



The Morgan Link

Vol 3 No 7

The Magazine of the Pacific Morgan Owners Group

Oct. 2018



1957 - First Morgan sold by Sterne's

From the Editor's Desk...

It is absolutely beautiful weather for driving our Morgans! As I write this I am looking at the wide array of colours of the leaves and how the evening sun throws a warm light on the trees. Tomorrow, I must get my camera out and snap some of these scenes before the Autumn rains and wind finish this tapestry for another year.

I am very thankful for the number of submission of articles and ideas people have for ideas for the magazine. It is nice to have the diversity and to have a chance to showcase different members and publish their writing. I am trying to continue through the year with a 40 page magazine. So far, all is looking good. We will have a bit of a break through the winter season going back to the every other month format. November and December will be combined as well as January and February. Many of us are on holiday through this time and we aren't doing the same number of drives so there is less to report.

There was some very sad news this month as we heard about Bill Sterne passing away. Bob Sterne has written two articles for us and submitted a number of photos of historic racing and history of Sterne's Morgan garages. This gives us a nostalgic look to the past and lets new members understand the contribution the Sternes have made to Morgan ownership in British Columbia.

There is still a drive and a party left for this season so we hope to see a number of you out with your Morgans or in your daily drivers. It is always nice to be able to talk with members who we haven't seen for some time. The OECC has their London Brighton Commemorative Run in November and there are plans for a Christmas party on the Island. Both should be fun events. Maybe if the weather is nice in November, we will do an impromptu drive to somewhere for lunch. Check your emails and look on the PacMOG website forum for last minute events.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

October 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.

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Chair Report - October 2018

By Ken Miles

Fellow PACMOG Members,

The month of October has been an exciting time for the club. On October 13, several of us joined the Old English Car Club in a run to Chilliwack to tour Fortin's Engine Shop, which turned out to be an excellent shop. I believe we all learned something, including that it might be possible to repair a blown block. Morgans represented 25% on the cars in attendance.

On October 20, Steve and Susan Blake organized a run to a winery on Westham Island. Fifteen members turned out for this run and our thanks go to Susan Blake for preparing a delicious meal for us after the visit to the Wellbrook Winery. It was substituted when the first one closed without notifying us.

On October 27, Bob and Alexis Wadden hosted a Halloween party, where we had a great time. Our eight PACMOG members joined with members of the Rolls Royce Club for this party. For those of you who didn't attend this event, you missed a great time. Bob and Alexis went to a lot of effort to decorate their house both inside and out. Alexis' chilli was to die for!

Thanks to all the organizers for planning and hosting such great events.

As Pat and I will be leaving shortly for an extended vacation and might be out of touch for the rest of the year, I would like to take this opportunity to wish you all a Merry Christmas and a Happy New Year. I look forward to seeing more of you out for next year's exciting events which are now being organized.

Remember next year we will be looking for a new Chair as my term will end. If you would like to discuss what it entails to volunteer or nominate someone, give me a call at 604 576 8036 or email me at kengmiles@telus.net. We need your help.

Regards and best wishes,

Ken Miles

Chair

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Cover Photo Credit:

Photo submitted by Bob Sterne of the first Morgan sold at his Dad’s (GB Sterne) Morgan dealership. This was the first Morgan sold in Canada. It was a 1957 Plus 4.

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, Pat Leaske, Bill Button, Susan Blake, Bob Sterne, Bob Wadden, Lorne Goldman (GoMoG), Tom Morris, Dave Doroghy, Frank Gruen, George Hollinger, 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.



MORGAN MOTOR COMPANY INTRODUCES RANGE OF '110 ANNIVERSARY' MODELS AHEAD OF THEIR LANDMARK 110TH ANNIVERSARY YEAR

- Morgan Motor Company introduces a range of '110 Anniversary' models ahead of their 110th anniversary in 2019
- Each '110 Anniversary' model will carry unique celebratory badging, signifying its importance as a 110 edition vehicle
- 2019 marks 110 years of the Morgan Motor Company, a landmark milestone for the Malvern based company, which remains privately owned by the Morgan family
- The '110 Anniversary' models have been introduced in preparation for the anniversary year. Each edition will be available with a specially selected range of options, included at no extra cost to the customer
- The current Morgan range includes the 4/4, Plus 4, Roadster and 3 Wheeler



Discover the Roadster

The Morgan Motor Company is excited to announce the first in a number of celebrations for its 110th anniversary year in 2019, which will see a series of '110 Anniversary' models added to the line-up.

Each of the '110 Anniversary' models benefit from unique badging, denoting their significance as 110th year models, as well as an extensive list of specially selected performance and styling options included at no extra cost.

In addition to performance and styling options, a new range of standard colours has also been introduced. In addition to the 'Sport Range' of colours, there is now a 'Classic Range' and 'Metallic Range', which includes a selection of colours chosen by Morgan Design. These colours reflect some of the most popular Morgan colours throughout the company's history, as well as some personal favourites hand-picked by Morgan's design team.

A mix of performance and visual enhancements are also offered with each '110 Anniversary' model. A front valance, rear exit sports exhaust and leather bonnet strap stand out as the more purposeful and race inspired options for Plus 4 and Roadster.

Interior trim and detail enhancements include a leather or wood rimmed Moto-Lita steering wheel, performance seats, a mohair hood pack and any choice of Yarwood leather, also available across Plus 4 and Roadster. In addition, customers will also have the option to have the '110 Anniversary' logo embroidered on their headrest in matching or contrasting stitch-work, further signifying the special nature of their new Morgan. All of these options are available at no extra cost.



Discover the 3 Wheeler

As well as the Plus 4 and Roadster, the 3 Wheeler also receives a selection of interior and exterior '110 Anniversary' options at no extra cost. For the interior, quilted leather stitching, centre split seats, storage pockets and a mohair tonneau cover are now all included.

Stand out exterior options for the 3 Wheeler comprise any solid colour from the newly introduced colour ranges, black roll hoops, black exhaust heat shields and a body coloured engine cowl.

The announcement of the '110 Anniversary' model changes for 2019 is the first in a series of announcements Morgan will make in their 110th year, their most significant milestone since the 2009 centenary.

"It is an immense pleasure and an honour to lead the Morgan Motor Company as we approach such a significant milestone in our history. We are delighted to be thriving as a privately owned, British, family owned automotive manufacturer, and in our 110th year of business are stronger than ever. Milestones such as a 110th anniversary offer everyone associated with the brand an opportunity for reflection, as well as an opportunity for us to offer even more to our customers. The '110 Edition' vehicles are the beginning of our celebrations, and we look forward to making further exciting announcements throughout 2019."

Steve Morris, Managing Director, Morgan Motor Company



Discover the Plus 4

William Beatty (Bill) Sterne

1934-2018

William Beatty (Bill) Sterne was born in Edmonton in 1934, by my Dad's first wife. They divorced after the war and Bill came to live with my Mom and Dad (Lydia and GB Sterne) in Sidney, shortly after I was born in 1948. Bill and some of his buddies from Sidney joined the Air Force, when he turned 18, and he became a navigator flying Avro CF-100s during the 1950s. He progressed through the ranks, serving in several positions in Canada, the US and Overseas. Bill was in a bunker at Moses Lake, Washington, during the Cuban Missile crisis, and at that time he also flew with the US National Guard out of Geiger Field in Spokane, to keep his flight status current.

His last flying post was as Navigation Leader (2nd in command) at Comox, flying the CF-101 Voodoos. Subsequent postings saw him serve as Military attache in Kenya and teaching at Staff College in Ottawa. He retired from the RCAF a full Colonel about 20 years ago, and with his wife, Fay, bought a house in Courtenay, BC. When my Dad passed away in 1990, Bill inherited his last Morgan Plus 8 (a 1972), painted in Dad's traditional white with black fenders. We drove it with pride, and kept it well-serviced and in great condition, and always enjoyed the camaraderie of other Morgan enthusiasts.

Bill's wife of over 60 years is currently in a nursing home in Courtenay. They have three sons, Greg in Courtenay, the eldest, Karl, in Saskatchewan, and the youngest, Ian in Ottawa, plus many grandchildren and great-grandchildren. Bill loved hunting, particularly wing-shooting of game birds. He was on a hunting trip with his eldest son when the end came. He fell and hit his head, resulting in nothing but a goose-egg, and having no other symptoms. He and Karl made several more trips out hunting. On Thursday September 20th, Bill told his son he had a headache, went to take a nap and for Karl to wake him in a couple hours. Karl could not wake Bill from his final slumber; he passed away in hospital in Saskatoon on September 22, 2018. Bill died doing what he loved...who could ask for a better end to a full life?



Bill and his dog, Tucker
- after a successful grouse hunt

(Text and Photos submitted by Bob Sterne)

October Drive and Wine Tasting

By Steve Blake

The Autumn season is perfect for driving! The sun on the tapestry of red, orange and yellow leaves makes driving at this time of year the best, especially for open-top roadsters. True to form, the weather gods were not too kind first thing in the morning. We awoke to fog! That is the other expected phenomena when you live beside the sea. In the Autumn the advection fog is created by warm, moist air passing over cooler waters. Ours is caused by the pineapple express air currents coming from Hawaii.



We met at McDonald's in Tsawwassen for coffee and hot chocolate. For this drive, we had seven Morgans and three others. Morgans were driven by the Blake, Leask, Collis, Miles, Johanson, Rennie, and Cowan and Muir. Susan had coffee with the group and then left to prepare our lunch. Tom Morris left his car on the street behind McD's and rode with Steve in his Plus 4.

The first leg of the drive took us across Highway 17, northbound on 56th Street. We circled through Sunnyside Nursery to make sure everyone got across the road okay. From the nursery we continued north and travelled along the Salish Sea Drive and through the farmland of west Ladner. Crossing the single lane bridge took us to Westham Island and our first stop at the Angel Estates Winery.



It was closed! We had booked a tour and wine-tasting with them a month ahead, but when the manager and sole employee running the cave came down with pneumonia, nobody thought to phone us to cancel. We took photos of the cars while we waited for Jane and Doug to catch up with us. They weren't able to meet us at the start. John Rennie suggested we go to Wellbrook Winery so we could still have a winery visit. Since it was just off the planned route, we decided it was an excellent idea and the group of us set off in convoy for leg 2 of our drive.





Where did Jane hide the keys?!!

The drive from Angel Estates took us back across the Westham Island Bridge and back onto River Road West. We drove through the farmland, past the home of the former Premier of British Columbia, Bill Van Der Zaam, and past Boundary Bay Airport.

At the end of the airport, they built new warehouses but did not upgrade the road. We drove slowly past the turn to get onto 44 Avenue but it was too rough for our Morgans. We decided to turn around in the parking lot and drove back to the train overpass and onto the Wellbrook Winery.

Fortunately, it was open and welcomed the 16 of us with open arms. The group tasted samples of fruit wines, juices, and dessert wines. The winner was a very nice Blackberry dessert wine. Numerous bottles of wine, pies, and chocolate cups were purchased. Angel Estates lost out on about \$500 worth of business!

We lined up our cars by a scenic barn for our classic shots as the sun started to burn off the fog. The fields around the winery were being used by the movie industry. They had just constructed a spaceship for an upcoming Netflix movie titled, "Lost in Space."



After photos, we drove back to Tsawwassen to the Blake's where Susan had tea, coffee, wine and beer waiting for the thirsty drivers and navigators. She had also prepared a very nice lunch of meat and vegetarian lasagnas, salad, garlic bread, and cookies. Thanks to Susan for her work in the kitchen!



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(Photos by the Blakes)

The sun finally came out!

Update from the August 11th Disaster

By Steve Blake

A number of club members have been asking for an update on the tragic accident on our drive on August 11 this past summer. I spoke with Tom Morris who gave me the current information and consented to having this followup story written.

Tom has asked me to thank you for your kind words and condolences and special thanks to all of you who dropped in to see him for a visit. Tom is always up for visitors, so give him a call if you are going to be in his area. Tom has physically healed up but is understandably still struggling everyday with the loss of Val. They were together for over 50 years, being childhood sweethearts from the age of 16. Tom is very resilient and has been able to carry on in his day to day life, but a large piece of his life is missing. It will take some time for him to set routines and learn how to live his much different life.

Sadly, Val Morris's body has not been found. When she disappeared into the water that night, we lost Val forever. The search for her body was made by the RCMP, Fire Department, and volunteers from Search and Rescue. They spent three weeks using dogs, drones, and a helicopter and came up empty. At some point later this month or early November, another search will take place with the fast-water recovery divers. They will search Hat Creek down to the Bonaparte River in an attempt to bring closure through the recovery of Val's body.

Tom's car is a total write-off. Tom has recently settled with ICBC and they dealt with him fairly. Tom says he wouldn't have sold his car for the settlement amount but at the end of the day, he was not "out of pocket". His settlement was in line with Hagerty's Valuation Guide.

Tom is now on the hunt for a new Morgan. He would prefer another Plus 8 similar to the one he had but is also thinking that a 4/4 would not be out of the question. He also says that the idea of a pre-war three-wheeler fascinates him! Tom may end up with two cars. At this time, Tom has a line on two or three cars so hopefully, he will have his new ride by the time the next driving season begins.



(Photos submitted by Tom Morris)

A Short History of GB Sterne and Morgans in BC

By Bob Sterne

For those who do not know, my Dad, George Beatty (GB) Sterne left the Navy after WW2 and opened a gas station (Sterne's Garage) in Sidney in 1946. He negotiated a Morgan Distributorship in 1956, and imported Morgans until they were banned from sale in Canada in 1972, for not meeting emission control and safety standards.



The New Garage in 1960



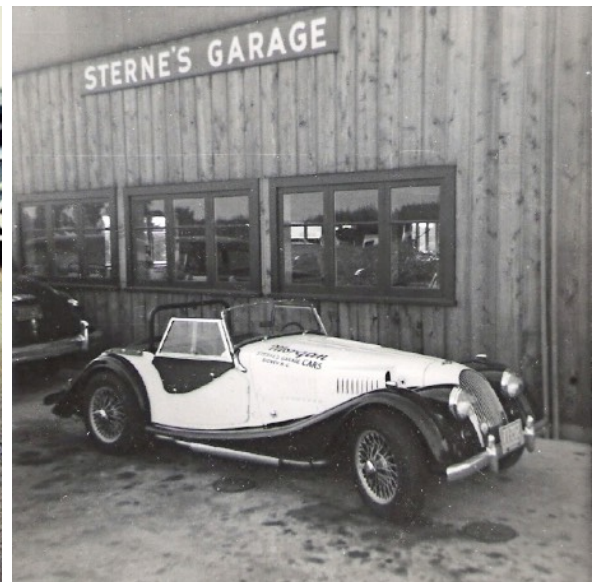
Lydia and GB

The first Sterne's Garage was replaced by a new one in Sidney in 1960. In 1964, we moved to Burnaby and the name changed to Sterne Motors. My Dad retired in 1978 to Deep Bay on Vancouver Island and he and my Mom, Lydia, travelled quite a bit. They spent several winters in Australia and other warm locales.



Bob and GB with the 1972 4/4 1600 GT that they shared from 1973-75

The Morgan Link



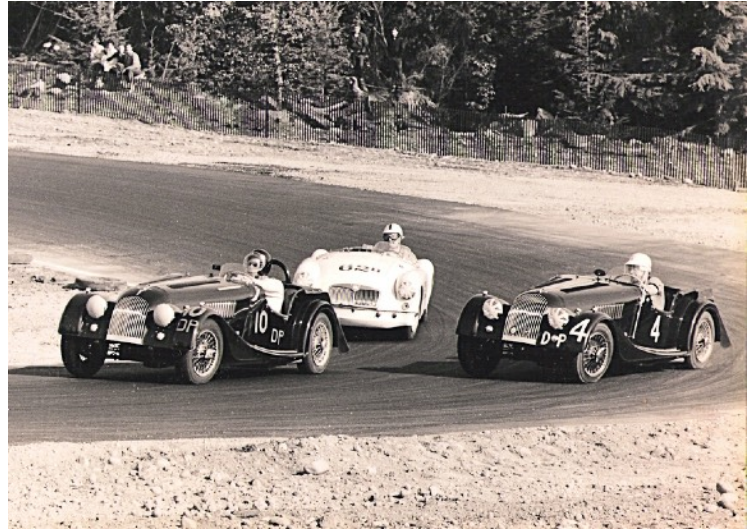
1963 Morgan Plus 4, SS in Sidney

October

Dad started racing sports cars in an MG TD and later continued with the Morgans. He won over 200 trophies and countless Championships, all in Morgans. He raced a 1957 Plus 4, 4-seater; a 1960 Plus 4, 4-seater; a 1963 Plus 4 Competition Model; a 1969 Plus 8 and lastly the 1972 4/4 1600 Competition Model which we shared until Dad retired from racing at the end of the 1975 season.



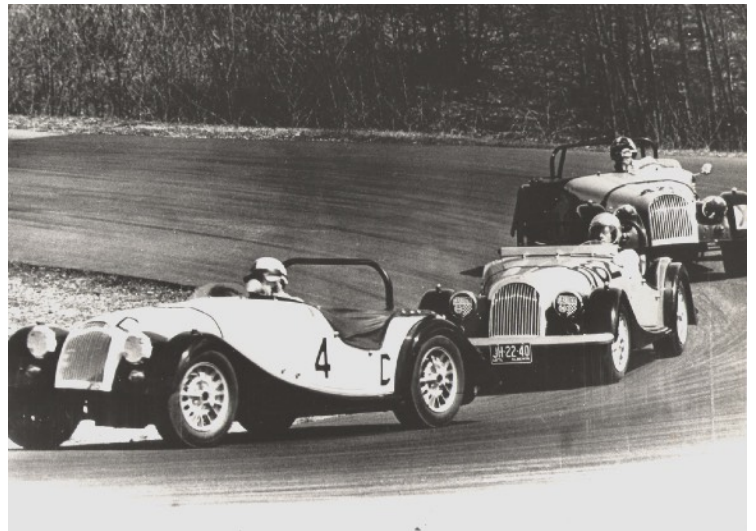
Three 4/4s, all 1600 GTs, in the "Circus" at Portland in 1973/4. GB in #4, Stu Rulka in #2, and Dave Collis #13 right behind.



A "D Production" race in 1959 with Jack Murray (#10 – 1959 2-seater) from Seattle and GB Sterne (#4 – 1957 4-seater) from Sidney (in a T-shirt) in the hairpin at Westwood. The MGA is a "Twin Cam" from Victoria.



Three 4/4's in the Hairpin at Westwood ca 1974. Bob Sterne in #14, Stu Rulka in #2, and Dave Collis coming down the inside of Stu in # 13.

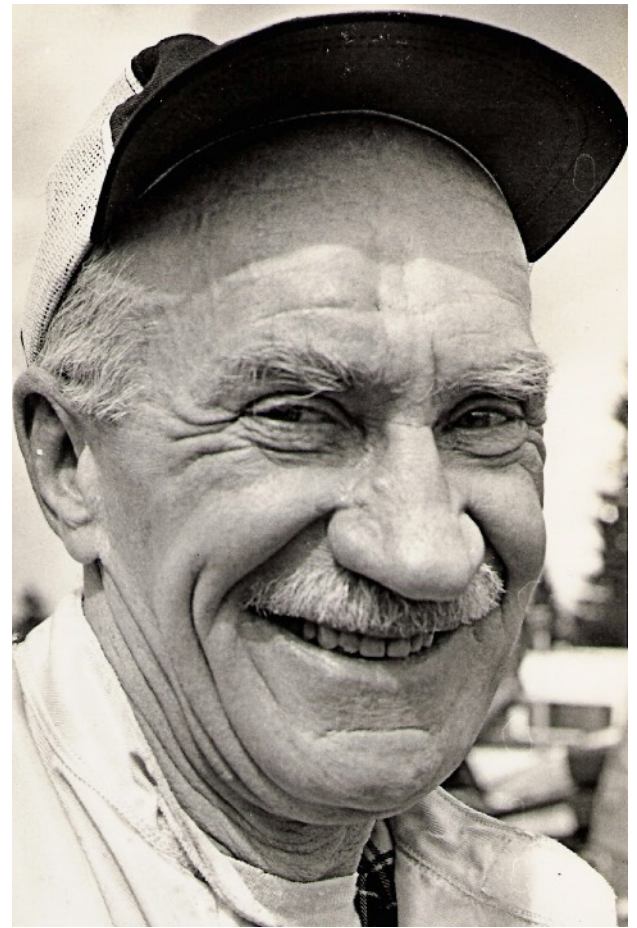


George Sterne #4, Dr. Grant Hill from Alberta #762, and Al Allinson nose to tail at speed at Westwood Circuit.

(Photos submitted by Bob Sterne)



The first Championship in 1958 being celebrated by Lydia and GB



GB Sterne in 1974

Below

#4, a 1960 Plus 4, 4-seater, affectionately known as the "fastest pickup truck on Vancouver Island"

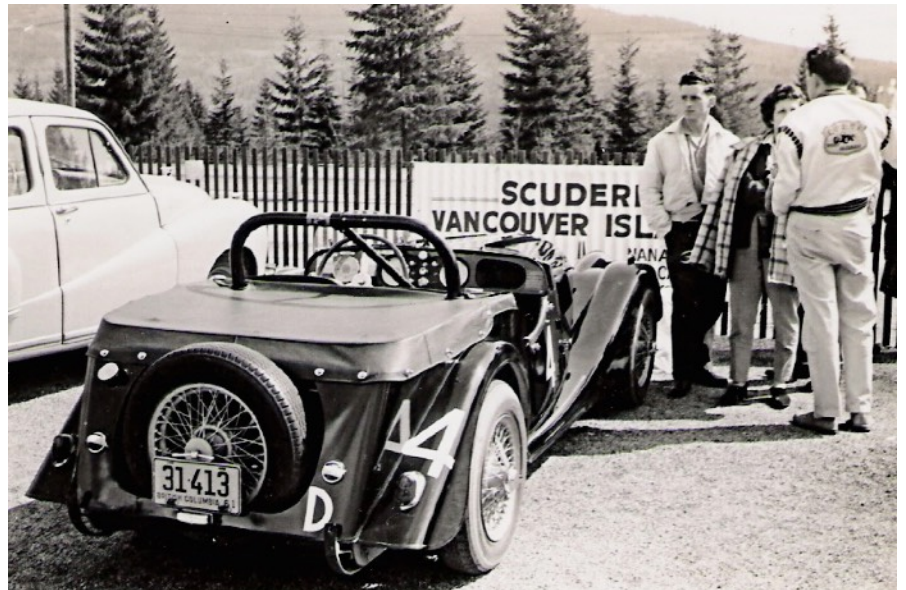


1963 Plus 4 Super Sport

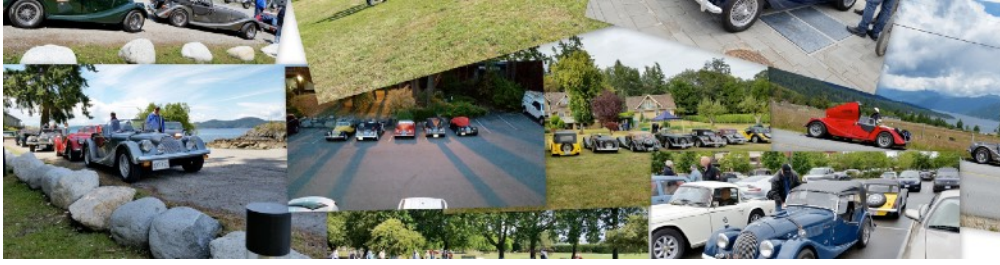
When racing Bob and GB often shared a car. For GB, the car was numbered 4 and for Bob, it was changed to 14.

More early photos are posted on our website at www.pacmog.com

You will find them in the Members Only section under Gallery and "Those Were the Days My Friends"



Pacific Morgan Owners Group Website



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

Morgan Moments Snapshot Contest Entries Extended Until Nov. 15

By Tom Morris

We really would like to see many more entries in our Snapshot Contest. If you have a nice shot you've taken at a Morgan event this year, please take a moment and enter it in the contest. It's easy to do and you might even win. The other members would love to see your piccies, so enter as many of them as you like. Here's everything you need to know.

Rules:

There are only 3 rules for entering a snapshot in the contest:

Photos must have been taken and submitted between Apr 1 and Nov 15 of this year.

They must be taken by a PacMOG member at a Morgan Event (*For the purposes of the contest, a Morgan Event is defined as any event with three or more member-owned Morgans in attendance.*)

They must include at least a recognizable portion of a Morgan car.

How to enter a snapshot:

Before Nov 15, go to the Morgan Moments page in the Members Only section of the website. Fill in the Entry Form with your name, email address and a brief description of where and when the picture was taken. Click the Browse button, find the photo you wish to enter and click it. Click the Submit button and you're done.

How to cast your vote:

After Nov 18, the Morgan Moments page will display a Ballot form on which to submit your choice. The caption of each picture begins with a number and that's what you will use to cast your ballot (*Hover your cursor over a picture or click on it to see the caption*). The judging criteria are entirely your own. You might decide to choose a photo for its technical merit or creative composition. Equally, you might choose a shot that captures a special moment, or maybe there will be one with a kitten. It's entirely up to you.

If you have any trouble at all trying to enter the contest, just send me the picture attached to an email to tomm8847@telus.net with the pertinent info and I'll see that it gets posted.

Here's a direct link to the contest page:

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



Year Round Top Down *By Dave Doroghy*

It's that time of the year when all convertible owners are tested.

The over-arching premise of this article is that convertible tops are meant to be DOWN. They are designed to allow the automobile's seating compartment unrestricted and unfettered access to the great outdoors. Convertibles are a celebration of life. Anyone who owns a convertible should abide by this simple sensible rule unless it is absolutely pouring rain, ten below zero, or if the female driver or passenger is sporting a 1960's tall and fancy bouffant hair-do. For the short three or four months of summer car tops should be in the folded position, behind the headrest with no exceptions. Morgan owners should please apply the intensity of this rule ten-fold since they are meant to be enjoyed to their fullest 12 months of the year. It's mandatory.

When it's warm, I often find myself at a stoplight peering to my left or right and am shocked, disappointed and saddened upon discovering a fellow convertible driver totally

encased in a metal cage as the glorious sun shines down unappreciated upon them. In the summer there is absolutely no excuse to have your top up - shame on you! When I spot a transgression, I can't help but scornfully shout out to my fellow convertible owner "What's the matter with you? Get that top of yours down - NOW!" At least to soften the unwelcome directive, I always have a big smile on my face. Once after accelerating from my soapbox stop-light podium, I glanced in my rear view mirror to catch the splendid sight of the errant driver actually pulling over to the side of the road to put their top down and escape the drudgery of their shaded commute. Why can't everyone just listen to me?



On very rare exceptions in the winter, I'll grant you a "get out of jail free card" for not going topless. That means I won't bark out a condescending order if I catch you. But please, keep in mind that I have had my Morgan for almost twelve years now and have not once had my top up. Not even once. Granted I mainly drive it in the summer, but there have been November days when it has rained so hard that by choosing to take the unsheltered Morgan I can skip my morning shower and achieve its desired result by simply driving into town. There have been December days so cold they could "freeze the balls off a brass Dorgy." I still just go topless. I have no heater in my car but do own a pair of soggy woollen long-johns. My winter motto is, "The colder you are on the drive in, the warmer you will feel when you finally park the car and get indoors."

As we head into another British Columbia winter, I have three pieces of advice for any of my fellow Morgan owners finding it hard to replicate my sterling example of how these cars were meant to be enjoyed:

- 1) Get a rain hat
- 2) Get a warm Cowichan Indian Sweater, a stylish British hat and thick leather gloves
- 3) If you spot me at a stoplight with your convertible top up, immediately close your window, ignore me and forgive me for I know not how to conform!

Fresh Air Rules. Cold is King. Rain is Applause!

Greetings from the Morgan Club of Romania via Pat Miles



Wadden's Halloween Party 2018

By Steve Blake

Spooky! Bob and Alexis Wadden invited the club to join them at their beautiful home in Maple Ridge for a Halloween party with the Rolls Royce Owners Club. The Waddens went all out and we had a spooktacular evening! Besides the Waddens other PACMOG attendees were Pat and Ken Miles, Lyle and Merat Johanson, and Steve and Susan Blake. Alas, no Morgan cars were driven to the event.

Bob is right into the "spirit" of the night with many inflatables in the front garden, along with a multitude of decorations in their house. This included chains, blood, rats, spiders, draculas, skeletons, and so much more. Everywhere you looked there was another Halloween decoration. They even had spiders on the soap dispenser in the bathroom! You have to give a triple A+ for themed decor and getting us into the spirit! A black and white Dracula video was displayed on the large screen tv to set the tone.

People from both clubs arrived, mostly dressed in costume. The Waddens prepared the main course and mulled wine, tea and coffee. Guests brought appies and desserts. Many were Halloween themed with pumpkin-shaped cookies and spider cupcakes. There was so much food that we could have remained for a couple days! Bob and Alexis organized some games to test our mettle. We had a trivia quiz on Halloween movies. Sad to say, but lots of us could count our scores out of 18 on one hand. Sean, from the RROC, managed 17/18 for top score. He obviously watches too much TV! Another game had us drawing Jack o'lanterns on top of our heads on a paper plate. Very funny results! Best costume was decided by voting. Alexis as Harley Quinn would have easily won if she had not excluded herself for being a host.

Guests left with goodie bags of Halloween candy and some leftover food. Everyone had a great time and many kudos to Bob and Alexis for their enthusiasm, hospitality, and a great evening!



(Photos by Bob Wadden and Steve Blake)



Malvern Memories
Photos of Malvern and the Morgan Factory From Years Gone By



2000 Plus 8



2010 Aero 8

(Photos by Steve Blake)

Followup on the Spray Booth

By Pat Leask



For those who read my article in the last Morgan Link on how I went about building my “Poor man’s spray booth”, I thought I would write a quick article to let you know how things turned out. I am happy to tell you that I lied to you! I said that I planned on taking the prep work to 90% of paint ready, and let a pro do the rest of the work. Well, I took it to 100% of paint ready and everything could not have worked out better, well, at least I think so anyway! I was a bit unsure I could take it that far, to paint ready as 90% of a good paint job is in the prep work. Needless to say, I am pretty happy with how things turned out.

There are many other parts to the car I have not shown, such as the motor frame rails, doors and various pieces; they also turned out really well.

Unfortunately, when painting the bonnet, my HVLP paint gun decided to tell me it was time for a detailed, deep clean. As my buddy (he rebuilds SU carbs; probably the best in Canada if not NA, if you ever need any done) was laying the paint down, we noticed something was just not right with how it was laying down. Paint, as it dries, tightens up, often taking any orange peel and other imperfections out, but I am afraid after a day’s drying time things did not improve and the finish did not match the body.

A week later, I had to get out the 400 grit sand paper and sand it all down again. This was not as much work as I thought it would be and went fairly quickly. However, the hardest thing I found was taking sandpaper to a fairly decent paint job, there was just something inside of me saying this was just not right!



The Morgan Link



October

Drive on October the 13th with the OECC

By Ken Miles

Several PACMOG members attended the OECC drive to Chilliwack. These were Ken Miles, Dave Collis, Malcolm Sparrow and Dave Collis in their Morgans and John Rennie in his Cortina. Additionally, our good friend Bob McDiarmid was also in attendance with his Morgan.

We met at Guildford Shopping Centre about 10:00 with a 10:15 departure. We drove through Surrey out into the Fraser Valley heading for the first stop which was at Fortin's Engine Shop. This turned out to be an educational event. This shop has a three month wait list to get your engine into the queue but when you do, I believe you will receive a quality job. They not only rebuild engines to original condition but also carry out performance improvements as required. It was amazing to have their shop foreman Norm Wilson give a brief description of their procedures and show us their equipment. One thing that I was amazed at was if you blow a hole in your block, they might be able to fix it. It was a great visit.

After the shop tour, we headed to the Casino for lunch. It was a wonderful day to be driving your Morgan and also an educational one.



(Photos submitted by Ken Miles)

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.

Below are some historical photos of Bob McLean.

Editor's Note: We will start our series with Frank Gruen who was inducted in 2015.



Bob McLean with Stirling Moss at the Players Pacific Race Parade in 1966



FRANK GRUEN

Sports Car and Road Racing - Inducted 2015

By George Hollinger, edited by Tom Johnston

Nominated by George Hollinger/Tommy Hamilton



Frank Gruen 1970

Frank Gruen moved to BC in early 1966, bought a new MGB and almost immediately became involved in many of the grass roots areas of motorsport. He joined the Royal City Sports Car Club, an offshoot of the original Morgan Club. He quickly became one of the most active and versatile individuals, as an organizer and a competitor, in most areas of motorsport. This was the era before Sunday shopping and the need for expensive liability insurance at public events. He was able to successfully compete in timed events of high-speed auto slaloms and gymkhanas (intricate driving skill tests) on the parking lots at either shopping malls or at the PNE. He also won his share of awards in autocross competitions that were timed events run on set courses in gravel pits.

Frank also competed in hill climbs at Knox Mountain in Kelowna, at Port Alberni and at Ioco.

He taught mathematics at BCIT and was a natural as a navigator for a number of drivers in local and regional rallies; he even won the winter Triad Trophy for first aggregate overall (combining rally, slalom, and autocross results over three consecutive weekends). He was also instrumental in setting up the BCIT Computer Rally -

the first automobile rally in the province to be scored entirely by computer.

As the faculty advisor, Frank helped found the BCIT Sports Car Club in 1968 and this club thrived for a number of years with an average of 60 members. He spent two years on the executive board of CASC BC region and three years on the executive of the Royal City Sports Car Club, the last two years as its president.

Frank took up track racing in 1967 and successfully campaigned his MGB for three years, sharing the 1969 F Production ICSCC (International Conference of Sports Car Clubs) Championship by winning races in Oregon, Washington and Canada. He had joined the Sports Car Club of BC and was invited to become a member of the Race Drivers Committee. After selling the MGB, he purchased and campaigned the first Datsun 240Z in production sports car racing in North America and he won a large number of awards in BC, Alberta and Quebec in a car that was driven to work daily.

He sold the 240Z and moved to Ontario for two years to continue his studies. Upon returning to BC, he drove a few races in Northwest Racing

Datsuns and then purchased an MG Midget. Again, he was quite successful, finishing second overall in the ICSCC H Production Class. He sold the Midget and progressed to driving the Art Bayne owned and prepared Austin Healey Bugeye Sprite. With the Sprite and a strong team, he finished second in class at the CASC (Canadian Automobile Sport Clubs) Canadian Nationals in Gimli, Manitoba. He decided to retire from racing on the plane trip home; his wife's pregnancy with twins at that time was the major deciding factor.

To round out his driving experience, Frank competed in a few ice races at Barnes Lake in his wife's Honda, and even won a mechanic's race on the Saratoga Speedway oval in a 1955 Chevrolet.

He is still active in the sport, attending historic motor races at Mission Raceway, and assisting with the organization of the 25th and 50th anniversary festivities of the Royal City Sports Car Club. He is currently an active member of the Morgan Club Northwest.



Frank in his Morgan

Restoration of a 1958 Morgan Plus 4 - Part 4

By Phil Johnson

We'll step back in time a little here as I recently received some pictures that the previous owner, Rod Thomas, had taken when he first got the car.

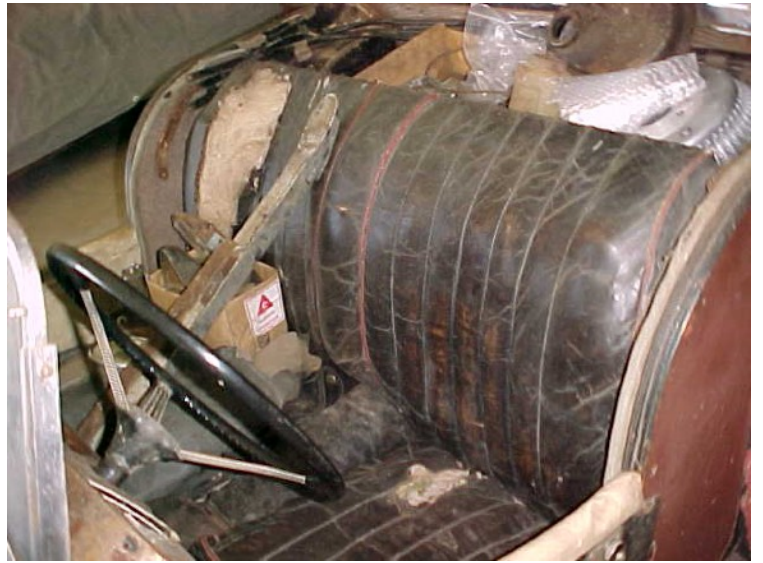
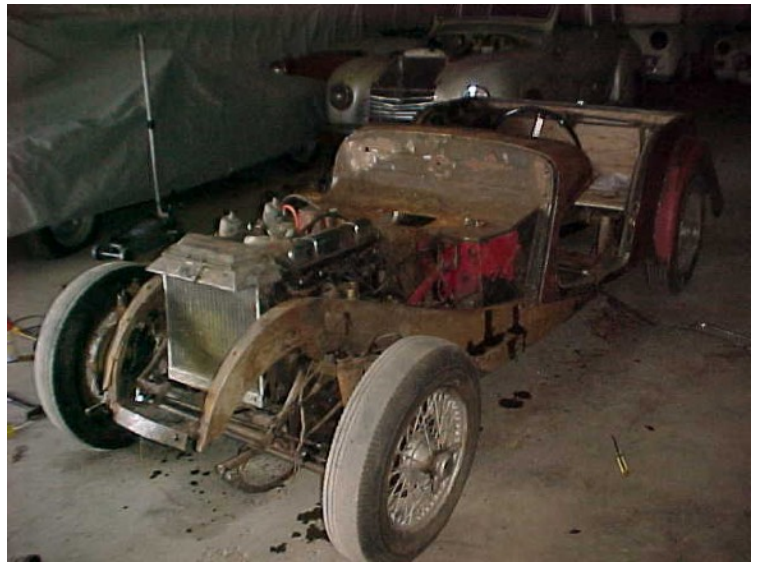
He bought the car in 2006 from a J.D. Schroter. Someone named Lynn Schroter had signed the inside of the left hood panel sometime in 1968, so the Schroters had obviously owned the car for quite a number of years. I believe the car came from the Vancouver area. It was dispatched from Morgan's to Sterne Motors on May 7, 1958. Anyone know any more history of #3907??

As the pictures show, the car was complete when Rod got it, although it was in rough condition--definitely needing a restoration!

He started to disassemble the car and had pretty well stripped it down to a chassis when I bought it. Fortunately he took lots of detailed pictures as he took it apart. The pictures were loaded onto a couple of 3 1/2 inch floppy discs which a good friend managed to open and retrieve for me. Thanks, Frank! The steering wheel was from a 1.5 Riley, but Rod had replaced it with a new Brooklands wheel which is on the car now.

The last picture here (MVC-02S) shows the heavy channel that was welded into the frame with the upright pipes into which the roll bar was fitted. All that steel probably exceeded the weight of the batteries by a few pounds!



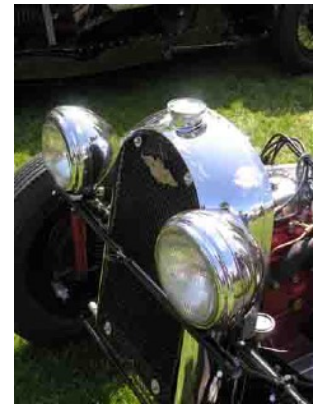


(Photos by Phil Johnson)



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 carburettor fitted; please send an email to: mscc.mhr.morganregister@gmail.com

You can also use the "Send Message" filed 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 – mscc.historicregister@gmail.com

Mike Pullen – Car registration – mscc.mhr.morganregister@gmail.com

Andy Downes – Administration – mscc.mhr.assist@gmail.com

Parts & Suppliers Register – mscc.mhrpartsregister@gmail.com



MORGAN



OVERTIME

SPEND YOUR SATURDAY AT THE MORGAN FACTORY!



For the first time ever,
the Morgan factory will
now be opening on
selected Saturdays.

8:30^{AM} - 12:30^{PM}

27TH OCTOBER 2018

24TH NOVEMBER 2018

26TH JANUARY 2018

(More dates to be announced)

- FACTORY TOURS WITH A SELECT FEW CRAFTSMEN
- THE MORGAN SHOP & MUSEUM
- CAFÉ SERVING HOT & COLD FOOD
- A GREAT MEETING PLACE
- EXPERIENCE DRIVES
- USED CAR SALES

Morgan Motor Company, Spring Lane, Malvern, WR14 2LL
WWW.MORGAN-MOTOR.CO.UK/FACTORYTOURS

INTRODUCING MORGAN OVERTIME

We are excited to announce that visitors will now be able to go #InsideMorgan and take a tour of our iconic factory out of hours. For the first time ever we'll be opening our doors and offering guided public tours on selected Saturdays throughout the year. Places are limited and pre booking is essential.

In a new visitor experience we're calling Morgan OVERTIME, the factory and Visitors Centre will be open for people to take a guided factory tour, go on an experience ride in a Morgan, or simply meet up with friends for a coffee, a bite to eat and a look around the museum and shop!

Our first Saturday opening is planned for 27th of October, and we look forward to welcoming you!

Factory tours are limited and can be booked by clicking the link below...

[BOOK FACTORY TOUR](#)



Alistair Crook still has some of this NOS Lucas product In his garage! Always prepared...

The Morgan Link



32

October

FUEL INJECTION FOR A CARBED +8

By: Bill Button

I had nothing to do. I was bored. I was tired of trying to get My +8 Bitsa to run properly. I was tired of Carbs. I was tired of ignition. Then I read that MSD was marketing a bolt on EFI for under \$1,000. WOW! I was excited. So I bought it. Nice box arrived at my home with shiny parts in it. I was ecstatic. This EFI was advertised as very simple to install; I did not need a laptop and it self taught. No tuning needed by me. How could I lose? Only twice the cost of a carb. Then I read the instructions. I also would need a fuel regulator \$350, a Dizzy \$350, a submersible fuel pump \$350, and to modify the fuel tank to install the fuel pump and a 150 amp Alternator, and, and, and and, and!

Well I don't discourage easily. After all, this unit would bolt onto my manifold just like a carb. It would self-adjust at high altitude. I drive in the Rockies a lot. Fuel injection would provide drive-ability that is bar none. I bought the parts and installed the TBI. There are two modes I could use. One was to keep the ignition as it was and the other was to use the TBI to provide ignition timing. I elected to keep my ignition, as I was broke by now and could not afford a new Dizzy.

I won't go into every detail of this installation other than it would have been nice to have some idea what fuel injection is all about. One thing is, this MSD TBI is a power hog. Maybe a 100 amp alternator is big enough (if you don't honk the horn) but, really, it looks like a 150 amp alternator and a wire as big as your thumb to the battery takes the guess work out of it.

It works as advertised. Easy to install, starts immediately every time, idle is great and when pulling up a steep hill, it pulls like a racehorse. Very smooth. Although I have not had it in the Rockies at 10,000 feet yet.

Before you spend the money I did, read Chapter 5 in "EFI Conversions" by Tony Candela. Actually, the first several chapters give a good understanding of EFI. The product specific chapters 4, 5 and on are just that. Product specific.

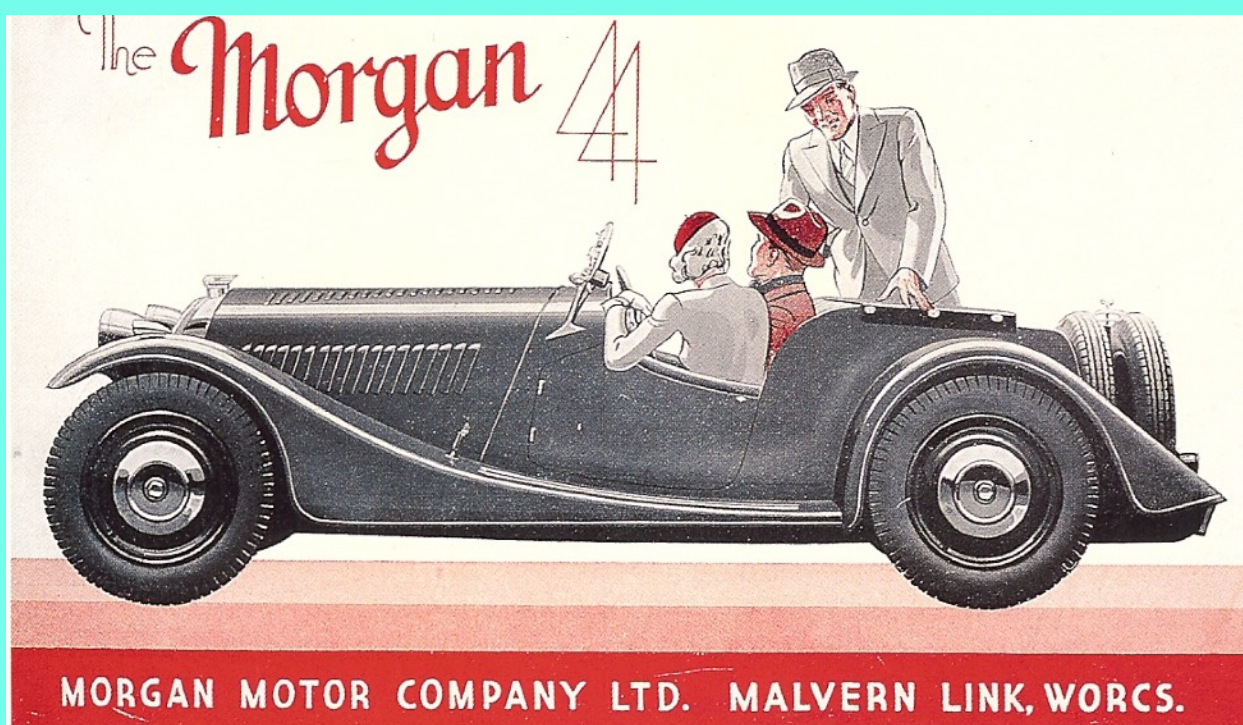


(Photo by Bill Button)

Upcoming PACMOG Events

By Bob Wadden

Date	Event	Hosted by	Time & Location	Contact
Nov 4	London to Brighton Commemorative Run	OECC	Delta Heritage Air Park 4103 104th St., Delta to Fox & Fiddle in Langley. Start time 9AM.	Registration starts at 9:15am. \$10 fee to be donated to Delta Hospice. Details at https://www.oecc.ca/event_ads/2018_london_to_brighton.pdf
Jan 20	Mike Powley Memorial Run (formerly Robbie Burns)	PACMOG	TBD	Advise Ken Miles if you'd like to join us by Jan 17 by phoning 604 576 8036 or by email kengmiles@telus.net
Feb 17	Hearts 'n Tarts Run	PACMOG	TBD	RSVP to Steve & Susan Blake. Email sblake@telus.net



Future Event Notices

Christmas Party - Most of the Directors will be off on holidays during the normal time that we would hold a Christmas Party on the Mainland. Therefore, there will not be one scheduled this year. If there is a Christmas Party scheduled for Vancouver Island, we will get the information to you as soon as arrangements have been finalized.

Events for 2019 - We will be putting together the Event list for 2019 at our October Directors Meeting. 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 JOIN US FOR THE 23rd RUNNING OF THE ANNUAL
LONDON to BRIGHTON COMMEMORATIVE RUN
SUNDAY, NOVEMBER 4, 2018

On November 14, 1896, the British Motor Car Club celebrated legislation raising the legal speed limit from 4mph to 14mph with the Motor Car Tour to Brighton. Now known as the London to Brighton Veteran Car Run, the event continues to the present day and OECC's Vancouver Coast Branch has been celebrating it since the hundredth anniversary in 1996.

START: Delta Heritage Air Park 4103 104th St., Delta. (**NB** new location).

COST: \$10.00 Registration (Registration fees will be donated to the Delta Hospice Society).

*Optional London to Brighton Plate (per header above): \$10 ea.
Optional Run patch: \$10 ea.*

REGISTRATION TIME: 9:15 am to 10:00 am.

FIRST CAR OUT: approx. 10:10 am.

ROUTE: Delta – Campbell River Park - Langley.

PIT STOP: Campbell River Park.

FINISH: Cars arriving about 12:30 pm at the Fox & Fiddle Pub,
19530 Langley Bypass, Surrey, BC.

CONTACT: Malcolm Tait (604 -224-0938) mbtait44@gmail.com

Delta Air Park – directions: located at the foot of 104 St. Delta, adjacent to the dyke. Access from Hornby Drive. Google: Delta Heritage Air Park.

NB Clocks turn back to Standard Time the night before the event.



AN EVENING AT MORGAN MOTOR COMPANY IN AID OF STOKE LACY CHURCH

MORGAN MOTOR COMPANY IS PROUD TO SUPPORT STOKE LACY CHURCH,
HEREFORDSHIRE AS ONE OF ITS NOMINATED CHARITIES FOR 2018.



FRIDAY 2ND NOVEMBER 2018
7:00^{PM} - 10:30^{PM}


- **Welcome from Steve Morris** (Managing Director).
- **Hear more about The Morgan Family at Stoke Lacy in a fascinating talk by Martyn Webb** (Morgan Archivist).
- **Take a twilight factory tour.**
- **Grand Prize Draw**
- **Take a look around the Morgan Museum and gift shop.**
- **Pay bar courtesy of Wye Valley Brewery and NSA Events.**
- **Only £21.35 per ticket (to include a welcome drink.)**




Martyn Webb
Morgan Archivist

BUY YOUR TICKETS NOW

from <https://goo.gl/M5TqXB>
on the Morgan Eventbrite page.

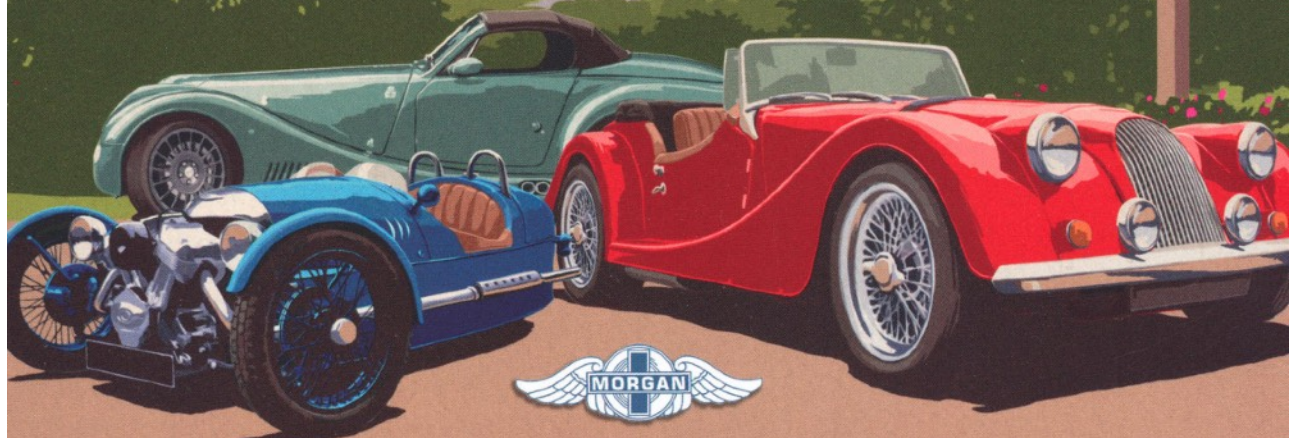


THE **VICTORY RUN** **MOG2019**
MORGANS IN NELSON'S COUNTY



AT
NR14 8PQ **DUNSTON HALL** NORWICH
FROM
FRIDAY 21ST JUNE 2019
TO
SUNDAY 23RD JUNE 2019

JOIN THE MORGAN SPORTS CAR CLUB'S
Nº1 ANNUAL EVENT IN BEAUTIFUL NORFOLK



Come for the MOG and enjoy one of the UK's leading tourist destinations with beaches, beers, broads, wildlife, steam railways, stately homes and museums!

AUTOSOLO • GYMKHANA • CONCOURS • HISTORIC VEHICLE DISPLAY • DEALERS AND TRADE STAND
REGALIA AND CRAFT STALLS • STEAM TRAIN EXCURSION – SHERINGHAM TO HOLT • NORFOLK BROADS BOAT TRIP
WALKING TREASURE HUNT • GUIDED TOURS OF NORWICH • SCENIC RUNS
BIG VALUE GOODY BAG WITH DISCOUNT VOUCHERS FOR LOCAL ATTRACTIONS
INTERNATIONAL VISITOR RECEPTION • BBQ AND BAND – FRIDAY EVENING
GALA DINNER ON SATURDAY WITH GUEST SPEAKER AND DANCING • SUNDAY EVENING BUFFET

Register on the website and follow @VictoryMog19 for updates!

WWW.VICTORYMOG2019.ORG

Register interest on line at www.victorymog2019.org from July 1st for priority in booking. Prices and confirmed booking will open from September 2018 on line or through the MSCC Travel Club.

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.

Four cars auctioned but unsold because reserves not met on Bring-a-Trailer

1965 Morgan Plus 4

ENDED ON 10/8/18

SEE RESULTS



1965 Morgan Plus 4
Bid to US\$26,000 on October 8, 2018

1958 Morgan Plus 4

ENDED ON 10/16/18

SEE RESULTS



1958 Morgan Plus 4
Bid to US\$18,000 on October 16, 2018

100-Mile 2017 Morgan 3-Wheeler

ENDED ON 10/17/18

SEE RESULTS



2017 Morgan 3-Wheeler with only 100 miles
Bid to US\$42,250 on October 17, 2018

982-Mile 2013 Morgan 3-Wheeler

ENDED ON 10/26/18

SEE RESULTS



2013 Morgan 3-Wheeler with only 982 miles
Bid to US\$36,000 on October 26, 2018

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.

Martin Beer & Stephen Beer
12944 Albion Vaughan Road
Bolton, ON L7E 4C6
cmcmog@idirect.ca
(905) 857-3210



Steve Sillett
Unit 2, 6455 64th Street
Delta, BC V4K 4E2
604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein
604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

#410 - 20170 Stewart Cres.
Maple Ridge B.C. V2X 0T4

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

For Sale

+4 bellhousing refurbished by Bob McDiarmid \$750 US
+8 Salisbury with LS \$1,700 US (FIRM)
Rover R380 Transmission - Make Offer
Couple of TR core engines - Make Offer
3.5 Rover V8 engine - Make Offer
2.3 Solstice engine and automatic - Make Offer

If interested contact Bill Button at wmbutton@gmail.com



For Sale

Four US made 72 spoke chrome wire wheels. These are 6 X 15 inch as fitted on new Plus 4s. In good condition, straight, good spokes. \$500 - Call Steve at sblake@telus.net

Members' Cars For Sale



1965 Morgan Plus 4

The car runs on a Triumph TR4A engine with twin Stromberg's. The Interior is mostly redone with new seat covers, door cards and carpets. Front fenders were recently taken off, sand blasted repaired and front mounting points strengthened. Bonnet and cowl were painted at the same time. Engine upgrades include bronze valve guides, 87mm pistons and sleeves, an uprated camshaft and a modified crankshaft end seal. New water pump and fuel pump this year. Work carried out over the 12 years of ownership include; radiator, caliper, steering box, front suspension, and rear axle rebuilds, gear reduction starter motor, new brake and clutch master cylinders, stainless exhaust system, new clutch, and hoses replaced. An Accuspark electronic distributor is fitted. If you are looking for a very strong driving, rust free, very presentable Morgan, this is it. Car is located in Surrey, BC, Canada. US\$32,000 604-290-1537



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

1956 Plus 4, 4-seater

Cream with brown fenders, TR3 engine \$40,000 obo

Contact Tony Hoar tonyhoar@shaw.ca

1961 Morgan 4/4

Many upgrades, including up-rated X-flow. Chassis was replaced and re-assembly in progress when a serious health issue stopped the work. Included are new factory rear springs and dampers, refurbished pillars, steel and wire wheels, side-draft Webers and Dellortos, and boxes of spares.

Contact David Parkin

Sold!

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

Non-Member Cars For Sale

1967 Morgan 4/4 Competition GT

LHD, many options including GT package (cam, Weber, tubular headers, tach), bucket seats, heater, wood steering wheel, wire wheels, driving light, and more. No rust or other damage. Recent body-off restoration. Colour is dark red. Black leather interior. VIN B1380. 80,000 miles. Located in Pennsylvania. US\$42,000. Great Fun!

Contact Robert 610-599-9026

Pacific Morgan Owners Group

2018 Membership Application (Please print in block letters)

2018 Membership:

Renewals for returning Members: \$10
New Members (Including two nametags): \$20
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 _____
