

The MOY BAN Link

Vol 4 No 4 The Magazine of the Pacific Morgan Owners Group June 2019



From the Editor's Desk...

We just returned from Vancouver Island and some great events sponsored by the Island PACMOG members. They are all to be congratulated for giving us a tremendous Morgan weekend. More will be said with photos in next month's Morgan Link but suffice it to say, when you have 17 Morgans attending Pat and Norma Leask's for the BBQ on Saturday, 21 Morgans on the field at Beacon Hill Park for Father's Day, and 5 stalwart Morgans doing the drive Pat organized to Jordan River, it was a great weekend!

There are a lot of technical things that have happened over the winter and spring. Some of these things may seem fairly insignificant to you, but to others in the club, it may answer some niggly little problems others have been having. Send me an email of the improvements, repairs, problems, solutions, or just updates of what you have done on your Morgan so others can share your experience. For example, after Pat Leask's great article on his top and side screens, Andy Downes sent photos of another option and I just had my top completed with another version of the top, a little closer to factory specifications which you can read about in this issue.

Three of our regular contributors have submitted great articles for this edition of the Morgan Link. Dave Doroghy has supplied Part 2 of his story on wooden bicycles. It is interesting to learn that the Renovo bikes was one of the few cycling products not made in China. Too bad they went out of business. Alistair Crooks has written an article on Chris

Lawrence and tells a very funny story about how TOK came to be painted BRG and the subsequent development of the Morgan Plus 4 Super Sports. This article is followed by one by Machiel Kalf who writes of the reunion event he organized for the 60th Anniversary of Lawrence Tune at a Morgan track day at the Goodwood Circuit. Besides having many LT cars in attendance, Richard Shepherd Baron, co-driver with Chris Lawrence in their 1962 class win at Lemans, was in attendance.

We also have an amusing story from Jane Cowan, probably the first person ever to parallel park a car on a BC Ferry and event details from Susan Blake and Ken Miles.

Happy reading and safe driving!

Respectfully, Steve Blake



The Morgan Link

June 2019

Editor - Steve Blake

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

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Chair Report - June 2019 By Tom Morris

Morgan driving season is well under way as I write this. The Vancouver ABFM for 2019 is a fading memory, Treacy and Lloyd Reddington's Rocky Mountain Rally has been run, although it's still a very vibrant memory for all of us who participated (sincere condolences to all of you who missed it). Great roads, great accommodations and great people all added up to (you guessed it) a great event. A great big thank you to Norma and Pat Leask for hosting the fantastic Victoria Barbecue with 17 Morgans present. Terrific food in a terrific setting! The Father's Day Picnic at Beacon Hill Park the following day saw a total of 21 Morgans on the field. Many thanks to Lloyd and Treacy and everyone else who helped with getting the lunch set up and everyone fed. See next month's Morgan Link for the write up on this event.

The other event of note in the last few weeks was PacMOG's Annual General Meeting. This meeting is a formal requirement for all societies registered under the BC Societies Act. The meeting and the ABFM Barbecue were hosted by Pat and Ken Miles following the Van Dusen ABFM. Not much to report on the AGM other than the acclamation of the 2019 PacMOG Executive Board. Just a few changes from last year. For the first time in PacMOG history, we don't have a Blake on the board as Susan has stepped down as a director, although she will continue in her role as recording secretary (and thank goodness for that.) Steve Hutchens volunteered to step up and fill her role as a Director at Large. This is not Steve's first time on the board, and we will all benefit from his experience. The other change is that Ken Miles and I have traded positions with me as Chair and Ken as director-at-large. Our bylaws mandate that the Chair position can only be held for three consecutive years and Ken's time was up. This isn't as significant as it sounds, since the PacMOG Board operates strictly as a committee of equals with all decisions being taken by the board as a whole.

Beyond these changes everything remains unchanged. Bob Wadden stays on as Vice-Chair; Pat Miles continues with her steady hand on club finances as Treasurer; while Jane Cowan and Brian Nixon remain as Directors-at-large. Some of the club Officer positions have not yet been sorted but you will all be relieved to hear that Steve Blake will continue as Editor of the Morgan Link and Jane will continue to serve as the Vancouver Island liaison.

For 2019 the board will remain focused on trying to increase the participation levels at club events. We've had a few ideas floated around but what we really need is input from you, the members. Do you have an idea for an event? Or a way to improve an event? Contact any member of the board with your thoughts.

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Contents

Page 2 – From the Editor's Desk

Page 3 – Chair Report

Page 5 - Van Dusen ABFM 2019

Page 10 - AGM and BBQ

Page 12 - Another Adventure in My Little Yellow Morgan

Page 13 - Morgans Taking a Cruise

Page 14 - Morgan Survey

Page 15 - The Whistler Run 2019

Page 17 - More Versions of Four-Seater Tops

Page 19 - Dorg's Morg

Page 21 - Morgans in the Movies

Page 22 - The Rocky Mountain Revival 2019

Page 26 - Lawrence of Malvern

Page 28 – Morgan Historic Register

Page 31 – PACMOG Website

Page 32 - Malvern Memories

Page 33 - PACMOG Events

Page 34 - Other Events

Page 37 - Auction Results

Page 38 - Marketplace

Page 40 - Membership Application

Welcome to Our New Members!

Welcome to returning member:

Jim Walters 1968 Morgan 4/4 under restoration

Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake Editor - Steve Blake

Cover Photo Credit:

The cover photo this month is a photo taken by Freydis Welland of a Morgan on the field at the Van Dusen ABFM. Thank you to Pam Mahoney and Chris Allen for forwarding this photo to me.

Contributors

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

Alistair Crooks, Jane Cowan, Dave Doroghy, Ken Miles, Alistair Crooks, Pat Leask, Susan Blake, Bob Wadden, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf (Morgan Historic Register), Andy Downes, 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.

Van Dusen ABFM 2019 By Steve Blake

The 38th All British Field Meet at Vancouver's Van Dusen Gardens was held on May 18, 2019. This year the event celebrated the 100th Anniversary of the Bentley and the 60th Anniversary of the Mini. Of the just less than 500 cars placed in the gardens, many of the featured marques were in attendance.

The Van Dusen ABFM started with a Nog 'n Natter and silent auction on Friday night where entrants could pick up their registration packages. Several PACMOG members were there enjoying a drink, first one paid as part of our entry fee.

For a weekend that was originally forecasted to be wet, we all enjoyed ourselves in the sun on the patio and looked forward to what turned out to be a beautiful weekend.











(Steve Blake Photos)

For many years, Ken Miles and Steve Blake have volunteered at the Van Dusen ABFM to park cars. They would arrive by 7:00 am and be assigned a section in the gardens. Ken would always park Morgans and Steve has parked Jaguars, competition cars, Morgans, and this year, Austin Healeys. It is always fun to see the skill of different drivers. Some just drive straight in, park, and they are just perfectly lined up. Others have to be moved back and forth, side to side, and they inherently turn their wheels the wrong way just at the last moment making us have them start over again.



Many interesting cars showed up on the field and 30 percent were first time entrants. It says a lot about the health of the hobby to have that many "new" old British cars attend. Given that we have had 600 on the field in the past, one has to wonder where those cars are today? Even though some have been sold to foreign lands, enough new cars are being bought and imported back into BC to keep the numbers up. It is heartening to know we still have the enthusiasm that brings out so many British cars and at the same time sets records for spectator attendance. The Van Dusen ABFM brings the most number of people through the gate on the ABFM day than any other day during the year.









(Steve Blake Photos)







Results

4/4 - 1st - Bailey 2nd - Bowman 3rd - Wadden English Ford 1st - Collis

Plus 4 - 1st - Burkholder 2nd - McDiarmid 3rd - Theroux Austin Healey 3000 2nd - Blake

Plus 8 - 1st - Miles 2nd - Stromquist 3rd - Morris



The Morgan Link 8 June 2019













AGM and BBQ By Susan Blake

Almost a month after the AGM, here I am reflecting on a very enjoyable day and evening. After a great day at Van

Dusen - yes, the cars were great; but I love the gardens, - we headed over to the home of Pat and Ken Miles where we had some merriment and camaraderie before the AGM. The AGM was finished again in record time, so that we could get on with the serious business of eating and chatting.

One topic of discussion at the AGM was the lack of participation at events and how we could encourage more people to actively participate. The discussion around this was very interesting. One member suggested we organize "Nog and Natters" as they do on the Island. These events are essentially impromptu and the group generally meets for lunch and if the whim takes them, and the weather cooperates, they go for drive after the lunch. Another idea was to piggy back more on the Old English Car Club and have fewer PacMOG events. There



was generally a fair bit of concern that we aren't getting folks out. This hasn't been the first time that this has come up.

Later, after the meeting Steve was reflecting with me and I wanted to share his perspective on the past and our current thoughts after discussing this. Given that I am a bit of a newbie to Morganeering my knowledge doesn't go back very far. Steve told me that nothing has really changed over the years and that's why our dear Mike Powley coined the saying, that, "if there were two Morgans we had a run."

Some of the things that have changed, is that many of our local members are older and don't drive as much for various reasons and many are now retired and are often not around. We thought about how many events we had missed this year alone, just through being away on holidays - quite a number. We also thought about just how

difficult it is to organize get togethers with family and non-car club friends.....not easy.



I for one, thoroughly enjoy the events we get to go to and the people that we share our time with at those events. I wouldn't have missed any of them if I could help it, but everyone has different demands and expectations placed on their time - I think it's just important to let everyone know that they are welcome, which is what the events co-ordinators does. The two of us will continue to enjoy the events and people we share those experiences with and not be concerned about the numbers after all - nothing has really changed over the years except we are all older, mostly retired and often caught up in the many activities retired folks tend to have.

The Morgan Link 10 June 2019









(Steve and Susan Blake Photos)







Another Adventure in My Little Yellow Morgan

By Jane Cowan

After a great three days in Vancouver visiting friends; getting a free pass into the Van Dusen ABFM; attending the PacMOG AGM and enjoying sunshine all the way, I added another little adventure to my list.

I had decided to go back to Victoria on Sunday to miss the holiday traffic on Monday. As it turned out, this was the best thing to do as it poured with rain on Monday. I really hate putting up the top by myself - a long and soaking job!

As I was on the final ramp to board the 11:00am ferry, I was asked to stop and talk to a ferry worker. It seemed that there had been some problems with cars parking improperly in the middle lane and now there was a small space that had to be filled - it was a full ferry. They thought I could fill the space. They asked if I could parallel park the car. I said that I could, but with no power steering it might be a challenge to get it into a tight space. However, I agreed to do it. I drove up the inside lane as far as I could and then stopped all traffic to squeeze into a space in the middle lane. I was certainly nervous and was well aware that there were many "spectators" taking photos. Lots of cars were still waiting to be loaded so there was certainly pressure to do it right. I felt very proud that I actually accomplished it on the first try! There were cheers and many people came to take pictures of the car and ask about its providence. Unfortunately, I have no pictures as there wasn't an appropriate time to stop in my machinations to get the car in place.

I have ridden the ferries for 50 years and have never heard of this happening. Might this be a first - especially for a Morgan? If you know of others, please tell us about them.

Morgans Taking a Cruise By Steve Blake

With Jane just having a great adventure on the high seas, I thought it would be a good time to tell you about the Morgans on the Royal Caribbean Cruise Line ships. The Voyager, Freedom, and Oasis class ships were built with a Royal Promenade, essentially a street built in the interior of the ship.

In 1997, the first of these Royal Promenades was designed for the Voyager of the Seas. Njal Eide, the lead architect, built a model of the Royal Promenade which he presented to the Chairman and CEO of Royal Caribbean, Richard Fain. In the middle of the model, Eide had placed a model of a Morgan sports car. Fain asked Eide about the Morgan and he said he put it there because it just looked right. Little did he know that Fain was a Morgan enthusiast and had received one for his 40th birthday. Fain was so impressed that he donated his red Morgan for the project. With the popularity of the Morgan, it began a tradition of placing a vintage car on each of the ships.

At this time there are four Morgans along with replicas of an Auburn Speedster, 1936 Mercedes Benz 540K, 1949 Jaguar XK120, Type 35 Bugatti, and a 1939 Citreon Traction Avant gracing the Royal Promenades. If you do a cruise on one of these ships, you need to be on the Voyager of the Seas to see Richard Fain's red Morgan, the Freedom of the Seas to see a black 2008 Morgan Roadster, the Liberty of the Seas to view the orange Morgan, or the Independence of the Seas to see a beautiful blue Morgan.

Royal Caribbean fully owns three cruise lines: Royal Caribbean, Celebrity, and Azamara. Susan and I have cruised with all three of these companies and can recommend all of them for a great holiday. Why not try one? Maybe you can take a Morgan for a spin down the Royal Promenade!









Photos supplied by Royal Caribbean Cruise Lines.

Thanks to Victoria Pratt and Tracey Quan from RCCL for sending the material for this article.

The Morgan Link 13 June 2019





Dear Morgan Customer,

We are undertaking some research amongst our customers and we would be very interested to hear your feedback if you have experience of the Morgan 3 Wheeler (2011 onward). If you are interested in contributing, please fill out the short survey below.

Please click here to complete the survey

Your feedback is very valuable to us and will help to shape future generations of Morgan Products.

Kind Regards,

Morgan Motor Company

To complete the survey, click on this link.

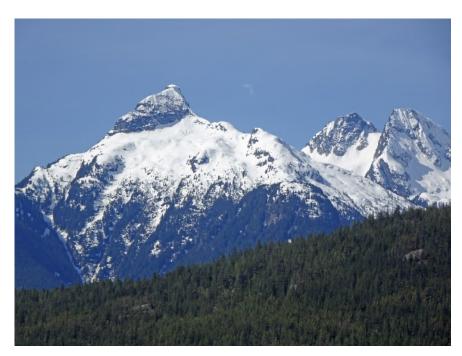
https://www.surveymonkey.co.uk/r/morgan3wheeler

The Whistler Run 2019 By Steve Blake

The run to Whistler used to be in September but was moved when Colin Fitzgerald retired and Patrick and Joan Stewart took over the event. They now sponsor the run as part of the Van Dusen weekend. While there was a lot of grumbling when the change first took place, it has huge benefits for us. When you think about it, there is always grumbling when anything changes! The benefits for us are that people from out of town only have to be here one weekend but most important is the scenery. If you have a nice sunny day, like we did this year, the drive is spectacular! The leaves are on the trees and the snow has not melted from the mountains. It is the best time of the year.

This year the 120 cars entered were blessed with perfect weather. Three Morgans and an Austin Healey driven by PACMOG members set out from the Park Royal South Shopping Centre after enjoying coffee and muffins. Fortune shone on us as we avoided the radar traps and had a great drive up the Sea to Sky Highway. There was a little confusion at the end of the run at Whistler Creekside. My navigator did actually catch sight of the small sign saying "ABR" with an arrow pointing at a small parking lot with a huge dump bin but we drove past with a dozen cars following us. Recognizing the error of my way, we turned around and went back to the sign and drove into the lot. Turns out there was an arch under the chalet that took us through to the other side and into our display parking lot!

We set up our chairs, polished cars and waited for Dusty's Pub to open for lunch. The Whistler Run has three components to it; a rally with questions to answer along the way, a hidden time, and a slew of draw prizes. The Blakes were one of five cars to get a perfect score on the rally questions. All PACMOG members shared in winning draw prizes. After the prizes, we set off back to Vancouver, enjoying another drive with gorgeous scenery.







(Photos by Steve and Susan Blake)

















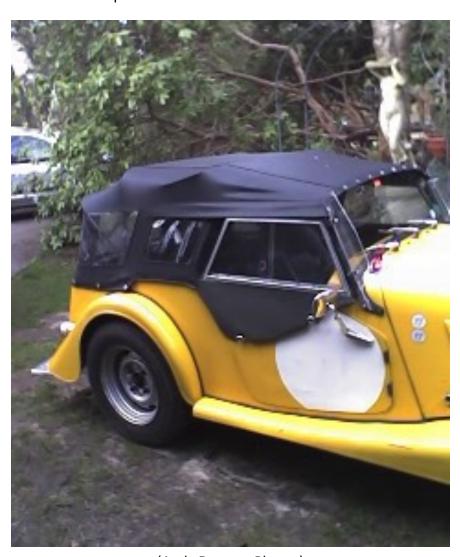
More Versions of Four-Seater Tops By Steve Blake

Pat Leask's article on his new top and side screens for his 4-seater Morgan generated a lot of interest. He has a couple novel ideas to keep the top from flapping and keeping the rain out. Ken and Pat Miles have a different version of the top that utilizes only one side screen on each side rather than the standard two per side. Andy Downes reports of a Morganeer who uses the different shape 2-seater side screens. I am having a new top made and it will be closer to original but with a couple twists.

Andy Downes reports:

Regarding the article about 4-seater sort top side screens, I attached a few photographs of Barry Sumner's take on it. He favours 2-seater front screens and zip-in rears. Please pass onto anyone you think might be interested. When running roof down with front side screens on, the 2-seater screens look somewhat neater and less brutal than the 4-seater screens. It is what I will do when I have a new soft top, although it has only been up about 4 or 5 times in 20+ years of English weather.

Just for fun, I have included my favourite photograph of our 4-seater with the roof up!









My new top was made by Curtis Rafinon of Surrey, BC. I was given his name by Ken Miles who had a top made by Curtis. Curtis had already worked on three other Morgans so I felt pretty confident he knew what he was doing. Curtis does all sorts of upholstery and is particularly known for his custom bike seats for motorcycles. When I visited his shop he was just finishing a phenomenal job on the complete interior for a 1972 BMW 2002 and he showed me a recent copy of a motorcycle magazine with a photo of a model sitting on one of his custom seats.

Originally, I planned to go with a two side screen version of the top rather than the traditional four side screens. After a lot of thought and seeing what Pat Leask had done with his, I discussed the options with Curtis and we decided that the four screen method would give some additional flexibility. It is certainly easier to get bags in and out of the back when you have rear side screens to remove allowing for easier access.

When the new top was finished it was still very tight to put on when it was cold. Curtis added a bottom strip to make it easier to do up. This extra strip added to the style of the top and Curtis plans to use the same design in future tops. One snap was added to the rear side screens to stop the top from billowing when travelling at highway speeds. I am very pleased with this new top and it did pass the hose on the windshield leak test. Bring on the rain! I am ready for it!





New top

Old top





Photos taken by Steve Blake at Curtis Rafinon's shop (604-836-8746)





Wooden Framed Cars and Bikes for the Non-Discerning (Part two of a three part article) By Dave Doroghy

"Non-discerning" to me means that you don't really appreciate or notice things. My girlfriend tells me all the time that I am non-discerning when it comes to wine, clothes and beds in hotels - and a long list of other things. What does that have to do with a wooden framed bike? As I mentioned in the last article, I had wanted a wooden framed bike for years, just as I had yearned for a wooden framed car for years. In both cases, I just wanted something different and interesting. My non-discerning nature and my wooden framed Morgan and my wooden framed RENOVO bike will all tie in together at the end of the article. Stay with me.

I remember five years ago riding into one of the biggest bike stores I had ever visited. It was a family owned shop in Long Beach, California called Jones Bikes that had been operating for over 100 years. Kind of like the Morgan Motor Car company – they had over a century of proud service behind them. Jones Bikes represented a dying breed - a family owned business passionately dedicated to the art of cycling. Only problem was that the owner was past his due date. He complained to me

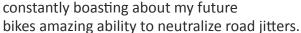


how the bike business had gone down the drain. He was actually kind of bitter and obviously longed for the simpler times when bikes were actually made in America. When I left the shop the last thing I asked him was of all the products he sold in the store; all of the bikes, tires, chains, clothing and accessories - how much of it came from China. He laughed at me and said it was ALL made in China; every single last item in the store. All of the bicycle brands that he sold looked exotic and interesting, and well made, but in actual fact they were illusions. They were mainly built to look like old fashioned quality and good craftsmanship. Kind of like today's cars. I am sure some good stuff comes out of those factories in Guangdong, Zhejiang and Tianjin too; but manufacturing in China can't duplicate the handmade, artistic process used for making wooden bike frames at the Renovo plant in Portland or the Morgan factory in Malvern Link.

(Photos supplied by Dave Doroghy)

Anyways after that visit to Jones Bikes I realized that it didn't matter if I bought a steel, aluminium, titanium or carbon fiber bike – they would all likely have come from the same factory in China. I considered the attributes of each of those compounds in terms of strength, shock absorption and weight. In the end I went for wood and a small handmade charming little plant in Portland, Oregon as you know called Renovo bikes, that couldn't have been farther away from Beijing.

It's a long story and it took years for me to research the bike before buying it. One of the main selling features or attributes the bike had was the wooden frames ability to act as a shock absorber. Renovo claimed that wood had a natural ability to neutralize all those annoying vibrations that you experience when riding over uneven pavement. As I broadcast to my circle of friends and family that I planned to buy a wooden bike I always threw in the fact that it would be worth the steep price I was about to pay because of the wooden frames ability to smooth out the ride. I started to sound like a nauseating broken record





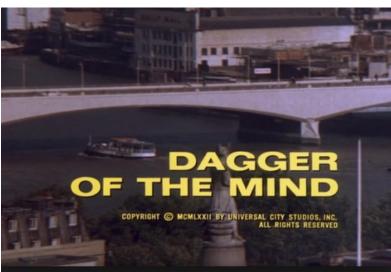
Well I have had the bike for two-years now and you know what — I hardly notice the difference between it and a steel or aluminum frame. I just rode the wooden framed bike yesterday for three hours and it provides a great ride, but so does my steel Kona Sutra touring bike. They feel the same to me. Truth be told, when I drive my Morgan I hardly notice the difference its wooden frame makes either. It's the romance of the wood I like. It's the earthiness and the story and above the LOOK. And like the tree that wood comes from it's the deep roots and the history that bike stores like Jones have and car manufactures like Morgan possess. You can't pump that out in China.

Oh and by the way, Jones Bikes in Long Beach went out of business two-years ago, and Renovo Bikes claimed bankruptcy last year. My next Dorg's Morg article will wrap up this whimsical study of wooden bikes and wooden cars.

Morgans in the Movies By Steve Blake

Columbo: Dagger of the Mind Starring Peter Falk, Richard Baseheart, Honor Blackman

Dagger of the Mind is a 1972 made-for-TV movie in the Columbo series. In this one, Columbo is sent to London to learn about new investigative techniques used by Scotland Yard. For the first time, he actually puts his trademark raincoat to use as he encounters rain showers. The murder that gets Columbo's attention and is the subject of this episode is when two actors have a fight and Sir Roger gets nailed with a jar of cold cream. His body is hidden and eventually smuggled back to his mansion where his death is staged. Of course, Columbo sees through it. I will leave you to watch the show to see Columbo doing what Columbo does best, in his Agatha Christie style.



The Morgan used in this show is a 1962 Plus 4. Two separate cars were used, one in the UK and one in California where most of the show was filmed. The luggage rack is missing on one.









The Rocky Mountain Revival 2019

By Ken Miles

Sunday, June 2nd dawned with a blue sky and a few clouds. Tom Morris, Ken and Pat headed out early in the morning on the way to Banff via Salmon Arm. We took Hwy 1 to Hope and went up the Coquihalla to Merritt, where we changed to Hwy 5A for a more leisurely drive and then picked up Hwy 1 again for Salmon Arm. That afternoon we contacted Glenn Sorko who arranged for us to meet the other group at the Barley Pub. We were joined by Glenn and Susan Sorko, Bob and Judy McDiarmid, Val Smith and Terry Sadler, and Win and Christine Muehling. It was a great time and the fare, including the beer, was excellent.









Next morning, we left for Banff along Hwy 1 and about 10 miles out of town, Ken's Plus 8 pulled off the road due to overheating. A quick diagnosis revealed that the fan belt had jumped a pulley. Thank goodness that the group we had eaten dinner with the previous night came upon us and stopped. Between Bob and myself, we had the tools to fix the problem, while Terry and Val went and got antifreeze for us. After the repair was done, the car ran perfectly. We got into Banff with a clear blue sky resulting in a very impressive view of the mountains. About 3:00 in the afternoon, we started to prepare for the evening barbeque. It was great seeing old friends that we hadn't seen in a long time. In total, there were 12 Morgans present, as two of the couples were without their cars due to mechanical problems.









The next morning, we headed off to Lake Louise with Lloyd and Treacy in the lead. As part of the Bow Valley Parkway was closed down, we took a longer route but it worked out okay. The parking available in the town was nonexistence but we were able to park in front of the Chateau for a photo op. Eventually, we were allowed to park in the underground parking lot and continued into the Chateau for lunch. As usual, it was fantastic. We returned to Banff and went out for dinner at the Maclab Bistro. It was a great evening especially with Joyce and Bob Algar from Calgary joining us.

On Wednesday, we left Banff on the way to Jasper along the Icefields Parkway. The weather had turned cold and cloudy but luckily we escaped the rain. We stopped at the NUM TI JAH LODGE for morning coffee and a chance to warm up. Further north along the Parkway, we stopped for a picnic prepared by Treacy aided by Terry and Val. We arrived at our accommodations in the early afternoon and some of us rested while others talked. That night most of ate in the restaurant in the resort.

The next morning was a "do what you want." Several of us drove up to Maligne Lake which provided some absolutely beautiful scenery. Some of us had coffee and others walked around the area or left early to visit Maligne Canyon or visit Jasper. Upon leaving, we stumbled on Tom and a broken down Plus 8 with plenty of help from Bob McDiarmid and Terry Sadler. However, it was determined that the fuel pump had failed and luckily I had a spare one that fitted and Tom was able to be on his way. That night was the closing party and it was a great one. Some of us were presented with awards and a gift was presented to Lloyd and Treacy. We all returned home on Friday facing different adverse elements from rain, cold and even snow in some cases.

I cannot thank Lloyd and Treacy enough for this event. It takes a lot of effort to put an event of this caliber together and to make everybody happy. Many times at an event like this you hear complaints, but I did not hear any. Everybody seemed to enjoy themselves. Once again thank you Lloyd and Treacy for a such a great time.













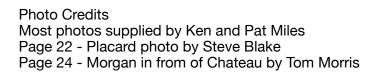


















LAWRENCE OF MALVERN (With apologies to Peter O'Toole aka T.E.Lawrence) Adventures with a +4

By Alistair Crooks

In the summer of '62 the name of Chris Lawrence passed into Morgan folk law when he took his Plus 4 TOK 258 to

a class win and 13th overall in the 24 hour Le Mans event. This must have been a sweet moment for him in view his experiences at the hands of the organisers the previous year. The Automobile Club de l'Ouest (AOC) had rejected his Morgan on the grounds it was a 1939 design and had been modified with front disc brakes. This was in spite of input from the RAC representative who pointed out the Morgan +4 was a current production car fitted with the aforementioned disc brakes. It was all to no avail. (The idiosyncrasy's of the ACO cropped up a year later with the first appearance of the Lotus 23 at Le Sarthe and it, too, was not allowed to race. As a consequence, Colin Chapman swore he would never go back.)

It later transpired that the team manager of the 3 Triumph TRS factory cars had threatened to withdraw them if the Morgan was allowed to race. These were in fact the forerunners of the TR4 fitted with a 4 cylinder twin cam 1985cc motor. One can only assume that the pace of *TOK* with the venerable TR3 engine might have embarrassed the factory cars, hence this request to which the ACO acceded. The Triumph twin cam never went into production and is often referred to as the Sabrina. (A search on the internet of images of this engine and of the British film star Sabrina will reveal why!)

Christopher John Lawrence was born in 1933 and because of family traditions completed his education at the Dartmouth Royal Naval College where he studied engineering. It was there he began to dabble with motor bikes

but was presented with a long in the tooth Morgan JAP engined 3 wheeler for his 17th birthday. No matter where his RN ship docked in England, his mother would deliver the Morgan for her son's use while on leave. As his naval career progressed he became interested in 4 wheeled motorsport and he acquired a disheveled Bugatti Type 38. The restoration was used as a project on his way to a BSc in engineering. By now the young Lawrence had decided a career in the Senior Service was not for him and he worked for Thorneycroft before moving onto Rotax. His addiction to motorsport grew campaigning various pre war MGs with mixed success. In 1958 he decided as a last throw of the dice to enter a car in a new British Automobile Racing Club series for production sports cars. Amongst the eligible vehicles was Morgan and so the cash was scraped together and a 2 year old +4 was purchased complete with licence plate *TOK 258*. In spite of diligent preparations for his first outing in the Freddy Dixon Trophy series at Aintree, *TOK* finished at the back of the field.

This wake up call made Lawrence seek out professional help and by good fortune he fell in with what he described as a genius who taught him everything there was to know about carburation. That and a revised manifold together with a front disc brake kit purchased from Morgan did wonders for TOK's performance. He rejoined the series to concentrate on the last two rounds that were both being held at Goodwood, home of the BARC. In the first of these outings Lawrence realised all of his diligence was beginning to pay off as he could keep pace the SAH team's TR3s, the outfit that provided tuning kits to the Triumph factory cars. Progress indeed.

That winter no stone was left unturned to prepare TOK for the 1959 Freddy Dixon series and to his delight he won it outright winning all but one of the rounds. He and TOK even got onto the front cover of Autosport on their way to one of their victories. It was at this point Lawrence and two friends formed LawrenceTune which enabled them to trade on this success tuning primarily Triumph engines. The business prospered but Lawrence was side tracked developing a Formula Junior car that was not a commercial success. Nevertheless, he continued to campaign Morgans, which included trips to the 'Ring and Monza where these 'quaint' cars soon gained a following. After the rejection of his entry at Le Mans, he and friend Richard Shepherd Baron took both of their Morgans to Monza to compete in the 3 hour Coppa Intereuropa. *TOK* was loaded into an elderly Austin converted truck with Shepherd Baron's car, *XRX 1*, being towed behind on a trailer.

The Morgan Link 26 June 2019

After a nonstop drive, three very tired Englishman arrived at that shrine to Italian motorsport in Parco di Monza. The main opposition was to be two factory entered Abarth Porsche Carreras. A cunning plan was concocted to Iull the Porsches into a false sense of security. *TOK* was fitted with a standard fuel tank which would require a pit stop but *XRX 1* was fitted with a 22 gallon tank which would ensure no stop was required. During practice both Morgans made many pit stops to convince the team from Zuffenhausen that both the Malvern cars would need to refuel. The ploy nearly worked but Edgar Barth in one of the Carrera's managed to catch *XRX 1* on the last lap. Malvern's finest held on for second place and the Tifosi, who had initially jeered, gave them a standing ovation on the slowing down lap.

With LawrenceTune prospering, it was decided to have another crack at Le Mans in 1962. To enable smoother progress Peter Morgan agreed to enter *TOK* as a factory car. By this time Lawrence had another trick up his sleeve to improve performance, the fitting of a Morgan 4/4 body to his +4. Having a lower bonnet and scuttle, it would be more aerodynamically efficient. However, Peter Morgan was very much against this as it would confuse the two models so Lawrence resorted to subterfuge and acquired 4/4 body panels from the Morgan parts department hoping that Peter wouldn't notice. A custom made hard top was created to assist with the drag factor and everything was going to plan until the ACO contacted Peter Morgan and requested *TOK* be presented in British Racing Green.

Lawrence was not in agreement as he had just had the car repainted in its usual red but Peter Morgan prevailed offering to respray the car in BRG. Anticipating Peter Morgan's reaction when confronted by *TOK* in her 4/4 guise, Lawrence instructed his man who drove it over to the factory, to leg it before Morgan saw it. As expected, Peter was on the phone within the hour furious with this flaunting of his instructions and the conversation was terminated with the phone being slammed down on Lawrence.

Morgan rang later in the day to apologies and had come up with a solution. Impressed with the low line +4, he had decided to introduce a new model to be known as the Morgan +4 Super Sports. Furthermore LawrenceTune were going to supply replica engines and in due course they supplied 101 of them....and so a legend was born.

Partnered by Richard Shepherd Baron, Lawrence took *TOK* to win the 2 litre GT class at an average speed of 94 MPH with a fuel consumption of 24.8 MPG. At 5600 RPM the car was recording 134 MPH on the Mulsanne. No unscheduled stops were required and apart from a fractured exhaust which affected the last 3 hours, *TOK* ran faultlessly and Peter Morgan was present to witness one of Malvern's finest hours.

LawrenceTune continued to thrive but once again Lawrence was distracted by another project, the Deep Sanderson, a small sports car with a Downton tuned Mini engine in the back. Although it showed potential at Le Mans in 1963, Lawrence was involved in an horrific road car accident in France in his Corvair, the first imported into the UK. (He fell asleep at the wheel) This adversley affected his business but his association with the +4 Morgan didn't finish there. Possibly the zenith of the LawrenceTune Morgan's success was when they took all the podium places in their class in the 1963 1000 kms at the 'Ring. *TOK/XRX* and *170 GWP* respectively.

Teaming up with John Sprinzel who enjoyed success racing and rallying his Team Speedwell Austin Healey Sprites, they came up with the concept of a low drag coupe body that could be fitted to a TR4 or +4 chassis. The car appeared at the Racing Car Show in London in 1964 in TR4 configuration but the remaining 3 that were built were known as the +4 SLR. (Sprinzel Lawrence Tune Racing) Lawrence kept the third one for himself in BRG bearing the licence plate TOK 258. The SLR proved competitive and was known to split the numerous Porsche 904s that were now in the same class, but with the focus moving to sports racing cars as opposed to production sports cars, it was a losing battle and interest withered on the vine when the +4 went out of production in the late 60s. CJL went on to have an interesting career working on various projects which included time in California before returning to the UK in the 90s and renewing his relationship with Morgan on the Aero 8 project, but that is a story for another day.

Allstar Crocks

(Editor's Note: we need the story behind this nickname!)



Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

There are many books written, with "Morgan" as main subject. If you read about the history of the brand, or even sometimes specific to a type of Morgan you find names mentioned. In many cases, no photo..... So, you have no idea who is who and what precisely was his or her role in for example motorsport.

One name became very well known: Chris Lawrence! But, have you ever seen his co-pilot, Richard Shepherd Baron, at Le Mans in 1962? How strange is that? Belief me, there are many more people who played an important role in motor sport during, for example, The Sixties.

Morgan became "world famous" because of the results on the racing circuits all over the world, in that period. Chris Lawrence was the one who played an important role. He won, for example, the Freddie Dixon Trophy and the 2 litre class at Le Mans in 1962. In 1959 he started a business of his own, together with some colleagues. The business was called Westerham Motors. The start wasn't successful....... A new start was made under another name: "Lawrence Tune". So, this year it was precise 60 years ago that there was a tuning company with a strong link to Morgan tuning and racing.



Richard Shepherd Baron and David Piper

For that reason, it was time to celebrate "60 years LT". Later, I realized that it was better to call it a reunion. With the help of several others, I found the names and addresses of many "old" LT-employees and racing drivers. Another good reason to organize a reunion was the fact that many of those people are more or less of an age that you know, do it now, or it will be too late...... Unfortunately that was already the case for

some of them.



Every year Brands Hatch Morgans, Morgan dealer in Kent, England, organize a Track Day at Goodwood Motor Circuit. Like last year the **M**organ **H**istoric **R**egister was invited to "decorate" this unique location. This year that was the case as well. With this special theme, "60 years LT" in mind, we made it very special.

The LeMans winning Morgan TOK258

(Photos submitted by Machiel Kalf)

It was a great pleasure to meet so many people who played their own role in that "unique" company. So many people with a big smile on their faces because of the sometimes very emotional moments.

As a cherry on the cake, I found several cars that have played their own, sometimes, very important role. Of course TOK 258 was very important. Many thanks to the current owner to bring this car to Goodwood. From Holland came the owner of a MONICA saloon car! A car that was a product of the cooperation between Mr. Jean Tastevin from France and the technical development of Chris Lawrence and his team. The car you see on the photo shows you the final design made by the famous Italian designer "Vignale".

Not many are left, but there was even a Formula Junior racing car and a Vauxhall VX 4/90 ones tuned by Lawrence Tune. It was a pleasure to see several Morgans with a Lawrence Tune background, such as some Morgan Plus 4 Super Sports. One of them was a pre-Super Sports because the engine was tuned by Lawrence Tune before the Morgan Motor Company came on the market with Plus 4's with that name.



Without a Lawrence Tune related car, but with loads of Morgan racing history, appears Gordon Spice. He worked for Lawrence Tune and during the weekends he raced the cars prepared by them. He was one of the first racing drivers who drove with a Morgan based SLR. I recommend that you read his book, "Life of Spice" ISBN number: 978 1 84425 568 9. Published by Haynes.



Did you know the company made several Deep Sanderson Formula Junior racing cars? Or what do you think about the Deep Sander 301 or 302 sports cars. There was a Formula Junior that belongs to Chris Wilks. It looks stunning! The Deep Sanderson sports cars are not easy to catch, but I know that there is one, a "302", that will be restored this coming winter.

The day ends in, for several people, an emotional way.

Maybe,.... this will be the last time they see each other...........

Machiel Kalf, MHR Team leader. machielkalf@ziggo.nl





The Morgan Link 29 June 2019

















Website Report

By Tom Morris

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

Morgan Moments Snapshot Contest - 2019

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

- osnapshots must have been taken at a Morgan Event*
- osnapshots must be taken by a club member or member of their family (grandkids all seem to have smartphones these days)
 - osnapshots must include some recognizable portion of a Morgan car
 - odigital correction/manipulation is permitted
 - OMembers will cast their votes on-line at the end of the year
- * A Morgan Event is defined as any organized event in BC with 3 or more PacMOG-member-owned Morgans in attendance OR any organized event outside the Province with even a single member-owned Morgan in attendance.

Another thing we've been thinking about recently is a new page for the website. At some point we'd like to add more about the bygone days of Morganeering in the local area. There are lots of stories to be told and history to be explored. Marv Coulthard did a wonderful job with his GB Sterne biography a few years ago, and we need to have more on the website about this founder of local Morganeering. Also, many of our members and lots of the cars in the club have been active on the local Morgan scene for decades. I've heard great stories of MOGNW drives, events, and people of years past. All these things need to be explored and recorded, and the website is the perfect place to do it. Anyone who has comments or suggestions, please get in touch, either through the website or to my personal email (tomm8847@telus.net).

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



Above are some of the children's 3-wheeler pedal cars and below is a 3-wheeler Runabout in the Factory Museum. Photos taken by Steve Blake in 2010.



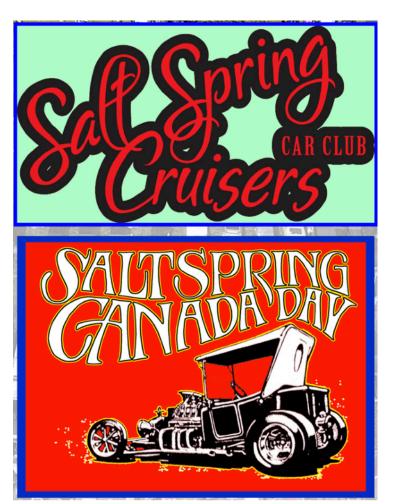
Upcoming PACMOG Events By Bob Wadden

July 1	Salt Spring Canada Day	Salt Spring Cruisers Car Club	10-3pm, July 1, Rainbow Rd & Jackson Ave, Saltspring Island BC	Details at http:// saltspringcruisers.com/ canadaday.html
July 14	Brits on the Beach	OECC	10:00 am to 3:00 pm at Transfer Beach, Ladysmith, BC. Details TBD	http://www.oecc.ca/ cib/ brits_on_the_beach_2 016.htm
July 20-2	Western Washington ABFM	WWABFM	St Edward State Park in Kenmore Wash	Details at http:// wwabfm.com/. Registration open until July 13.
Aug?	August Run or lunch	PACMOG	TBD	
Sept 7	The English Car Affair in the Park (Saturday) plus Sunday drive/ lunch	OECC - S. Island Branch	9:30-3, Govt House Victoria	Details at https:// www.oecc.ca/sib/ events/english-car- affair-in-the-park
Sept 6-8	Portland ABFM	PABFM	see link	http://abfm-pdx.com/ 2019
Oct ?	October Run	PACMOG	TBD	TBD
Nov 3	London to Brighton Commemorative Run	OECC	TBD	TBD
Dec ?	Xmas party		TBD	TBD

Volunteers Needed!

The low turnout of members at events has concerned some enough that it was brought up for discussion at the AGM. While this has always been an issue going back many years and with all car clubs, it is disheartening for members who put on these events to have them canceled. There are many very good reasons for not being able to attend, so this message is not meant to be anything other than a request for volunteers to put on events and for members to attend events. Please, let Bob know if you can help.

bob.wadden@telus.net





http://saltspringcruisers.com/canadaday.html





FOUNDATION

AUGUST 24-25 SATURDAY: DAY CRUISE SUNDAY: CAR SHOW

INFO@CRUISETHESHORE.CA

EDGEMONT VILLAGE, NORTH VANCOUVER

WWW.CRUISETHESHORE.CA

MUSIC RAFFLES 50/50 DRAW FAMILY FUN PRIZES CLASSIC CUSTOM HOT ROD ANTIQUE RARE COLLECTOR



Stanley Park 4011 1A St. SW, Calgary AB 10AM to 4PM

Information at www.vsccc.ca



(Thanks to Howard Jewel and the Open Road Newsletter for this ad)

35 June 2019 The Morgan Link



Thrill On The Hill 2019

Join the Morgan Motor Company for Morgan themed entertainment and celebration as we mark 110 years of the marque at Thrill On The Hill 2019. Following the success and feedback of the 2018 event, TOTH will be returning to Prescott Hill Climb in Gloucestershire where visitors will have the opportunity to drive the famous hill climb in their Morgan. Don't have a Morgan? Don't worry! We will be offering passenger rides in a factory car. Join fellow owners and enthusiasts alike in the relaxed atmosphere of Prescott Hill Climb where there will be plenty on offer for the whole family. Browse the 100's of Morgans from all ages on display or relax on the restaurant balcony and watch the cars take to the track. Cars spanning 110 years of Morgan will take to the track, from pre-war Three Wheelers to the latest 2019 Morgan range. We are also planning some special lunchtime parades and a number of trade stands for visitors to browse through.

General admission

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

Date And Time Sun, 11 August 2019 09:00 – 17:00 BST Prescott Speed Hill Climb Gotherington Cheltenham Gloucestershire GL52 9RD United Kingdom

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

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

Recent Auctions



1982 Morgan Plus 8 righthand drive with a claimed 14,000 miles bid to US\$34,500 on May 30, 2019, but did not sell. Colour and RHD might have played a part.



1966 Morgan 4/4 sold for US\$15,000 on BaT on June 11, 2019.



1953 Morgan Plus 4 Flat Rad was bid to US\$25,756 on Bring a Trailer on June 19, 2019, but did not sell.



PACMOG Marketplace

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

1956 Plus 4, 4-seater

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

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

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

Contact Tony Hoar tonyhoar@shaw.ca

1961 Morgan Plus 4 "S"

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



1957 Morgan 4/4

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





PACMOG Regalia

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

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



On the car or on the mantelpiece, this beautiful high quality 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







9709 Youbou Road Youbou, BC VOR 3E1

604-530-1433 www.panelcraft.ca



Terry Firestein

604 910 0857

www.autobauer.ca autobauercanada@gmail.com #410 - 20170 Stewart Cres. Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2019 Membership Application (Please print in block letters)

information published by checking the box.

Date

New

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

Spouse/Partner Last Name First Name Address City Province/State Postal / Zip Home Phone Cell Other Email Address Spouse/Partner Email	
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	
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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	

Renewal