



The Morgan Link

Vol 3 No 8 The Magazine of the Pacific Morgan Owners Group Nov/Dec 2018



From the Editor's Desk...

This issue of the Morgan Link brings to a close my first year as Editor. In 2018, I published 8 issues of the Morgan Link for your reading pleasure. I hope you are enjoying the magazine as much as I am enjoying putting it together. Of course, it would not be possible without the help and support of many of you who have contributed pieces and ideas to the magazine. From the bottom of my heart, I thank you for your contributions and hope we can continue to be relevant to the club. We certainly have the most pages of content, minus ads, of any club.

Please let the contributors know how much you enjoy their articles. I know it is not easy for some people to write down their ideas or to do a story for us. Those who have valiantly stepped forward to do a column cannot be expected to write something every issue. It would help if you would thank the contributors when you see them and let them know how much you appreciate reading their articles. Now, I am assuming you read all the articles! I guess I am also assuming you don't hit delete when the magazine comes in and not read it at all!

I belong to several car clubs because I am fortunate enough to have a few makes of cars. Every club has similar issues as us and all of them are looking at a small number of people doing the majority of the work. As we age, we look for young members to take on the leadership roles. This is not happening because there are not many young owners of our cars. That is another whole story and why it is important that you let all the club volunteers, from the directors to people sponsoring drives, to contributors to the website and the magazine know they are appreciated and the work they do is important and of value to you.

From myself, it is a very large thank you to all my contributors and to those who have acknowledged their enjoyment of the Morgan Link. The plan is for 10 issues in 2019. As long as it remains fun for me, I have the support of the members, and at the pleasure of the directors, I will continue as Editor. At least for another year...

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

December 2018

Editor – Steve Blake

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

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

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

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Chair Report - December 2018

By Ken Miles

Dear Pacmoggers,

Many of you are aware that Pat and I will be away until early January. As Pat and I sit on this boat on a sea day, I am thinking of our friends in PACMOG and the upcoming holidays.

I would like to take this opportunity to wish you all a Merry Christmas and a Happy New Year!

Also, the following message came from our liaison, John Donovan, with the Morgan Sports Car Club in the UK.

*“A Very Merry Christmas and a Happy New Year to you all!
Notwithstanding the awful accident in 2018, try to have fun morganning in 2019.*

For those of you in regular contact, please keep sending your news, and for those of you who are not, why not make 2019 the year you let us know what is happening in your neck of the woods?”

Finally, don't forget our run in January! Let's get a large number of cars out to start the year right.

Ken Miles
Chairman



Editor's Note:

Many thanks to Vern Dale-Johnson who has acquired a number of great Christmas drawings by Valentin Tanase, a talented artist and sculpture from Bucharest, and a friend of Jacques Gallien who does the Belmag Mog Review. We will feature a number in this edition.

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Welcome to Our New Members!

Chris and Alayne Brunt-Tompsett
1965 Morgan Plus 4, 2-seater (white)

Doug and Lilo Barofsky
1962 Morgan Plus 4 Super Sport (black/grey)

Cover Photo Credit:

The cover photo is a little different this time! I took the photo of the polar bear when Susan and I were in Churchill, Manitoba and superimposed myself in our Morgan to wish you a happy holiday!

Contributors

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

Phil Johnson, Ken Miles, Pat Miles, Alistair Crooks, John Chase, Pat Leask, Jane Cowan, Glenn Sorko, Bill Button, Susan Blake, Bob Sterne, Bob Wadden, Vern Dale-Johnson, Valentin Tanase, Jacques Gallien, Joanne Cockshutt, Win and Christine Muehling, Lorne Goldman (GoMoG), Tom Morris, Frank Gruen, George Hollinger, Machiel Kalf (Morgan Historic Register), James Gilbert (Morgan Motor Cars)

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

PACMOG is affiliated with:

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.

Remembering our Good Friend, Doug Muir

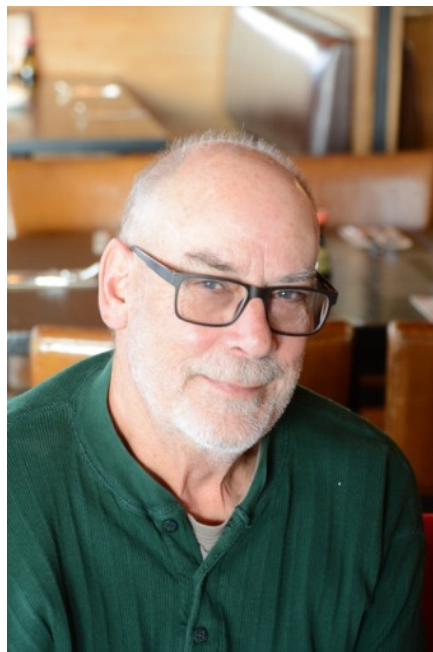
By Jane Cowan

I first met Doug in 1969 through a connection at SFU. He actually rode in my little yellow car in its first year! Although our lives took different paths, we remained in contact over the years. He even designed and helped build my Lasqueti cabin.

In the summer of 2013, we both found ourselves living alone and began to spend some time together; and what a great time it was. On Valentine's Day 2014, Doug proposed and I accepted. We decided to live together, mostly in Langley, and spend time letting our families meld before getting married. They certainly did and we became known as Grandpa Doug and Granny Jane. His sudden, untimely death has prevented our being able to take that next step. It saddens me deeply.

I learned to love model trains and sailing and Doug immediately fell in love with my Morgan car. He made friends easily and thoroughly enjoyed the camaraderie of other Morganeers. He was an excellent driver and spent time learning all about the "ins and outs" of my car. We loved being together on Morgan runs and lengthier tours and he took any ups and downs in his stride. He instilled in me a new love for my car and a sense of adventure in all that we did.

I loved him so much and miss him terribly. Many, many thanks to all of you who have helped and are helping me get through this time. Doug would have expected and appreciated it from such good friends.



(Photos by Jane Cowan)



(Photos by Bob Wadden, Susan Blake, and Steve Blake)

London to Brighton Commemorative Run 2018

By Steve Blake

This run is hosted by the Old English Car Club and PACMOG attends as one of our events. Many PACMOG members are also members of the OECC so it is nice that we are able to support this event through both clubs. We put on the Hearts and Tarts run in February and the OECC takes part with us. We enjoy the cross-club cooperation and camaraderie. PACMOG members arrived in a variety of British cars including a Morgan, Morris Minor convertible, Ford Anglia, Jaguar, and an Austin Healey 3000.

With the closing of the Town and Country Inn, it was decided to move the starting point for the run to the Delta Heritage Airpark. The drive commemorates the London-Brighton Run that takes place on the first Sunday of November each year with vehicles built prior to 1905. Quoting Tom Purves, Chairman of the Royal Automobile Club,

“In true tradition, the Run takes place on the first Sunday of every November and commemorates the Emancipation Run of 14 November 1896, which celebrated the passing into law of the Locomotives on the Highway Act. It was this Act that raised the speed limit for 'light locomotives' from 4 mph to 14 mph and abolished the requirement for these vehicles to be preceded by a man on foot. The early law required the man on foot to carry a red flag but that requirement was abolished in 1878. The Locomotive Act was still widely known as the 'Red Flag Act' and, to mark this milestone, a red flag was symbolically destroyed at the start of the Emancipation Run, just as it is today before the start of the Run in Hyde Park.”

The OECC had their own Lord Winchelsea, who read the proclamation and, along with Walter Reynolds, performed the symbolic ripping of the red flag. After a group photo, we were off on a great drive with fair skies.



After the ripping of the symbolic red flag, the group started their engines and the drive began. We drove slowly out of the airfield parking lot so as not to throw up any stones. This was a pleasant location for the start of the run. Several older airplanes were tied down by the grass runway. There was not any airplane activity this morning and we can only hope that next year there will be more airplanes taking to the skies.

Our drive took us through the southern portions of Delta, Surrey, and Langley. The weather was good, the sun was out. Some of the roads were lined with maple trees and the colours were spectacular. There were three breakdowns along the way, but fortunately, all of the PACMOG entries made it safely around the route with no mechanical issues. The end of the run was at the Fox and Fiddle Pub in Langley. 64 cars started the drive and 89 people were accommodated at the pub. (Photos by Steve Blake)



The Reddingtons's Island Christmas Party

By Pat Leask

Once again the Reddingtons graciously opened their home to our members for their much anticipated Christmas party. This grand event was well attended, several people made the journey from far away exotic places such as Seattle and Vancouver. It was fantastic they took the time and trouble to come over and it was great to see them all. A special thank you, again, to the Reddingtons for the work, time and trouble they invested so we could all enjoy ourselves - it does not go unnoticed.





(Photos by Win and Christine Muehling and Joanne Cockshutt)

Club Messages

Club Dues are Due!

Dues for 2019 are \$10 and due by January 1st 2019.

Please send a cheque to PACMOG, Pat Miles, 15410 Kildare Drive, Surrey, BC, Canada, V3S 6B9.

Make cheques payable to PACMOG. Members who joined within the last four months, your joining fee covers 2018 dues. Pat is going to be away until January 1st so please do not expect acknowledgment of your payment until some time in January.

Thanks!

Yours in Morganning,

Pat Miles

Treasurer PACMOG

The Morgan Moments Snapshot Contest is Now Closed for Entries

What has opened is the voting! So please, everyone, check out the Morgan Moments page on the Pacmog website - <http://www.pacmog.com/morgan-moments.html> - and cast your votes (remember the password is Malvern). It's really easy and you don't have to pick just one, you'll have the option to rank your top three choices. Just fill in your name and email address on the form at the bottom of the page, then enter the photo numbers for your top three choices and click the Submit button. All votes must be submitted by the end of the year, and the winner will be announced in January.

Your Club Needs You!

It is not too early to start thinking about supporting your club by deciding to become one of the directors. All positions will be open for election and it is always healthy for the club to have turnover in executive positions. If everyone takes a turn, it is not onerous on anyone. Help out for a year or two or three and give back to the club. The heavy lifting of setting up the club is over and now there is very little to do. There are only a small number of meetings a year to decide our events and fulfill a few other tasks. We know we will need at least one new member as the Chair position is only for three years and expires this year. Please, consider putting your name forward. Without an executive, the club cannot exist.



Christmas Greetings from the Romanian Morgan Club

Morgan Christmas



Bill Button Photo - Washington Pass 2012



The Morgan Link



Steve Blake Photo - English Bluff 2017

November/December 2018



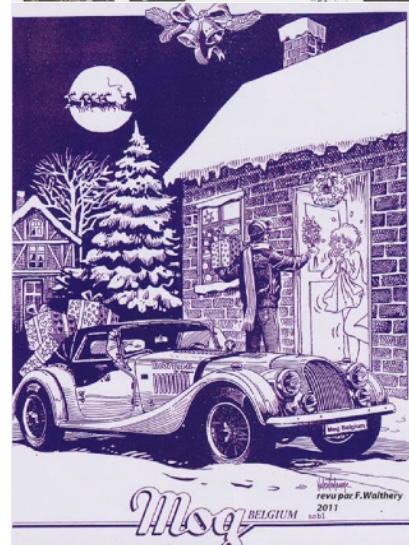
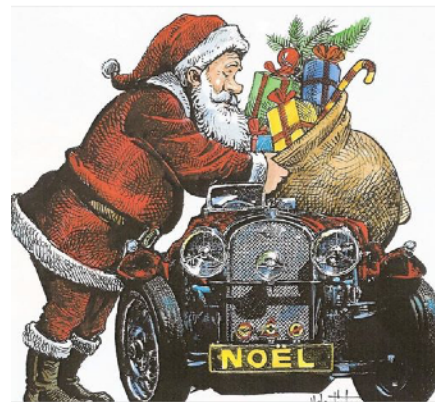
Greetings from Glen Donaldson and the Morgan Sports Car Club of Canada

Getting closer... time to bring out the Tanase, courtesy of Valentin Tanase and Jacques Gallien.



Thanks to Vern Dale-Johnson for these three cartoons

Vern Dale-Johnson
10 December at 22:55
Another Tanase courtesy of Jacques Gallien



GB's Last Morgan

By Tom Morris

Is there anyone in PacMOG who doesn't know the name GB Sterne? Some members will have known the man personally, and many of the cars in the club were imported and sold through his eponymous companies, Sterne's Garage, in Sydney, and later Sterne Motors, in Burnaby. The last new Morgan brought into Canada by Sterne Motors, before importation was halted by changes to federal regulation, was a 1972 Plus 8, white with black wings. White over black just happened to be GB's racing colours and it was no coincidence that this last car came decked out in these shades. GB had no intention of selling this car, it was to be his last Morgan, and he kept it for almost 18 years, until his death in 1990. Over that time the car was modified in a variety of subtle ways, to make it just as he and Lydia wanted it.

Upon GB's death the car was still not sold. It passed to the custodianship of his eldest son Bill and his wife Fay. Bill and Fay used it to participate in events with the local Morgan club, MOG Northwest in those days, and kept it safe and operational. As with all old cars that are used as intended, it gradually deteriorated over time and, in recent years, Bill set about making it right again. His brother Bob was amazed at how much better the car was when he saw it recently, after not seeing it for several years. During his 28 years with the car, Bill added a few more touches to what was now something of a family heirloom.

Sadly, this past September Bill died suddenly, leaving the family to consider the future of GB's Last Morgan. It's a situation faced by the survivors of many an old car buff. Cars do not make easy heirlooms. They take up a lot of room and require money and dedication to properly use and maintain. The Sternes didn't want to see this car moulder away, sitting unused in a dusty garage. They wanted it loved and used as it always had been, but no one in the family felt they were in a position to do that. Eventually, and perhaps with more than a touch of remorse, the Sternes took the decision to sell the car. It had to go, but they wanted to keep it in the province and connected to the local Morgan scene.



Waiting for the ferry to bring home Tom's new Plus 8

(Tom Morris Photos)

That's where I came in. Due to another sad occurrence around the same time, I was in the market for a replacement car and heard, through the club, that GB's Last Morgan might be coming on the market. I was keenly interested but didn't want to impose on the Sterne family. It was a difficult time for them and they had a very personal decision to make, so I carried on exploring other avenues. Eventually Bob Sterne contacted me to say that the car was to be put up for sale. I asked club member and ex-Sterne Motors mechanic Dave Collis to accompany me over to Courtenay to check-out the car; a request he generously granted. The car completely lived up to expectations and, with the ICBC pay-out for my previous Plus 8 burning a hole in my pocket and the Sterne's needing to clear out the garage, a deal was quickly and amicably arranged. Within a few days I had enlisted my mate Herb to take me, and a trailer, back over to the Island to fetch my new Morgan home to Sechelt. The last Morgan imported by Sterne Motors had finally been sold, almost 46 years after it came to Canada.

It's a really lovely car, and the changes that GB and Bill carried out over the years make it extra special. The most noticeable alterations are the sexy 6" wide wire wheels, as seen on early 289 Shelby Cobras. Many of you will know that these early Plus 8s came with special cast alloy wheels, unique to the model. This car is even more special for not having them. Bob Sterne's recollections are that GB bought these wheels while on a visit to the Morgan factory in England and installed them shortly after the car arrived at the shop.

There are several other clever little *Sterne-ifications* that make this car a bit different. Apparently, GB and Lydia were famous for all the stuff that they could pack into a Morgan. A quick look around the car reveals at least part of the reason for that. Space on this car has been maximised in a number of ways. Under the bonnet, toolbox space has been freed up by securely mounting the jack, wheel hammer and a flashlight directly onto the scuttle. There's also a scuttle mounted Fiamm air horn system, with a toggle to select between it and the regular horns.

More space has been eked out of the rear section of the body. Behind the seats, storage is extended by boxing in the space above the fuel tank and opening it to the interior. This makes carrying the side curtains a much easier proposition. Also boxed in is the area under the rear bumper, which is accessed by removal of the spare tire. Bob tells me that this is where Lydia stashed the gin (purely medicinal you understand) and, if you are going to carry valuable cargo, it must be secured. To that end a simple but effective locking mechanism was devised for the spare wheel.





Down in the chassis, beside the battery, a box has been added to carry a spare gas can. Very clever, and a wise precaution in a car not renowned for economy in its use of fuel, especially among those with a heavy right foot. I'll need to be sure to fill the can before I head out on any extended trips. I'd never live it down if I ran out of fuel on a club run with an empty gas can on board.

A real nicety is the bespoke wooden dash that Bill had crafted by an artisan in Courtenay. It's very well done, with a door for the cubby box that sports a beautiful custom-made Morgan emblem. A similar emblem is mounted in the centre of the wood-rimmed wheel. The dashboard also carries a radio, not something that is often seen in Morgans

of this era. Dave Collis tells me that GB found a small radio from a French car, perhaps a Renault, that could be made to fit. Sterne Motors installed a few of these in customer cars as well. The installation required the relocating of the *idiot* lights on the instrument panel, which presented the opportunity to install an extra one to indicate that the cooling fan is running.

There is one last feature of this car that truly is unique - the bumpers. The bumpers on GB's Last Morgan are the bumpers from GB's First Morgan. Yes, these bumpers came on the 1957 Plus 4 Four Seater that carried GB to his first Championship win, the 1958 International Conference of Northwest Sports Car Clubs (ICNSCC) Class D Production Racing title. Incidentally, that organisation's Annual Novice of the Year Award still carries GB's name, commemorating his and Lydia's years directing the novice program back in the '60s.

Now I'm eager to get out and add to the history of Morgan Plus 8 #7567. It will continue as it began, bringing pleasure to its owner, taking part in Club events and spreading the joy of Morganeering. As time goes by, I will add some touches of my own, but I'll always cherish it as GB's Last Morgan and for its ties to the iconic Sterne family.

Anyone wanting to know more about the life and career of George Beatty Sterne need look no further than the splendid mini-biography authored by our own Marv Coulthard (available via free download from MOGNW's website - <http://www.mognw.org/Sterne%20Story.pdf>).

To see a short YouTube video of GB's Last Morgan arriving at its new home in Sechelt click [HERE](https://youtu.be/T4eE-lvTLho) (<https://youtu.be/T4eE-lvTLho>) or go to the [PacMOG Facebook](#) page to see all the latest posts.



Member Profile - Glenn Sorko

By Susan Blake in collaboration with Glenn

Glenn Sorko was born in Vancouver, raised in North Vancouver and spent most of his adult life living in downtown Vancouver. He is now enjoying retirement and living in Osoyoos, BC.

Glenn's first love was aviation and his second since being a young boy has been British sports cars, especially Morgans. He presently owns a 1970 orange and black 4/4 that is currently being rebuilt as a result of the Hat Creek Mudslide that occurred in August 2018.

His first love has lead him to working 65 years in the aviation industry, actually flying 22,000 hours over 49 years. He has flown as a bush pilot on the West coast, in the Arctic, and all over the world for 34 years with Air Canada. Along with this, Glenn and his wife Susan flew around Australia and also did a self-fly safari through South Africa, Botswana and Zimbabwe.

Glenn's other passion is travel and since Susan and Glenn were married they have, and still, travel extensively. As you read this article, they are currently in Australia and travelling on a 36-day cruise through Indonesia and Singapore.

Following their next year cruise in the Mediterranean they will be participating in the 75th D-Day Invasion with the British Morgan Club through the Normandy landing sites, museums and related activities.

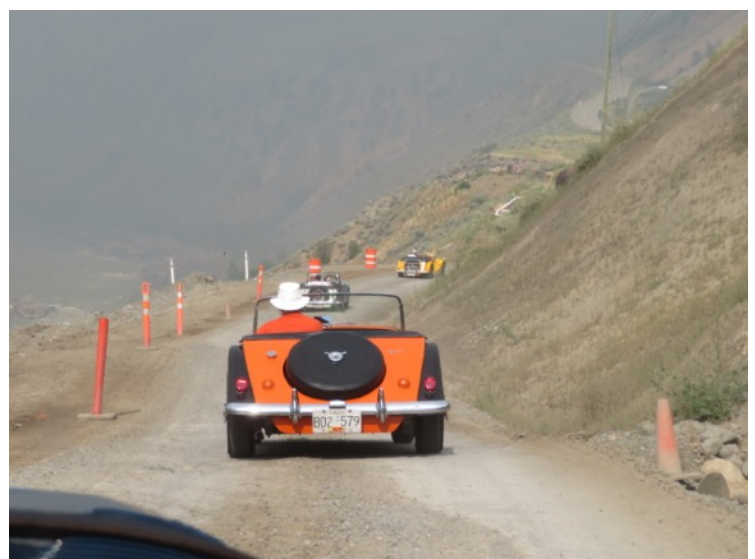
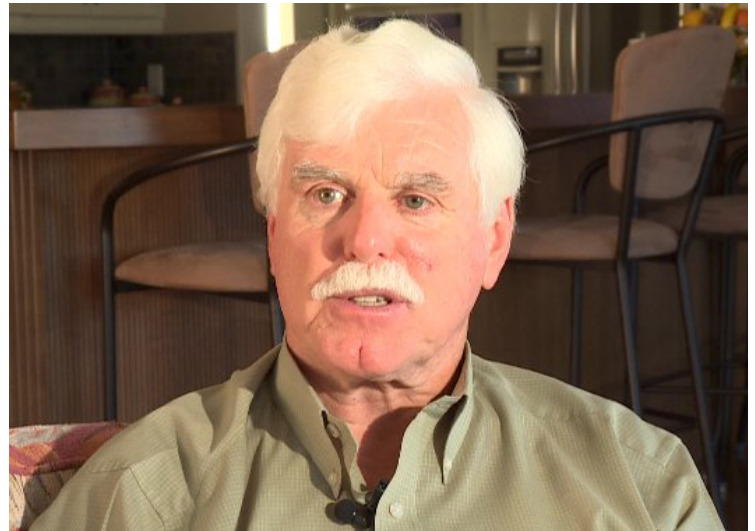
Happy travels, Glenn and Susan!



Susan and Glenn Sorko

Top two photos captured off the Internet

Photo at right bottom by Susan Blake



Rebuilding Morgan after the Hat Creek Flood Disaster

By Glenn Sorko

On Saturday, August 11, 2018, I joined a group of 6 Morgans for a drive from West Vancouver to Kamloops via Whistler and the Duffy Lake Road. The start of the day was overcast but we were expecting summer weather along the way. As everyone knows now, that was not to be. On the road from Lillooet to Cache Creek, the worst thunderstorm imaginable centred over our group of cars. Visibility was zero and the rain was relentless. We pulled over to put up our tops in what turned out to be the worst possible location.

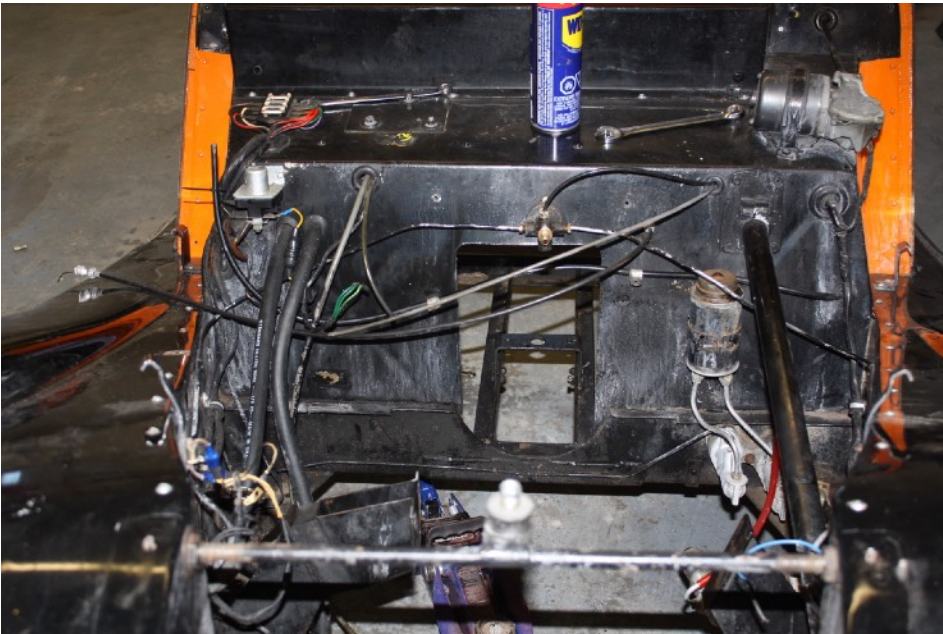
I was trapped in the same mudslide that swept away Tom and Val Morris. Standing at the side of my car, I was fending off logs and debris with a stick while muddy water surrounded me and my car. I had left the door open and the mud got inside everywhere. I later used the lid of a Thermos bottle to bail water. I could not drive out forward because of more landslides in front of us. My only chance was to drive back through the newly created river running over the road. I made it through and fortunately, my car was still running.

Following the Hat Creek Mudslide disaster, my Morgan sports car was returned to Osoyoos and within a few days it was transferred to Area 27 Detailing for insurance estimation. It took approximately one month to complete as my insurance is through a Toronto-based company. The representative in Toronto was very fair, but the whole process was time consuming.

The two owners of the shop, Dale and Greg, have extensive knowledge and have previously worked on my car. They started disassembling it to try to speed up the insurance process. Unfortunately, a short time later one of the partners, Dale had a bout of pneumonia which got progressively worse. He was driven to the hospital in Oliver and as his condition worsened, he was transferred to the larger hospital in Penticton. Unfortunately, on the way to Penticton in the ambulance, Dale passed away. Dale's death, of course, delayed work on my Morgan for quite a period of time.

I am hoping that the Morgan will be completed during my two month's absence. Photos will show the extensive damage through the bottom part of the vehicle caused by the water and mud. Most components of the car have been taken apart for inspection and replacement.

To date, as the photos show, the only work has been disassembling the vehicle and removal of the engine.





(Photos by Glenn Sorko)

Morgans in the Movies

By Steve Blake

That Man from Rio (1964)

Starring Jean-Paul Belmondo and Francois Dorleac

This French movie was a hit in 1964 with over 5 million tickets sold in France alone. It was in the style of a James Bond movie but actually took its cues from a 1930's Tintin Comic book. Its mixture of action, humour, exotic locations, and archaeology is said to have strongly influenced the idea for Indiana Jones movie, the Raiders of the Lost Ark. Steven Spielberg wrote to That Man's film director, Phillippe de Broca, to tell him that he had watched the movie nine times!

From Wikipedia:

As airman Adrien Dufourquet embarks on an 8-day leave in Paris to see his fiancée Agnès, two South American Indians steal an Amazon statuette from a museum and force Professor Catalan, the curator, into their car. Catalan was the companion of Agnès' father on an Amazon expedition during which her father died. Catalan believes that the statuette is one of three which hold the secret to an Amazon treasure. Adrien arrives in time to see the Indians abducting Agnès, the only one who knows the location of her father's statuette, and he pursues them to the airport where he steals a ticket and boards the same plane.

Adrien tells the pilot that his fiancée has been abducted, but Agnès has been drugged and does not recognize him. The pilot plans to have Adrien arrested when they reach Rio de Janeiro, but Adrien eludes the police upon arrival. With the help of Sir Winston, a Brazilian bootblack, Adrien rescues Agnès. They retrieve the buried statuette, but the Indians steal it from them.

In a stolen car provided by Sir Winston, Agnès and Adrien drive to [Brasília](#) to meet Señor De Castro, a wealthy industrialist who possesses the third statuette. On the way, they come across the Indians' car with Catalan slumped inside; after picking him up, they drive on to Brasília.

At a party in their honor, De Castro takes Catalan to his strong room to assure him of the statuette's safety, and Catalan, who planned the museum theft, murders him and steals the statuette. By the time Adrien discovers the body, Catalan and the Indians have abducted Agnès again and escaped in a seaplane. Adrien steals a plane and follows.

In a floating jungle cafe run by Lola, the woman who financed Catalan, Adrien learns that Catalan murdered Agnès' father and that Agnès is being held in a boat. Rushing to the boat, Adrien hangs onto the side as it heads upstream and finally docks. While Catalan goes to the underground location of the treasure, Adrien knocks out all of Catalan's accomplices and rescues Agnès. Catalan finds the treasure, but an explosion set off by a nearby highway construction crew causes him to be buried with it. Adrien and Agnès flee the jungle and arrive in Paris in time for Adrien to catch his train back to garrison.

The Morgan used in the movie is a 1962 Plus 4.





*****LATE BREAKING NEWS*****

Website Report

Just a few more days left to get your votes in!

Voting for PacMOG's MORGAN MOMENTS SNAPSHOT CONTEST closes at midnight on Dec 31, and an awful lot of you have not yet cast your ballots. Many thanks to those of you who have taken the time to participate. I'm pleased to note that one of my favourites is tied for first place at the moment, but others are not far behind. Remember, if your membership includes two people you are both full members, and each of you is entitled to a vote. All you need to do is go to the PacMOG website and fill in the contest form to make your choices. Once you've made up your mind, it'll take you about 30 seconds to cast your ballot, but don't forget that you will need to have the secret password.

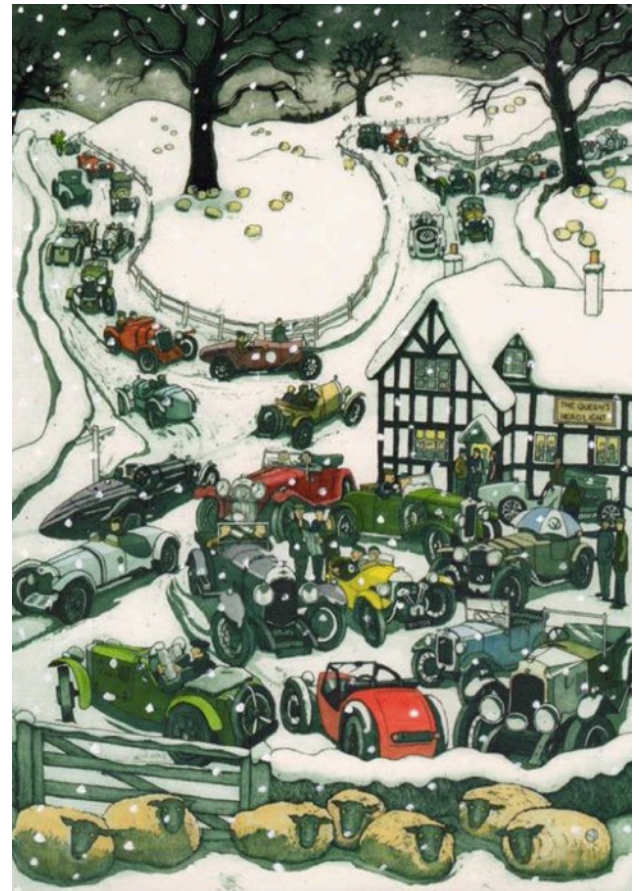
<http://www.pacmog.com/morgan-moments.html>

The 2019 contest is set to begin in January, so get out to as many events as you can this year and don't forget your camera or smartphone. Fame and glory are only a snapshot away.

In other news, we have reorganized the Morgan Link Archive area of the website. Now any Morgan Links more than 6 issues old are available on the website to non-members. We hope that, by showing prospective members and other visitors what they are missing, they will be encouraged to join the club. At \$10 per year it really is, hands-down, the best deal in Morganeering. Current and recent issues will still be available for download via the Members Only section of the site, on the Document Download page.

All the very best to everyone in 2019, and we'll see you down the road.

Tom Morris, Webmaster



Thanks to Vern Dale-Johnson!

My Trip to the Morgan Factory in 1964

By Bob Sterne

When I was just 15 years old, after graduating from North Saanich High School in Sidney, I went on a student tour of Europe, called "CanEuro'64". I had saved every penny from odd jobs for the previous 2 years, along with birthday and Christmas gifts from relatives, to afford the trip, which was \$700 to visit 7 countries in 7 weeks. There were five bus-loads of students from BC (250 total), 4 were mixed, and one was all girls, but that is another story! At the end of our tour, we stayed in Bristol, England for 5 days and it was during that time I had a chance to visit the Morgan factory in Malvern Link, Worcs. I took the train to Greater Malvern, and was met at the station by Peter Morgan driving his personal Plus 4 Plus, and he whisked me (quite briskly) to the Factory where he arranged for me to have a tour. The 12 photos attached were taken with my Brownie Box Camera, no flash and plastic lens, so please excuse the quality. Modern editing software can only do so much! (Editor's note: The other 8 photos are posted in the Gallery on our website.)

The Morgan factory is a collection of several long, parallel brick buildings with interconnecting doors, and the cars, as they are assembled, were pushed by hand from building to building, on their own wheels. The machine shop was quite well equipped, but the machines were mostly left over from Morgan's war effort, and had been supplied by the government. Their wartime production included the breech blocks for 20mm Oerlikon AA guns, amongst other items. Some of the machines are well worn, an example being the lathe used to produce the kingpins. It had a built in taper, which had to be compensated for by hand by the machinist cranking in the crossfeed to alleviate it.



Peter Morgan 1964





After the basic chassis was assembled so that the car would be pushed from building to building, the engine was fitted. It was quite a sight to see rows of TR4 and Cortina engines awaiting their new home. Then came the wood shop, where skilled craftsmen turned huge piles of well seasoned ash into parts for the body frame, and then assembled them by hand until the sensual lines of the Morgan body began to take shape. The body framing was attached to the chassis, and then it was off to the sheet metal shop. It was there that skilled craftsmen cut and shaped the metal to cover the ash frame, and lovingly attached each piece to the woodwork. There were hundreds of templates hanging on the walls, each marked with the years and models they fitted. The wood shop also had hundreds of similar templates.



One thing I can clearly remember was watching a chap who was an original employee of the company making the grilles by hand. The brass channel was cut to length and bent by hand to fit in a very worn jig which held all the bars in place for soldering. The top and bottom plates were added, and the grille soldered together by hand with blowtorch and coppers. The completed assembly was then polished and chromed (I think it was sent out for that, I don't remember a chrome shop at Morgan). Towards the end of the cars travel through the sheet metal shop, the wings were attached. If I remember correctly, by that time Morgan were contracting to have them made off premises. While in the sheet metal shop I came across a 4/4 Series V Competition Model that my Dad had ordered, being competed for shipment to Canada.

Unfortunately, I don't know the Serial Number, but it would have been completed in the fall of 1964.

(Photos by Bob Sterne)

Racing Morgans Photographed by John Chase
Submitted by Alistair Crooks

These shots were from the 1960s at the Little Saanich Mountain Observatory Hillclimb. Can you identify the drivers?



Book Review - Buying and Maintaining a Modern Traditional Morgan

By Steve Blake

Miscellany magazine reviewed David Wellings' book, Buying and Maintaining a Modern Traditional Morgan, in their April 2018 issue. Since the book was written by a well-known respected writer, I thought I would buy a copy for my reference library. The book was 25 GBP and mailed out from England. It is a soft cover, 192 page book with plenty of coloured photos. It is bit pricey but considering the cost of goods in the UK compared to Canada, not a bad deal.

The important thing to note is in the title. This is not a book for looking after older Morgans, like most of ours. This book has been written specifically for "Modern" traditional Morgans. The book focuses on Morgans built from 1997 onward. David Wellings is a regular contributor to Miscellany magazine and writes great articles on Morgan maintenance. Keeping that in mind, he does a splendid job explaining the intricacies of the newer cars. As he goes through each component of the car, there are several topics that still relate well and have relevance to our older Morgans.

With that caveat in place, the book is well-written and I found it a good read as a general interest book on the newer Morgans. The way

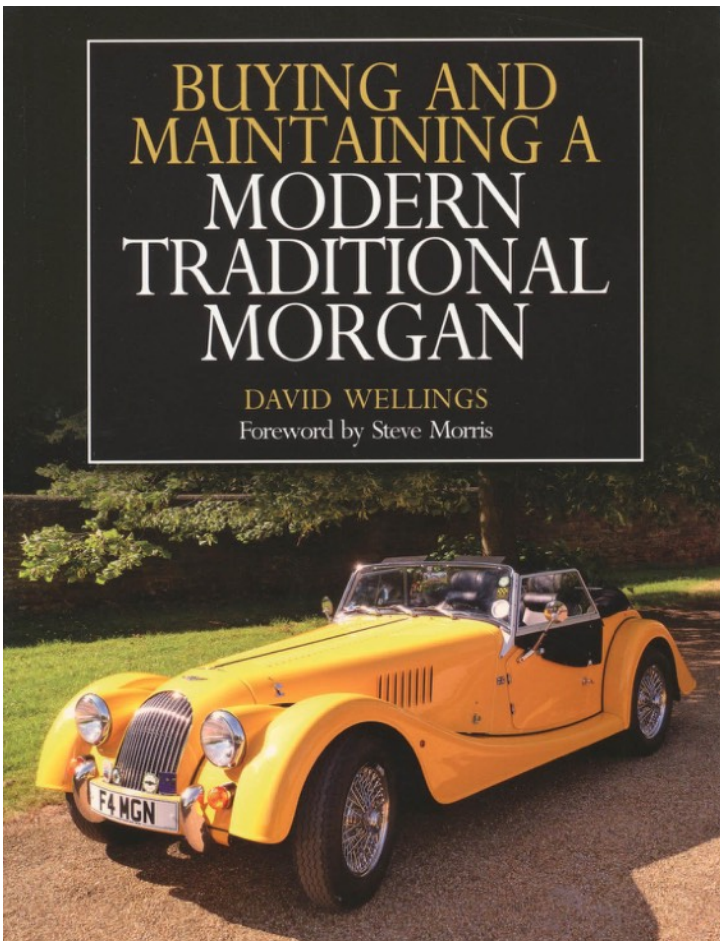


Wellings broke down the different components of the cars, helped me understand the developments that have taken place since 1997. Anyone owning one of the newer cars will find a lot of useful information in this book, and those with older ones will still find some valuable bits. For example, Wellings explains how to look after the tread rubbers on the running boards which applies to all years of Morgans. This information on servicing the bolts that fasten the aluminum U-channels to the running boards is something I had never thought of doing. It is these types of gems that makes the book an interesting read for all Morgan owners and a recommended purchase.

Chapter 11 on "Service and Maintenance" is useful for all Morgans. I especially enjoyed reading about the "Morgan Whistle", the sound made by air rushing past the headlamp surrounds. I guess the "Morgan Whistle" goes well with the "Morgan Dance"!

This book is available from www.crowood.com at a price of 25 GBP. It is also priced on the cover at US\$44.95 or at CDN\$53.95. Available on www.amazon.ca for only \$38.68. The ISBN is 978-1-78500-377-6.

(Photo by Susan Blake)



Restoration of a 1958 Morgan Plus 4 - Part 5

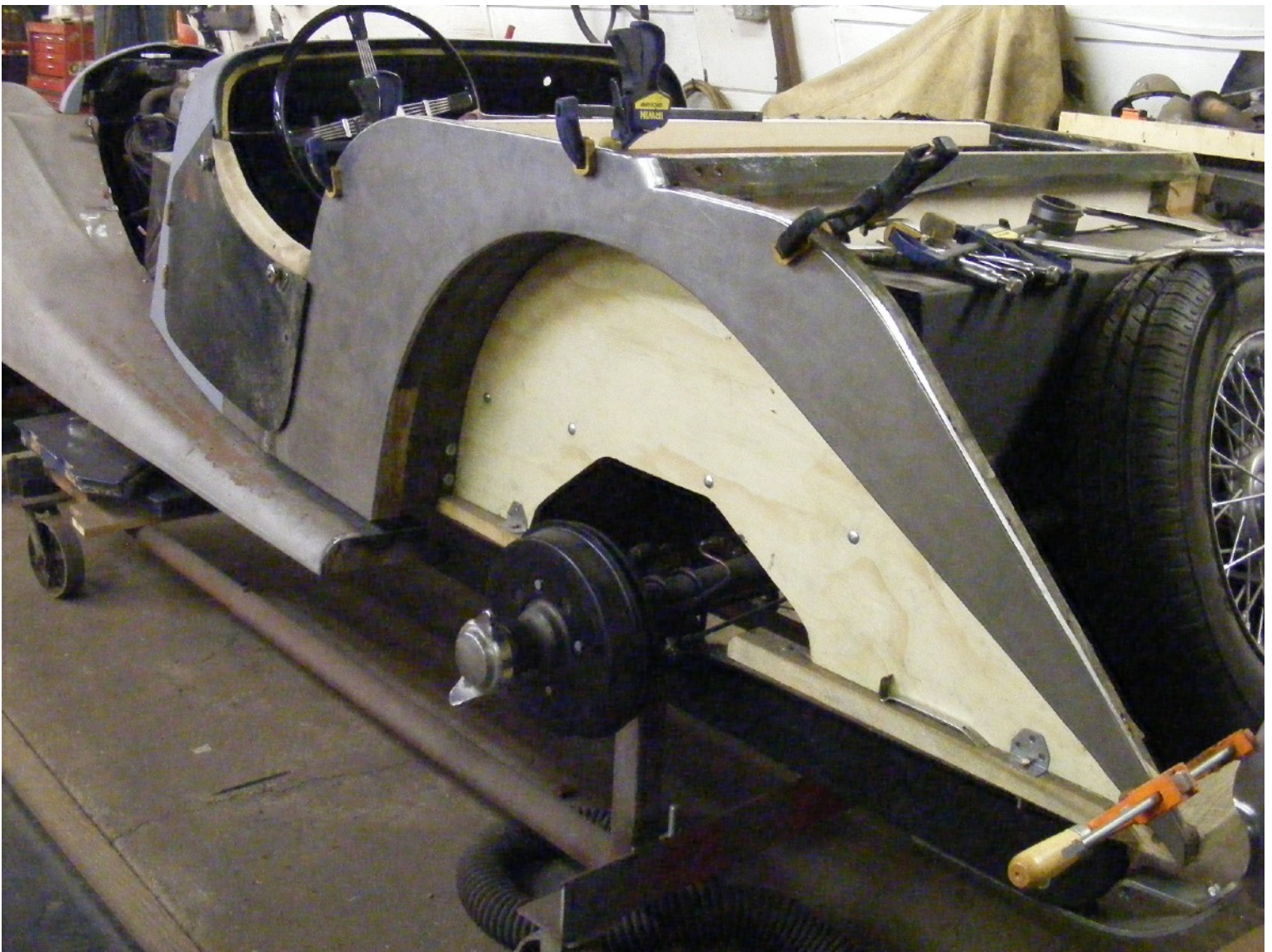
By Phil Johnson

The front fenders still needed a bit of detail work, especially the right front which had been damaged pretty badly and then hammered to shape. It was still out of shape a significant amount and the edge bead had been pretty well flattened out on the front outside corner. I made up a tool from an old pair of vise grips which would work as a die and re-form the bead back to it's original shape. You can see in F004 and F005 how it forms the bead as it is worked along the edge. F007 shows the re-formed bead. I was happy that it worked as well as it did!



Next it was on to making the new body panels for the rear quarters. The pieces were cut from 22 gauge steel and carefully trimmed to leave just over 3/8 in. to fold over the wood frame. Pieces of wood were cut to shape and clamped tightly to the frame with the metal sandwiched between so that a sharp fold would be produced when hammering the flange over the wood frame. You can never have too many clamps for this operation. The last pictures show the two completed panels with the extension pieces welded on that tie into the front cowl panel under the door. The door was temporarily fitted to check panel accuracy. The panels were then removed, prepped and painted inside before being installed on the wood frame.





About this time a shipment arrived from Rutter's. Rebuilt instruments, dash knobs, bumper brackets, exhaust head pipe and the wiring harness, which had to be sent back as it was for a later car.

Next time we will re-build the doors and possibly the dash board.



The Morgan Link





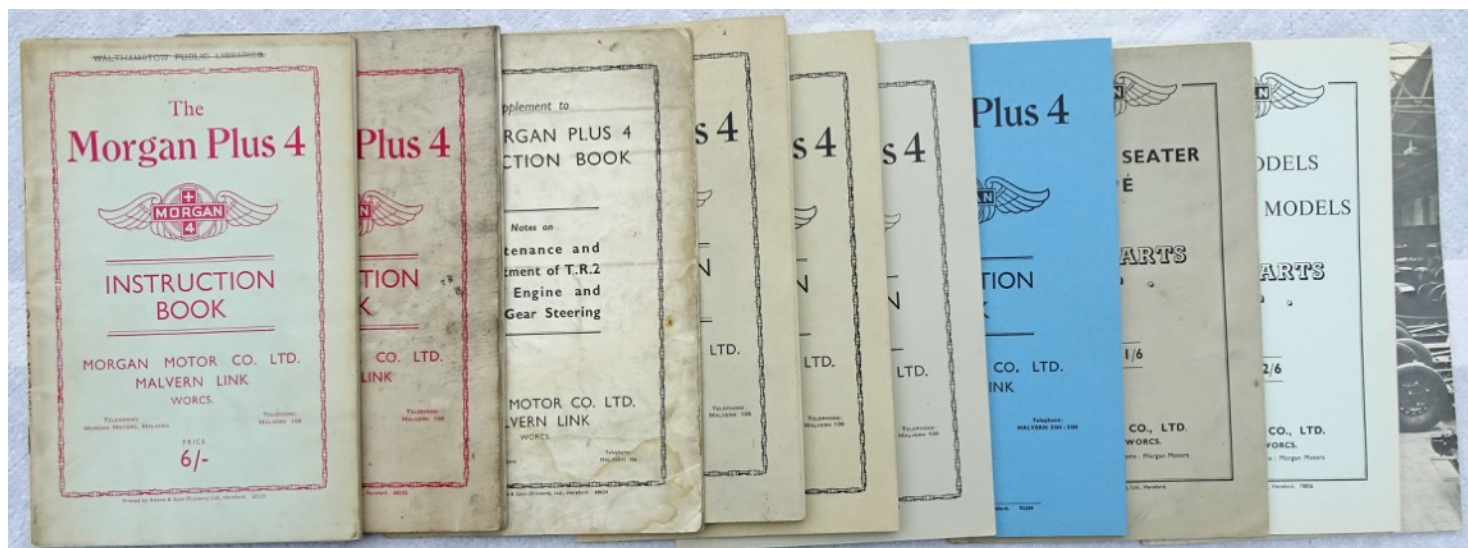
Morgan Historic Register (MHR)

By Machiel Kalf



If you have interests, besides your Morgan, in art, vintage watches or old toys, you know that the value of an object is dependant on the condition and if the original box and paperwork is still with it.

So, why not keep a sharp eye out for an original tool kit and Instruction Book for your Morgan? The tool kit can be helpful if you have a technical problem during one of your journeys and the Instruction Book can be helpful if you do some maintenance.



The Instruction Books are, if I remember, a subject I have written about in earlier editions, but the tool kit(s) are something totally different. If you still have the original tools as part of your Morgan, that's great and you are lucky! But, if not, and you would like to have the original kit, you have to know how they look. If you don't have an Instruction Book for your car and you would like to know how the one you need looks, please contact me at machieltkalf@ziggo.nl The MHR has some digital versions available, depending on the year the car was built. It's important to let me know the year your car was built and if the original engine is still in the car. For example, over the years in the Plus 4 models, the Vanguard engines are sometimes replaced by a TR engine. You can check that easily. The original engine number is stamped on the hinge of the bonnet (about 6 inch from the cowl.) Most are stamped on both sides and in many cases just the last 4 digits. If the original engine isn't in the car, the Instruction Book won't tell you the right adjustments for the engine.

In this article I will show you the original tools for a 4/4 Series I and for a Plus 4.

The jack for both type of Morgans look more or less the same in the way you have to use them. For the 4/4 you have to use a special spanner that can be used on the hexagon that is made on the top of the jack. On the other side of the spanner, you find a hexagon as well, but that one is for the wheel nuts.

The pin on the jack must be placed in a hole that sits in the cross member of the chassis just in front of the seats. But, before you place the jack in that hole, you have to remove a little hatch in the floorboard of your car. Normally this hatch has a sheet metal top. Remove the hatch and the jack can be placed in the hole of the cross member. Before you turn the jack down, you must be sure that the ground under the car is solid enough for the pressure of the jack. The foot of the jack isn't that big, so sometimes you need a wooden board under the foot of the jack. If you want to remove one of the wheels, it's better to slacken before you lift the car!



The jack for the Plus 4 has the handle fixed to it, so that it is part of the construction of the jack.

Plus 4 tool kit

you have wire wheels, you need a special spanner for the central wheel nut. On top of that you need a special hammer for the winged "knock offs." The hammers from the past were made with a "head" of lead. In modern times they are hard to find because lead isn't no longer allowed to use because of the pollution/ environment (?) Replacements have leather on one side and copper or brass on the other.

You need a special spanner for the wheel nuts or, if

So, here you see the original hammer can already have some extra value.

Series II, III, IV and V: we would like to know what is in the original tool kit of these Morgans. Do you have an original set? Please, take some photos and send them to machielkalf@ziggo.nl and we can share them with the group. Maybe we, the MHR, can help others to find these "valuable" tools.



Series I 4/4 tool kit

(Photos by Machiel Kalf)



1980 4/4 tool kit

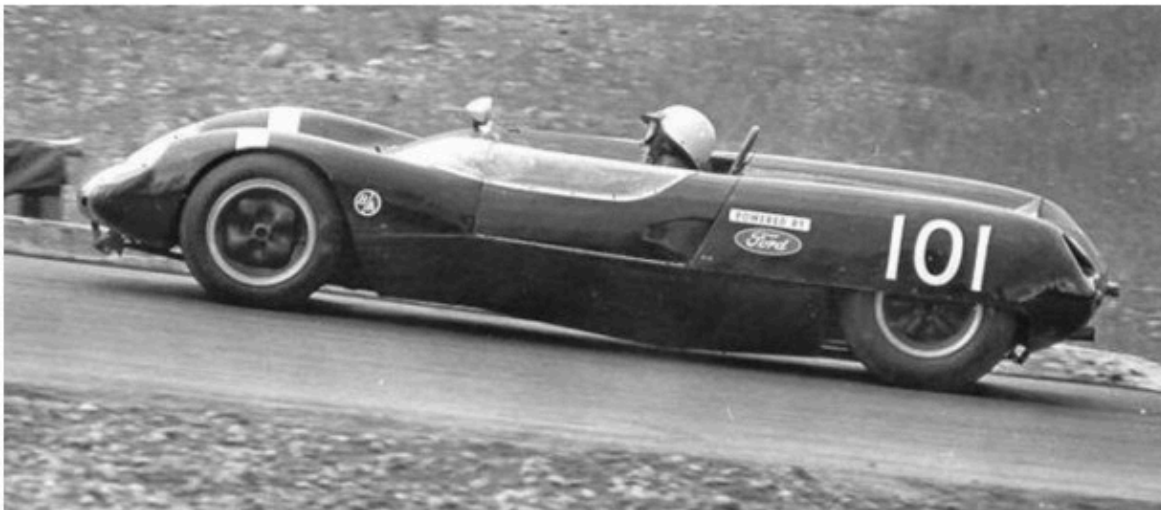
Greater Vancouver Motorsport Pioneers Society

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.



BOB McLEAN - Inducted 2003 Pioneer - Sports Car and Road Racing



McLean at Westwood in Lotus 23B, 1965 (SCCBC Archives)

Excerpts from *Canada Track & Traffic* January 1966 and May 1966, edited by Tom Johnston, 2004

Bob (Bob or Bobby, wife Kathy would say - his name is Bob, not Robert) was small in stature, a gentle, slightly built, quiet man who possessed a dignity which seemed hard to believe when combined with the dirty fingernails of a career of motor-tinkerer, but Bob was the 1965 Canadian Driving Champion, the first ever from the West.

Bob worked as a mechanic for one Ford dealership, and his car was sponsored by another, Fogg Motors. Bob then went on to work for Duecks as a new car preparation mechanic. Duecks were good to Bob. They gave him eleven days leave in order to enable him to fulfill the heavy national schedule. They also wholeheartedly congratulated him on his numerous wins. Bob gave much of the credit for his success to his mechanic, Brian Dunlop.

Of all the tracks Bob raced on, Westwood, his home track, was close to his heart, for it gave him the training ground to better things. In a television documentary, Bob was described as the "King of Westwood."

Bob felt a champion should work for his wins. In 1965 he attended every national race, traveling 57,000 miles by jet, private plane and road to compete in five provinces (including on one busy

weekend, a race in Alberta and a race in Ontario). But he probably earned more money than any Canadian sports car driver that year. He won \$5,261 and his expenses were \$2,600, not counting tires and engine maintenance.

Driving a Mustang, he won the Western Canadian Sedan Championship, competing in seven of the nine races. He was the West's Formula Junior Champion and in the 1962-1963 season he won 19 out of 22 starts in the Cooper single-seater.

Bob was born in Australia. He was however a Canadian competitor. He



Bob McLean

started racing in 1957, and all of his experience came on Canadian racing circuits. Bob was one of western Canada's leading sports personalities, and his interest in promoting car racing showed the western public the fine quality of racing which went on throughout the country.

Bob was proud of his achievements, but he possessed a great deal of consideration for those who came to see him race. He once said "I owe it to the racing fans and myself to appear in a competitive car". Bob carried the style of a champion, always willing to share his knowledge with others. When he talked of retiring, he said "I will then try to help someone else, and pay back the sport for what it has given me."

Bob died on March 26, 1966 when his Comstock Ford GT-40 crashed and burned while racing in an endurance race at Sebring, Florida.

Land Speed Record News

By Steve Blake

In the September issue of the Morgan Link, we told you about the land speed record set by Danny Thompson in the Challenger II at 448.757 miles per hour. This was accomplished at the Bonneville Salt Flats during the annual Speed Week. The record is the average of two passes, one going each direction. As we went to press, we heard that this record was broken by Dave Spangler in the Terminator II at a speed of 482.646 miles per hour.



503.332 MPH
BONNEVILLE OCT. 2, 2018

TEAM VESCO TURBINATOR II
WORLD'S FASTEST WHEEL DRIVEN CAR
FIRST TO 500 MPH

Rick Vesco
Designer/Builder

Dave Spangler
Driver

Dave Spangler drives for Team Vesco, a team that was built originally by Don Vesco. Unfortunately, Don passed away from Cancer in 2002 and the speed project was put in storage. Don's brother, Rick, took on the challenge in 2013 and revived Team Vesco. In September this year they made the record run, however they were not satisfied. They returned in October to attempt to break the 500 mile per hour barrier. The first pass was at 493 mph, with an exit speed of 503 mph. This is the first time a wheel driven vehicle has attained 500 mph. They needed a time in the opposite direction of 510 mph to set the 500 mph record. Unfortunately, the rain came and the car was put in impound waiting for the rains to clear. It didn't happen and the record for this year will have to stand at 482.646 mph.

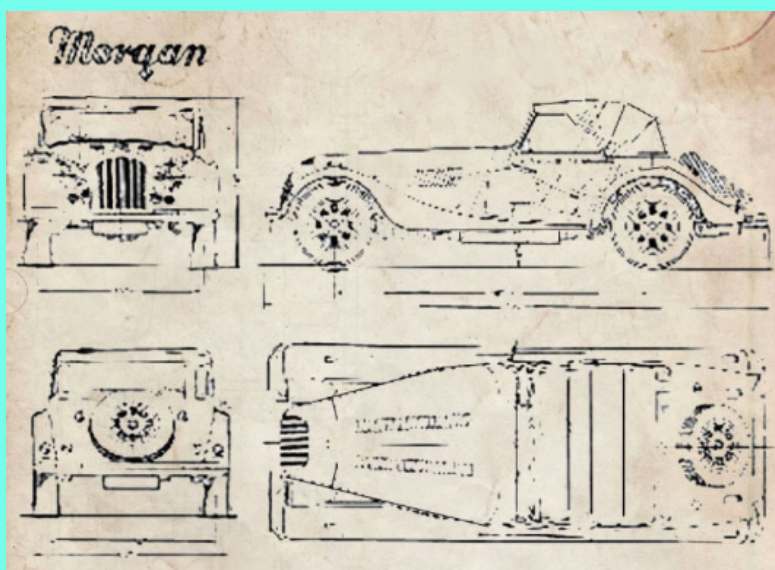
Bad news in the open category where the record of 763 mph by Andy Green in the Thrust SSC was to be smashed by the Bloodhound SSC. They were going to attempt a record of over 1000 mph. Unfortunately, the team has gone into bankruptcy with a debt load of 25 million GBP. The Bloodhound and all equipment are now being put up for sale piecemeal as there are no interested parties to purchase the whole enterprise. Do I hear rumblings in Beijing?!!

(Photo courtesy of Team Vesco)

Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact (see your roster)
Jan 26	Mike Powley Memorial Run (formerly Robbie Burns)	PACMOG	Meet at the Tim Hortons on the NE corner of Hwy 10 & 152 nd St at 10:30am for a 11:00 Departure. Lunch at the Big Ridge Pub on the SE corner at approximately 1pm	Email Ken at kengmiles@telus.net or call after Jan 6
Feb 17	Hearts 'n Tarts Run	PACMOG	Meet at McDonald's at 1835 56th Street, Delta (Tsawwassen), BC V4L 2B4 at 10:30 for an 11:00 am start. Lunch location TBA	RSVP to Steve & Susan Blake. Email sblake@telus.net



Future Event Notices

Events for 2019 - If you have any ideas or would like to sponsor an event, please let Bob Wadden know. If you have any comments or suggestions based on this year's events, let any of the directors know your thoughts. We can control most things, other than the weather. It would be nice to see more cars out next year. Please consider hosting an event. It can be as simple as arranging a location for lunch or elaborate as organizing an overnight trip. Mostly, we are looking for people to sponsor drives that end somewhere for lunch. Talk to Bob Wadden with your ideas.



January 2019

Special Offers



WWW.MORGAN-MOTOR.CO.UK/SHOP

**JANUARY SHOP OFFERS FROM THE MORGAN MOTOR
COMPANY**

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 on Bring a Trailer



1998 Morgan Plus 8 sold for US\$77,500 on November 5, 2018



1971 Morgan Plus 8 sold for US\$65,000 on November 7, 2018



1956 Morgan Plus 4 bid to US\$17,000 on November 9, 2018 - did not sell



1965 Morgan Plus 4 bid to US\$31,965 on November 13, 2018 - did not sell



2003 Morgan 3-Wheeler sold for \$32,250 on November 20, 2018



November/December 2018



2002 Morgan Plus 8 with 2000 miles sold for US\$66,500 on December 3, 2018



2012 Morgan 3-Wheeler with only 38 miles bid to US\$34,100 - did not sell.



2005 Morgan Roadster with 11,000 miles sold for \$52,500 on December 28, 2018



Charged (P)articles



EV3 Has Been Shelved?

Rumour has it that the EV3 electric 3-Wheeler project has been shelved for the time being. Morgan's partner has run into financial difficulties and is not able to proceed at this time. There is nothing official on Morgan's website at this time but we will bring you more information when they make their plans or intentions around this project public.

FLY THE CLUB COLOURS

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire

To Order Regalia email Brian Nixon at nixon.b@outlook.com



Show how you use your patch or badge!

Send a photo and we will publish it here.

Sewing hints for patch...

The patch has a glue-on backing. Heat your iron and melt the glue (from the non-glue side) to hold the patch in place, exactly where you want it. For more security, finish off by stitching around the outside.

**CMC Enterprises (1990) Inc
Reg Beer Coachbuilders Inc
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.

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Marketplace Ads

1. Ads are free to members, others \$25 and up (contact editor for 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 editor.

Wanted

Articles, photos and stories about Morgans, or anything of remote interest to Morgan enthusiasts. How about a Morgan recipe? Send to your Editor morganlink@telus.net

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

1961 Morgan Drophead Coupe

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

Members' Cars For Sale



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

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.

