



The Morgan Link

Vol 8 No 9

The Magazine of the Pacific Morgan Owners Group

Autumn 2023



From the Editor's Desk...

It is with very sad news that we have learned that Dave Collis passed away this month. Dave was a legend in the BC Morgan world, being a racer, Morgan mechanic, and gave of himself by putting on drives and tech sessions. He will truly be missed.

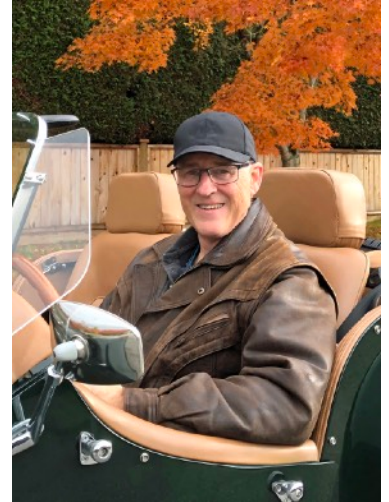
What is that you say? The new editor?? It has not happened yet, but yes, we will need a new editor for next year. I am officially announcing that I am retiring with the publishing of the December 2023 Morgan Link. It has been fun but after six years, it is time to get on with my other projects while I still have a few breaths left. This time there will be no conceding and agreeing to go another year or two.

Anyone wanting to take a stab at being editor, let me know and I can work with you for an edition or two to help you ease into the role. I accomplished my goal of bringing 12 substantial magazines a year to the membership during the Covid years so the club would have purpose when people were not gathering or driving their cars. However today, a short newsletter could suffice. We have our web site, Facebook, Miscellaney and a communications method that can keep everyone informed of what is going on and what has happened.

I am forever grateful for all the people who have contributed articles, photos, and ideas to give me material to put together our magazine. In the meantime, if you are thinking of doing an article, now is the time. There are only two issues left under my editorship.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



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Cover Photo Credit:

This month's cover photo was taken by Steve Blake of Bob McDiarmid's 1995 Morgan Plus 8 at the Delta Heritage Air Park..

Contributors

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

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Leroy and Julia McLelland
1970 Morgan Plus 8



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Remembering Dave Collis

Dave Collis was a stalwart member of our Morgan community. Sadly, he passed away on October 1, 2023, after several years of battling cancer. Dave and his wife, Ruth, who predeceased him by 15 years, were seen regularly on club runs and attending different events. After Ruth's passing, Dave continued to take part often with his friend, Ian, as his navigator.

Dave sponsored drives and we all enjoyed the routes he took us on through the twisty roads behind Mission and Harrison. As a former Morgan mechanic, shop foreman for GB Sterne's Morgan Dealership, the tech sessions that Dave put on were always well-attended. They were so valuable that the club decided to ask Dave if he would do one for our members living on the Island. He was more than happy to do this.

Dave owned his Morgan since 1968 and was well-known on the tracks racing this car. He restored a 1965 Anglia 124E which he recently sold to a couple on Vancouver Island. His Morgan stayed with him but he drove it less as it became a challenge to get in and out as the pain in his spine progressed. However, as these things happen, in the last two years, he was able to use the Morgan more frequently as the back pain subsided.



Bob Sterne wrote an article on Dave Collis's racing exploits that appeared in the September 2020 Morgan Link. Read the article on Page 11 at:

http://www.pacmog.com/uploads/1/1/6/5/116547735/ml_sept_2020_better.pdf



“Going Home”

Dave Collis at his last known drive in May 2023. Above was at the start of the Vancouver-Harrison Run and below was him on the Lougheed Highway on the drive home to Pitt Meadows from Harrison.

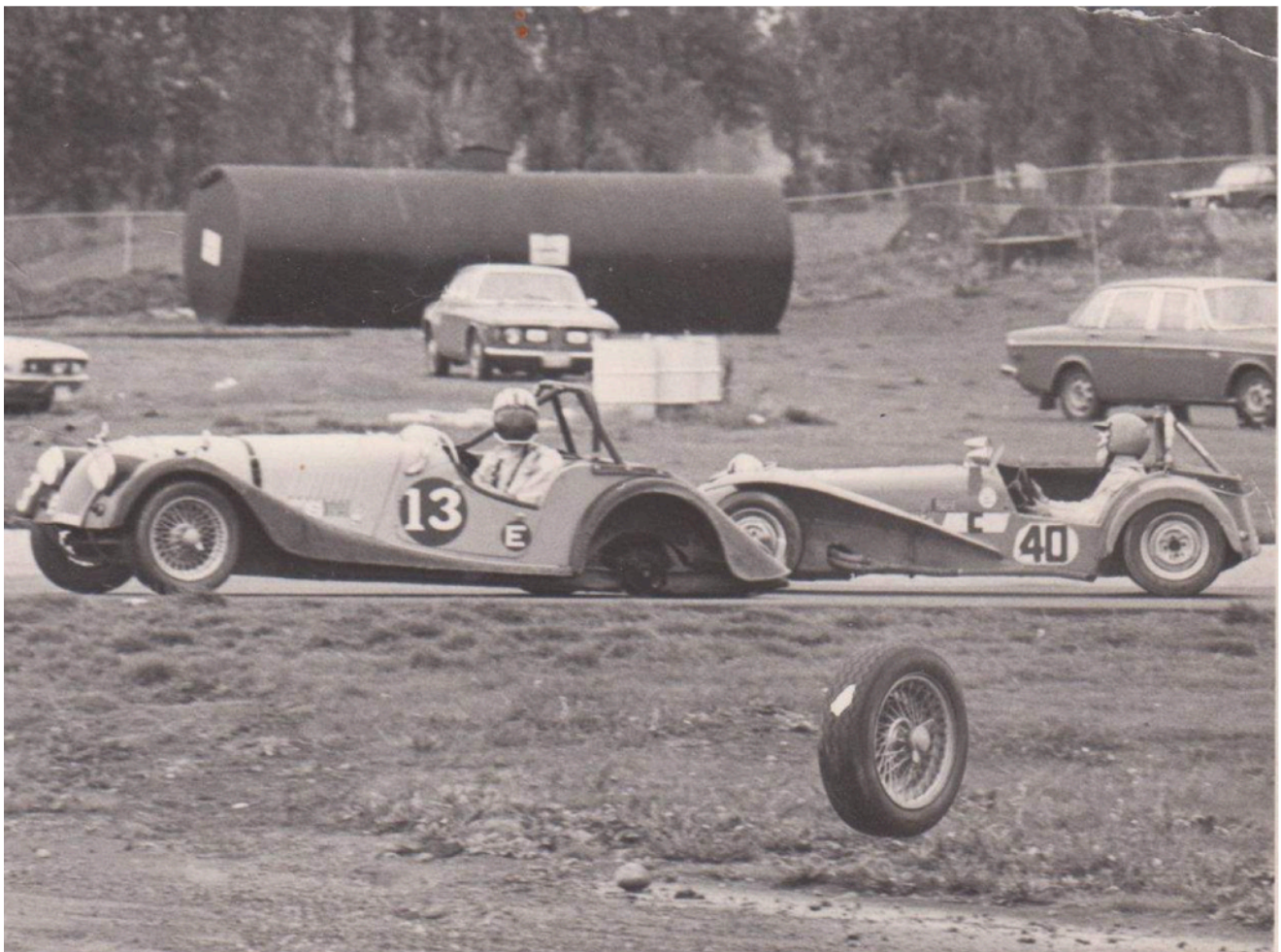
(Steve Blake photos)



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.



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.



What happens when an axle shaft snaps, quite rare on a Morgan, and the wheel, brake drum and knockoff continues on their own race? You've got an instant 3-wheeled Morgan! Dave Collis found out coming onto the front straight in Portland, circa 1973-4.

Dave's other hobby was building remote controlled model airplanes. His were not the kind we built as kids. Dave built models that were 40 to 50% scale of the real airplane. Recently, he told me he was working on jet-engined models.

Dave would drive to meets all over North America and was frequently seen at the meet at the world famous Paradise Field in Lakeland, Florida. One of the airplanes he was quite proud of was the 40% scale Waco YMF-5 classic biplane. Another was the 50% scale Spacewalker, built with his own plans.

A video was made of the "First Flight of the Waco" at High Country Field, Kamloops, August 11, 2011. You can watch Dave with his airplane at the following link.

<https://www.youtube.com/watch?v=N3jm9lapGq4>



Above: Dave's Waco YMF-5, Below: His Spacewalker



On the Road!

This section highlights Morgan cars spotted on the road or parked in scenic locations.
Send in your photos!



Above - Jon Moss's sister-in-law enjoying a ride in his 1960 Morgan Plus 4. (Jon Moss photo)
Below - View from the cockpit of a Morgan Super 3 (Dennis Glavis photo)



On the Road in the UK

By Tom and Elaine

The following photos were taken by Tom Morris and Elaine Davie on their recent trip to the UK.



Above - At the National Trust Stowe Gardens

Below - At Bodiam Castle





Above - At the National Trust Calke Abbey

Below - On the A25, on our way to visit Emmetts Garden, a National Trust site in Surrey.



Out of Range! "It Never Rains in Sunny California" By Dennis Glavis

Thanks to Steve Schefbauer for the song! Yes, it was a wet day as we showed off our demonstrator 2023 Morgan Super 3 at the Coffee and Cars at the Santa Clarita Porsche dealership. The guys up in British Columbia would feel right at home from looking at all the photos of their runs they have done in the rain!

(Dennis Glavis photos)



...and Continuing in the Rain!
Photos by Dennis Glavis
Coffee and Cars in Marina del Rey



Chateau de Chimay, Belgium

By Jacques Gallien

The Morgan Owners Group Belgium had a nice drive to the Chateau de Chimay in Belgium. Below are some photos I took at the event.



San Marino Motor Classic

By Dennis Glavis

The San Marino Motor Classic Concours Car Show was held on Sunday, August 27, 2023. Classic cars of all marques were in attendance. We are pleased that the people's choice award went to the 1962 Morgan Plus 4 of Robert Abrahamian. That was a tremendous feat when surrounded by everything from Bizzarrini's to Mercedes Gullwings.

In the Morgan class, first place went to Michael Hattem with his 1955 Morgan Plus 4 (you would have seen his photo in last month's Morgan Link as the first owner of a new Morgan Super 3), second place went to Creighton Turner with his 1954 Morgan Plus 4 and third place went to Alan Schwartz with his 1999 Morgan Plus 8.





(Dennis Glavis photos)



The Evolution of the Morgan Species

By Dave Doroghy

I highly recommend the Galapagos Islands for a holiday. They are out there in the middle of the Pacific Ocean, about 600 miles off the coast of Ecuador. They are a world unto themselves, isolated for thousands of years and a source of inspiration for Darwin's theory of evolution.

Here is some original quirky and thought provoking "Dorg thought" on the Morgan motor car that has been swirling around my head ever since I visited the Galapagos Islands a few years ago. Follow me as I walk you through this one; it's worth it for the surprise ending.

Most cars change their looks every year. Small design cue changes are the annual norm, although sometimes cars looks undergo major wholesale changes in one model year. I suppose these changes are market driven and generate demand, excitement and allow the manufacture's car line to exist for longer. To live on. It's an "evolutionary" process that almost all automobiles undergo in order to survive.

The Morgan however has chosen a different path on the road to ensuring this beautiful British classic species, not only survives, but thrives. It has held true, and stuck firmly to its original design, refusing to change with the times. Fish, birds, mammals and humans have all adapted and changed their forms and functions and looks over the years to survive. Sure, it has happened over millions of years and Morgans have only been around for just over a century, but I asked you to follow me on this one. The Morgan has stuck to its original beautiful design like a stubborn Blue Footed Booby bird refusing to change with times. In my opinion, it has been the key to the car's enduring success, and its ever-popular appeal.

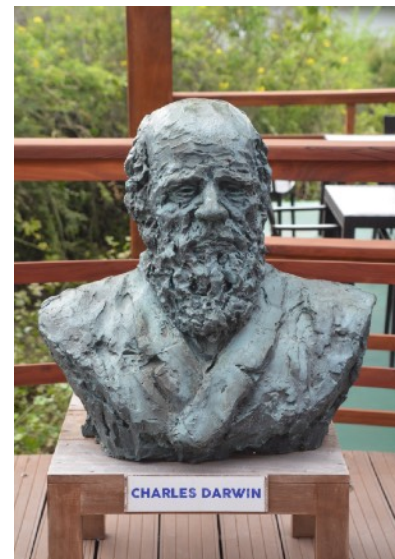


I look at the design of most modern cars and find them drab, dreary and boring. On the edge of extinction. They have made a mistake adapting to the theory of evolution as they slowly change each year, mimicking and copy the new bland trends. Just look at how far downhill iconic UK brands like the Jaguar XJ 6 have stooped. The new ones are ugly with no character. Is it a Honda, Kia or a Jag? Who knows. Who cares? They should have stuck with the classic 80's and early 90's design forever. Here is a line of cars that based on its looks is headed to go the way of the Dodo bird.

My thesis on Morgan design could be referred to as a “contrarian theory” in academic circles. Morgans have survived because they have not changed. But we all know that Contrarians like us drive Morgans. “I like the car because it is different” has been our cry for over a century. It has also been the Contrarian ethos, spirit and flair back at the design office in Malvern that has kept this British species alive. Thousands of years from now will Morgans still maintain their elegant original design? Will motor car historians, look back and study how this stunted non-conforming evolutionary design strategy has kept it alive into the next millennium. Who knows. I like to think that due to the natural selection process Morgans will survive. I wonder what Charles Darwin would have to say about it?

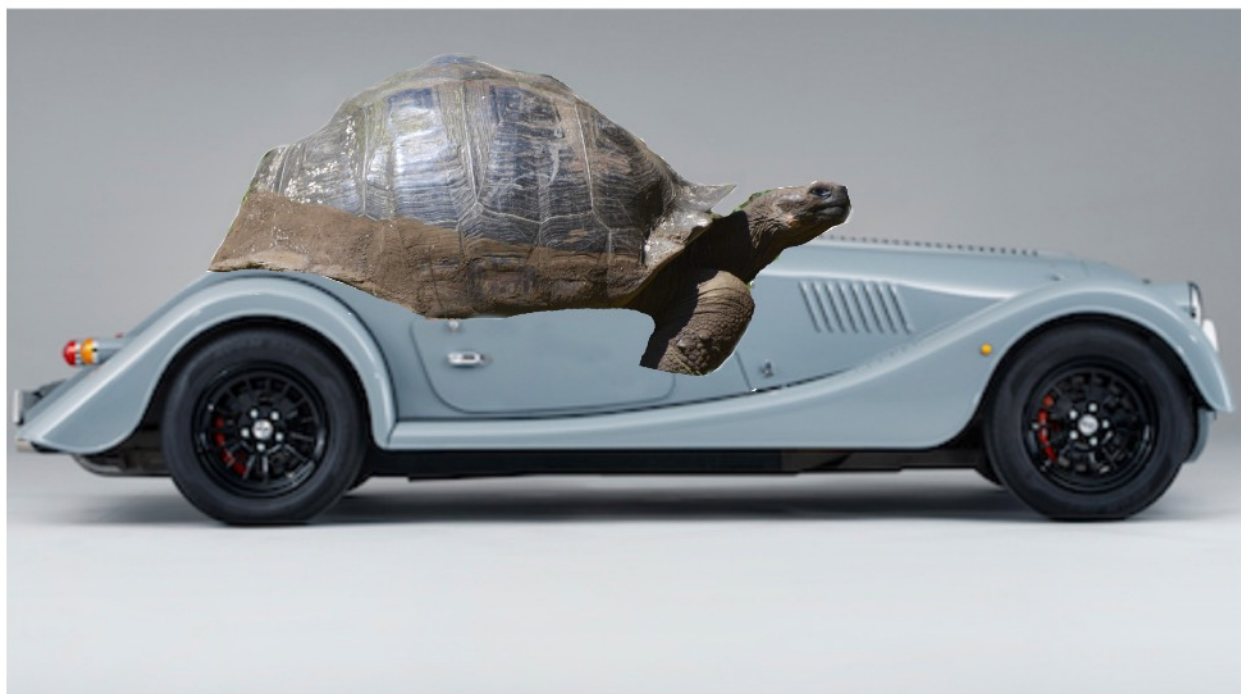
OK you have stuck with me as requested to the end of this silly essay which feels like it has dragged on since the dawn of time. You will now get rewarded with the surprise ending. And I am pretty sure that you are about to learn something new.

Charles Darwin, yes, the Charles Darwin, was British as you may know. What you may not have known was that he visited Malvern several times in the 1840’s and 1850’s. He went there for medical reasons to undergo hydrotherapy. While he was there, he would stay at his daughter Annie’s place. She died in 1851 and is buried in the Great Malvern Priory churchyard. Charles Darwin died in 1882, the first Morgan car rolled out of the factory in Malvern 27 years later in 1909. It only had three legs, and in order to survive grew a fourth one further on down the evolutionary road.



Post Script: my next Dorg’s Morg columns will deal with a different angle on the Galapagos Islands and what this famous volcanic archipelago has to with Morgan cars.

(Steve Blake photos)



Gangsters, Despots, Dictators and Classic Cars

By Laurel Gurnsey

(Article first published in the 'Bumper Guardian' magazine of the Classic Car Club of America)

A despot, according to the dictionary, is a 'ruler or other person who holds absolute power in a cruel or oppressive way.' A dictator wields power, usually through force. Gangsters fall into the category of violence and control of 'turf'. Appreciation of beauty and classic cars doesn't immediately come to mind when you think about this kind of person. But looking into the lives of the infamous, they all used cars, either as 'get-away' vehicles or as a sign of prestige or wealth. I loved the article 'Dictators' Favorite Rides' and smiled when the first dictator mentioned was Napoleon. Way before Classic Cars.... but consider this:



'Napoleon, due to the limitations of his time, was not the owner of any car, or any motorized, self-propelled vehicle. He was, however, the owner of an impressive stud, counting some 80 saddle horses.'

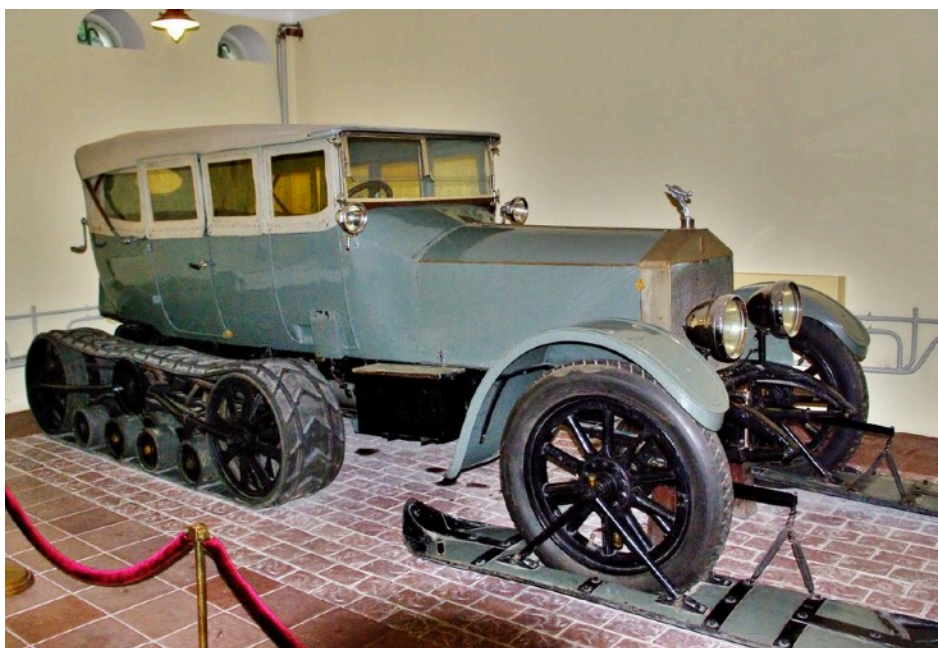
A '22 Rolls-Royce Silver Ghost seized by Lenin from the Tsar is worth mentioning because Lenin adapted it to run on snow during Russia's harsh winters. Caterpillar tracks and skis replaced the tires. Not likely what Royce had in mind. During Lenin's regime, 70 Rolls-Royces were ordered from London. Stalin diversified, collecting Rolls-Royces but also Packards, Lincolns and Cadillacs. His favourite was apparently a '37 Packard V12 (a gift from President F.D. Roosevelt). Stalin created a Russian Packard version, called the ZIS-110.

Colin and I saw Hitler's Grosser Mercedes parade car at the Canadian War Museum. Hitler loved car races and backed a state-sponsored racing program. Mercedes was the main supplier of Third Reich staff cars. We saw another Hitler Mercedes at the General William Lyon's Collection in California on a Classic Car Club Tour years ago. Mussolini's car of choice was a '37 Alfa 2300 MM that took part in the Mille Miglia race. He also had a '39 Lancia Astura parade car.

'The New York Times' article 'A Despot's Garage Is Open For Tours' talks about the Shah of Iran's collection, which included a '34 Mercedes-Benz 540K Autobahn-Kurier and a one-off Pierce-Arrow with gold tri



Hitler's Grosser Mercedes



Lenin's 1922 Rolls-Royce Silver Ghost

Idi Amin, of Uganda, had a unique way of collecting cars. He had their owners murdered or exiled. His collection was huge, as was the death toll. He had numerous post-Classic Mercedes, many received as gifts from other dictators. Ceausescu, of Romania, collected mostly post-Classics that included a '74 Buick Electra given to him by President Nixon. He also had a 20-carriage armoured train. Saddam and Uday Hussein's collections were almost completely destroyed during the Iraq war (surviving cars included a black Prohibition-era Packard and several Rolls-Royce Silver Shadows). Gaddafi, of Libya invented cars...including the Libyan Rocket, shaped like a rocket and with 'an inbuilt electronic defence system.'

Other dictators with car collections were Trujillo of the Dominican Republic, Baby Doc Duvalier of Haiti, Juan Peron of Argentina and Farouk of Egypt. 'The Toronto Star' newspaper article, 'Despot Décor' adds the collection of deposed Ukrainian President Yanukovich (along with his petting zoo of ostriches, kangaroos and rare goats.) Burma's 'former' junta leader Than Shwe had his cars in a fortified mansion in the rain forest.

The article series: 'The Worst People in the World with the Best Car Collections' adds Gonzales of Mexico and Pablo Escobar (who had his '30s Cadillac strafed with bullets so it would look like Al Capone might have owned it.) Capone's 'official' car was a 1928 Cadillac Town Sedan, complete with 3,000 pounds of steel and thick glass (mobsters can't be too careful). Gangster non-Classics were the Fords of John Dillinger, Bonnie & Clyde and Baby Face Nelson. A Classic in a classic gangster movie ('The Godfather') featured the 1940 Lincoln Coupe in which Sonny Corleone rode to his gory cinematic shooting death.



Stalin's 1937 Packard



Al Capone's 1928 Cadillac

Worth Reading:

'Hitler's Chariots' by Blaine Taylor

Worth surfing:

'The 30 Greatest Gangster Movie Cars' www.qq.com/cars-gear

'Dictator's Favorite Rides' at Autoevolution.com

'The Worst People in the World With The Best Car Collections' jalopnik.com

The following article is courtesy of Brian Tomalin, the editor of the "Morgan Ear", the magazine of the Australian Morgan Owners Club of Australia.

Adventures of a Series 1

By John Merton

It started in 1965 because of a Honda S600. What a disaster! The engine of the thing came out 19 times in 21,000 miles. That's a story I don't want to remember. My contributions to Honda's parts coffers underpin that company's current prosperity. They also kept me broke.

Anyway, I needed transport and it had to be cheap. And open.

Bill S., another local, had a penchant for decrepit sports cars. He bought 1838 (reg. BOS 709) from Ken Ward in Sydney. The drive back to Canberra showed up warts and Bill set to work. He replaced a lot of the rotten wood (with pine!), made a dash of virgin Formica (not even glued to ply or masonite) replaced the wiring (but didn't harness it) and refitted a correct Moss gearbox in lieu of the Vauxhall unit in it.

It passed ACT registration - somehow. The chassis was cracked in several places and the front sliding pillars had advanced wear. The front wheels toed out by 55 degrees. Worse, the thread on the front right hand stub axle was stripped, the castellated nut hammered on and held in place with a large nail.

Shortly afterwards, Bill found an equally decrepit but potentially faster TR3 and offered me the Morgan.

It was parked behind the Manuka shops and looked pretty mean. The red broomstick paint job effectively disguised the rust streaks from the leaky radiator, but not most of the Plastibond holding it together. The wheels were variously buckled, and the front suspension cross tubes bent back about 20 degrees. The home-made steering wheel had been purloined from Kel Merz's clubman. The seats were odd slabs of loose foam, wrapped about with leather cloth. The hood consisted of vestigial bits of assorted material held together mainly with Bostick. The abbreviated exhaust ended just behind the driver's door.



Bill started her up and she clanked and clattered away.

Memories of an earlier youth, with un-silenced pre-war Morris S's, dreams of Brooklands, Rileys with two-foot exhaust flames, and glorious, carefree untouchable girls came flooding back (they liked my eccentric cars but not me). I was about gone.

"The ride's a bit rough?" I ventured. "Like a dray with square wheels" said Bill.

"I'll buy it" I said hurriedly before he changed his mind.

She came with the spare Vauxhall gearbox and a letter from Keith Wall, a much earlier owner.

Driving was a revelation. The scuttle flexed one way, the steering another, the dash another, and the windscreen, doors, chassis, and seats different ways again. The only thing that didn't flex was the suspension. I lost seven pounds the first week. A friend's SWB Landrover was bliss in comparison.

There were other excitements, too. The dash flex led to an intermittent stream of sparks from shorting in the unharnessed wiring. At 4300 RPM in top, down Mugga Way is probably the most dangerous thing I've done in my life, outside of marriage. I was the butt of the usual Morgan jokes. Telling whether the penny you drove over was heads or tails, or the cigarette butt lip sticked or not, or plain or filter-tipped were common ones. (Years later a motoring journalist claimed recent authorship of the latter.)

The starter didn't work properly, and I ripped the pants of my best suit leaping the door to clutch start it. Come to think of it, the clutch never freed up anyway. Just as well as the crankshaft had no spigot bush and the jackshaft to the gearbox spent most of its time trying to thrash itself loose.

The brakes needed constant adjusting which I seldom did. Often, I had to leap out to affect a stop after slowing down on the gears. Oil pressure staggered to 15 psi at peak revs. But she was untroubled in towing the Honda home from its many breakdowns. She was the passion of my life.

Girls asked **me** for rides but still stayed out of grope. The neighbours wanted her removed as an eyesore.

I only had one real disaster. Intermittent misfiring developed a permanency on a trip to Sydney. A Saturday afternoon session failed to effect a cure, although confirming two cylinders were out. I left for home 4.30 pm Sunday. Every rise was a crawl, with downhill stretches taken at terminal velocity to get up the other side.

Sometime after 9.00pm, disaster struck on the old twisting downhill stretch near Marulan. An extra-large bump, a huge sheet of flame from under the dash, and I was left in total blackness and silence at around 70 mph. Somehow, I stopped without hitting anything.

Three good Samaritans turned up in an MGA with a leaking radiator. One headed down a gully looking for water. The others set out with me to rewire the Mog using a box of matches for light. We connected headlamps, generator, and engine. Fifty yards on another sheet of name. Something was wrong. We started again, this time successfully.

The lights of Canberra loomed at 2.00am and by 2.30 I was seven miles from home. Then I ran out of petrol.

The head came off next day. The gasket had blown between one and two cylinders. Miraculously, a pack of six new ones, ordered on a whim, turned up from the factory several days later. At the same time, I cut a new dash out of alpine ash and rewired the car completely. It was finished at 9.30pm on Easter Thursday. A quick test run around the block, and we headed for Sydney.

The generator fell off near Menangle but was fitted quickly using my spare nuts and bolts supply.

Crossing the plain at Berrima that night is the coldest I have ever been. About this time, too, I remember a freezing evening at Ross and Peter Reynell's as they prepared for a night trip to Sydney in a well worked over Plus 4. After some hours of shamefaced silence, one plucked up courage: "I don't care if it is a Morgan; I'm putting the hood up tonight."

Finally, the Honda dropped two valves at 7500 rpm and had to go. It was traded in on a new car and the Morgan retired for a rebuild - 1967.



The Rebuild

We started by stripping the car right down, including the engine (this was a mistake). Chassis and front mudguards were sent to Canberra's then best panel beater for repair, and on return reassembly started. Most of the wood and some of the panelling was replaced. The front cross members were straightened, and the right-hand stub axle replaced. Repainting, in green, began. The car was moved several times as I moved dogs.

Then I met my wife!

The car stood out in the open, untouched, 'till 1980. Numerous requests to buy were refused politely ("I had it before my wife, you know"). Now that the family was growing up, I was spurred on to start again, this time under cover. We decided to start on the bodywork. The front guards by now had been "lost" (a clean-up by my sister-in-law at her Mum's place) and were replaced by a mangled pair from a crashed drop-head. These, the bonnet, scuttle, rear guards, and deck were passed to a friend who had agreed to do the panel beating. (It took 9 years.

We started over again. I made new doors up from scratch, not a hard job but fiddly. Most of the wood had to be replaced, plus the earlier replaced side panels. All panels were rust proofed and painted inside before being screwed to the frame **with** stainless steel screws all round. It was a rebuild, re-make job, not a restoration. Rebuilt radiator, rebuilt engine, (new valves, sleeved bores, block and head trued, reground crank, mains and big-ends closed and honed, new pistons, bearings, and full balance), rebuilt starter and generator, new front brake cables, hub bearings and seals, new left hand stub axle to match the right, new kingpins and bushes, new "soft" brake linings, damper blades cut out of saws, new clutch and carbon thrust, complete rewiring (again), made up new track rod, brake rods and rear brake cable, restored instruments, new "Brooklands" steering wheel (bought when they were still cheap), upholstery made up from scratch, and so on.

Two replacement spare wheels (yes, they had been "lost" too) came courtesy of Graham Dell. A proper clean-up of the chassis showed the dangers of trusting the professionals (and paying professional; prices). We welded up 60 cracks and had to re-do most of the supposed earlier work. Triangular gussets were set into the chassis at the rear corners of the engine bay, and the rear spring mounting bolt holes on the chassis rails reinforced with heavy washers (both mods are now done at the factory on the latest chassis!). The engine came out three times to get the clutch working properly. I could go on but I'm no novelist.

O-road impressions now differ a bit to those of years ago. (I believe these things should be driven.)

Some things have changed She's very comfortable to ride in now, not at all the boneshaker of yore. Perhaps the tighter body is making the suspension do more work (Like being super fit in a way. All the flab between you and the road, so much built into modern motoring, is removed) I was offered a Honda (a CRX) as a straight swop....

Some things haven't - 4800 rpm seen a few times in top is just as exciting and probably only slightly less dangerous than 4300 rpm all those years ago. (STOP PRESS: 5000 twice!!) The balance is still well-nigh perfect, and she's still dead easy to slide under control.

She's also helped me make a lot of new friends, including Keith Wall who has filled in a lot of earlier history. And yes, she still impresses females. And I still don't!





THREE WHEELERS

2023 Morgan SUPER3 THREE WHEELER

– Marina Blue/Ivory leather // *IN STOCK!*

2023 Morgan SUPER3 THREE WHEELER

– Safari Yellow/Tan leather // *IN STOCK!*

2023 Morgan SUPER3 THREE WHEELER

– Matt Black/Black leather // *IN STOCK!*

2023 Morgan SUPER3 THREE WHEELER – Red

Soul Crystal Pearl/Tan leather // *IN STOCK!*

2020 Morgan THREE WHEELER

– Alloro Racing Green Metallic,
Honey Yarwood Leather // *HAWKER
HURRICANE COMMEMORATIVE EDITION*

2018 Morgan THREE WHEELER – Aston

Martin Glacial Blue Metallic, Yarwood
Brooklands Blue Leather // *HERITAGE EDITION*

2012 Morgan THREE WHEELER –

Silver, Tan Leather // *SUPERDRY EDITION*

1933 Morgan MX4 SUPER SPORT

– Silver, Matchless water-cooled
engine // *GROUND UP RESTORATION*

1930 Morgan AERO

VAN – MX4 Vee twin
engine, Pozzi Blue,
Scarlet red leather

// *FULLY RESTORED*



ROADSTERS

2024 Morgan PLUS FOUR ROADSTER – 8

speed Auto Trans/Paddle Shifter w/ Sport
mode. Anticipate end of 2023 deliveries //
PLACE YOUR ORDER NOW AND AVOID A LONG WAIT LIST!

2002 Morgan PLUS 8 – BRG, LeMans

'62, No. 1140. Only one in North
America // *FOR SALE IN CANADA ONLY*

1972 Morgan PLUS 8 – Black, Black

Leather // *HUGE PRICE REDUCTION!!*

1967 Morgan PLUS 4 DROPHEAD COUPE

– Ivory body/Irish Green wings, Ivory
leather // *RECENT GROUND UP RESTORATION!*

1964 Morgan PLUS 4 DROPHEAD COUPE –

Red, Tan leather // *ONE LOCAL FAMILY OWNERSHIP!*

1963 Morgan PLUS 4 DROPHEAD

COUPE SUPERSPORT – Green Velvet, Black
leather // *CONCOURS WINNING STANDARDS!*

1963 Morgan PLUS 4 ROADSTER

– BRG, Black leather, 2-seater, well
maintained // *GROUND UP RESTORATION!*

1962 Morgan PLUS 4 SUPERSPORT – BRG,

Black leather, one owner from new just out
of complete restoration // *RIGHT-HAND DRIVE*

1960 Morgan PLUS 4 DROPHEAD COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // *CONCOURS QUALITY!*

1954 Morgan PLUS 4 – Yellow, Black interior, interim-cowl example // *RIGHT-HAND DRIVE*

1952 Morgan PLUS 4 FOUR PASSENGER ROADSTER – BRG, Black interior // *RARE FLATRAD*

1936 Morgan 4-4 – Green, Black interior, Car #28 // *GEORGE PROUDFOOT RESTORATION*

1929 Morgan/GN BLACKBURNE AERO – Single seater, racing history // *ONE OF A KIND*

OTHER MARQUES

2010 Ferrari CALIFORNIA T 2DR

– Rosso Corsa, Tan Leather

2001 Audi TT ROADSTER –

Convertible, Black Metallic

1965 Sunbeam TIGER MK I A

– Race Rally Prepped!

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The Oldest Morgan in PacMOG

By Tom Morris

The current PacMOG roster reveals that there are two Morgan Three-Wheelers owned by club members, and both date from the 1930s. Listed are a 1939 Matchless Super Sport, owned by Fred Woods of Ontario, and a 1932 JAP Super Sport, owned by Les Burkholder in BC. Just recently one of them has changed hands, and I'm pleased to report that it's staying in the club and in British Columbia. I heard through the grapevine that Les was thinking of selling his Three-Wheeler, and I was fortunate enough to be the first one round with cash in hand.

For those of you that aren't familiar with this car, it's a Beetleback 2-seater. You can see in the pictures that chassis number R267 is bright red with black wheels, but originally it was dark blue with red wheels and wings. That lump hanging off the front is an 1144cc (originally 1096) water-cooled JAP (John Alfred Prestwich) V-twin, serial #LTOWZ/1/Y/11933/S. The rest of the drivetrain consists of a 3-speed gearbox (plus reverse, something that the previous 2-speed version didn't have) and a chain final drive. It has an electric starter (as well as a hand-crank) and runs 19-inch wheels. Braking force is applied via cables rather than hydraulics, commonly referred to as "string brakes".

Also, the brake controls are divided front and rear, with the fronts controlled by a hand-lever and the rear by a foot pedal. This is an odd arrangement for a car, but perfectly standard on a motorcycle. The original throttle lever on the steering wheel has been replaced with a more conventional foot pedal, a common



modification on cars used for competition work. R267's racing career began decades ago back in the UK and continued in Ontario and the eastern USA after its emigration to Canada.

The story of this little Morgan begins on Tuesday, June 28, 1932, when it emerged from the Malvern factory headed for the then well-known London dealer, Maskell for Morgan. The known history of R267 goes dark after that for almost 27 years, but by the late '50s it had, so the story goes, been found hanging in pieces from the rafters of a barn, above a couple of Rolls Royces. The following information is known because I have in my hand a "Registration Book for a Mechanically Propelled Road Vehicle". It shows that on April 17, 1959, one Trevor John Peerless of Wallington, Surrey paid £3-18s-9d in tax and was assigned a brand-new registration number, 158 JPL. By March 1960 ownership had transferred to Peter Shew??? (The rest of Peter's surname is obscured by water damage) of Worcester Park, Surrey. In September 1961 Peter William Brough, of New Malden, Surrey, had assumed ownership and by July 1964 it was in the hands of Douglas Albert Young, of Waddon, Croydon, Surrey. Interestingly these four gentlemen all lived within about 8 miles of one another in what is now southwest London, and over this period, and through to September of 1965, the car was kept licensed for road use. I can't help wondering if all these chaps didn't know each other, perhaps members of a club not unlike PacMOG.

The next thing we know about the little Morgan is that on August 24, 1968, a Mr. J. R. Smith, of Enfield, Middlesex, sent a telegram to Dave Elcomb of Windsor, Ontario asking if he would "pay £165 for a 1932 Supersport JAP engine Brooklands cam dry sump good for 90 mph". I suspect the Mr. Smith was acting as an agent for Dave, because four days after that, he wrote a cheque for cash in that amount and received a bill of sale for 158 JPL from an unidentified individual (his signature is undecipherable, but it doesn't appear to be Mr. Young, our last previously known owner). Further communications from Mr. Smith indicate that he was arranging transportation and by October of '68 the Morgan was winging its way to Canada via Air France.



So, the little car that had spent its whole life in Greater London was suddenly sent away to far-off Canada; and its new owner had great plans for it. In the 30+ years that he owned it, Dave raced the old Morgan extensively, and repaired it and modified it as and when required. On one occasion, in the white heat of competition, a piston failed. Fortunately, the engine escaped serious damage and Dave found a set of Harley-Davidson pistons and some Pontiac Firebird valves that could be used to bring the old JAP back to life.



A subsequent engine failure occurred as Dave was successfully overtaking an MGA Twin-Cam into a corner. This time the damage was more severe, and Dave had to machine up a new engine case in order to keep R267 on track. Such was the life of an old race car, and over the years many other changes were made to the old campaigner. As the end of the century approached Dave decided that it was time for the red racer to move on once again.

Enter our Les, who, in 1999, bought the Morgan and moved it west to BC. Les didn't use the car for racing, but he did drive it and attend shows with it for 2 or 3 years before deciding to treat it to a rebuild. He made an entirely new wooden framework for the body and repaired and repainted the steel body panels. He had the seats reupholstered and the engine rebuilt. He also refurbished the chassis and fuel/oil tank and created a new (mahogany?) dashboard. Then, as so often happens, the little car slipped off the front burner as Les got involved in other projects – like restoring a Tiger Moth airplane.

All of Les' work was done to a very high standard, and that means that there's really not too much left to do. The new dashboard needs to be completed, all the wiring throughout the car needs connecting, and there are some oil lines and control cables left to sort out on the engine. Oh, and the dual exhaust pipes and taillights want installing. There are a few other things requiring attention and I'm sure gremlins will pop up from time to time; but the bottom line is that it's a pretty simple bit of kit and it's not my intention to restore it to "as new" condition. I'm quite happy for it to have a little patina, and to keep all the modifications, large and small, that it has garnered over its 91 years. I might even add a few of my own, in the fullness of time.



(Photos by Les Burkholder and Tom Morris)

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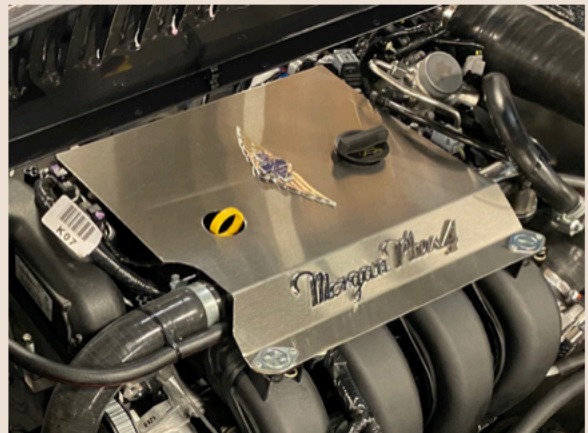
www.morgancarsmidatlantic.com

Last year I replaced all the windows in my house with those expensive, double-pane, energy-efficient kind. Today, I got a call from Home Depot who installed them. The man complained that the work had been completed a year ago, and I still hadn't paid for them.

HHHelloo.....just because I'm blonde doesn't mean that I am automatically stupid. So, I told him just what his fast-talking sales guy had told me last year... that these windows would pay for themselves in a year.

Hellooooo, it's been a year, so they're paid for, I told him. There was only silence at the other end of the line, so I finally hung up. He never called back. I bet he felt like an idiot!!!

(Thanks to Roger Mulloy)



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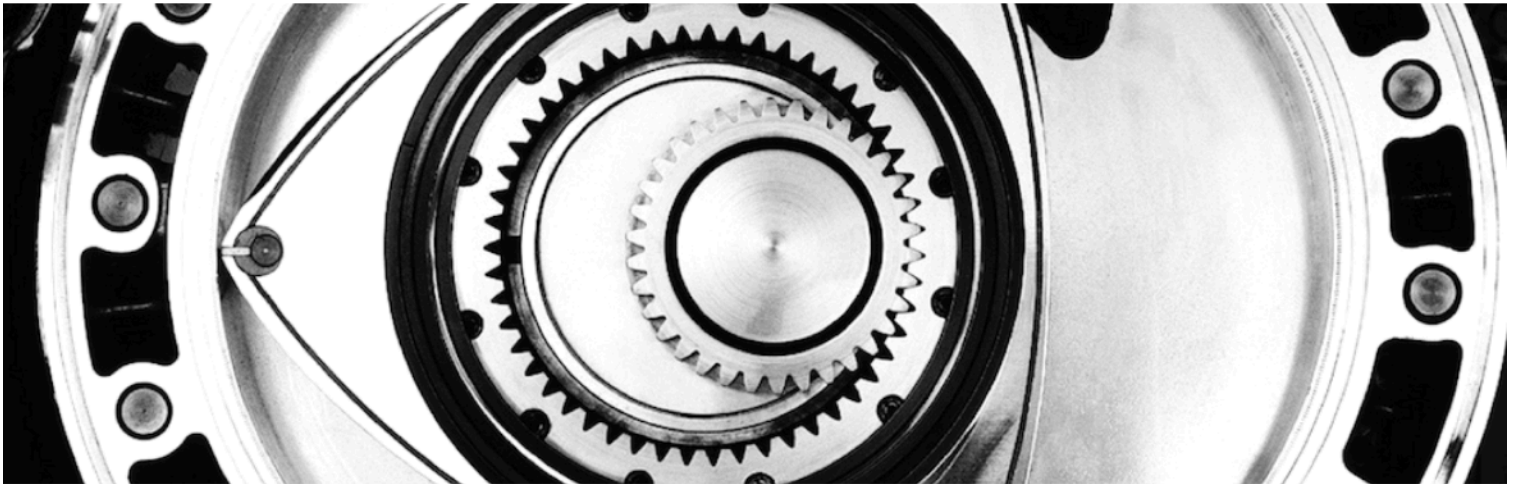
Phone - 717-932-6600 or email

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SHOP TALK

The Wankel Rotary Engine — A Postmortem

By Chris Bright

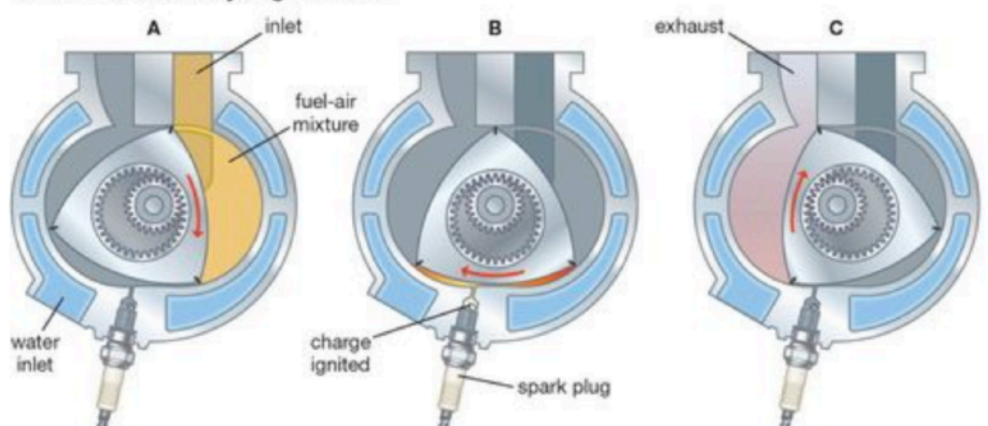


Since the automobile's beginning, the percentage of cars built with gasoline-powered, piston engines approaches 100 percent even though recently we are seeing electric and hybrid cars make a dent. The only other significant departure from the tried and true piston engine was a promising upstart that emerged in the 1960s: the Wankel rotary engine.

The rotary engine was a radically new concept that was born in Germany and perfected in Japan. While using the same four-stage Otto process for gasoline combustion as its piston counterpart, it did so in a way that had many advantages. Rotary engines are more compact and lighter for a superior power-to-weight ratio. They are simpler, cheaper to produce, and more balanced.

Despite these inherent pluses, in 2012 it was laid to rest when Mazda ceased production of the RX-8. (Yes, they are still in use in various applications including motorsports -- I'm just referring to mass-produced cars here.) Let's investigate the birth, life, and death of the rotary engine to see the causes of its early demise.

How a Wankel rotary engine works



Born in Post-War Germany

The father of the rotary engine is Felix Wankel, a German mechanical engineer, who conceived of the idea when he was a mere 17 years old. The gifted Wankel took a few more years to develop a design in 1924 for which he was issued a patent in 1929 when was just 27 years old.

As Germany went to war, his talents were put to use developing seals and rotary valves for the German military. It is worth noting that he was very active in the Nazi party and anti-semitic organizations before and during WWII, not a great thing. After the war, Wankel was put under house arrest and his engineering lab was shut down and confiscated by the French.

As Germany rebuilt, he went to work for NSU Motorenwerke in 1951, where he was finally able to develop the rotary engine and see his dream come to fruition. Wankel built a prototype while an NSU counterpart named Hanns Dieter Paschke made an alternative version of his own design. In a twist of irony, the engine we all refer to today as the Wankel rotary engine was in fact the one that Paschke built.

The prototype, DKM 54, first ran on February 1, 1957 -- now the official birthday of the rotary engine -- and produced 21 bhp. Once word got out, however, there was a strong demand to license the new design.



Felix Heinrich Wankel (1902-1988)

The first customer was America's Curtiss-Wright, which wanted to put the new design to use in aviation and industrial applications. However, car manufacturers were also clamoring for it. Alfa Romeo, American Motors, Citroën, Ford, GM, Mercedes-Benz, Nissan, Porsche, Rolls-Royce, Suzuki, and Toyota all contracted with NSU to use the revolutionary engine design.



1964 NSU Spider, the first production car with a Wankel Rotary Engine

GM even began a project for a rotary-engined Corvette. However, only one car manufacturer ended up producing rotary engines in mass quantities: Mazda.

Mazda Goes 'All In'

The year was 1961, and NSU and Mazda agreed to team up to bring the first rotary engine-powered car to market. NSU debuted the NSU Spider at the 1964 Frankfurt Auto Show. It was a two-seater with a charming body by Bertone, powered by a 498cc rear-mounted rotary engine. The NSU Spider was the first production car with a rotary engine, and it eventually sold 2,400 units during its run that ended in 1967.

Meanwhile, Mazda was ramping up for bigger things in Japan. They made huge engineering investments in the rotary engine which they saw as a significant differentiator from other Japanese carmakers.

At the 1964 Tokyo Motor Show, they displayed the futuristic-looking Cosmo sports car. It wasn't until 1967, however, that the Cosmo went into full production with a two-rotor engine that produced 110 bhp. The Cosmo was well-received but had low production numbers of less than 1,200 units.

NSU still had designs on its own line-up of Wankel rotary-powered cars. They came out with a four-door luxury sedan called the Ro80 in 1967. This would be the model that led to NSU's demise, as the engines were poorly designed with bad seals and poor lubrication, resulting in very high warranty costs.



1967 Mazda Cosmo

NSU also had a short-lived venture with Citroen called Comotor which built a rotary engine that appeared in the experimental Citroen M35 and GS Birotor. The historic firm, founded in 1873, was bought by Volkswagen AG in 1969 and rolled into Audi. The NSU brand stopped being used in 1977.

Mercedes-Benz even showed intent when it featured a three-rotor Wankel engine in the first model in its C111 line of prototype automobiles. The C111 had a mid-engine configuration, gullwing doors, and a fiberglass body. Mercedes even tested the C111 with a four-rotor engine, but ultimately pursued other powerplants, including a diesel version.

Mazda had solved all of the problems that NSU had not taken the time to fix. With NSU's demise, Mazda became the only automotive company producing Wankel rotary engines. They developed two-, three-, and four-rotor versions over the years, as well as adding turbochargers.



1978 Mazda RX-7

The rotary engine was not fuel-efficient and had high emissions, so it suffered during the oil crisis of the early 70s. It was subjected to tightening standards meant to bring about less polluting cars on the road. At this point, Mazda opted to reintroduce piston-engined cars back into its line-up and focused the rotary engine on the performance market.

1978, Mazda introduced the groundbreaking RX-7 sports car which was a blockbuster. It was a regular on “best Incar” lists and throughout its 17-year run, Mazda produced more than 800,000 RX-7s.

Astonishingly in 1991, Mazda entered the 787B, a four-rotor prototype sports car, in the 24 Hours of Le Mans. It famously won the event overall and is the only non-piston racecar to win at Le Mans. The 787B program also marked the first time a Japanese manufacturer won the legendary endurance race. Mazda’s creation was a

sensation, and its banshee scream of the engine remains the stuff of legends. (Le Mans subsequently banned rotary engines for the 1992 race, otherwise, Mazda may have had more of an impact. Jerk move, imho.)



Mazda 787B that won the 1991 24 Hours of LeMans

The Cause of Death

After the RX-7, Mazda introduced the RX-8 as its successor in 2003. However, the RX-8 was not as popular and had trouble meeting emissions standards. In 2012, the RX-8 stopped production. It was the last production car to have a rotary engine.

The Wankel rotary engine had a lot going for it. However, despite the sporting and performance success with Mazda, it was always an oddity and curiosity. For all of the pluses, the list of minuses was equally long.

The true cause of death was that its design was inherently less efficient at burning the fuel-air mixture than piston engines. A flaw of the rotary design is its thermal efficiency. The larger surface area of the combustion chamber absorbs more heat, which makes the engine less efficient. Also, to keep the seals lubricated, the engine burned oil at a high rate, resulting in more pollutants. The result was poor gas mileage and, worse yet, bad emissions.

Finally, rotary engines needed more maintenance than their piston counterparts and were costly to maintain. Ironically, the Wankel engine had fewer parts, but since Mazda was the sole producer, they were expensive to source and few mechanics knew how to work on them. Problems that may have not arisen had other manufacturers jumped on the rotary engine bandwagon.

A Future Yet?

It may be a bit premature to write off the rotary engine entirely as they may get a lifeline from clean cars. Just this year, Mazda announced it is producing a small rotary engine for the Mazda MX-30 as a range extender.

The real opportunity is with alternative fuels. It turns out rotary engines are optimal for hydrogen-powered ICEs. The thermal properties that were detrimental in gas cars are a huge asset when burning hydrogen. There are even prototypes of rotary-engine cars that can switch between gasoline and hydrogen.

The Wankel rotary engine will likely remain a great idea that just didn't get liftoff. It's a shame, as it is generally beneficial to have alternative technologies competing in the marketplace. We shall see if it can make a meaningful comeback in the "clean fuel revolution," but until then, the Wankel rotary engine's performance and incredible sound will always have its devotees.

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NOT SURVIVE



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IN RIVER



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IS GRANTED



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BODIES
DETECTED



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IS LOOSE



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UP OR DOWN



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COBRA



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EYE



ACTIVATE
GHOSTS



CONFUSED
ROBOT



INCOMING
OBJECT



OBJECT
EVADED



MARSHMALLOW
CREAM CENTER



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ALREADY



DRIVE ON,
DRIVE ON



THE KIDS
HAVE ESCAPED



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UNTIED



ARMS
DEFLATED



RESTRING
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ANGRY
OWL AHEAD?



EMOTICON
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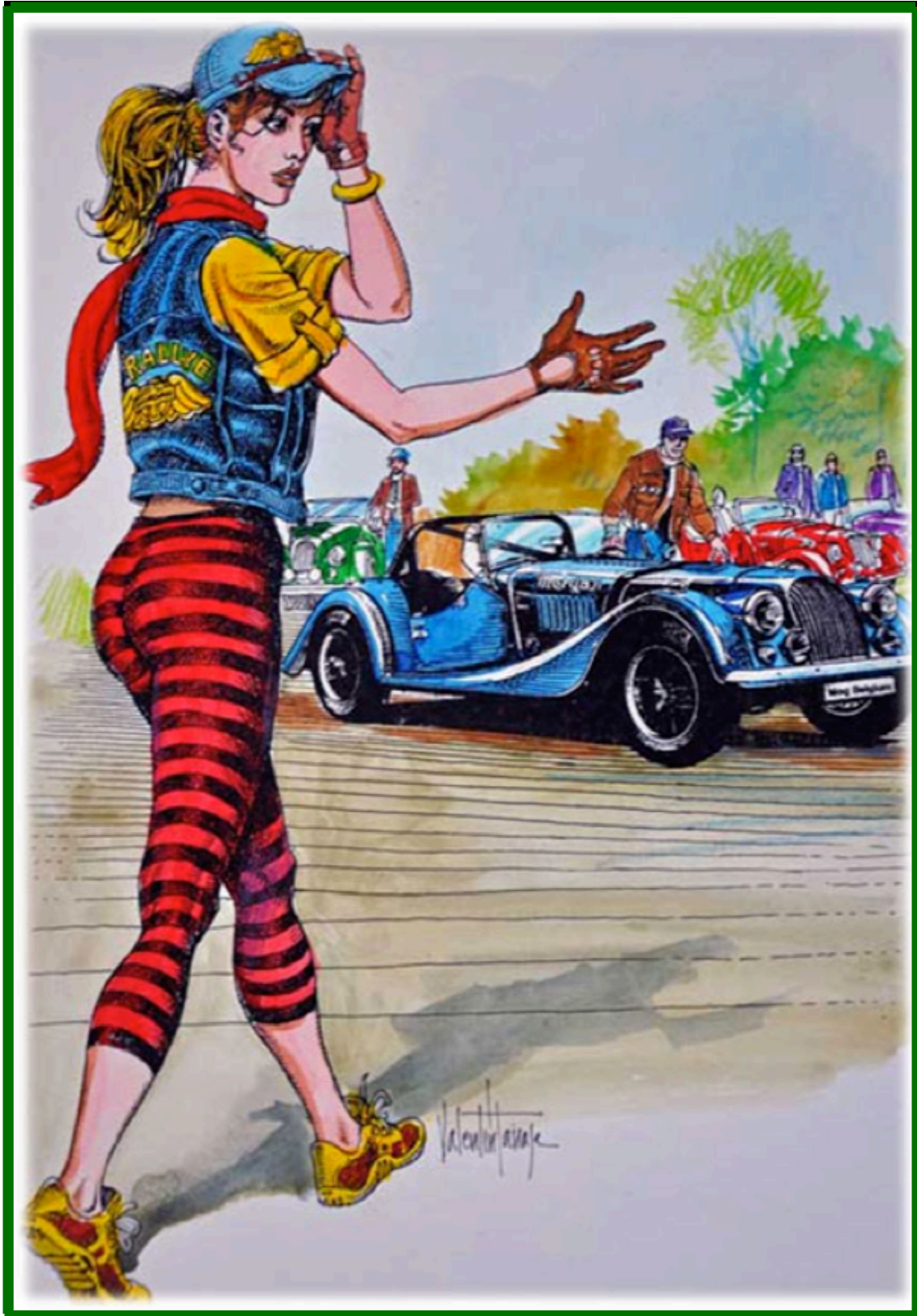
RADIOACTIVE
PIZZA



TOAST IS
BURNING!

Morgan Art by Valentin Tanase

You were introduced to Valentin Tanase in January 2020, when we featured Valentin as a famous person with Morgans. I have received a collection of Valentin's artwork from Jacques Gallien, Vice-Chairman of the Morgan Owners Group Belgium and a friend of Valentin. We will highlight some of his work in each of our editions of the Morgan Link. Thank you to both Jacques and Valentin for allowing us to re-print these works.



Morgan Treasures from the Jacques Gallien Collection

Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use.



Artwork by Marv Coulthard



AR Auto Resurrection

Andrew Smith
Auto Restoration



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Famous People with Morgans

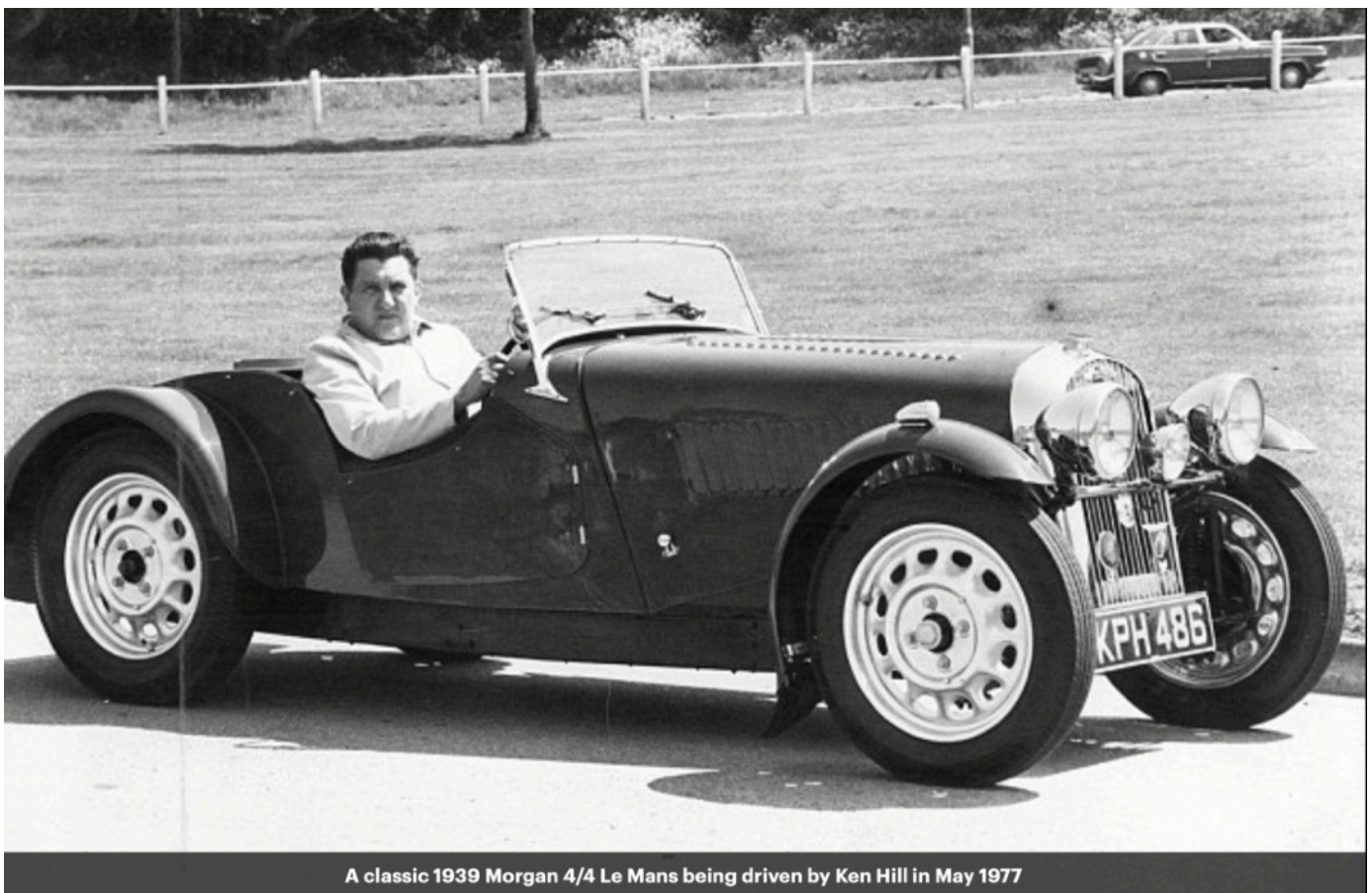
By Steve Blake

Ken Hill - Post Office Engineer, Dog Handler, Writer

Ken Hill is a name that all Morgan enthusiasts will recognize. Most of us have copies of his books on our shelves. The Morgan, Completely Morgan, Three-Wheelers, The Four-Wheeled Morgan, The Illustrated Morgan Buyers Guide, and The Morgan: Seventy-Five Years on the Road are some of those titles.

“Love of Reading” has the following to say about Hill.

“Ken Hill's love of Morgans began when he married his wife, Janet. Her family were all Morgan enthusiasts, and the Hills were given their first Morgan by Janet's uncle - their now world-famous Morgan 4-4 Le Mans. In this car Ken and Janet competed in many European rallies, driving tests and concours events. He and Janet both became internationally accredited concours judges. In his time Ken was a Post Office engineer, was in the RAF, and did long service as a dog handler with the Metropolitan Police, until a back injury forced him into early retirement. He then took up writing, and became a member of The Guild of Motoring Writers, having written several other titles about Morgans. See the others in this series, all published by Veloce.”



A classic 1939 Morgan 4/4 Le Mans being driven by Ken Hill in May 1977

A Tribute to Ken Hill

By John Clarke

It is with great sadness that news has come through that Ken Hill passed away peacefully just before Christmas. The Morgan Plus Four Club's magazine, Format, carried this tribute

"Renowned Morgan author, Ken Hill passed away peacefully on the 21st of December 2010. A father and grandfather, Ken will be sadly missed by all of his family and friends." From The Lymington Times & Advertiser
It was just a couple of months ago we mourned the passing of Janet Hill. Now Ken has gone to join his loving wife. Ken and Janet were inseparable in life and celebrated their 50th Wedding Anniversary in 2003. Barbara and I were lucky enough to attend that event. Barbara and I met Ken and Janet in 1980 at the Morgan 70th Anniversary meeting, in Beaulieu. We immediately became good friends and have been so ever since. It is with a sad heart that I pen these words. Ken and Janet Hill had been members of the Morgan Plus 4 Club since 1981. They joined shortly after that Morgan Meeting at Beaulieu. At that time, and for many years after, Ken was the Concours Chairman for the Morgan Sports Car Club, in England. Ken and Janet were also internationally accredited Concours Judges and themselves organized many motoring events.

Ken's knowledge of Morgans was encyclopedic. Ken retired to Brockenhurst from the London Metropolitan Police, where he was a dog handler for the bomb squad, after a serious and disabling accident. Ken then set about with a new career writing books about Morgan's and their history. Ken wrote over a dozen books, including a humorous book, Save a Copper, about life with the Police Force and a three-volume epic titled COMPLETELY MORGAN. Ken's book, The Complete Book of Concours should be required reading for any one who judges or shows a car. In 75 Years on the Road, Ken illustrated the history of the Morgan Motor Company through their advertising. It was doubly interesting in that it showed how Morgans perceived themselves (or would like to be perceived). Ken was very proud when he was accepted as a member of the Guild of Motoring Writers.

Ken was also an insatiable collector of auto parts and memorabilia. Every year, he and Janet had a booth at the annual Beaulieu Autojumble (swap-meet), which became a meeting place for all Morgan enthusiasts. Ken and Janet's various collections are legendary.

Ken & Janet became Honorary members of The Morgan Plus 4 Club in 1994. They donated the "Bobbie's Hat" that the Morgan Plus 4 Club now uses for our "Close Encounters" Trophy. Ken's (or should I say Janet's) 1939 4/4 LeMans, "KPH" is nearly as famous as "TOK", the Le Mans winning Plus 4. "KPH" was lovingly restored by Ken and Janet and has now been passed on to their son, Douglas Hill, who carries on the family tradition, being the curator of the National Motor Museum, in Beaulieu.

Barbara and I will greatly miss both Ken & Janet. I am sure, however that they will both be long remembered for their enthusiasm for the Morgan Sports Car and also their love of life and of each other. Barbara and I and the entire Morgan Plus 4 Club extends its deep sympathy to Ken's family on their loss.

Gerry Willburn,
President Morgan Plus Four Club

A huge loss to the Morgan world - my deepest sympathies to Doug.

John

(Thanks to brakehorsepower.net)

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Front Brake Rebuild

By Cuthbert J. Twillie

Dear Friends,

Working on my front brakes, replacing the brake shoes, changing to new wheel cylinders, and installing a new set of brake return springs.

The return springs go between each brake shoe and they return the shoes to the off position when the brake pedal is released.

One of these springs is skinny and the other is much thicker and a bunch stronger.

Mr. W Skinny is simple to insert. One end goes into its hole in the upper shoe, then a vice grip is fastened tightly to the lower end and easily inserted into its hole on the bottom.

The thicker spring is never so pleasant. One end in the top shoe hole and add a vice grip. The vice grip takes you to an inch away above its hole. Now I buy a long plier-like tool that is made (they say) for this task. All it does is slip away getting nowhere near the hole.

After a long time, I begin to build in my mind a tool to easily stretch a thick mean spring. The drawing following is what did work easily after a few tries, as in thicker metal 'cuz that spring is no sissy!

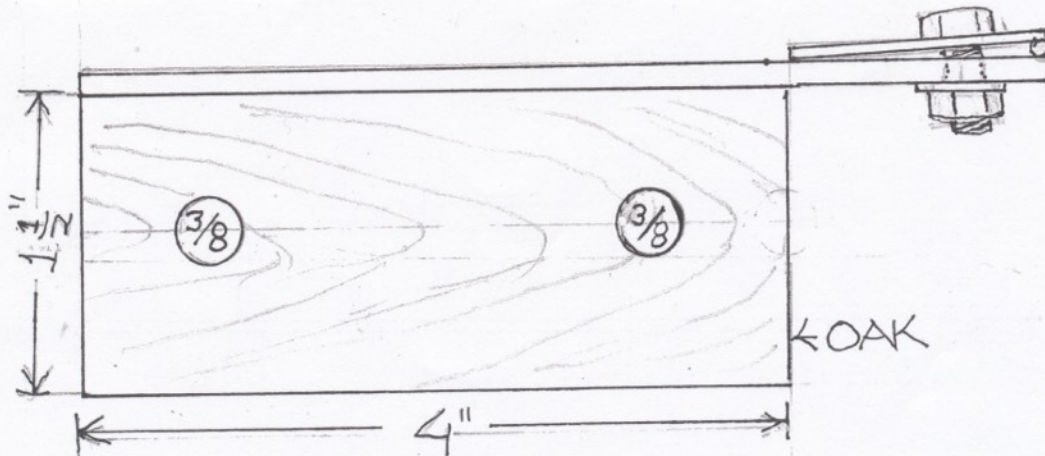
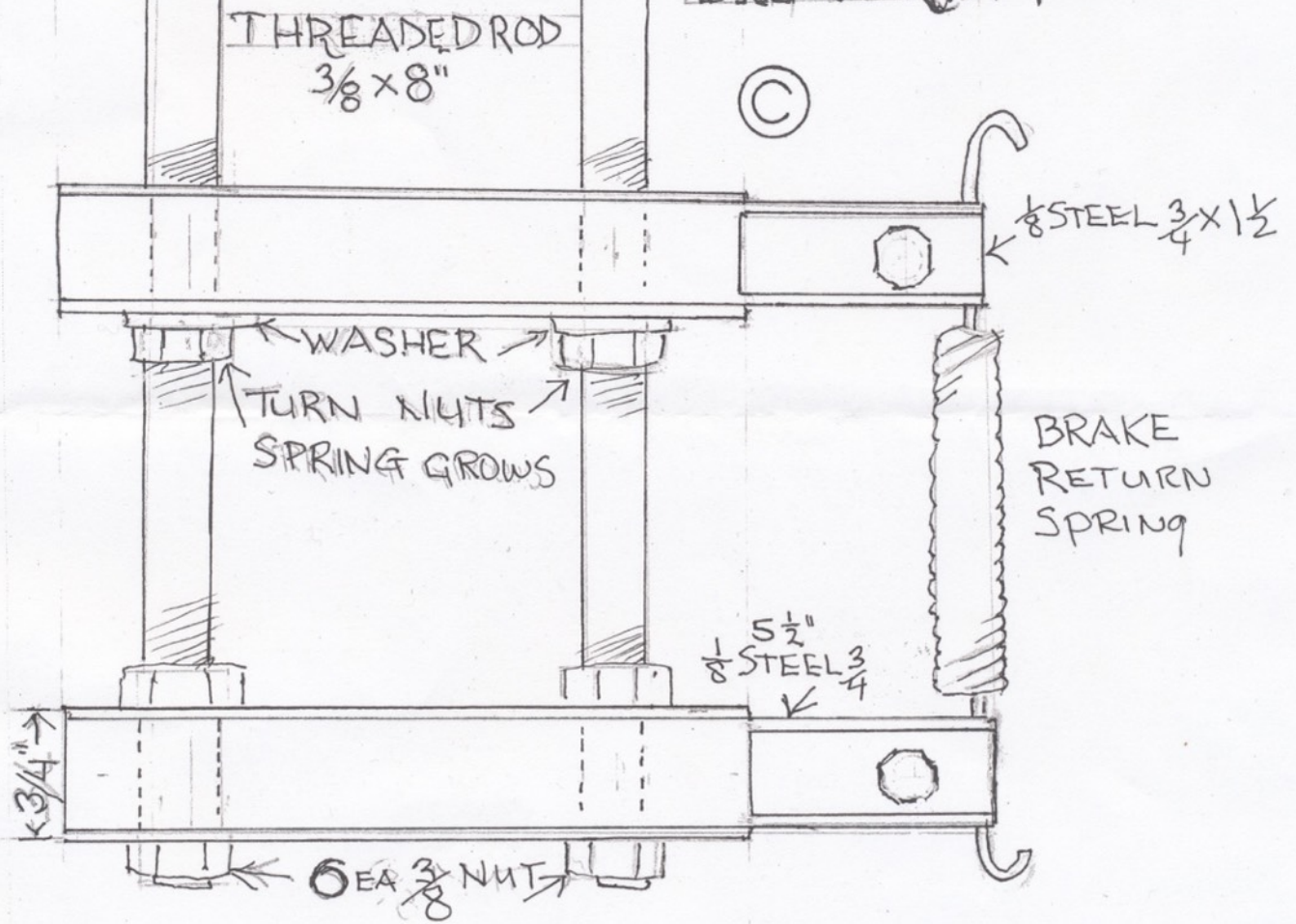
Stay tuned,
Cuthbert

MORGAN OASIS GARAGE

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CUTHBERT - GARY

THE SPRING BOSS



Morgans in the Movies

By Steve Blake

Making of the BBC Documentary - The Faces of Paris Matalon Directs Bardot

This 1968 film is directed by Michael Houldey and stars Brigitte Bardot and Eddy Matalon. Matalon narrates the film explaining how he put the documentary together and directs Brigitte Bardot. The film is subtitled, "A Week in the Life of a Young Film Director." It has footage of Brigitte Bardot acting and singing some of her songs.

For us, we get to see Brigitte driving her Morgan Plus 4, 4-seater into and out of the television studio where some of the filming is done. Watch the 28 minute film at the link below.

<https://www.youtube.com/watch?v=1lLd0QKZOWU>



The Morgan Link

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company photos



Morgan Fantasy Photos

Photos that capture the art of the Morgan. Many of the ones we show are from the Morgan Motor Company's collection of Timeline Photos. Other's are open-sourced on the Internet or from member's collection.





Looking Back from September 2018 Morgan Link Barn Find

By Marv Coulthard

Another great Father's Day weekend in Victoria with so many of my Morgan friends! The Annual Fathers Day Picnic in Beacon Hill Park, is hosted by Bristol Motors and Jim Walters. I have not missed one of these since I bought my Morgan in '99. I first attended with my Father. Now for the past few years my oldest daughter Tara and I have attended. It was good to see some Morgan friends still coming up from the US to visit us. The Wallers hosted a great evening with fire roasted ham, salmon, plus all the extras. All great food and a pleasant evening. 20 Morgans and a couple of tin tops were present.

We stayed with my cousin in Oak Bay and were at the park by 09:15. Jane was busy sorting the cars by colour and parking them accordingly. We pulled out the deck chairs and settled in. I was in the middle of a conversation with someone when out the corner of my eye I spot a car coming down the road adjacent to the field on a flatbed. It distinctly looked like a Morgan. I alert Pat Leask; I grab my camera and we go to investigate.

YES, it is a Morgan! Brown with Black wings and brown upholstery. Cream Gauges. Pretty much a very stock Plus 4. The cream gauges tell me it is prior to mid-62. I ask the driver, Andy (who Pat knows,) if he knows the vin number. He finds the registration. Registered to Tom Glenn; I find the Vin #4405. Bloody hell it is 6 numbers off mine!

(4399) The tow truck driver, Andy, tells us he bought 10 cars from the estate and this was the only British car.

Apparently it has not been driven since 1977. The odometer reads 58K miles. The body seems in pretty good shape. The wings are black with a very nice finish and the body is brown. It was obviously a later add-on, as it has a lot of orange peel. The upholstery is brown and very true to the factory. Foam in the cushions, as one would suspect, as the original air bladders did not last long. I checked the tires. The spare may have been a factory Dunlop, which was flat, but the rest is a mishmash of Firestone, Goodyear and Crown, all in poor condition. Under the bonnet? It just looked good but dirty and dusty. I got Andy's card for more info.



At home I check my records. YES, it is, as I suspected, a GB Sterne car. Manufactured in January 1960 and imported by GB Sterne. From my records...

"4405 | 2 Seater | Black | Jan 1960 | Wire Wheels, Disk Brakes, Derrington Exhaust, Brooklands wheel."

The car most likely had the Sterne Motors import number # GBS63. This car is a true barn find.

It has been sitting in the back of Glenn's garage since 1977. A quick google search for Glenn, reveals a picture of a face I have seen at some car shows a few years back. Sidney Thomas Glenn Jan, 1945 - Dec 2014. At the present time, June 18, 2018, the car is sold. Andy says it's sold, but it's not really sold until he gets the cash. Let's hope the car can stay in BC and let's hope the new owner gets involved in our club. (Marv recently contacted tow truck driver for an update but got no reply.)

Editor's Note: Anybody know where this Morgan is today?



Above: PACMOG Director's Meeting, September 12, 2023
Below: Presta Products ad at Concept Finishes in Richmond



(Steve Blake photos)

Upcoming PACMOG Events
By Jon Moss



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat on the Mountains Run)

Save the Date!

OECC London-Brighton Commemorative Run
Sunday, November 5, 2023



Pre-Registration on the OECC -VCB website

<https://oecc.ca/vancouver-coast-branch/>

Please register as soon as possible.

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.

PLEASE JOIN US FOR THE 28th RUNNING OF THE ANNUAL LONDON to BRIGHTON
COMMEMORATIVE RUN

SUNDAY, NOVEMBER 5, 2023

Delta Heritage Air Park, 4103 104 St., Delta.

COST: \$10.00/car Registration (Registration fees will be donated to a charitable organization - details to follow).

MEETING TIME: 09:30 am.

FIRST CAR OUT: 10:30 am.

DESTINATION: Langley Airport, Adrian's Restaurant

ROUTE DIRECTIONS will be available on the day of the event

Lunch - a buffet lunch has been arranged at Adrian's Restaurant. \$38 per person including tax and gratuity. If you wish to participate, register and pay before October 30, 2022. No refunds after October 31. If bad weather and you do not do the run and have prepaid, you are still welcome to join us for lunch.

- 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 change to Standard Time (fall back one hour) on Saturday night





Pre-Registration is now available on the OECC -VCB website or Ctrl-click on this link: <https://oecc.ca/events/london-to-brighton-commemorative-run-2022-232/> for the registration fee and <https://oecc.ca/events/london-to-brighton-run-after-run-lunch-446/> for the lunch at Adrian's after the run.

Please register as soon as possible.

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.

PLEASE JOIN US FOR THE **28th** RUNNING OF THE ANNUAL LONDON to BRIGHTON
COMMEMORATIVE RUN

SUNDAY, NOVEMBER **5, 2023**

Delta Heritage Air Park, 4103 104 St., Delta.

COST: \$10.00/car Registration (Registration fees will be donated to a charitable organization – details to follow).

MEETING TIME: 09:30 am.

FIRST CAR OUT: 10:30 am.

DESTINATION: Langley Airport, Adrian's Restaurant

ROUTE DIRECTIONS will be available on the day of the event.

LUNCH – a buffet lunch has been arranged at Adrian's Restaurant at Langley Airport.

This is a totally new facility. Google – “Adrian's at the Airport”

The cost is \$45.00 per person, taxes and gratuity included.

If you wish to participate in the lunch please register and pay before October 30th.

The restaurant requires a firm number 7 days in advance therefore we cannot issue refunds for cancellations after October 29. If the weather is inclement and you decide not to do the run and you have prepaid you would still be welcome to join us for lunch.

- 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 change to Standard time Saturday night

1954 Morgan Plus 4 Sold Last Month

By Steve Blake

Sold for US\$35,000 on BaT on July 31, 2023

This 1954 Morgan Plus 4 roadster was sold new in California, and the seller acquired the car in 2018 and subsequently conducted a body-off refurbishment. Work involved replacing the wood superstructure and the steel frame, repainting the exterior in two-tone blue, and reupholstering the interior with beige vinyl. Power is provided by a 2.1-liter inline-four mated to a four-speed manual transmission, and other equipment includes a driving light, a leather hood strap, two spare tires, an aftermarket exhaust system, Koni shocks, 16" steel wheels, hubcaps, a tan soft top and side curtains, a wood dashboard, a banjo-style steering wheel, sliding bucket seats, and a negative-ground electrical system. This two-seat Plus 4 is now offered at no reserve with refurbishment photos, parts receipts, a workshop manual, manufacturer's literature, a Morgan Chassis Record certificate, and a clean California title in the seller's name.

BaT Essentials

Seller: [chuckwade](#)



Location: [San Juan Capistrano, California 92692](#)

Listing Details

- Chassis: [P2734](#)
- 17k Miles Shown, TMU
- 2.1-Liter Inline-Four
- Four-Speed Manual Transmission
- Two-Tone Blue Paint
- Beige Vinyl Upholstery
- Tan Soft Top
- 16" Steel Wheels
- Aftermarket Exhaust System
- Koni Shocks
- Two Spare Tires
- Morgan Chassis Record Certificate
- Refurbishment Photos & Parts Receipts



(Text and photos courtesy of Bring-a-Trailer)

Auctions and Sales of Morgans in the Last Month



This 2023 Morgan Super 3 sold on BaT for US\$54,333 on August 28, 2023.



This 1957 Morgan Plus 4 was bid to US\$22,500 on BaT on August 30, 2023 but did not meet reserve.



This 1960 Morgan Plus 4 was bid to US\$25,250 on BaT on August 23, 2023 but did not meet reserve.



This 1965 Morgan Plus 4 was bid to US\$24,000 on BaT on September 6, 2023 but the reserve was not met.



This 1953 Morgan Plus 4 sold on Hemmings for US\$25,725 on August 27, 2023.



This 1961 Morgan Plus 4 sold on BaT for US\$35,000 on September 13, 2023.



This 1960 Morgan Plus 4 sold on BaT for US\$40,500 on September 20, 2023.



This 1961 Morgan Plus 4 sold on Hagerty for US\$34,240 on September 28, 2023.



This 1960 Morgan Plus 4 sold on BaT for US\$26,500 on September 21, 2023.



This 2005 Morgan Roadster sold for US\$52,000 at Mecum Monterey on August 17, 2023



This 1964 Morgan +4+ was offered at Bonham's Quail and bid to US\$155,000 but did not meet reserve.



This 1929 Morgan Super Sport sold for US\$28,950 at Bonham's Beaulieu Auction on September 2, 2023.



This 1965 Morgan Plus 4 DHC sold for US\$31,500 on October 10, 2023.



This Morgan Supersport Junior Pedal Car sold on BaT for US\$4000 on October 13, 2023.



This 1969 Morgan Plus 8 sold on BaT for US\$50,000 on October 11, 2023.



This 1962 Morgan Plus 4 Super Sport was bid to US\$40,000 on BaT on October 5, 2023 but did not sell.



This 1955 Morgan Plus 4 was bid to US\$18,500 on BaT on October 6, 2023 but did not sell.



This 1967 Morgan Plus 4 sold on BaT for US\$39,500 on September 28, 2023.

1964 Morgan Drophead Coupe For Sale

Completely restored. All parts used in this restoration were new.

- Frame off
- Everything stripped to bare metal
- No damage, rust, or rot

Engine professionally rebuilt from TR3 to TR 4A specifications and balanced.

This Morgan DHC has won many awards in Canada and the USA. I am the third owner, 2nd was a car collector, first was a movie promoter in California. This DHC has approximately 6,000 Miles since being restored.

Reason for selling; I have aged and am no longer able to enjoy it properly, it's simply become garage art. Time to pass it on to someone who will also will treasure and enjoy this special and rare classic.

I can be reached at : les_burkholder@telus.net CDN \$75,000



Editor Position

We need a new editor for the club newsletter. We have had several different formats of newsletters over the years. There are no expectations on the number or type going forward. We simply need somebody who is willing to do the written communication to the club. In the last six years the Morgan Link grew to be a 60 page monthly magazine. That is not the expectation for the new editor going forward. We do have other forms of communication and a newsletter style of a page or two would be welcome and acceptable. If the new editor wants to make it into something greater, you would have the club's support to go in that direction. It is all open to discussion. So, if you would like to help out the club in this role, have a discussion with the current editor, Steve Blake, and let us see what will work for you. sblake@telus.net

Panel Craft
Automobile Restoration

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

BRING THE COLOUR

Morgan is inviting customers to "bring the colour" and embrace their inner creative when specifying a new Plus Four or Plus Six.



<https://www.youtube.com/watch?v=vbazhVMJrLk>

This summer's quest for colour has so far resulted in a vibrant array of Morgan Plus models rolling through the Malvern Link factory. Step inside the Trim Shop with the video above, where the vision of each customer is transformed into reality using a vibrant range of the highest quality, sustainably sourced, leather and fabric.

Morgan is currently including a full choice of paint and interior trim options as standard. In doing so, customers will be presented with the opportunity to select colourways and material options that they hadn't previously considered, free from the constraints of price consideration.



Until 30th September, a range of options will be available at zero cost on new Morgan Plus orders. This includes any solid or metallic paint colour, any interior trim or carpet option as well as all seat piping and stitching options. With the timeless Morgan silhouette acting as a blank canvas for your creativity, we invite you to bring the colour and start specifying now.



BRING THE COLOUR



PACMOG Regalia

Contact Tom Morris for any regalia requests pacmogregalia@gmail.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.

\$30 CDN * (plus shipping)

Badge measures 3.5 by 4.25 inches overall



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



* Regalia is for sale to club members only

converted from right hand to left hand drive



1982 Morgan +8 new wings, repaint



REG BEER COACHBUILDER
CMC ENTERPRISES

VINTAGE & CLASSIC CAR
SERVICE & RESTORATION

www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

933093 Airport Road
Mono, ON L9W 6C7
cmcmogrbc@gmail.com
905-857-3210



Morgan Vintage Race Car



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.

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 with Aviva Insurance Company of Canada through Arthur J. Gallagher Canada Limited
Markham, ON L6G 1C3



How to Join PACMOG

1. Log into our website www.pacmog.com
2. At the bottom of the page click on "Join PACMOG"
3. Fill in membership form giving details on your Morgan(s) (year, model, colour, # seats, engine, factory registration number, anything else interesting)
4. E-transfer or PayPal \$10 Cdn or US to pacmogtreasurer@gmail.com

Or send a cheque to Jon Moss, treasurer, 38 Peace Park Drive,
Surrey, BC V3Z 9N8

Visit the PacMOG website at:

www.pacmog.com

The Morgan Link and The Morgan Link Light

Editor – Steve Blake

pacmogeditor@gmail.com

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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 our magazines.

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