but not covered

Below:
Old seat coverings



Below:
New seat coverings and belts



Feedback from My Test Drive

Seat belts - The retractable reel takes up a fair amount of room behind the seats, as such it can certainly limit how far back your seat can travel. Should you decide to install them, ensure you have enough room. I'm very happy how they turned out, a point to note is the higher you can mount the belt pivot point on the rear inner fender the less tension you will feel on your shoulder. A long story, but I just happen to have two "new in the box" seat belts for sale.

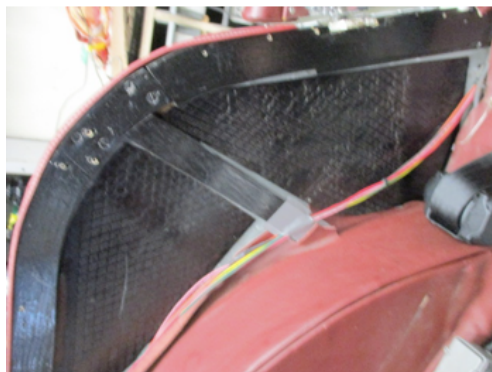
Seats - The redesigned back gives much more support to the upper body than before. I am no longer having to hold myself up! Installing the solid bars on the sides of the seat base and adding the webbing has made a tremendous improvement in stability and comfort. I suspect the lack of solid side support also contributed greatly allowing the seat base to sink, not to mention wobble side-to-side. And of course, how can newly recovered seats with today's foam technology not be comfortable!

Sound deadening - a "Might as well" thing to do

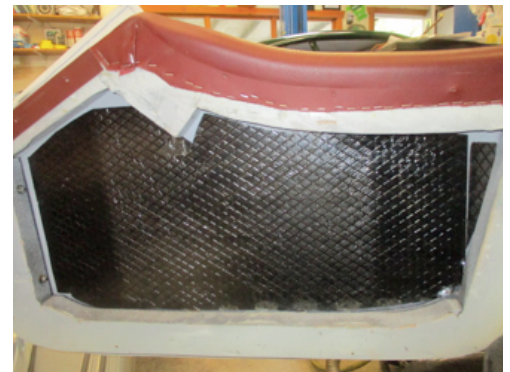
While I had all the seats and interior out I decided to sound insulate the car. This is something I have done in all my previous restorations. I had to chuckle to myself (you probably are too, right!), and ask, "Why sound insulate the car when it is a convertible?" I guess I got a case of the "Might as wells." I had all the seats out, it did not cost much to buy the stuff, a couple of hours cutting, fitting and installing, and I would be done. So, there was not much to lose. My goal is for the car to feel and sound "more solid" when driving. I was interested to see if this panned out. The photo below is of the material I used. It is "peel and stick" but I normally head it up a bit for better adhesion and to help it bend around curves (like gear box cover).



Package of material



Applied



Applied

Feedback from my test drive

I'm super happy with the results of installing the sound deadening material for the minimal expense (\$60.00 or so) and a couple of hours work. The results far outweigh the expense in money and time. The road noise is much reduced, and the car feels "more solid", if this makes any sense.



Who Wood Have Known ?

By Dave Doroghy

What seven things do Morgan Cars and Renovo Bikes have in common?

1) They are both extremely cool and beautiful modes of transportation, partially made out of wood. 2) Both are luxury products selling for two to three times the price of an average car or bike. 3) Few notice or appreciate that significant parts of them come from trees. 4) The wood they are made of enhances their structure, ride, shock absorption and durability. 5) As demonstrated in this article's picture, the Renovo 2012 Elwood Model bike fits perfectly into the 1966 Morgan Model Plus Four car - well sort of. 6) Until recently both manufactures were owned and operated by their founders. 7) Finally, and this is quite timely and prophetic, one just hit a dead-end road in Oregon while the other veered onto an Italian off-ramp to presumably avoid one.

Maybe I have bitten off more than I can chew, but I figure that people who read this column and have an interest in wooden-framed Morgans would be interested in wooden framed bikes as well. Having ridden a wooden bike for two-years, and driven a wooden framed Morgan for 12, I believe I am uniquely

qualified to compare and contrast the two. Only problem is, in order to properly explain my disparate seven-point opening thesis, it will take me at least two or three Dorgs Morg columns. Stick with me.

I had always wanted a stylish unique Renovo wooden bike, in the same way that I had always wanted a Morgan. The path I followed in my quest to acquire both was strikingly similar. From the moment I saw a Renovo in the storefront window of a high-end bike shop in Sausalito, I knew I had to have one. But just like years before when I dreamed of owning a Morgan, the bike's price seemed prohibitive and its scarcity, questionable utility and eclectic nature only complicated things. Both the Morgan and Renovo purchase took three to four years to complete. Buyer beware. It's complicated, and anytime you deviate from the norm, as in deciding on wood over metal for a car or bike, it's sometimes hard to see the forest through the trees. In both cases years of research, factory visits, careful deliberation, test drives and test rides, resulted in Mother nature winning out.

(Photos supplied by Dave Doroghy)



Where do I begin? Being a contrarian that gets around in wooden vehicles I have decided to start with point SEVEN. I keep a list of topics I want to write Dorg's Morg articles on. My wooden bike has been on that list since the day I bought it in 2016. I was recently surprised, and a bit upset when I learned that the company out of Portland that made the bike, Renovo had gone bankrupt. Then just the other day I get an email from Steve informing me that the Morgan Company has been sold to Italians. "Say it isn't so Joe". The confluence of these two sad pieces of news motivated me to start hammering on the old wooden keys of my laptop, that according to the backlit logo on its silver front panel comes from an Apple tree.

Before purchasing my 1966 Morgan I went to Malvern Link to tour the factory and soak up the charm, character and craftsmanship that needs to be seen first-hand to be truly appreciated. I experienced the same sense of old-world quality workmanship and pride when I visited the Renovo bike plant in Portland four years ago. The gentleman that owned the company was named - get this, Peter Wheeler, that's an easy one to remember and his dog that assisted us in the factory tour was named Elwood. My bike, I later learned, was named after his dog. Peter was in his 60's and passionate about wooden bikes. When you entered the Renovo showroom attached to his factory, there were lots of old 1940's and 50's black and white pictures of planes on the walls. His low-key sales spiel began with "all the planes featured in these pictures are wooden framed - wood is perfect for planes, it's light weight, durable and has more flex than metal". He went on to tell us that he had worked as an engineer at Boeing for years and always had a dream in the back of his mind while he was there, to own and operate a wooden bike company. His future business plan would be based on the premise that if wood was good enough to build plane frames, surely it would be strong enough for bikes.



Not that many people know that Morgan frames are made of ash. You need to have a wide-ranging knowledge base to carry that fact around in your brain as a member of the general public. I'm talking about non British-car-enthusiasts, or as I like to refer to them as, the unwashed. Same can be said about my bike. Not many people when I am out riding it around even notice, or care that it too is made of wood. Although the finish looks like an expensive piano finish, with today's amazing paint jobs, my wooden bike sometimes gets over looked as painted brown metal with lots of clear-coating. Although occasionally a discerning observant bike aficionado, will ask me if it's made of wood, and will immediately follow up that enquiry with the question of what kind of wood? That always turns into a dull three-pronged lengthy explanation where I bore them to tears with detail. You see the bike is made from three types of wood. Walnut which everyone is familiar with, and two African hard woods that most people have never heard of. They are Wenge and Padauk. I even know where in Africa the hardwoods come from which only lengthens my wordy arrogant drivelling response. It is so much simpler when someone that knows about Morgan's having a wooden frames asks me what type of wood the frame is made of and I can blurt out a simple one word answer - Ash.

In my next column I'll tell you my thoughts on how wood effects the ride of bikes and cars and why Renovo recently went broke. If I were you, I wood stay tuned for that.

Morgans in the Movies

By Steve Blake

The Horse in the Gray Flannel Suit

Starring Dean Jones, Diane Baker, Ellen Janov, Kurt Russell, and Lurene Tuttle

This 1968 comedy was directed by Norman Tokar and based on Eric Hatch's book The Year of the Horse. A 1963 Morgan Plus 4 pulling a horse trailer is the real star!

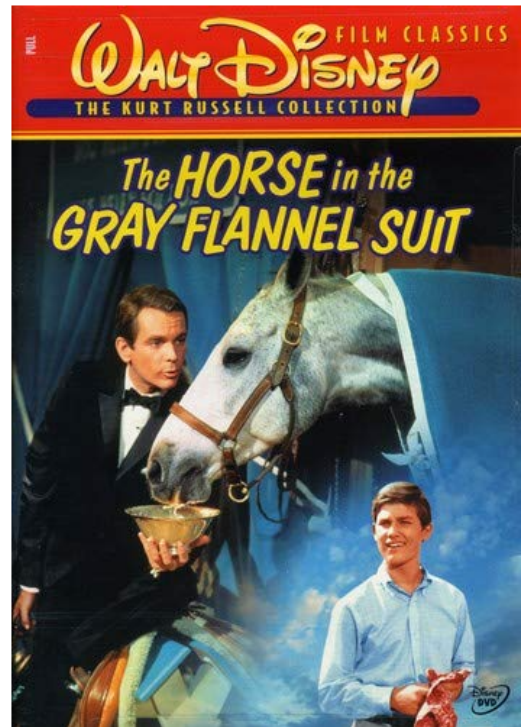
The plot from Wikipedia:

Madison Avenue advertising executive Fred Bolton, a widower living beyond his means, is beset by two major problems. First, his boss at Tomes Advertising Agency has instructed him to come up with an original campaign – in 24 hours – to promote star client Allied Drug & Food's over-the-counter indigestion medication "Aspercel". Allied's Chairman of the Board, Tom Dugan, wants a "jet set" appeal campaign that will "give sour stomachs class and dignity."

The second problem is Helen, Fred's teenage daughter. She loves horses, takes riding classes and has already had decent success in some competitions. Her biggest wish is to have her own horse, which her riding instructor Suzie Clemens feels will give the girl much-needed confidence, both as a young girl and as an equestrian. However, it is a dream that Fred, Helen, and even Helen's Aunt Martha, know they cannot actually afford, in addition to the fact that Fred is allergic to horses.

After a frustrated night brainstorming, Fred gets the idea to solve both problems at once: acquire a good horse, name him "Aspercel" and - with Helen riding him - bring the name of the client's product into the press, all the while fulfilling his daughter's dream. In order to accomplish this, of course, Helen and "Aspy" have to win a few prizes and make the horse a celebrated figure. Fred enlists the aid of Helen's riding instructor, Suzie, and is assisted by teenager Ronny Gardner – who quickly develops eyes for Helen.

Helen does begin to win ribbons, but the resulting publicity is below Dugan's expectations. When Helen learns that her father's job is at stake, she falters under pressure and fails to win an important show. Suzie, however, realizes Aspercel's potential when the animal carries Fred over a seven-foot wall – and tops that by outrunning a police car. Suzie volunteers to ride Aspercel in the International Horse Show in Washington, D.C. and suggests that her ex-fiancé, the wealthy Archer Madison – who once rode on the U.S. Equestrian Team – be brought in as trainer. Suppressing his jealousy of Archer, Fred reluctantly agrees. As the result, Suzie and Aspercel win the championship and all ends happily as Fred is rewarded with a promotion, a happy daughter, and Suzie's love.



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Editor's Note: Sadly, Ellen Janov (Helen) died at age 22 in a house fire.



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).

British Cars in Cuba

By Steve Blake



To avoid at least some of the cold winter weather, we traveled to Cuba in January. This time, we stayed one week in Havana and another week at a resort in Varadero. On past trips, I have gained a lot of pleasure just standing on a street corner watching the old cars driving by. Cuba is certainly a gem for vintage cars. This time I wanted to see how many old British cars I could spot.

As you are all probably aware, Cuba was cut off from the rest of the world by a US embargo that has lasted almost 60 years. During this time, the Cubans were not able to buy new vehicles from North America so they fixed up and kept driving what they had. There are an estimated 60,000 pre-1962 American cars on the road in Cuba. The Russians arrived for a time and brought a fleet of Ladas with them. The Chinese have also supplied new cars. Today, many of the cars on the road are Chinese, Korean, and Japanese. However, the good old American classics are still there and often used as taxis.

We have ridden in several of the old cars in the past from Studebakers to Cadillacs to Chevrolets. Most have been converted to diesel engines because the fuel is readily available and much cheaper than gasoline. When you ask the Cubans how many cars have been converted, you get a variety of answers from 60 to 80 percent. One fellow who was driving us in his 1957 Chevrolet convertible told me he still had the original V-8 engine at home in his garage. The engine has been rebuilt and it is ready to go back in to replace the Hyundai diesel currently under the hood. As long as he is still using his car as a taxi and gasoline prices remain high, he will leave the diesel in place.

There are quite a few British cars in Cuba. They have a rotating classic car museum which is currently in Santiago that holds a number of British cars. These include a vintage Rolls Royce and an MGTD. Many of the British cars have also been converted to diesel or even placed on another chassis making them look rather odd. I did see a couple new Range Rovers driven by embassy and foreign corporate staff. The nicest looking classic British car went by while I was without my camera. It was a green MGA and you could tell by the sound that it was original. There are some hidden gems but here are a selection of British cars currently plying the Cuban streets.



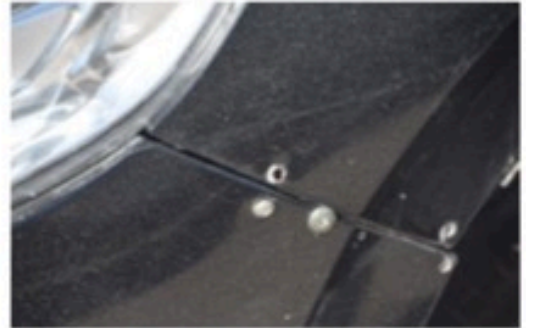
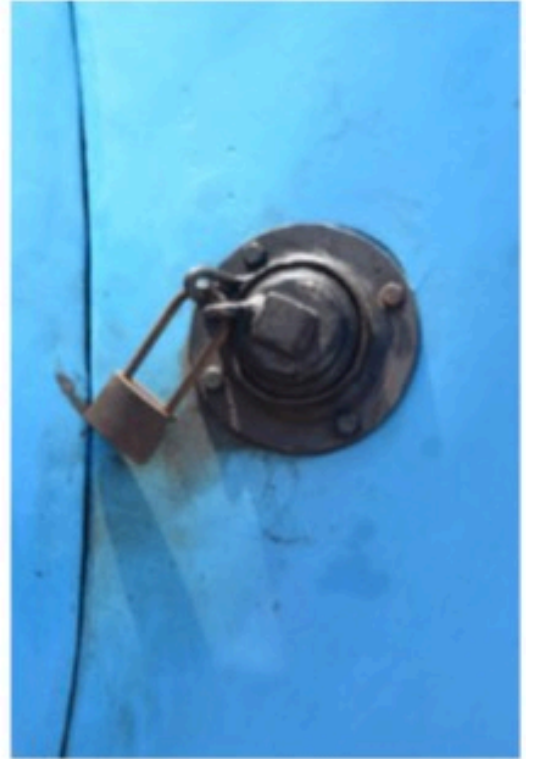




(Photos by Steve Blake)



Cuban Ingenuity



Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



(Steve Blake photos of the finishing shop in 2000)



Morgan Historic Register (MHR)

By Machiel Kalf



Please Consider Registering Your Morgan With the Morgan Historic Register

As a club, PACMOG is affiliated with the Morgan Historic Register. The fellows volunteering their time to put the register together need your support. We only have a small fraction of our cars registered with MHR and we would like to see everyone take advantage of this and to support the Register. There are benefits to belonging as has been outlined in articles in previous Morgan Links. In addition, Machiel has been kind enough to provide us with articles of interest for you to read in our Morgan Link.

It is an easy process to register and you can follow the information below to make your registration.

Let us see if we can get all of our cars registered. This will certainly make the MHR happy and may provide additional benefits to you and other Morgan owners.

How to register your Morgan?

You can register your 4 wheel Morgan in the MSCC Morgan Historic Register (MHR) if it left the factory with a carburetor fixed; please send an email to: fa@zeelandnet.nl

You can also use the "Send Message" field on the MSCC website – "Morgan Historic Register" page, in the Regional Centres tab. We will always respond with an introduction Letter and an Entry Form; if nothing is received from us, please send again, there has probably been an email problem. Please do register your "older Morgan" with the MHR, it is FREE and there are a lot of benefits!

Enjoy your Morgan!

Machiel Kalf - Team Leader - machielkalf@ziggo.nl

Ron Fermont - Registration - fa@zeelandnet.nl

Andy Downes - Regalia - mssc.mhr.assist@gmail.com

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.



GERRY FORTIER

Pioneer - Sports Car Road Racing - Nominated 2013

By Shirley Tomsic

From his early childhood in Maillardville, British Columbia, Gerry was a "car nut." Starting with his own hot rod, he joined up with some like-minded fellows—mostly from the Coquitlam area—and did what most guys did when they got together with other hot rodders: talk cars, fix cars, make them go faster, fix them some more and talk some more.

For Gerry and his pals, all that talking and improving the performance of their cars turned into thoughts of formalizing a group and putting together competitive events where their mechanic and driving skills could be tested and improved. The group then joined in what was happening at the Abbotsford Airport with the Sports Car Club of BC. Full out racing—now it was time to REALLY have some good fun!!!

In the early 1960s, Gerry, Ken Krockner, Ron Theroux and some of the other fellows switched over to sports cars and things got a lot more serious; they formed the Royal City Sports Car Club.

A welcoming organization for not only those who were competitive in the sport of racing, rallying, gymkhanas, mud runs and hill climbs, etc., the RCSCC also offered an opportunity to work behind the scenes. As we all know, there wouldn't be many competitive events available without the hard work and efforts of all those volunteer devotees!

Gerry worked diligently on improving the performance of his 1959 MGA Roadster, doing all the work on the car himself. With much success, he raced for many years at Westwood, and down at Pacific Raceways in Seattle and Portland, Oregon. (A favoured memory of his then-young daughter, was polishing Dad's silver cups and trophies!)

In one race at PRI, Gerry came down from the hill and saw a wheel racing ahead of him on the track. Immediately realizing it was his own wheel, quick action saved the car, but not the day—back to his home garage for some repair time.

Gerry was very successful with his MGA, but decided to sell it and upscale to a brand new 4x4 Series V competition model Morgan which he purchased from G.B. Sterne in Vancouver. A well-known and well-loved figure within automotive sports, over the years Gerry continued to do extremely well racing his ruby red Morgan. A devoted and successful competitor, he continued to compete in local hillclimbs, gymkhanas and rallying here on the Coast, as well as events on the Island and in the Interior.

Gerry's success showed prominently with many, many trophies filling the shelves of his rec room.

Holding the positions of President and Vice President in the RCSCC, Gerry gave freely of his time, helping to host club events, and epic swim parties at his home on race weekends.

Everyone was invited! He loved the sport and he loved the people that participated in the sport. After a day in the sun, the gang would gather around an old turntable and listen to records of great races, with luminaries such as Sterling Moss shifting gears and rounding turns! ...A different time.

In 1974, Gerry passed away far too young—he was only 33 years old. An unexpected as well as untimely death, of course it came as a shock to his family and friends. But, to honour Gerry's memory, I'd like to share this with all of you—do what you love. Gerry did, and never regretted the time and the expense of participating as actively as he did in racing. In



...Continuation photo by Ron Scott
All-aid judging crew will officiate at the Royal City Sports Car Club's Spring Fever Gymkhana in Burnaby March 22nd. In photo, not concentrating on

driving, is competitor Gerry Fortier. With control equipment are, left to right, Carol Houldley, Sue Scott and Shirley Tomsic.

competing, he reached out and made many, many friends. In his short life, he laughed a lot, loved a lot...and drove really, really fast!

It was all worth it!

Gerry was the original owner of Frank Gruen's 1965 Morgan 4/4. That car was later sold to Graham Bailey.



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 davecollis@shaw.ca 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 th Street, Surrey, BC. Lunch details TBD	Email Ken at kengmiles@telus.net 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: http://www.lambscarclub.org 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 sblake@telus.net 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 http://www.westerndriver.com/?page_id=10937
May 18	PACMOG AGM meeting & BBQ	PACMOG	6pm AGM followed by BBQ at Ken & Pat Miles	Email Ken at kengmiles@telus.net 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	https://www.jcna.com/users/nw44
June 3-7	Rocky Mountain Rally	PACMOG	Banff to Jasper.	Contact Treacy at treddington@pacificcoast.net ASAP to get on the list. Contact Ken (kengmiles@telus.net) 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	http://www.oecc.ca/cib/brits_on_the_beach_2016.htm
July 20-2	PACMOG Run to Western Washington ABFM	WWABFM	Run Details TBD	ABFM details at http://wwabfm.com/
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		http://abfm-pdx.com/2019
Oct 19?	October Run	PACMOG	TBD	
Nov 3	London to Brighton Commemorative Run	OECC	Details TBD	
Dec ?	Xmas party		Details TBD	

The Old English Car Club
& Saanich Historical
Artifacts Society present



The 14th Annual British Restoration Fair & Swap Meet

Sunday, May 5, 2019

10am – 3pm (rain or shine)

**Heritage Acres,
7321 Lochside Drive,
Saanichton**

Admission:

\$5/person to a maximum of \$10/car
(Children 12 and under free)

- Show and Shine and Car Club displays
- British "Cars For Sale" area
- Parts, Tools, Literature, Collectables
- Large parts and restoration projects
Bulletin Board
- Automotive parts and services suppliers
- Miniature trains will be running
10:00am-2:30pm; rides by donation

Proceeds in support of



Information

Al Gunnarson
250-478-8986
Galmpton@shaw.ca

Registration

Kim Parker
250-656-3128
kp3128@telus.net

To register as a vendor or sell your British car visit
www.oecc.ca/sib

THE GREATEST SHOW ON BRITISH WHEELS

ABFM

SAT MAY 18
VANDUSEN
BOTANICAL
GARDEN
VANCOUVER



Fordal/Top Photo

CELEBRATING 100 YEARS OF:



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IN
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SPONSORSHIP & VENDOR DETAILS
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LATEST UPDATES PLEASE CALL 604 736 6754 OR VISIT:
WESTERNDRIVER.COM





I am writing to you to invite the members of your club to show your wonderful Morgans (and other British Cars) at our annual "Jaguar and Friends" car show in Pitt Meadows on June 1, 2019.

Our annual car show takes place on the same field as the local annual Pitt Meadows Day Celebration. The car show portion is a small, friendly, unjudged event held as an opportunity to show our cars to a wide public, but also as an event for us British Car Enthusiasts to meet and swap tales. After the car show we will be gathering together for a Meet and Greet followed by a Dinner at a local restaurant. We are still working on the "After Show" portion of our event.

Pacific Jaguar Enthusiasts Group # 44

Jaguars and Friends in the Meadows.

(All Classic British Cars are invited and are welcome)

Saturday 9:00- 5:00 PM. (approximate times) June 1st 2019.

Show location @ Harris Rd Park, Pitt Meadows BC

All Early Bird registrations must be received before May 18th 2019

Name	Tel.	
Address	City	Code/Zip
Club	E mail	

Show Registration Details

Car	Year	Make	Model	Body Style
#1				
#2				

Payment

First Car **\$35.00 (\$25.00 for Early Bird Registration)**
 Second Car **\$15.00**

Release Of Liability

PJEG Event Participation: It is an Entrant's privilege to participate in any PJEG event upon executing proper registration forms and paying published entrance fees.

I hereby agree to enter the above described vehicle(s) in the PJEG Pitt Meadows Show. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Pacific Jaguar Enthusiast Club (PJEG) and club volunteers from any and all liability for injuries, damage or loss arising from my entry and attendance in the Show.

Signature of Vehicle Owner

Date

Make cheques payable to :-

Pacific Jaguar Enthusiasts Group

More info ? Email Silver007@telus.net

Pacific Jaguar Enthusiasts Group C/O 19548 Hammond Road Pitt Meadows B.C. V3Y 1L3 Phone/Fax: 604-465-7244
--

*****Venue requires entrants to be on the show field before 10 AM, and to remain until 4:45PM**

Those wishing to arrange accommodation may contact: Ramada Pitt Meadows
 19267 Lougheed Highway Pitt Meadows, British Columbia V3Y 2J5
 604-460-9859. This hotel is within walking distance to the show field.

After the Show

After the car show there will be a "Meet and Greet" followed by a wind up Dinner at a local restaurant, at an extra cost. The details of this are still to be determined. We hope that all participants in the car show will be able to join us in this.

The Pitt Meadows Day Event is a one day local celebration and includes some agricultural booths, an event stage with live music and lots of other attractions for local families, including several food trucks. I'm not sure what the total people attendance on the field is, but it has got to be in the thousands. With our Jaguars we have been privileged to have been a part of this celebration for many years now and would like to extend the car show portion to other British makes.

So I would appreciate it if you would circulate this to your members and perhaps mention it in your Club magazine and include it on your club's calendar of events for 2019.

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 3rd 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 4th in Banff and June 6th 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) 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 2nd to break the journey. If you are interested in this contact Ken at 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 so they can be included.

Recent Auctions



1967 Morgan Plus 4 Project sold on BaT for US\$12,000 on February 25, 2019



1985 Morgan Plus 8 sold on BaT for US\$47,800 on on March 11, 2019



1965 Morgan Plus 4 Project sold on BaT for US\$14,000 on March 11, 2019



1976 Morgan Plus 8 Super Sport Lightweight sold for 27,600 Euros or about \$41,500 CDN on April 11, 2019. This sale was at RM/Sotheby's auction In Essen, Germany.

The question was asked why I highlight Bring-a-Trailer auctions of Morgans. The reason is that it gives us a true indication of the market on that particular day. People bid on the cars and we see an actual selling price as opposed to a list price of somebody's dreams. The site is followed world-wide and sale prices tend to be close to Hagerty's Valuation Guide. These are all for interest and not intended to indicate what your car is worth.

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

1961 Morgan DHC

Zetec engine and 5-speed. Project. US\$20,000
Contact Bill Button wmbutton@gmail.com

1973 Morgan Plus 8

Bitsa - made of 95% Morgan parts. US\$35,000
Contact Bill Button wmbutton@gmail.com

1963 Morgan Plus 4, 4-seater

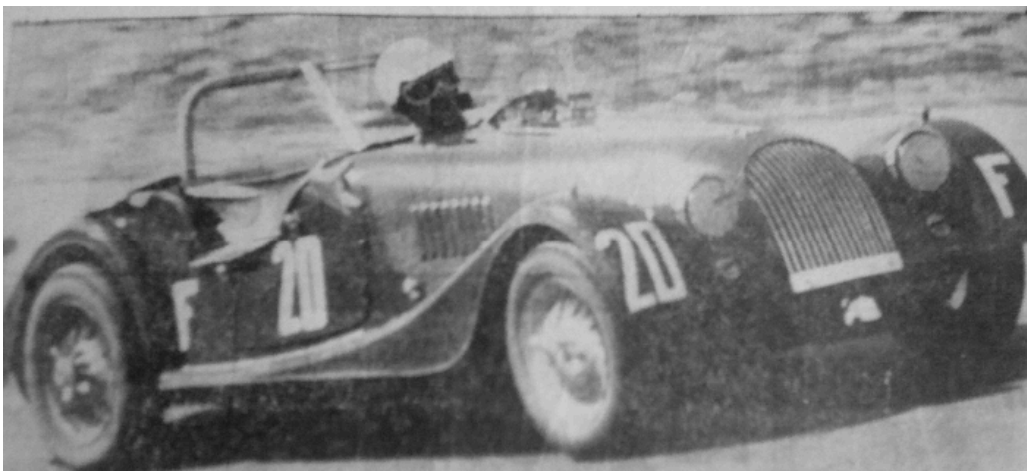
Has overdrive US\$35,000
Contact Bill Button wmbutton@gmail.com

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 for more details.

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



Gerry Fortier at
Westwood

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

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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.

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Delta, BC V4K 4E2

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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.

