



# The Morgan Link

Vol 8 No 11

The Magazine of the Pacific Morgan Owners Group

Winter 2023



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## Please pay your dues by December 31, 2023

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## From the Editor's Desk...

This month, I would like to acknowledge and thank all the 234 people who contributed to the 62 editions of the Morgan Link I published over the last six years. I apologize if I have missed anyone. The names are listed below.

Nobody has stepped forward to take over the role of editor of the Morgan Link so this will be the last issue. The opportunity is still there, so if you have any inkling of doing something small or large, give me a call and I will help you get started.

I have enjoyed doing this job for you but as I said last month, the time has come for me to turn my energies towards my other projects and interests. I have unchained myself from my computer desk and can now roam free!

*Respectfully,  
Steve Blake*



A huge thank you to all of the Morgan Link contributors listed below, unfortunately some thank you's are posthumous.

Al Allinson, Chris Allen, Don Allen, Ron Akehurst, Bob Adair, Leah Adair, Russ Austin, Gary Anderson, Larry Ayers, Bob Algar, Chris Arthur, Anthony Alaniz, Rowan Atkinson, Steve Blake, Susan Blake, Bill Button, Malcom Bain, Chris Brunt-Tompsett, Alayne Brunt-Tompsett, Gary Bell (Cuthbert J. Twillie), Ken Butler, Luca Bell, Brigitte Bardot, Doug Barofsky, Nik Berg, Graham Bailey, James Bauson, Bill Buron, Tony Baker, Phil Berg, Chris Booth, Tony Baker, Chris Blackmore, Ann Blackmore, Peter Ballard, John Burk, Barbara Burk, Peter J. Ballard, Les Burkholder, James Battison, Chris Bright, Mira Belkova, John Berry, John Beskeen, Daniel Berman, Toby Blythe, David Beardsell, Scott Broughton, Matthew Bell, Richard Bremner, Nigel Bradford, Alistair Crooks, John Chase, Joanne Cockshutt, Dave Collis, Jane Cowan, Michael Cotte, Giles Chapman, Marv Coulthard, Robert Cumberland, Harry Catchpole, Tom Comerro, David Conwill, Robert Couch, John Crawley, Louis Cordony, Andrew Collins, John Clarke, Dave Doroghy, Andy Downes, Vern Dale-Johnson, Andrew Del-Colle, Mike Duff, Lesley Douch, Matthew Dowell, Mark Dixon, Diane Dean, Elaine Davie, Jim Donnelly, Larry Emrick, Diana Emrick, Tom Everts, Alyn Edwards, Ron Fermont, Michael Fira, Robert Fox, Terry Foxen, David Flemate, Lorne Goldman, James Gilbert, Frank Gruen, Debbie Grinke, Colin Gurnsey, Laurel Gurnsey, Conner Golden, Dennis Glavis, Paul Guild, Karl Gillies, Tom Gatsoulis, Jacques Gallien, Alex Goy, Bill Hayter, Cam Hutchins, Samantha Horkulak, Robert Horsley, Douglas Hallawell, Geoffrey Hacker, Paul Hardiman, Tony Hoar, George Hollinger, Grace Houghton, Bob Harper, Matthew Howell, Mike Holtz, Carl Heneghan, Hal Irwin, Phil Johnson, Howard Jewell, Tom Jefferson, Machiel Kalf, Jeff Kemper, Tchereck Kamstra, Katherine Kukov, David Kaye, Steve Kimball, Rudi Koniczek, Patty Koniczek, Dan Kelly, Judy Kelly, Carl Knorr, Robin Kim, Frank Kaufman, Bob Kelly, Jeff Koch, Pat Leask, Bubb Lannon, Christine Lammer, Richard Lentinello, Lawrence Lowe, Albert Levesque, Stephen Lindsay, Grace Lovejoy, Tom Lonergan, Matthew Litwin, Ken Miles, Pat Miles, Tom Morris, Win Muehling, Roger Mulloy, Don Morgan, Karen Morgan, Brian Moody, Bob McDiarmid, Andrew Moore, Nigel Matthews, Norm Mort, David McCrossan, Pam Mahoney, Mark McCourt, Keith Martin, Angus MacKenzie, Jon Moss, Steve Morris, Amelia Maestro, Lachlan May, John Merton, Greg MacLeman, Jill McIntosh, Brian Nixon, J. Paul Nesse, Peter Newton, Andrew Noakes, Chris Okula, Jacob Oliva, David Powley, Mike Pullen, Owen Powell, Bryan Preston, Eric Peterson, Kit Raetsen, Phillip Rosemond, John Rennie, Lloyd Reddington, Treacy Reddington, Anna Rochfort, Wes Raynal, Stu Rulka, Alan Resnik, Dave Rolls, Walter Reynolds, Glenn Sorko, Bob Sterne, Val Smith, Andrew Smith, Terry Shea, John Sheally II, Don Smith, Linda Springate, David Stephen, Chuck Simpson, Jim Simpson, Joan Stewart, Kyle Smith, Robbie Syme, Bill Schuil, Daniel Strohl, Jonny Smith, Steve Schefbauer, Win Sharples, Valentin Tanase, Jeremy Taylor, Ted Thorne, Ron Theroux, Brian Tomalin, Cindy Tomalin, Charles Trevalyn, Sarah Taylor, Elizabeth Taylor, Morten Uglum, Larry Vail, Gerda Van Tol van Gijzel, Mark Vaughn, Lori Van Houten Frick, Bob Wadden, Freydis Welland, Woof Creative Photography, Sarah Webber, Michael Ware, Eric Weiner, Fred Woods, Stephen Way, Jonathan Wells, Wil Williams, Dick Worrall

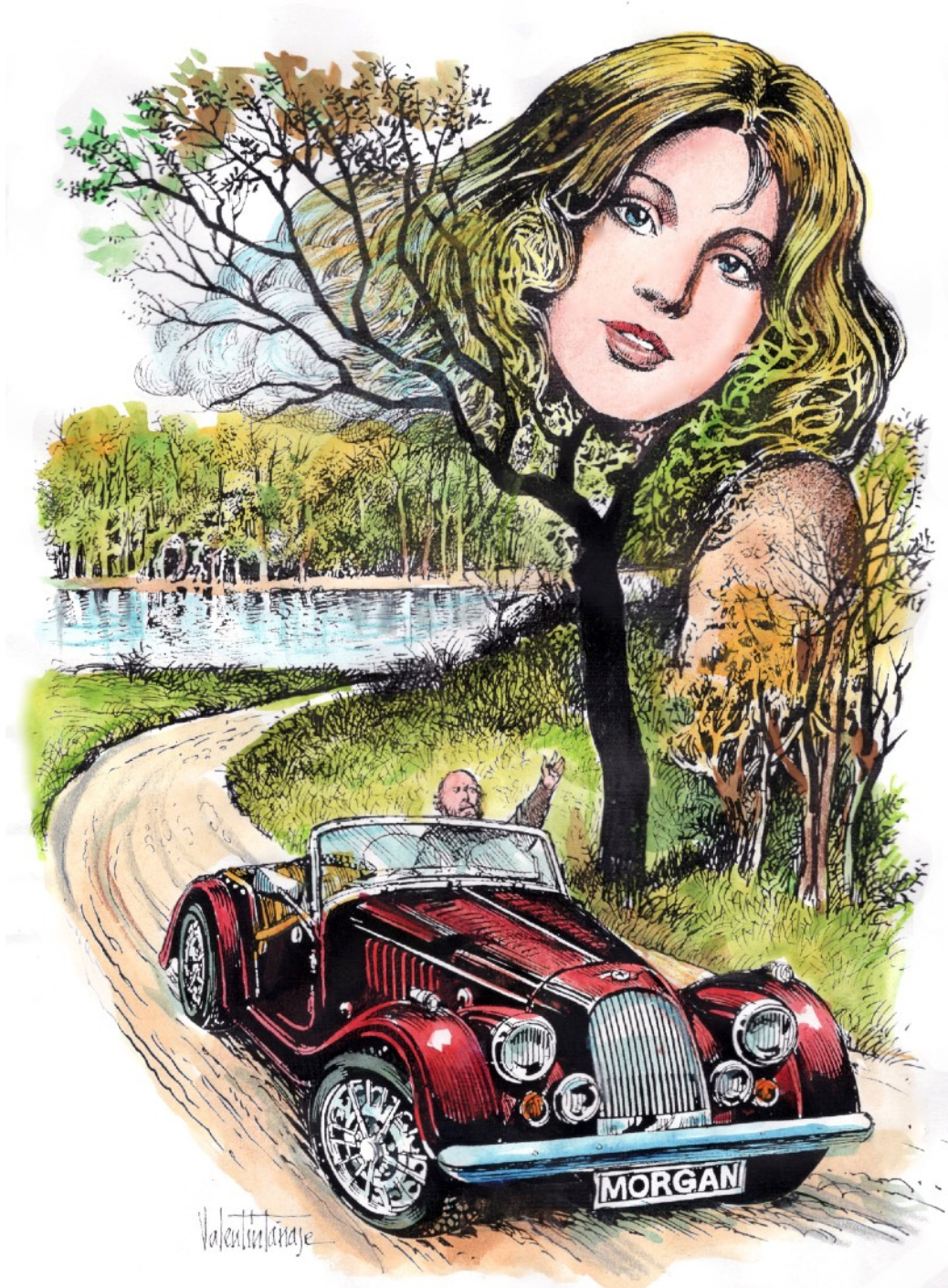
It has been a great run!

Retirement from my job as Editor of the Morgan Link has come.

Now it is time to spend more time with Susan and pursuing my other interests.

Thank you for reading and for your contributions.

*Steve Blake*





### Cover Photo Credit:

This month's cover photo was taken by Bob Wadden of his 1957 Morgan 4/4 in front of their Christmas display.

### Contributors

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

Steve Blake, Susan Blake, Dave Doroghy, Tom Morris, James Gilbert (MMC), Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Dennis Glavis, Chris Bright, Jon Moss, Bob Kelly, Elizabeth Taylor, Jill McIntosh, Jane Cowan, Walter Reynolds, Phil Johnson, Nigel Bradford, Jim Donnelly, Jeff Koch, Matthew Litwin, Dick Worrall, Bob Wadden

### New Members

No new members this month.  
Remember to renew your memberships!

If you don't look back after you park it,



You have the wrong car

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## Remembering **John Sheally, II** (April 24, 1933 - December 2, 2023)

Award winning photojournalist John H. Sheally II, at 80 years old, closed the book on his lengthy career at 3:56 am, Saturday, December 2, 2023.

The gift of a Brownie camera, when he was 8 years old, inspired his dream of capturing images of breaking news, personalities, sports and the beauty of the world around him. He was still in Hopewell High School in Hopewell, Virginia, when he shot photos for the local newspaper.

After a five-year enlistment as an aerial photographer in the U. S Navy, John returned home to Hopewell, where he met and married Donna Shelton – the beginning of a 52-year partnership – and where their daughter, Kate, was born.

He also launched a career with the Progress Index newspaper in Petersburg, Virginia, earning recognition for his photo coverage of local news as well as the political scene in Richmond. His success there led him to join the staff of The Virginian-Pilot newspaper where he and his camera were a familiar sight across southeast Virginia and North Carolina. “You can’t find good stories sitting in the newsroom,” was his motto.

Early in life John discovered Morgan sports cars and became an internationally recognized expert on the British marque, publishing several books about Morgans. He owned and raced a medley of classic Morgans for 40 years, traveling to the competitions in his restored black 1939 Chevrolet grain bed truck/turned race car hauler.

He retired from The Virginian-Pilot in 2008 and, with writer Phyllis Speidell, created and published more than a score of books chronicling the history and people of greater Hampton Roads. Their work also appeared frequently in numerous regional and national magazines. He was proud of “Preserving the history of Hampton Roads, one book at a time.”

Outshining all his interests and accomplishments, however, was his love for his family, friends and animals of all species. They were the key to his real happiness in life.

He was predeceased by his parents Katharine and John H. Sheally Sr. and his beloved wife, Donna Sheally. John is survived by their daughter Donna Kate Smellie and son-in-law Michael Sean Smellie, their son Henry and their daughter Kristin and her three children – Ben, Elysia and Darith Lee. He is also survived by his sister and brother-in-law Kathy and Brady Rackley of Athens, Georgia and their sons - Brady Lee and John Brant Rackley.



John was a good man with a big heart, positive mind, endless enthusiasm and lively sense of humor that leave his family and friends with an abundance of fond memories and happy stories.

John was a member of Bible World Church in Chesapeake.

The family will receive friends at Bible World Church on Thursday, Dec. 14, from 11 AM to 12 PM. His funeral service will begin at 12 noon at the church. Burial with military honors will be on Friday, Dec. 15 at 3 PM at Albert G. Horton, Jr. Veterans Cemetery. In lieu of flowers, donations to the church will be appreciated and may be sent to Bible World, 600 Happy Acres Road, Chesapeake, VA 23323. (757) 487 9503





## On the Road!

This section highlights Morgan cars spotted on the road or parked in scenic locations.



Above: Dennis Glavis photo of his Morgan Super 3 at the Norton Club's 44th Annual Hansen Damn Run

Below: The Whitten's visit to Morgan West at the completion of their 4400 mile trip across the USA in an Austin 7





# Out of Range!

Photos taken by Dennis at the Wynn La Vegas Concours of the Morgan Super 3 on November 11, 2023



Lorne Goldman's photo from Perigord, France





# The Island Christmas Party

*By Jane Cowan*

Another wonderful holiday evening was hosted by Lloyd and Treacy Reddington. It was great to see the Horsley's from Seattle and Lesley Douch with her niece and husband (Hilary and John Woods) from Toronto. The McDiarmid's, the Muehling's and Chris Allen and Pam Mahony came over from the Mainland. Island guests were Jane Cowan, Garnet Irwin, Pat and Norma Leask, Ron and Norma Akehurst, David Stephen, Harry and Mandy Broersma, Bryan and Margit Waller, Kit Raetsen and Jo Cockshutt and, of course, Lloyd and Treacy.

Conversation and scrumptious food were enjoyed over several hours in a cozy, festive atmosphere. There was talk of family, holiday plans and, of course, Morgan cars. Nobody drove a Morgan to the event, but Lloyd and Win went for a run in Lloyd's car the next morning to check out an unusual "movement". Everyone is looking forward to 2024 when we hope to meet up several times again.







(Jane Cowan photos)



## Visit to the Morgan 3-Wheeler Museum

By Tom Morris

In the little village of Rolvenden, in rural Kent, is a small antique shop. Now it's not unusual for a picturesque English village to have an antique shop or two, trying to shake a few bob out of the pockets of passing tourists, and at first glance, Falstaff Antiques appears much like the rest. It's not until you slip the proprietor a £5 note and ask to see behind the shop that the difference becomes clear. Out the back door and down the path is a nondescript outbuilding housing, not a speakeasy or house-of-ill-repute, but the C. M. Booth Collection.

Open the small plain door and you are presented with a Morgan Wonderland. A fantastic display of vintage Three-Wheelers, random old British motorbikes, and mounds of automotive bric-a-brac absolutely crams this long narrow space. So crammed and narrow is it, that it's nigh on impossible to get decent pictures. This fabulous collection is owned and maintained by Chris Booth, a well-known and highly regarded member of the Morgan Three Wheeler Club in England, and of the world-wide Morgan Three-Wheeler community-at-large. He has a vast technical knowledge of these fascinating old vehicles and years of experience working on them.

As interesting as all the early production Morgans are, there are two cars that are bound to catch the attention of anyone with the slightest interest in Morgans - and their like is not to be seen anywhere else in the world. They are unique.

One is a recreation of the very first vehicle built by H.F.S. Morgan. This is the car that started the Morgan Company on the path that it still treads to this day. To quote the [collection website](#):

*“Reconstruction of the prototype Morgan built in 1909. Built by Chris Booth, with the help of Peter Morgan and several members of the Morgan 3 Wheeler Club. Using the only 5 photographs that exist of this Morgan, as reference. The engine is an original Peugeot unit of the type fitted”.*



Reconstruction of the Prototype Morgan built in 1909

The second of these prototypes is perhaps even more interesting. Being knowledgeable Morgan enthusiasts, you'll be well aware that the first four wheeled Morgan was the 1936 4/4 - except you'd be wrong. Mr. Booth has recreated the Morgan Quad. To quote from the website once again:

*"During 1913 there was mention in the press that H.F.S Morgan was intending to develop a 'Quad' in addition to the 3 wheeler range. There is only one known photo of the 'Quad' taken outside the Morgan Family home, The Rectory, at Stoke Lacey. A patent was taken out in 1914, but possibly due to hostilities, the idea was never progressed beyond the prototype. In the early 1930s Derek Evens was working at the Factory and had noticed that part of the chassis of the 'Quad' had been relocated to the scrap metal pile. It seems that there was a rule, that no one could acquire anything from this pile, but one day all of the scrap metal was carted away, and on his way home from work Derek called at the scrap metal yard and was able to purchase the remains. This just consisted of the special Bevel Box, a crossmember that went through the box with the quarter elliptic spring mounts, part of the torque tube, and the lower bottom chassis tubes as far as the sloping tube lugs.*

*In 1983 Derek gave the remains to me, thinking that as he had done nothing with them in 50 years, that I might actually do something with them. I was lucky enough to come across some more remains of an early 3 wheeler chassis, which provided some of the lugs needed for the front end. Charlie Jenner then proceeded to build the frame, to dimensions that I had worked out. In more recent years, when Martyn Webb was sorting through archives at Malvern, a drawing of the 4 wheel chassis came to light, this was dated 1914, but the bevel box was of a different form, also the lower chassis tubes were stated to be 1 1/4" (a feature for the 1914 models) whereas the lower tubes on my remains were only of 1". Sorry to say that for possibly 20 years I was not able to progress the build, although numerous items were acquired in readiness, an original 5 spoke steering wheel and column came from the Beaulieu Autojumble, along with a very nice set of Acetylene lamps still in their box. Oil pump, tank caps control levers, front hubs, steering arms, carburettor, magneto, brake drums, drive sprockets and dogs, selector forks, crown wheel and pinion and the important part, an engine, all were found over the years. So quite a lot of original Morgan parts will go into the restoration.*

*Now in 2012 I have designed the back axle, helped by the sketch in the patent drawing. During 2013 I hope to have the Chassis as a complete rolling unit".*



Above and Right: Chris Booth's recreation of the Prototype 2013 Morgan Quad



As you can see from the accompanying pictures, Chris has now completed the one and only Morgan Quad. If ever you find yourself in Kent, or anywhere in southern England for that matter, be sure to take the time to visit Rolvenden, and its world-class Morgan Museum. Surely, seeing the Quad alone is worth more than the £5 price of admission. If you agree, then slip Chris another fiver as you leave, just to help finance his next project. I did.



(Tom Morris Photos)



## Reflecting on 23 and Trickling into 24

*By Dave Doroghy*

I only drink rum once a year, at Christmas, in eggnog. As a special treat while writing my final Dorg's Morg article of 2023, I decided to splurge and get the good stuff – Captain Morgan Rum. Do people still call those flat small 12 oz. bottles of hard stuff, a Mickey? Did you know they are made of plastic now and not glass? The Captain Morgan Mickey I bought was \$19.00, it was \$6.00 more than the Bacardi one. I digress. After purchasing the Mickey and returning home, as I sat down in front of the fireplace in my favourite black leather Stressless chair, with the snow falling outside, I poured out the premium amber namesake drink and reflected on another great year with wonderful memories generated from all things – an old British car.

My Morgan motoring calendar is cyclical and predictable. Well, it was up until when that damn flu interrupted everything for a couple of years, but that's behind us now. Morgan May is where it always begins for me celebrating Queen Victoria's birthday at the prettiest garden this side of the Rockies. I often say that if you live in Vancouver and own a Morgan, and you don't attend the ABFM at Van Dusen, well then you should get rid of the car. The next car show that I "red letter" annually on my wall calendar is the Ladner Quilt Walk and Car Show. I've participated for ten-years and find it to be the antithesis of the Van Dusen Show. Parking is a confusing, free for all, on a first come first serve basis and the field of vehicles is nothing more than a fun, eclectic mish-mosh of old cars. Lots of old and interesting American rust buckets parked on and around Elliot Street. No categories, no rules, no pretense. Just blocks upon blocks of classic cars taking over sleepy little Ladner. Just as the ABFM throws in beautiful flowers to compliment the cars, the Ladner show throws in a beautiful display, of all things - quilts. For some reason it works, and like at Van Dusen, thousands come out to admire both. This year I was a bit out of sorts though when the show was cancelled. According to the Ladner Business Association website "the number of volunteers and the time commitment needed for an event of this size is significant and our members are not in a position to manage it this year". I sure hope it comes back next year.



With the local neighbourhood car show cancelled this year, and never one to dwell on the negative, I decided to display my Morgan in Ladner at a different venue that intrigued me. For most summers, on every Wednesday evening over the years, I noticed dozens of old cars in the Save on Foods parking lot. This year for the first time I thought it may be kind of fun to park my Morgan there and join in. So, with my blue folded chair at the ready, and my car all spiffy and clean I cheerfully showed up. It was fun and I was even rewarded with a coupon for a free burger and fries at the local Dairy Queen, just for attending. Not sure if I will return but it was a new experience for me.



Onto another topic I know lots about, in terms of breakdown adventures, there's nothing dramatic to report when reviewing 2023. A frayed and faulty battery cable rendered the car unstartable and took two-hours to diagnose, discover and fix. A fireman friend, that knows more about cars than me, helped in the process and it was kind of fun and very satisfying to get her started. It cost us nothing other than some elbow grease, and I even learned a thing or two. In terms of expenses and repairs, 2023 was a very modest year. These old classic British cars have a real cost benefit ratio, and I am a frugal guy by nature. Pouring money into them all year, just to hardly ever drive them is an equation far too many of us have experienced, and an experience that sucks the energy out of you. Looking back at 2023 I didn't spend a dime on repairs, towing or accessories, and I even drove it a fair amount. There have been other years where I have spent a fortune and hardly moved the British Racing Green Goddess.

In June I lent my Morgan to a friend in Tsawwassen to drive his daughter to her high school grad. By far that was the hi-light of my Morgan year, and the look on her face when she dropped by the next day to thank me was both gratifying and refreshing. She loved the experience, the attention and the bumpy ride. In other words, the car was doing what it was supposed to do – make people happy. In July and August, I used the Morgan a few times to drive my partner to a restaurant for a nice dinner. Other than that, I bombed around in it for grocery shopping and other chores which would have been far more boring and mundane in my other vehicle. I also proudly parked it several times in front of the local coffee shop in Ladner, Stir Coffee.

When the rainy cold Fall weather arrived, I used it less and less, and in November I retired her back into the dry garage. I then attached her to the trickle charger, threw a hole ridden grey cloth car cover over her and let her rest to get ready for a busy 2024. To sum it up the year was the same as most, with me really enjoying owning this unique and cool old 1966 Plus 4 Morgan. I think I'll keep her.

As I close off this article and reflect on 2023 and my car you may be asking, do I have any Morgan new year resolutions? Yes, just one, to join the Morgan club on one of the many drives organized to do throughout the year. We'll see you at one of them soon, and I promise to have my battery cable tightened and ready to go. Happy New Year!



(Weekly Hot Rod shows- Ladner DQ Wednesdays, Tsawwassen A&W Fridays - Steve Blake photos)



# The Importance of Being Properly Shod

By Laurel Gurnsey



Perfectly shod ladies and horses/Duke of Wellington/1927 boot ad

Years ago, when I decided to take English riding lessons, I had images of myself wearing fancy leather riding boots. I was a bit taken aback when my instructor suggested I get a pair of rubber Romika boots instead. Later, leading my horse through mud and manure in the riding ring I was profoundly grateful for the advice. (Romika does make leather boots too.)

The Romika company, founded in Germany in 1922, went through rough times during World War Two, when bombing destroyed the factory. Today they produce almost 25,000 pairs of boots and shoes a day, both in leather and rubber, including runners and hiking boots.

I hadn't realized until I read one of Colin's 'Octane' magazines that the riding boot style invented by the Duke of Wellington in the early 1800s would eventually be connected with the car tires on our Morgans. A car, as well as a horse and its rider, has to be properly shod.

The duke adapted the Hessian style of leather boot used by the cavalry and brought the front of the boot up higher on the leg to protect the cavalry rider's knees in battle. This new boot was all the rage and Wellington became known as a fashion leader.

Right: Sir Arthur Wellesley, the Duke of Wellington





In 1852, Hiram Hutchinson took Wellington's boot design from leather to rubber after a meeting with Charles Goodyear. Goodyear had invented the vulcanization of rubber in 1844 and patented the process of heating sulfur and lead-fortified rubber at low temperatures, finding this made it melt-proof and reliable.

Hiram bought a patent from Charles and rubber 'Wellies' (for Wellington) were born. Farmers and other workers who deal with muddy ground benefitted and even the Queen wore them. The Hunter Boot Company made Wellies for British soldiers in World War One trenches and today there are even steel-toed Wellingtons for construction workers.

Goodyear experimented for years before succeeding with his process. 'Years after his death, when the age of automobiles dawned, two brothers from Ohio named their company after the man who made their product possible'. Goodyear Tires was born in 1898, making bicycle and carriage tires and pads for horseshoes. John Dunlop invented pneumatic bicycle tires and in 1895 Andre Michelin was the first to use them on a car. In 1903, Litchfield patented a tubeless tire. In 1904 a mountable rim appeared and drivers could fix their own flats. Grooved tires with better traction showed up in 1908. Goodrich made longer-life tires with carbon added to the rubber in 1910. Balloon tires appeared in 1923. The Classic Era saw the popularity of whitewalls increase in the 30s, the first use of synthetic rubber tires (1937) and Michelin's new radials in 1946.

Colin could write a more technical side-bar to this article and go into more detail about Classic Era tires (1915 to 1948). We both appreciated the attached Fisk Tire advertisement (found in a 1925 'Spur' magazine.) There could be many articles written on just tire company advertisements and their promises of safety and smooth rides.



Above: 1927 Cadillac Phaeton at the Tacoma Flight Museum admired by Barbara McMichael, of the Classic Car Club (Pacific Northwest Region).

Left: Goodyear Tire ad from the 1940s



So, horses wear rubber boots over their hooves. Our Morgans run smoothly over any surface with their rubber tires. The Royal Family and construction workers alike owe their comfort and style to the Duke of Wellington, Hiram Hutchinson and Goodyear. The passengers in the 'pre-rubber tire' horse-drawn carriage below would have given their rattled eye-teeth to be in any of more modern cars.



Above: Cover of the "Spur" - November 1925

Top right: HRH Queen Elizabeth II wearing her Wellies

Bottom right: Fisk Tire ad from 1925

Source material available on request but important for this article was the magazine 'Octane' (for the Wellington connection.)

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





## LUCAS PRINCE OF DARKNESS

The fallibility of Lucas electrical components is a perennial source of both consternation and humour for the nutty, sometimes erudite enthusiasts of British sports cars and motorcycles.

- Lucas is an acronym for “Loose Unsoldered Connections and Splices.
- The Prince’s last words to his son; “don’t go riding after dark”
- The Lucas motto - “Get home before dark”
- Lucas denies having invented darkness. But they still claim “sudden unexpected darkness”.
- Lucas – the inventor of:
  - the first intermittent windshield wiper
  - the self-dimming headlamp
  - the 3 position switch – DIM – FLICKER- OFF.
  - three other switch settings – SMOKE- SMOULDER- IGNITE
  - dip switch positions – HIGH and BLOW
  - original anti-theft devices – Lucas electrical products
- I’ve had a Lucas pacemaker for years and never experienced any prob...
- It’s not true that Lucas, in 1947, tried to get Parliament to repeal Ohm’s Law. They met with too much resistance.
- To the owner of a Land Rover “How can you tell one switch from another since they all look the same? Owner “it doesn’t matter which one you use, nothing happens”.
- During the 1970s Lucas diversified its product line and began manufacturing vacuum cleaners. It was the only product Lucas ever offered that did not suck.
- Lucas Quality Control often advised the engineering department that their designs had problems of shorting-out. Engineering always made the wires a little longer
- Why do the English drink warm beer? - Lucas made their refrigerators too.
- Alexander Graham Bell invented the telephone. Thomas Edison invented the light bulb and Joseph Lucas invented the short circuit.
- Lucas systems actually use AC, it just has a random frequency.
- Lucas won over Bosch to supply electrics for new Volkswagens so cars in the Black Forest have electric systems made by the Prince of Darkness.

Originally narrated by Walter Reynolds at the L to B Run, 2013.

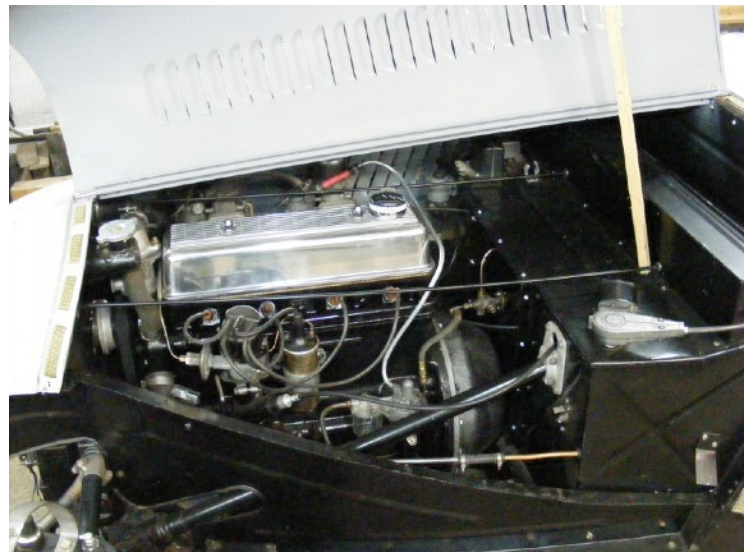


## Restoration of a 1958 Morgan Plus 4 - Part 9

*By Phil Johnson*

The car has been sitting for almost two years now as I have had trouble getting it painted. The first two shops I had lined up to paint it, one in '21 and the other last year and both shops I had used before, ended up not being able to do it because of two serious motorcycle accidents involving the owners, about a year apart. Finally, last spring, a friend Kelly, who has a hot rod and restoration shop not far from me, agreed to do it.

In the meantime, I did a complete rebuild of the engine with all new valves, springs and guides and pistons and liners. All seals and gaskets were renewed along with any parts that showed wear. The engine is now back in the car and I've run it a bit to get it tuned and of course to warm it up to re torque the head and manifold bolts to spec. I installed a new alloy valve cover to dress up the under hood area a little. I had to install an electric fan as the original would contact the top bar on the modified front suspension assembly. With the high efficiency rad core and electric fan, I'm hoping it will not have any overheating issues.





I loaded the car and fender rig and delivered it to Kelly's shop the first week in September. (picture 5). Picture 6 shows the fenders on the work frame in Kelly's shop. Still needs a little more prep work before paint. They will be a much darker blue than the body.



Pictures 7 and 8 were taken in the paint booth before loading up to come home. (The temporary seat is from a helicopter!)



Last two pictures, on the following page, are the car back home in the shop. I have the doors back and painted but will leave them off until I get the wiring harness installed as that will be the next project.

It's taken a lot longer for this restoration than I originally thought, but my shop got extremely busy since 2019 and I have had little time to work on it!! Just finished a year long body reconstruction on an XK 140 MC along with a few MGB's.

Phil

(Phil Johnson photos)









### THREE WHEELERS

**2023 Morgan SUPER3 LIMITED EDITION MALLE RALLY THREE WHEELER** – Yellow/Black // *IN STOCK!*

**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!*

**2023 Morgan SUPER3 THREE WHEELER** – Jet Green/Typhoon Green leather

**2023 Morgan SUPER3 THREE WHEELER** – Jet Green/Typhoon Green leather

**2023 Morgan SUPER3 THREE WHEELER** – Desert Glow Silver gloss/Tech Sand interior

**2023 Morgan SUPER3 THREE WHEELER** – Marina Blue/Typhoon Black leather

**2020 Morgan THREE WHEELER** – Alloro Racing Green Metallic, Honey Yarwood Leather // *HAWKER HURRICANE COMMEMORATIVE 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!*

**2020 Morgan 3.7V6 ROADSTER** – Black, Red Leather // *2,100 MILES!!*

**2019 Morgan PLUS FOUR SPECIAL WORKS EDITION** – Silver White Metallic/ Satin Silver White Metallic bonnet Black leather // *1 OF 3 IN NORTH AMERICA*

**2018 Morgan 3.7V6 ROADSTER** – Mountain Gray Metallic, Mulberry Leather // *2,700 MILES!!*

**2010 Morgan AERO SUPERSPORT** – Black exterior, Tan leather, Silver Targa top // *ONE OWNER FROM NEW*

**2005 Morgan 3.0V6 ROADSTER** – Royalty Purple Metallic, Gray Leather // *3,800 MILES!!*

**2002 Morgan PLUS 8** – BRG, LeMans '62, No. 1140. Only one in North America // *FOR SALE IN CANADA ONLY*

**2002 Morgan PLUS 8** – Rolls Royce Garnet Metallic, Gray Leather // *35K MILES!*

**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!*

**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!*

**1958 Morgan PLUS 4 DROPHEAD COUPE** – Green, Gray Green interior // *FACTORY EXPERIMENTAL FOUR SEATER*

**1955 Morgan PLUS 4 DROPHEAD COUPE** – Black, Red Leather inter // *1,991 CC INLINE-FOUR*

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

**1937 Morgan 4-4** – Ivory, new Red interior, cycle fenders // *HISTORIC FACTORY TEAM CAR*

**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 // *BIG PRICE REDUCTION*

**2001 Audi TT ROADSTER** – Convertible, Black Metallic

**1974 BMW 2002** – Burgandy, Tan vinyl // *GREAT DRIVING CAR*

**1965 Sunbeam TIGER MK1A** – Race Rally Prepped!

**1948 Crosley MG MIDGET/DEVIN** – Fully restored!



**Morgan**  
**WEST**  
Authorized Morgan Motor Car Dealer



1909

## MORGAN PLUS SIX 1909

Next year is Morgan's 115<sup>th</sup> year. Since 1909 Morgan has been hand building small, light-weight sports cars that are a joy to drive.



As we move into this 115<sup>th</sup> year, continuing to produce sports cars with such well-admired characteristics, we will celebrate the milestone with every Plus Six. For 2024, Morgan's flagship model will be known as the Plus Six 1909 and will feature '1909' badges in various important touchpoints on the Plus Six. Morgan's flagship model will feature new aluminium welcome strips bearing the words 'COACHBUILT AT PICKERSLEIGH ROAD', a reminder of the craft and skill that goes into every Plus Six and has gone into all previous Morgan sports cars built at Pickersleigh Road.

### Why has Morgan released the Plus Six 1909?

The Plus Six 1909 celebrates Morgan's 115<sup>th</sup> year, ensuring that every one of Morgan's flagship product sold during 2024 is befitting of the important milestone year.

### Does the Plus Six 1909 cost more than the Plus Six available in 2023?

The Plus Six 1909 will be available at the same price as the 2023 Plus Six, the additional features will come at no extra cost.

### How does a dealer place an order for the Plus Six 1909?

This version is shown as a Plus Six in the ordering system, the 1909 content will be applied to the order as standard during 2024, at no additional cost. The 1909 content can be deleted if required.





## Does the Plus Six 1909 come in any additional colours?

As part of the Plus Six 1909 offering, two additional metallic paint colours will be added to the options list. These colours are 1909 Halcyon Gold Metallic (pictured in this document) and 1909 Heather Green Metallic. Both are available at the standard Metallic paint colour option price.



## Where is the 1909 branding located on the Plus Six 1909?

The Plus Six 1909 features a new 1909 lockup in various locations around the vehicle. The 1909 graphic can be found below the model logo on the rear of the car, on the passenger side of the dashboard, and on all four bonnet catches.



## What is Morgan's new H.F.S. font?

Morgan's new H.F.S. font is born from the special letterforms designed for the recent Morgan re-brand in which the letters making up the 'MORGAN' element of the logo were re-worked to capture the essence of letterforms used in early 20<sup>th</sup> century automotive advertising. The result is a set of bespoke letterforms that reflect the individuality of Morgan vehicles and carefully incorporate subtle undulations, in contrast to the straight lines and perfect curves of today's digital world. As with Morgan sports cars, in the truest sense, the font is made by hand.

## What was the inspiration behind the 1909 graphic?

The set of numerals follow the same construction as their counterpart letterforms and lean heavily on classic race numbers in their appearance. The lozenge shape is a heritage element that was considered in previous investigations into Morgan branding. Similar shaped elements were found in branded early and mid-century automotive engineering tooling. Combined with the numbers, the 1909 logo communicates eccentricity, motorsport and the heritage of British engineering.





### HFS REGULAR



## Discover Morgan

To enhance your experience follow @morganmotor on social networks. There you will find Morgan's online community, along with opportunities to interact and connect with Morgan.

### Follow Morgan:

-  [morgan-motor.com](http://morgan-motor.com)
-  [morganmotor](https://twitter.com/morganmotor)
-  [morganmotor](https://www.instagram.com/morganmotor)
-  [morganmotor](https://www.facebook.com/morganmotor)

### Find a Morgan Dealership:

-  Morgan Dealerships are located worldwide
-  [morgan-motor.com/dealerships](http://morgan-motor.com/dealerships)



## OFFICIAL CONVERSION CHART

### HOW TO INTERPRET

\*

\*

### ANTIQUUE CAR ADS

#### IF IT SAYS:

#### IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



## Book Review

By Steve Blake

### No Ordinary Car Factory The Morgan Tour

No Ordinary Car Factory is a new book published this year and distributed by the Morgan Motor Company. This is the work of photographer Nick Dimbleby and described as a coffee table book. It does meet that description.

Start off with the first questions people ask, "Is it worth buying this book?" or "Should I buy this book?" I answer a qualified, "Yes, by all means!" The qualification is that you understand the purpose of the book. It is not to give you the full history of Morgan or to give the Morgan enthusiast some new revelations or some hidden gems from the Morgan archives. The purpose of this book is to be able to hand it to somebody who has little idea or no knowledge of Morgans. Leave it on your coffee table, office desk, or some place where people have time to sit and read for 15 minutes or an hour. They will be enlightened!

This book is filled with photos, so the illiterate can follow along as well as the well-read. The photos are exceptional and make it a great book for even the Morgan enthusiast to thumb through. There are plenty of current photos, especially of the Super 3, that will make any enthusiast smile, nod, and say, "I was there" or "I want to go there" or "That is just like mine" or "I want one of those!"

The book gives us a short background, with some great archival photos, of the Morgan Motor Company. It then follows through the stages of the build process. It explains what happens in each of the shops, like the wood and "tin" shops, right up to the car's completion. It talks about cars being restored at the factory, how the company has modernized somewhat with wings being made using the Superform process. (A little side note here, our Andrew Smith who runs a metal shop for restoring autos on Vancouver Island, spent 22 years at Morgan and was the one who made the wings that the Superform people used for their moulds to create the new wings.

The only issue I have with the book is that it is a soft cover, so will not hold up over time the same way a hard cover book would. Generally coffee table books are hard cover. I would rather pay more money for the hard cover as I would be more likely to share it with people who may not take the same care I give to the books in my library.

The book only costs 20 GBP and can be ordered from the Morgan Motor Company store at:

<https://shop.morgan-motor.com/product/no-ordinary-car-factory-coffee-table-book/>



# Ethanol - Not Going Away

By Steve Blake

Alistair Crooks sent me an email a week ago with concerns about ethanol being added to our gasoline. This topic has come up in all of our car clubs recently because Chevron 94 and Shell 91 now have ethanol added to the fuel. We were relying on these last two gasolines to keep our vintage cars safe. Cars built after 2019 do not have an issue with Ethanol because the engineers have designed them to withstand the impact.

The following exchange took place on a Corvette owner's forum.

*As spring slowly approaches, I hope to have the car out of storage in 2 or 3 weeks, and am worrying about this ethanol issue. Will we need to add anything each time we fill up, or still just stick with the premium fuel and hope it doesn't cause any issues? I imagine there are many high end cars that would be impacted by this, so I assume we will be ok. Thoughts?*

*Dale*

"

I know that this is a somewhat controversial subject on this forum and, until now, I have abstained from expressing an opinion. However, your question demonstrates just how much misinformation has been spread about the "evils" of ethanol blended fuels and their supposed detrimental effects on an ICE and its fuel system. That may well have been the case for engines that were manufactured 20, or more, years ago where the fuel systems were not comprised of stainless, ceramic and synthetic materials that, in our C7's, are impervious to the effects of ethanol deterioration. In the case of the C7, and virtually every modern day ICE vehicle, it was designed, engineered and built to safely utilize fuels containing up to 15% ethanol. This is not just my opinion but also that of the manufacturer.

From the 2019 GS owner's manual:

"Recommended Fuel (LT1 6.2L V8 Engine).

Do not use any fuel labeled E85 or FlexFuel. Do not use gasoline with ethanol levels greater than 15% by volume. Premium unleaded gasoline meeting ASTM specification D4814 with a posted octane rating of 93 is highly recommended for best performance and fuel economy."

To take this a step further, I had the opportunity to be part of a discussion on this very subject at the 2018 Corvettes at Carlisle event. At the center of the discussion was one of the engineers from the original LT1 engine design team at Bowling Green. He stated that there would be no detrimental effects on the C7 as a result of using the recommended fuels listed in the owner's manual, including ethanol blended fuels. The indication that ethanol blended fuels, of 15% or less, are harmful to the C7's fuel system and engine was summarily dismissed. He further emphasized the fact that the vehicle was designed to run on said fuels and that there were, in fact, some inherent advantages in terms of moisture absorbency, increased combustion efficiency and, as a result, a slight decrease in HC and CO emissions. These are facts that I was already aware of but it was good to hear someone in "authority" dispel some of the misinformation surrounding this subject.

Dale, in short, don't worry about using 91 to 93 octane, Top Tier, ethanol blended fuel of 15% or less. It will not harm your vehicle. Just my opinion, and that of a GM engineer. I know that there are others who will disagree, just the joys of living in a free country. Ross."

For us, we have cars built much earlier and ethanol is definitely an issue. It can play havoc with seals, rubber hoses, and rust in fuel tanks. The rust is due to the absorption of water into the fuel.

The letter on the next page is a thread from the Specialty Vehicle Association and the Victoria Chapter of the Vintage Car Club of Canada. They are asking for people to write their MPs to try to get support for Ethanol-free gasoline.



PLEASE everyone in our Club, take the time to read through this email, including the attachment, and if at all possible, write a letter (however short and simple), to our Federal MP, Mel ARNOLD.--- objecting to this newly mandated use of 'Ethanol' in **ALL GRADES OF FUEL**, by the end of 2023! In our geographical location, where vehicles are put into storage for at least 4+ months of the year, YOUR COLLECTOR VEHICLE WILL BE NEGATIVELY IMPACTED, if it is carbureted and is stored with ethanol in it's fuel system. The Honorable Mel Arnold's email address is: [mel.arnold@parl.gc.ca](mailto:mel.arnold@parl.gc.ca) I have not only written a letter to Mel but also 'cc.' it to Pierre Poilievre, as head of the official opposition. Every voice counts, and if enough of us make the effort, maybe someone might just listen and pay attention! Please scroll down through the attached email, (including it's very bottom attachment) , to see how other car hobby organizations are viewing this extremely important issue!! Please forward to your friends in the Hobby.

Much Appreciated  
Bob Kelly  
SVABC  
[bobsuek@shaw.ca](mailto:bobsuek@shaw.ca)

Save the Gas NO Ethanol

This is a Federal Government issue; therefore, the only option we have for change is support from your local MP. We are reaching out to you for support by way of writing your MP.

This is a non-partisan issue, so party affiliation is not a factor.

The Specialty Vehicle Association of BC (SVABC) has a provincial mandate; however, we fully support the contact your MP initiative.

Please e mail your MP using the draft below in blue, of course you can compose your own statement.

This link takes you to the contact information for all of the local Members of Parliament - Click on the member you want to write to and the contact info will come up. <https://www.ourcommons.ca/members/en/search>.

Dear MP .....

We have lost our ability to have pure gasoline available to us in Canada. **Ethanol is now mandated in all grades of fuel in Canada.**

The NAACC, the organization tasked with representing the hobby at the Federal Level, has contacted the Federal Government to ask that they **allow *Chevron 94 and Shell 91 to remain ethanol-free or, at the very least, have a one percent addition for compliance requirements.***

As collector vehicle owners, we are aware that ethanol fuel destroys fuel tanks, rubber fuel components, carburetor, and mechanical fuel pumps in older non fuel injected vehicles.

The process is accelerated if the vehicle is not driven frequently.

You should know that 'phase separation' of fuel is a serious issue.

There are cases where the carburetor fuel bowl has corroded through, resulting in fuel spilling onto the top of the engine. (which resulted in a fire)

I am asking for your support of our request for a change back as stated above.

Your support would be greatly appreciated.

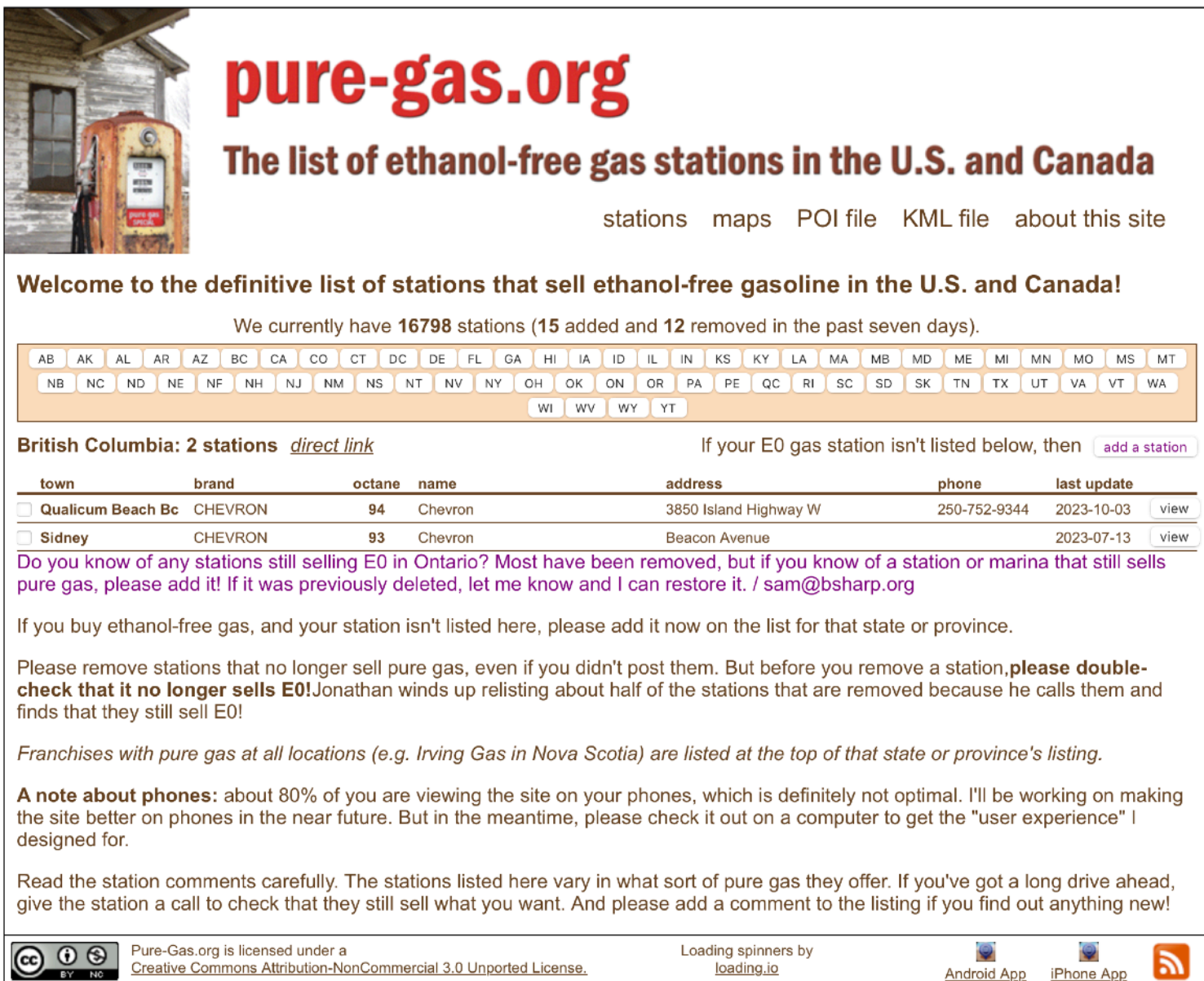
Best Regards  
Elizabeth Taylor, Secretary  
Victoria Chapter  
Vintage Car Club of Canada



Where do we go from here? I suppose it would be easy enough to say to wait until you have an issue with your car and then have the seals, hoses, cork gaskets, etc. brought up to modern standards when you do your rebuild. That does not give great solace to somebody wanting to look after their treasure and not wanting to be caught out if something goes wrong on the road.

The following article from [driving.ca](http://driving.ca) gives some tips on how to protect your car from the problems associated with ethanol. At the same time, we should help each other by sharing information we learn as our cars drink more of the ethanol blended gasolines. There is also a website that lists the gas stations in North America that are still selling ethanol-free gasoline. There are only two in BC, both on the Island. The regulations say that even these two will have to conform by the end of 2023, a few days away. This information can be found at:

[www.pure-gas.org](http://www.pure-gas.org)



**pure-gas.org**  
**The list of ethanol-free gas stations in the U.S. and Canada**

stations maps POI file KML file about this site

**Welcome to the definitive list of stations that sell ethanol-free gasoline in the U.S. and Canada!**

We currently have **16798** stations (15 added and 12 removed in the past seven days).

AB AK AL AR AZ BC CA CO CT DC DE FL GA HI IA ID IL IN KS KY LA MA MB MD ME MI MN MO MS MT  
 NB NC ND NE NF NH NJ NM NS NT NV NY OH OK ON OR PA PE QC RI SC SD SK TN TX UT VA VT WA  
 WI WV WY YT

**British Columbia: 2 stations** [direct link](#) If your E0 gas station isn't listed below, then [add a station](#)

town	brand	octane	name	address	phone	last update	
<input type="checkbox"/> Qualicum Beach Bc	CHEVRON	94	Chevron	3850 Island Highway W	250-752-9344	2023-10-03	<a href="#">view</a>
<input type="checkbox"/> Sidney	CHEVRON	93	Chevron	Beacon Avenue		2023-07-13	<a href="#">view</a>

Do you know of any stations still selling E0 in Ontario? Most have been removed, but if you know of a station or marina that still sells pure gas, please add it! If it was previously deleted, let me know and I can restore it. / [sam@bsharp.org](mailto:sam@bsharp.org)

If you buy ethanol-free gas, and your station isn't listed here, please add it now on the list for that state or province.

Please remove stations that no longer sell pure gas, even if you didn't post them. But before you remove a station, **please double-check that it no longer sells E0!** Jonathan winds up relisting about half of the stations that are removed because he calls them and finds that they still sell E0!

Franchises with pure gas at all locations (e.g. Irving Gas in Nova Scotia) are listed at the top of that state or province's listing.

**A note about phones:** about 80% of you are viewing the site on your phones, which is definitely not optimal. I'll be working on making the site better on phones in the near future. But in the meantime, please check it out on a computer to get the "user experience" I designed for.

Read the station comments carefully. The stations listed here vary in what sort of pure gas they offer. If you've got a long drive ahead, give the station a call to check that they still sell what you want. And please add a comment to the listing if you find out anything new!

Pure-Gas.org is licensed under a [Creative Commons Attribution-NonCommercial 3.0 Unported License](https://creativecommons.org/licenses/by-nc/3.0/).

Loading spinners by [loading.io](https://loading.io)

[Android App](#) [iPhone App](#)



## Higher-ethanol fuel a problem for classic car enthusiasts

Proposed legislation for fuel with 15 per cent ethanol means older vehicles need more care

*By Jill McIntosh*

*(Note: this article is from 2020 so proposed regulations have come into effect)*

A proposed regulation to increase the amount of ethanol in gasoline shouldn't be a problem for those with newer cars, but classic car and hot rod owners could potentially face issues with vehicles that were never meant to use it.

"Everybody's got an opinion, but I've noticed that if (fuel with ethanol) is left in for a while, say a hot summer over two months, it isn't even fuel that'll burn," says Peter Fawcett, president of the Fawcett Motor Carriage Company restoration shop in Whitby, Ont. "I have a carburetor on my car (a 1904 Ford) and it glued itself together, like I put epoxy in it."

The new recommendation, which if passed could take effect in early 2018, would increase the maximum amount of ethanol in gasoline in Canada to 15 per cent, up from the current 10 per cent. This would follow a similar decision approved by the Environmental Protection Agency in the United States in 2010 to help reduce carbon emissions. Ethanol is considered a renewable fuel because it's made from plant material, which in Canada and the U.S. is primarily corn. It burns cleaner than gasoline, and has a high octane rating. But ethanol is corrosive, it has less energy than gasoline and subsequently gets poorer mileage, and it's hygroscopic, meaning it readily absorbs moisture.

The current 10 per cent ethanol mandate, and the proposed 15 per cent, is across each fuel company's blends, based on its volume produced or imported. The mixture is labelled by its renewable content, and so an E10 blend is 10 per cent ethanol with 90 per cent gasoline. Higher ethanol blends, such as E85 (85 per cent ethanol) can only be used in modern vehicles specifically rated as "flex-fuel," as they have higher-capacity fuel pumps and injectors, and other components, designed for it. Most auto manufacturers currently recommend nothing higher than E15, the proposed blend, in newer vehicles.

But classic car owners can face challenges that aren't an issue with newer models. Older vehicles generally aren't driven much, increasing the possibility that the fuel can draw moisture as it sits in the tank and lines, which in turn can lead to rust. They may also have cork gaskets or fuel floats, which Fawcett says can be damaged by ethanol, or rubber seals that aren't compatible.

Generally, vehicles from the 1980s and older could be at risk. Higher-ethanol fuels may also pose problems for small engines, such as those on lawnmowers, trimmers, chainsaws and outboard motors.

Escaping ethanol at the pump isn't easy. Because the standard applies across all gasoline the company produces, the amount in each blend can vary, as long as it's a maximum of 10 per cent ethanol—or, under the proposed law, 15 per cent. Across Canada, Shell's V-Power NiTRO+ is pure gasoline, while a few companies sell ethanol-free premium gas in specific markets. Owners can also check websites such as [pure-gas.org](http://pure-gas.org), which maintains an updated list of stations in Canada and the United States offering ethanol-free blends.

In a 2007 study commissioned by antique auto insurance company Hagerty, performed by Kettering University's Advanced Engine Research Laboratory in Michigan, E10 fuel had no effect on the performance of a carburetor from a 1962 MGA over 3,000 hours of testing. However, there were indications that the fuel could soften seals and gaskets, and corrosion was found in the steel drum that held the fuel. The recommendation was that fuel systems on cars built before 1986 should be upgraded with ethanol-compatible replacement parts, including fuel pump diaphragms, rubber lines and seals, and carburetor floats.

Under the proposed Canadian amendment, gasoline blends will contain a maximum of 50 per cent more ethanol content than the fuel tested in the study.

Ethanol is a solvent, and car owners may have to replace their fuel filters more frequently to avoid them plugging up with loosened dirt and deposits. Carburetors may also have to be adjusted for ethanol's lower energy, so the engine doesn't run too lean.

When storing a car over winter, Fawcett recommends draining the fuel completely, filling the tank with ethanol-free fuel if it's available, or adding ethanol-compatible fuel stabilizer. Fogging oil sprayed into the carburetor can also help avoid any problems with condensation. Lawnmowers and other small engines should also be drained of fuel, and containers of gas used for them shouldn't be stored for more than a couple of months. Ethanol fuel goes stale quickly, and buying smaller amounts more frequently can help ensure your supply is fresh.



Thank you to the Porsche Club of America - Canada West Region for the above message



# Wooden Chassis

*By Nigel Bradford*

(Thank you to Miscellaney and its Morganeer of December 2023 for this article)

Morgan and Marcos, the names trip off the tongue and seem to have a connection, more than a shared need for a drip tray in their cars' garages to just stop oil polluting the floor.

Of course both are glorious, lightweight British sports cars, but remarkably the strongest connection between the two marques is one of pure fallacy; According to Mr Jeremy Clarkson Morgans have a wooden chassis. Of course we all know that this has never been the case. It was Marcos that started out building cars with a plywood chassis! Why the confusion? Well the two brand names do share two consonants in the same place and a swapped position vowel, but surely the most wooden-headed Repton petrolhead can tell the difference? Then again, perhaps not. Yes, the Marcos started out with a wooden chassis, designed by Jim Costin from de Havilland. If a chap can build a jet fighter with a wooden fuselage then a sports car is no problem. After an initial run it soon became metal, but if you see a Marcos racing in an HSCC historic sports car race, it has a wooden chassis.



A Marcos chassis at the NEC recently



BY JIM DONNELLY  
PHOTOGRAPHY BY JEFF KOCH  
AND MATTHEW LITWIN

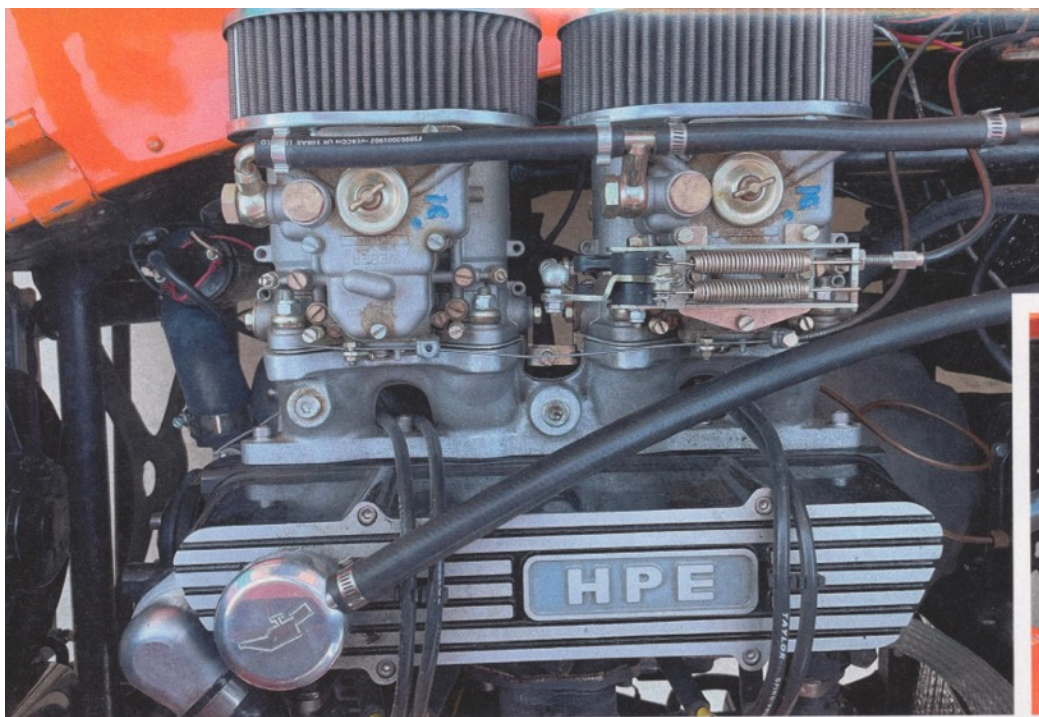
# RULE, BRITANNIA

**Driving and loving  
an iconoclastic,  
ultra-traditionalist  
1969 Morgan 4/4**



52 JANUARY 2024 | HEMMINGS CLASSIC CAR





Due to hectic Arizona traffic, the original engine made way for a larger 1,690-cc inline-four fitted with dual twin-choke carburetors. This engine makes 139 cruising-friendly horsepower.



MOG member Michael Sandrock and the four-seater he collected from the Malvern Works.

The Morgan's original owner Michael Sandrock. Photo Courtesy: Bill Ward collection.

**T**he visitor took a self-guided tour of the sports car factory and came away amazed. He learned that some British sports cars—some even today—are built by craftsmen. Their attention to detail and methodical precision of small-batch production moved his soul. It was like magically being transported to a time in the distant past, when cars that still used crank starters were built this way. Thrilled, the visitor decided he had to have one.

British motoring history is dotted with specialty firms that still do things using old-skill expertise and methodology, starting regally with Rolls-Royce. But this factory visitor wanted a sporting car that represented a level of hand fitting, constructing, and finishing that's otherwise largely unknown today. The parameters that he laid down led to exactly one place: Malvern Links, England, and to the warren of brick industrial buildings where Morgan sports cars are still hand-assembled using the craft method, as it's called. Put it this way: Morgan dates to 1910, but it was already behind the curve in terms of production modernity since Ransom Eli Olds began rope-pulling his Curved Dash cars down a rudimentary line in 1901.

For the uninitiated, a Morgan sports car has always been produced by tacking hand-formed steel or aluminum sheet onto a body framework hand-hewn from British ash, mating the assembly to a simple ladder frame and powering it by various

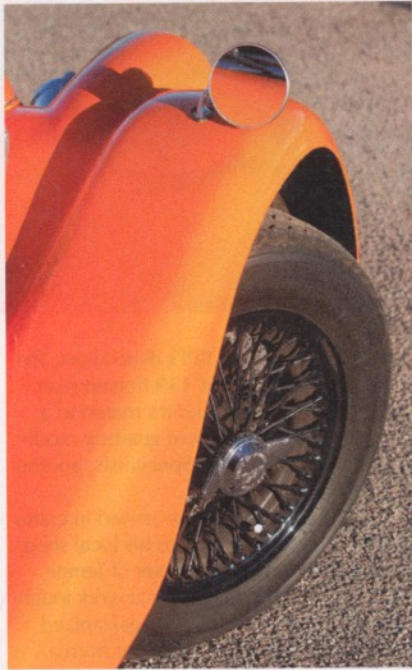
off-the-shelf powertrain combinations sourced from British builders. The 1969 Morgan 4/4 featured here is actually the second Morgan owned by Bill Ward of Gold Canyon, Arizona, who took that factory trip before acquiring his first example in 1998. That was a Morgan Plus 4, a two-seat sports car, a step up from earlier Morgans thanks to its sheet-aluminum bodywork.

Bill moved to the Phoenix area from Washington state and in doing so, gave a home to two large dogs that he and his wife, Cassandra, enjoy taking on long trips. So, a two-seat Morgan didn't work. Bill began trawling for an alternative, and arrived at this 1969 Morgan 4/4, an uncommonly rare car for reasons we'll explain in a moment. It's a well-traveled example. The Morgan has traveled from England to South Africa to British Columbia, Canada before Bill brought it to the United States. He then undertook a series of modifications sourced across two continents to modernize the car, at least in the sense of being able to handle today's traffic in the Arizona heat.

"My dad used to take me to gymkhanas, local things, I think in a Kmart parking lot," Bill remembers. "I fell in love with sports cars of all kinds, especially the Morgan. What appealed to me was the classic look of the car, and the fact that at around 2,000 pounds, it was pretty whippy. I bought the Plus 4 but decided we needed a four-seater, and I wanted to keep the four-seater, so I sold the Plus 4 in 2018."







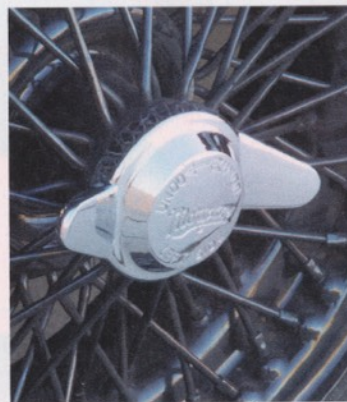
Bill learned a lot about Morgans over the past 25 years, starting with his pair of self-guided factory tours. He began reading the Morgan club's magazine, which was where he spotted, in 2018, an ad for this car, unique for its four-place body.

How unique? Let's talk Morgan history. Founder Henry Frederick Stanley Morgan started out in 1911 building his instantly recognizable three-wheeled sports cars with V-twin motorcycle engines hanging from the front, a layout that was compliant with British tax laws at the time, since they were classified as motorcycles. Morgan's first great leap forward, relatively speaking, came in 1936 when it introduced the 4/4 as its first four-wheeled conveyance, the model name standing for four wheels and four cylinders, though built with the same antediluvian assembly practices that started with Job One. The 4/4 remained in continuous production, other than the war years, through 2018.

According to Bill's research, an average of 250 copies of the 4/4 were built annually at Malvern Links from 1968 through 1982, most powered by the 1,598-cc Ford Kent crossflow OHV four-cylinder engine, mated to a four-speed Ford manual transmission, that powered British Fords including the Cortina, Capri, and early U.S. Pintos. About 18 such cars, including his, received four-place bodywork each year. Bill's car was delivered new to developer M.J. Sandrock, who brought it home to Johannesburg, South Africa. Engineer Ron Wilson bought it from Sandrock in 1972, before moving



Two of the four seats are often occupied by pets during tours, hence the need for a rear luggage rack.







### Owner's View

"I was in love with the Austin-Healey 3000 before I was old enough to drive. But it was the older, classic traditional look of the Morgan, with the motorcycle fenders, that really got me. Morgan essentially used modern engines with more horsepower than a Healey, so that was what I wanted. I'm kind of a traditionalist, but it still took years before I ordered one. I own modern autos—my wife and I just got a Tesla—but I love the concept of people who can do things with their hands and make stuff. A friend and I ran the Peking-to-Paris Rally in 2019 with a 1931 Model A. This Morgan was comparable until I had the engine, brakes, and such upgraded. I was impressed, and the car is now a hoot to drive."  
—Bill Ward



it with his family to British Columbia in 1994. The 4/4 had amassed more than 90,000 miles before Bill found it advertised, traveled to Canada, met extensively with Wilson, and convinced him to sell him the car in 2016.

As delivered, the Ford Kent engine was rated at 95 horsepower, perhaps adequate for English country lanes but hurting seriously when the Morgan tried to cope with Phoenix freeway traffic that routinely cruises at 85 mph. So, while leaving the car largely unchanged aesthetically, Bill gathered his troops and began transforming the 4/4 into something that was both safer and more pleasant to operate. Bill had taken the Morgan to about 103,000 miles before accepting that significant changes would be smart.

The first was undertaken by Brooklands British of Tacoma, Washington, which installed a larger-capacity aluminum radiator with integral electric fan. The next stop was in England, where Harris Performance Engines of Kent built a crossflow Kent inline-four that displaced 1,690 cubic-centimeters, fed by two twin-choke carburetors.

According to Bill's dyno sheet, the new engine produced 139 horsepower, with 136 lb-ft of torque. It's mated to a five-speed overdrive Ford gearbox modified by BGH Gearbox Specialists, another English firm.

With new powertrain arrived in crates, Bill took the acquisitions to his local shop, Sports & Collector Car Center of Tempe, Arizona, which was already at work toughening the 4/4. The car uses a galvanized steel ladder frame not dissimilar from a Ford Model A's. SCC welded in triangular gussets where the crossmembers met the main frame rails, while also reinforcing the crossmember under the new transmission. The 4/4 uses a sliding-pillar front end, where the spindles slide vertically when deflected, a system that Lancia later adapted for its groundbreaking Lambda of the 1920s. The 4/4 was originally built with lever-action shock absorbers; SCC installed new Spax adjustable tube-type shocks. The Morgan uses front coil springs and rear semi-elliptical leaf springs, the latter re-arched by SCC. Bill kept the stock disc/drum brake setup intact.







In the usual sense of the word, this is not a restored car, and is believed to have never been repainted. Wilson kept meticulous logbooks documenting every episode of maintenance and parts purchase. Bill spot-painted some locations on the 4/4 that had to be touched up, and buffed out areas that appear to have spots of incipient rust. Bill says the body is rust free and that the undercarriage "looks great." He had the rear bench seat—it's perched above the rear axle, the occupants overlooking the cockpit—redone with vinyl upholstery by SCC, using most of the original horsehair stuffing.

Plainly put, Bill loves his Morgan. "The changes have made it a lot more driveable," he explained. "It was tough to keep up with modern traffic. The

The right-hand drive Morgan's instrument panel is tidy, sporting only what's necessary for touring.

previous engine was almost dangerous on the freeways. Harris is known to do good work, and makes its engines for the long haul. When it was done, I took the Morgan to Albuquerque on the freeway for the balloon festival, then looped around on back roads coming to Arizona. It's got a folding top and I drive most of the time with the top up. It just gets so bloody hot here in the summer. Then I

drive it in the morning two or three times a month. In the wintertime, we'll take it up to the old mining towns like Globe, Superior, and Miami.

"It runs great, if a little noisy," he says. "Once in a while, somebody comes up to me and says, 'Nice Morgan.' Others assume it's some kind of MG or Triumph, which makes sense, given that the steering wheel is on the right." 📷

(Courtesy of Hemmings Classic Car Magazine - January 2024)

**AR Auto Resurrection**  
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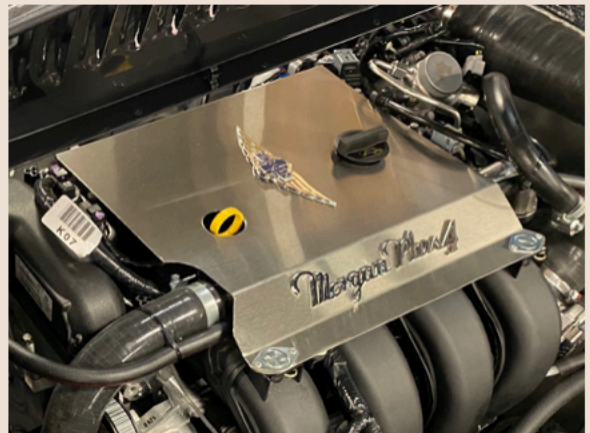
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## Archeologists recently unearthed new Ancient Artifacts in a field



(Thanks to Roger Mulloy)

The Morgan Link



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## Morgan Art by Valentin Tanase

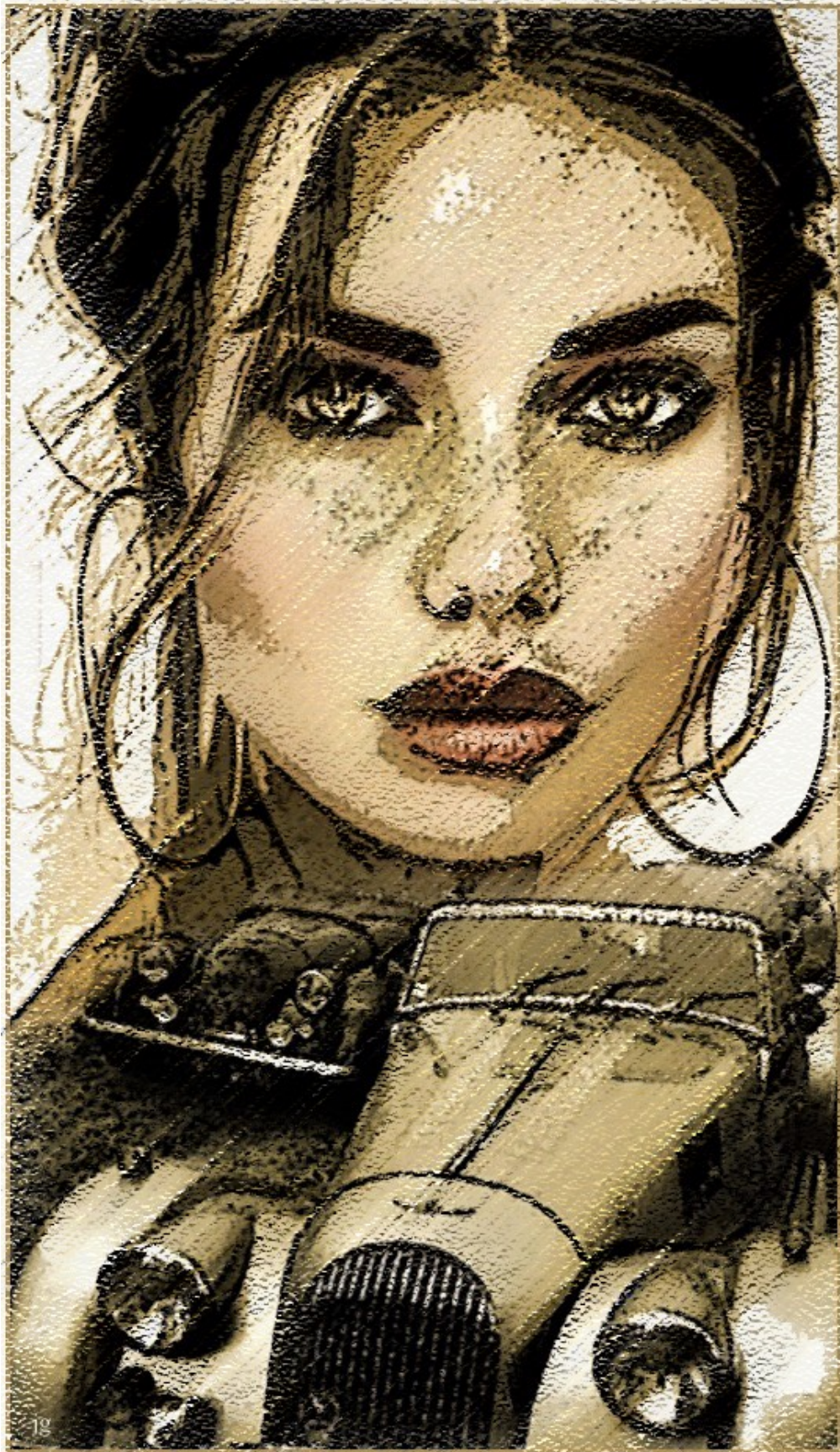
You were introduced to Valentin Tanase in January 2020, when we featured Valentin as a famous person with Morgans. We have highlighted some of his work in each of our editions of the Morgan Link. Thank you to both Jacques and Valentin for allowing us to re-print these works.





## 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.







# Morgan MOTOR CO. LTD



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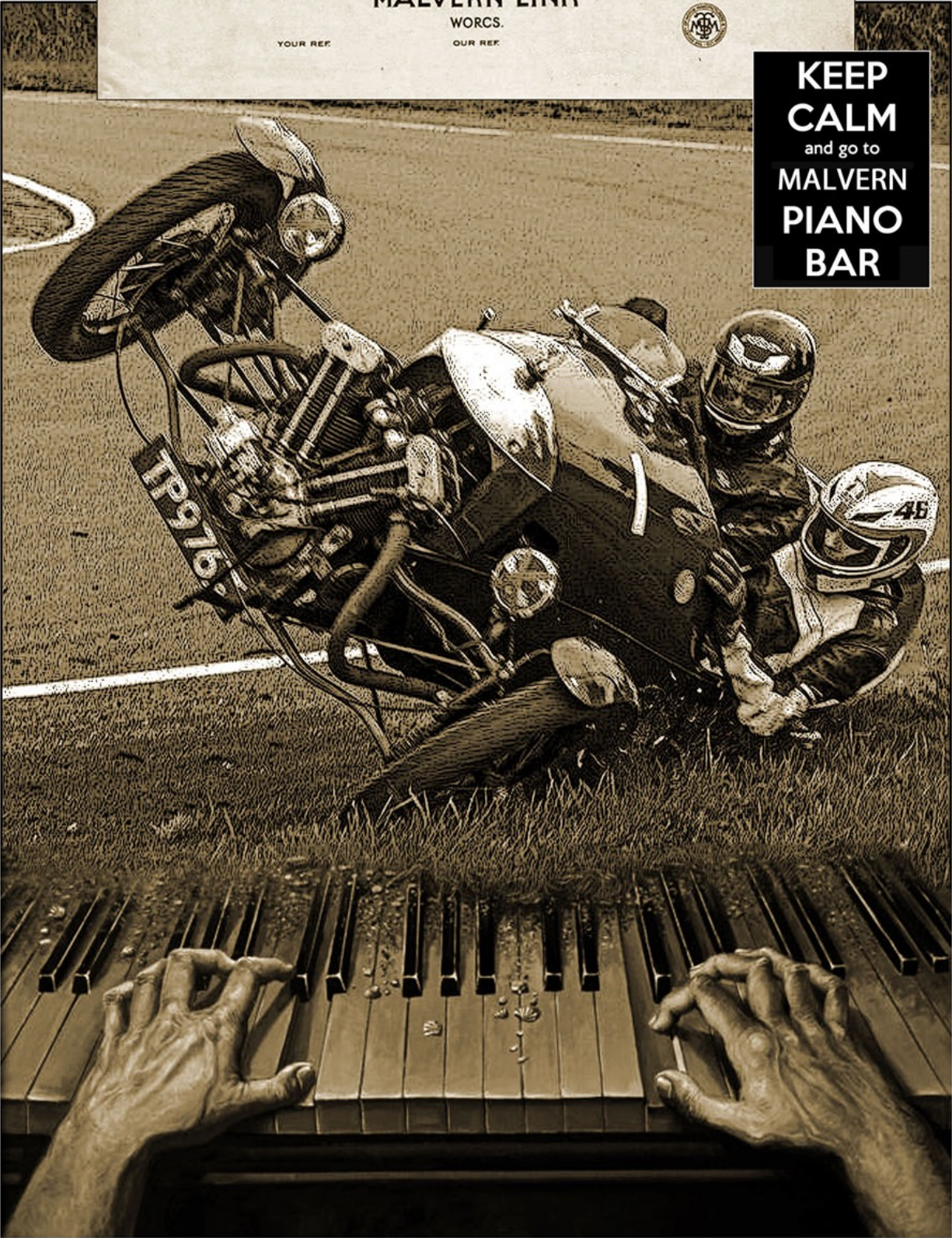
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and go to  
**MALVERN  
PIANO  
BAR**





# Famous People with Morgans

*By Steve Blake*

W.R. (Dick) Worrall - Chief Superintendent Royal Hong Kong Police

This month our Famous Person is not as famous as some others but is very distinguished! Susan spotted this article that was basically about a 1953 Morgan Plus 4. Dick purchased the car in 1968 and has been the custodian ever since. This car was owned and raced by Gordon John "Dinger" Bell, but more about that following this article.

In Dick's words,

Yes the dates are right. I was born at Tweed Bay Hospital, Stanley POW camp on 13.8.44. My father Captain William Roy Worrall and mother Raquel Bonner (widow of Cpl "Tom" Bonner of the HKVDF (The Volunteers) who was killed at Overbays during the defence of HK) were both internees at Stanley POW camp and were married there on 2.6.43. I joined the Royal Hong Kong Police on 7/1/67 as a Probationary Inspector, was awarded the CPM for Meritorious Service in the H.M the Queen's 1992 New Year's Honours List and retired from the force just before the handover in 1997 in the rank of Chief Superintendent.

My son, Timothy Simon (Tim) Worrall, joined the Royal Hong Kong Police in 1994, as an Inspector. He is currently a Chief Inspector serving in the Marine Region. Interestingly, Tim is the youngest of all the expatriate officers still serving in the (now) Hong Kong Police. That means, all being well, he will be the last officer in the Hong Kong Government on the old overseas (expatriate) terms of service.

Dick has written a great article on "Betsy" that was published on the Gwulo website which is copied on the next page.



First Macau Grand Prix with Dinger Bell giving a "thumbs up" to his team in the pits



**1953 Morgan Plus 4, Reg. No. XX2795**  
**...a True Survivor in Both hong Kong and Macau Motoring Circles**  
*By Dick Worrall*

Whilst browsing through Gwulo recently I came across the section dealing with Hong Kong registration numbers and the post by fivestar that mentioned XX2795 which was allocated to a Morgan.

As you may recall, I was in touch not so long ago about Austin 7's in post war Hong Kong and you kindly posted a picture showing one of them sitting at the rear of the starting grid of the 25th Macau GP, Classic Car Race (1978).....parked next to the Austin in the pic is the Morgan bearing the number XX2795 that fivestar was referring to. I have been that car's owner since February, 1968.

Of late I have been contacted by a couple of Macau GP enthusiasts who did so because they had heard about there being a survivor from the first race still around. Given that this November will be the 70th Anniversary of the Macau event, they wanted to learn a little more. It also crossed my mind that some of your wonderful website's followers might also be interested in the Morgan's story.....so far.

The car, known to most of the folk that know her as "Betsy", is a 1953 Morgan +4 (4 seater). She was collected from the Morgan factory in Malvern, England by her first owner, Mr Gordon John ("Dinger") Bell (later Director of HK's Royal Observatory). He used her on leave and then shipped her back to HK. Shortly afterwards, Dinger entered her in the first ever Macau GP (Race Number 7) which was staged on 31st October, 1954.

First pic (below) shows the drivers running towards their cars at the Le Mans Start. In pole position (Race Number 9) is the Austin Healey 100/4 whose driver, the late Roger Pennell's (who was then employed by the Austin agent in North Point (Metro Cars?) and later by Zung Fu) was my son, Tim's, Godfather. Second in the line-up is Betsy (race Number 7).



The second pic (above right) shows Dinger and Betsy getting away first at the start. They led the race for the first four laps, during which the pair set the record for the fastest lap time of the day (4m 12 secs, which, I have been told, stood for the next 3 or 4 GP's). Betsy lost a wheel at 'R' Bend on the fifth lap and.....retired. The offending wheel bounced high into the air and caused spectators some distance away to think it was Dinger being thrown out of the car! There was apparently much relief when he later turned up in the pits.



Dinger did not actually keep the Morgan for very long. He was a keen member of the Auxiliary Air Force and through that he met a regular RAF officer who was serving in HK at the time. That same officer later bought the car from Dinger. I know that as about a five years ago that same (ex) RAF officer left a note on Betsy's windscreen here in the UK telling me he was a former owner and promising to send some photos taken during his ownership in HK....

I bought the car from Warren Rooke, an SCMP and RTHK journalist, in early 1968 just before marrying my wife Carol. Apart from a period of about a year when, just prior to going on long leave, we sold her to an American businessman before buying her back on our return, we have owned her ever since. Warren, incidentally, always seriously regretted parting company with the Morgan and over the years wrote a number of articles about her and her Macau GP connection. In the earlier Gwulo post about Austin 7's, I made mention of the Classic Car Race held during the 1978 Macau GP weekend to celebrate the 25th anniversary of the first GP. When the organisers heard that Dinger Bell's Morgan was still 'on the road', they sent a hurried invitation for her to make a re-appearance on the track. As mentioned in previously, Betsy and I managed 2nd place in the 1978 event and also set the fastest lap of the race.

Here is a picture of Betsy in the pits (Race Number 16) taken on the day of the race with my late wife, Carol, standing next to her. Immediately behind is the winning straight 8 supercharged Alfa Romeo (Race Number 10) that belonged to Mr Hayashi of Japan.



The other pic shows the final race results of that race - from the timings one can see that it was pretty close battle for 1st and 2nd places. Third place went to Mr Hayashi's chief mechanic driving his boss's beautifully restored 1930's SS100 Jaguar. The Jag, interestingly (if that's the right word), proved to be the most difficult car of all the entrants to get past when Betsy and I, having overtaken all the others, came across it lying in second place immediately behind his boss in the Alfa.....



After the race, flushed with Betsy's success, I asked the Clerk of The Course, Phil Taylor, if such an event for old cars could be repeated the following year. Phil's answer was basically as the classic car grid had proved so difficult to fill (most of it had come from Japan) that if I was prepared to organise the entry he would be happy to support it. There was no Classic Car Club in Hong Kong (CCCHK) at that time so yours truly set about organising one. The rest, as they say, is history. One could say that Betsy is truly the mother (some say "Mama-san") of the CCCHK which, following the first meeting of about 18 Hong Kong old car enthusiasts that I managed to contact and invite to a meeting in PHQ, the fledgling club was formed and has, happily, gone from strength to strength. In that latter connection the pic below shows Betsy doing her bit at the opening of the club's 1992 Chater Road Classic Car Display. The Club's Chairman that year, my old pal and fellow Morgan owner, Tom Surrency, is sitting the front passenger seat with the sponsor and his young ladies in the back. Tom is now well into his eighties and is still racing Morgan's in Arizona, USA.



To date, Betsy has taken part in 5 separate events on the Macau GP circuit and only during her last outing there, in 1985, did she finally manage to beat the lap time that her first owner, Dinger, had set at the first GP race. In that last outing Betsy and I were placed second in the handicap section. We did it on a largely newly laid tarmac circuit .....whereas Dinger had done it some forty years earlier on mostly dusty, unpaved or cobblestoned surfaces!

Picture on the right shows part of the grid for the 1985 race with Betsy in the foreground.





Given HK's heat and humidity and the tin worm that just loves those conditions, only very few cars survive for long. Mainly for that reason Betsy is one of only a tiny handful of such vehicles from her era that are still around. In Betsy's case, in January, 1985, after collecting a large number of parts from the factory in UK including a body tub, she was completely stripped down and rebuilt in the garage of "Cathay", our since demolished bungalow (directly opposite "The Lookout" in Lookout Link, Tai Po Kau, NT). The work took about 11 months and apart from the engine rebuild, the new brass radiator and the re-spray most of the work was carried out by myself .....quite a learning curve as I'd never done anything like that before. Fortunately, I had help from my two children, Annabelle and Tim (see pic below).



Pic below show Betsy on "Cathay's" front lawn not long after the restoration had been completed.





Together with her now historical connections with Macau, Hong Kong and the CCCHK, she is truly a unique and significant part of Hong Kong's motoring history. Over the years she has starred in numerous films, advertisements and newspaper/magazine articles etc, won many concours prizes, spent 3 years in the UK with her owners before returning to HK and living on Lantau Island (long before the bridges or airport were built) for another similar period.

One of the highlights of her life must surely be that she was, in March 1986, a participant in the first ever Classic Car Rally into the People's Republic of China. I was Chairman of the Classic Car Club of Hong Kong that year and well remember how hard and long two of our members, Tom Surrency and Fred Manville, had worked with the Chinese authorities to set up the event. It literally took years. How very different the road to Guangdong was then to what it is now! Upon our retirement in early 1997, Betsy accompanied Carol and I back to the UK where she is well known in Morgan club circles and continues to play a very active part our local classic car scene. She has also made numerous trips to France, Germany, Belgium and Holland. Pic below taken during a UK Morgan club Christmas rally.



A true Hong Kong and Macau motoring survivor! Betsy (XX2795) second row, third from left. Picture taken just prior to the building of the City Hall adjacent to the old Royal Navy Dockyard and one of the then new "multi story" car parks. Picture courtesy the 1958 Hong Kong Government Yearbook.

Betsy is probably the only car in the picture that is still around. Interestingly, the oldest car is probably the little Standard Flying 8 convertible (about 5th from the left in the 5th row) that, if my memory serves me correctly, belonged to Dr Eric Vio (known by many in Hong Kong at the time as the 'best surgeon this side of Suez' ) of Vio and Partners who had their offices in the nearby old HSBC building.



There is little doubt that Betsy will be around for much longer than I am and I therefore very much regard myself as only being her "current keeper". I therefore cannot help but think how fitting it would be if one day she were to return to Hong Kong and Macau where she spend so many of her 70 years. It is really where she belongs. Who knows?

Regards from Dick Worrall, (Betsy's Current Keeper)

(Dick Worrall photos)



From the Morgan Oasis Garage

By *Cuthbert J. Twillie, Proprietor*

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



## Strengthening Wheel Arches

By *Cuthbert J. Twillie*

### Friends

The guy I bought my Mog from was an aircraft engineer. He sent good photos of the car that I examined with a large magnifying glass. He had done an exemplary job on a new wood frame. I asked him how he learned to build a Morgan body. "I built fifteen Mogs and I took patterns off of every one of them," he snarled. Charm wasn't among his many talents. He did show me a perfect duck decoy that he carved that was a national prize winner. I believed him, it was perfect.

Aircraft engineers are not the sort who leave anything to chance, and Harry was certainly one of that persuasion. The body he built for my car had strengthened door latch pillars, and three perpendicular beams at the back panel instead of the regular single.

He gave me a box of metal pieces that were his solution for a stronger, longer lived body frame.

Today's epistle is about one of Harry's metal pieces that fastens the inner flat panel of the rear wheel arch to the body's sill plate. Fore and aft of where the axle passes over the chassis. It is not unusual to see the rear of the body being loose or independent of the chassis on a Morgan. What is supposed to hold all this down is the fasteners that attach the wheel arches to the sills. The Morgan version of the velvet smooth ride seems to loosen these fastenings on many cars. The sills have no problem staying bolted to the chassis, but the wheel arches come adrift from the sills.

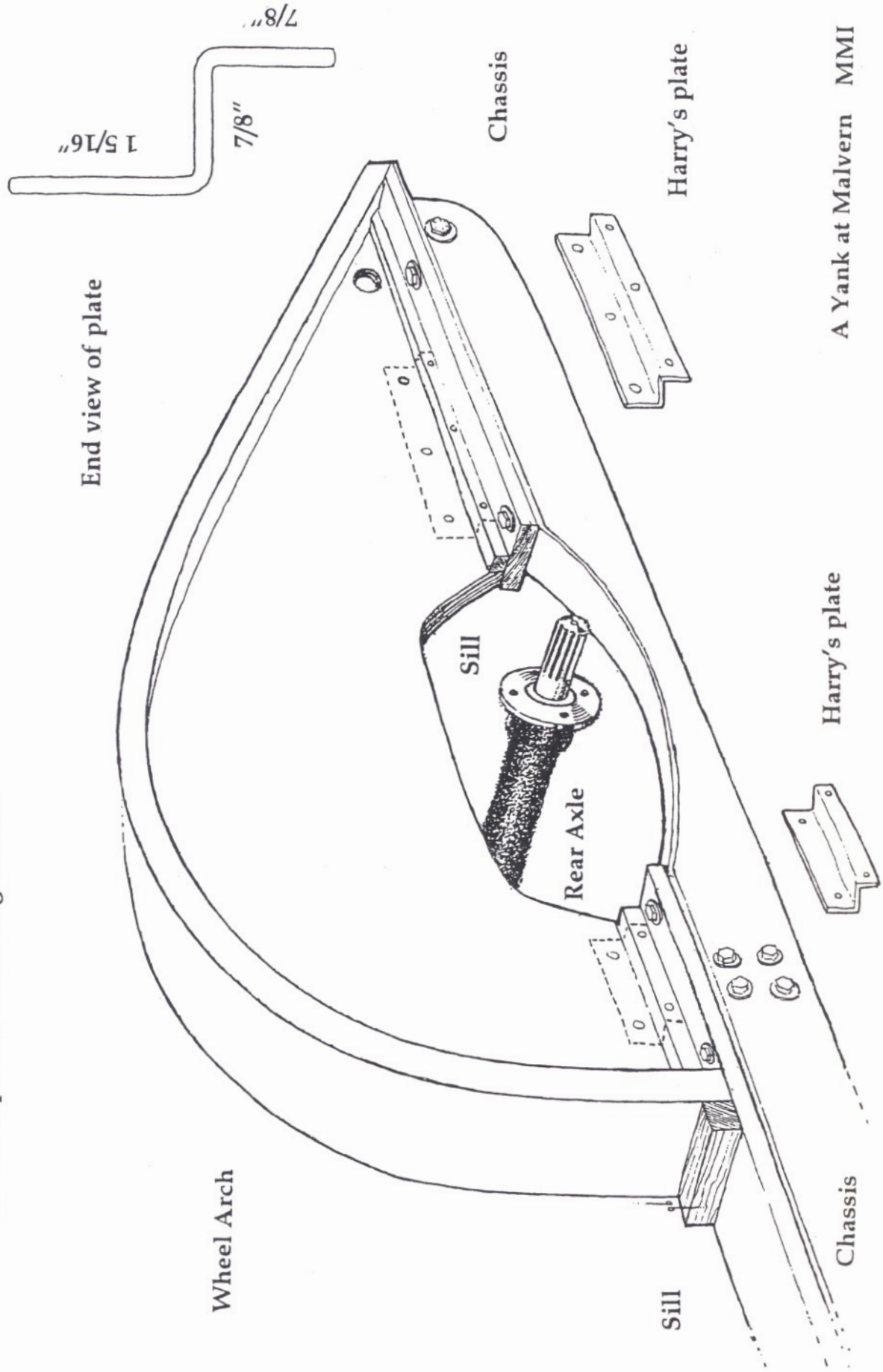
Harry's idea was to fasten steel plates to the sills and the wheelarches. This could be accomplished with a simple right angle, but Harry added another fold. This then can provide protection to the top of the chassis from road debris thrown by the tires.

These angles were made of one eighth inch steel plate. I'd call this engineer overkill 'cuz one sixteenth would certainly do the job. One eighth inch steel is one hundred twenty five thousandths of an inch thick. A Morgan's chassis is all of one hundred and one thousandths thick. So Harry's plate is stronger than the chassis. I said he was an aircraft engineer.

The drawing shows where the plate is fastened to the wheel arch.



Cuthbert's Epistles to the Mognoscenti



A Yank at Malvern MMI

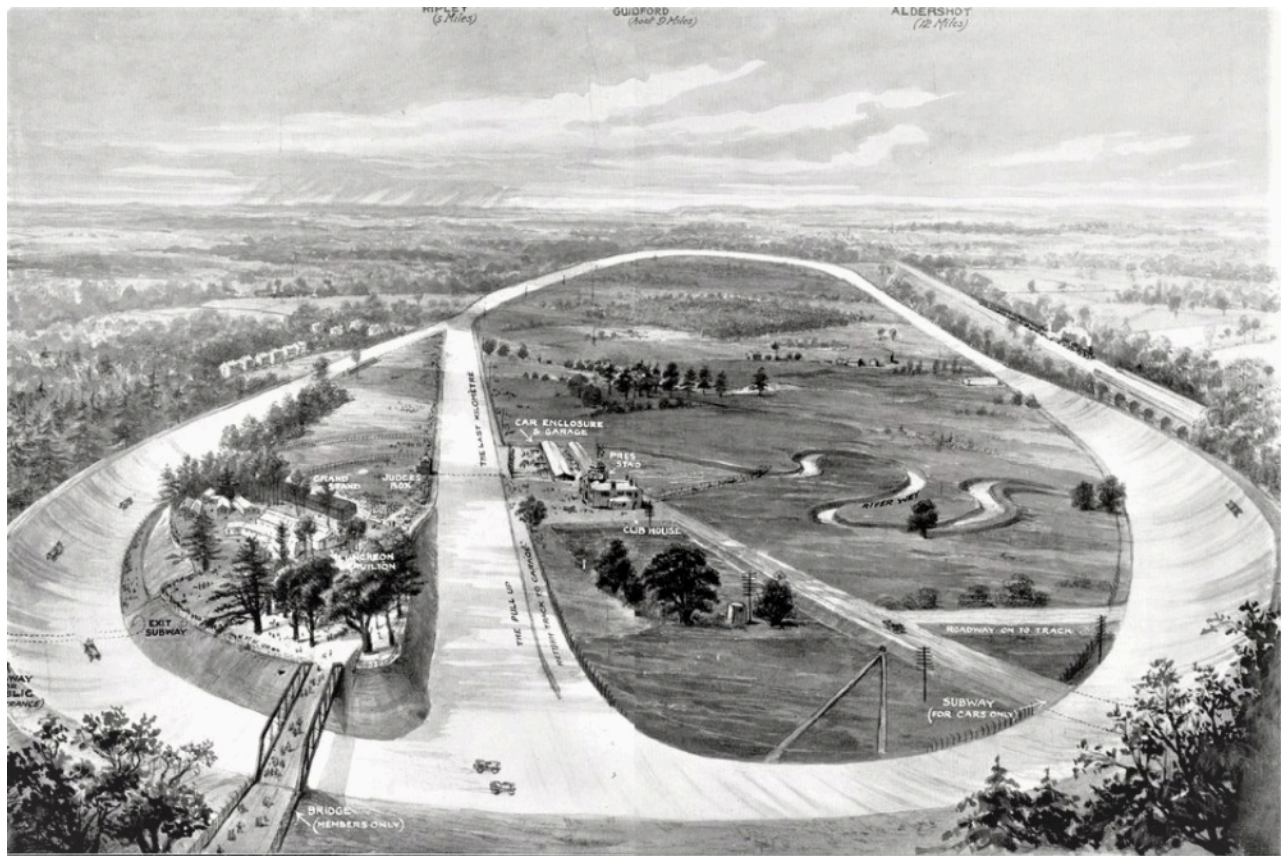


# SHOP TALK

## Brooklands — The Lost Birthplace of Motorsports

*By Chris Bright*

The History up to 1914 and the start of the Great War



THE BROOKLANDS AUTOMOBILE RACING TRACK.

(Drawn by MALDEN FROOK, and reproduced)

Several of the great tracks have endured from the earliest days of automobile racing. Names like Indianapolis and Monza leap to mind, but they were opened in 1909 and 1922, respectively. No, the first purpose-built banked race track was the Brooklands Motor-Racing Circuit in Surrey, England, only 20 miles southwest of London. (The first dedicated track was actually the Aspendale Racecourse in Australia which appeared a few months earlier, but it was not banked and used a loose, crushed gravel surface.

Brooklands was the inspiration for all that came after it, including Indianapolis and Monza. Up to this point, motor races had been run on public roads that were closed (mostly) for the occasion. When this behemoth of a facility opened in October 1906, it instantly became the center of the burgeoning automotive world, not just in the U.K. but throughout the nations of Europe.

Brooklands' fame has faded since it was shuttered just as WWII was breaking out in 1939. One place had to be the first, and the Brits built Brooklands which spawned others like it, including Indianapolis.



## A Place to Test

Automobiles were in their infancy before the turn of the Twentieth Century. While early competitions of self-powered vehicles pre-dated the invention of the first automobile in 1886, they were small-time affairs. The first organized contest was in 1887 in Paris, but it only had a single entrant so it doesn't count in my book!

The Paris-Rouen race is widely considered the first motoring contest and had 102 entrants. Ultimately, just 25 cars were proven worthy of competing. It was won by Jules Albert de Dion running a steam-powered car over a 79-mile course in 6 hours and 48 minutes. While he finished first, he carried a stoker so he was not eligible for the win which was won by Albert Lemaitre in a Peugeot. France continued to run many of the early races,

In Great Britain, parliament passed the 1903 Motor Car Act which set a nationwide speed limit of 20 mph. The country's automobile industry was lagging behind France. To keep up with their rivals across the channel, they needed a place to test at speed.

British entrepreneur Hugh Locke King had visited the Coppa Florio race in 1905, which had been held on public roads near Brescia. When he got back, he answered the call and set out to build the first purpose-built race track in Europe on the grounds of his own 330-acre estate.

## Building the Banking

In October 1906, construction began in Surrey and was designed by Col. Capel Holden who was an engineer with the Royal Artillery, and later a chair of the Royal Automobile Club (RAC). In a surprising twist of the times, Locke King's wife Ethel (pictured with Hugh) oversaw the project for eight months before its opening. (She also got behind the wheel and raced on the track!)

It was a mammoth undertaking to build a track with enormous high-speed banking and the expectation was that automobile racing would attract huge crowds. The track was built in only nine months by 1,500 laborers.

The specs focused on speed and spectators. The bean-shaped track had turns of differing radii at each end as well as banking of different heights. Brooklands was 2.77 miles in length and was a generous 100 feet wide. The banking reached as high as 30 feet.

Brooklands' surface was the result of a compromise. While asphalt would have been ideal, it was expensive and it wasn't yet understood how to lay it down on banking. The surface material utilized was basic, uncoated concrete. It was fine in the early days, but as the years passed it became progressively bumpier while simultaneously, vehicle speeds were going up and up. The track was famed for the Fifty Foot Line, a dotted black line that went right down the center of the track.



The above excellent documentary on the Brooklands Motor Racing Circuit can be watched at:

[https://www.youtube.com/watch?v=\\_Xk0FNxOPDc](https://www.youtube.com/watch?v=_Xk0FNxOPDc)



## Center of Auto World

Opening Day at Brooklands was a grand occasion that took place on June 17, 1907. The whole of the British automotive industry turned out. After some ceremonies took place, 43 cars took to the track for a procession.

Less than two weeks later, the track was opened and driven in anger for the first time. Brooklands hosted the first 24-hour race. Remember, it was 1907 before there were headlights, so 300 railway lights illuminated the track and flares marked the track's perimeter. Selwyn Edge covered 1,581 miles in a Napier, smashing the existing record of nearly 500 miles!

On July 6, 1907, the first race meeting was held at Brooklands and drew a crowd of 10,000 spectators. Future race meetings were held for both automobiles and motorcycles in the years prior to World War I.

Given its unique design, Brooklands was a popular place to set speed records. One of the last events at Brooklands was held in 1914. The "Blitzen Benz" took to the track with L.G. 'Cupid' Hornsted behind the wheel. He pushed the 200hp car to an outright land speed record of 128.16 mph one way, and an average of 124.10mph when run both ways.



24-liter Napier-Railton fully airborne setting a speed record in 1935.

# Morgans in the Movies

*By Steve Blake*

## Hong Kong Playboys

Starring Alexander Fu Sheng, Patrick Tse Yin, Natalis Chan, Cherie Chung, Leanne Liu

This 1983 movie written and directed by Wong Jing is in Cantonese but can be found with English subtitles. The following plot outline is told by Mighty Peking Man, a movie reviewer.

"Hong Kong Playboys" stars the late Alexander Fu Sheng as "Romantic Sheng", a free-spirited lady's man who enjoys exotic cars and hi-tech gadgetry in his one-of-a-kind bachelor's pad (you have to see his place to believe it - it's a single guy's dream!). His romantic situations are compromised when his mother and her caretaker (Cherie Chung) unexpectedly show up. Despite Sheng's unwanted guests, he still manages to take part in a series of bizarre "who can get the women" competitions between him and "Valentine" (Patrick Tse), a middle-aged tycoon. Along the way, Sheng must choose between remaining a playboy or settling down with his one true love.

For us the hero in the film is the Flat Rad 1953 Morgan Plus 4, 4-seater. There are several other exotic cars in the movie including a Lamborghini Countach, Rolls-Royce convertible, and a Porsche 911.

Unfortunately, before the movie was released, Fu Sheng was killed in a crash with his Porsche 911, a car received as a birthday present.





# 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. These two are from the Morgan Motor Company's collection of Timeline 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)

### Save the Dates!

January 1, 2024 - Memorial Wonderland Wimper Run

This year's event will start at around 11am from the Chevron Station, at 8<sup>th</sup> Avenue and 176<sup>th</sup> Street (Highway 15), in South Surrey. Drivers gather from about 10.30am to inspect the various hats worn, and there is a prize for the best hat, chosen by the organisers. There is also a prize for the winning couple at the motoring themed pub quiz. Preregistration is required to allow us to give a number to the pub, so please email Anne Tilbury on [eeaytee@gmail.com](mailto:eeaytee@gmail.com), indicating make and model of your car, and the number of people for lunch. If you need more information, please contact Peter Tilbury on 604.889.5067, by text or phone call.

January 21, 2024 - Robbie Burns Run

All cars will meet up at the Tim Horton's on the N.E. corner of HWY 10 and 152<sup>ND</sup> street. This meeting will start about 11:00 AM to allow everybody to socialize and share a coffee with our members. We will have a driver's meeting at 11:30 and depart at 12:00. We will reach the Ocean Park Pub around 1: 15 PM where we will dismount and have something to eat with liquid refreshment. Look forward to seeing you all and please let me know if you are coming.

Ken Miles. [kengmiles@telus.net](mailto:kengmiles@telus.net)

February 11, 2024 - Hearts and Tarts Run - See on the next page



# Hearts and Tarts 2024

26th Annual Valentine's Day Run



Sunday, February 11, 2024

Meet at 11:00 am for a 11:30 start

Location: Tim Horton's, Coppersmith Corner  
Shopping Centre

11320 Steveston Highway Unit 110

Richmond, BC V7A 5J5

Finish: Harry's Fish and Chips

Tsawwassen Commons

4949 Canoe Pass Way Unit 902

Delta, BC V4M 0B2

Let Steve Blake know by February 4, 2023, if you are attending so we can book space at Harry's

[sblake@telus.net](mailto:sblake@telus.net) or 604-943-6416



1966 Morgan 4/4 Sold Last Month  
By Steve Blake

Sold for US\$29,553 on  
October 23, 2023

This Morgan 4/4 is a Series V left-hand-drive example that was acquired by the seller in October 2018, reportedly from the second owner. The car is finished in cream and brown over tan leather upholstery and is powered by a Ford 1,498cc inline-four paired with a four-speed manual transmission. Additional equipment includes 15" wire wheels, wire headlight covers, a brown soft top, a rear spare wheel mount, fender-mounted side mirrors, wing windows, a Moto-Lita steering wheel, and Cocoa floor mats. This Morgan 4/4 is now offered with an owner's manual, a service manual, a tonneau cover, and a clean Idaho title in the seller's name. The car is finished in cream over brown paint, and exterior features include a brown soft top, Brooklands racing windscreens, detachable sliding side windows, wind wings, Union Jack fender badges, wire headlight covers, fender-mounted side mirrors, and a padded hood strap. A brown tonneau cover is included in the sale.

**BaT Essentials**

Seller: **JBS1961**



Location: **Boise, Idaho 83706**

**Listing Details**

- Chassis: **B1337**
- 65k Miles Shown
- 1,498cc Ford Inline-Four
- Four-Speed Manual Transmission
- Two-Tone Cream & Brown Paint
- Tan Leather Upholstery
- 15" Chrome Wire Wheels
- Brown Soft Top
- Brown Tonneau Cover
- Rear-Mounted Spare Tire
- Woodgrain Dash
- Cocoa Floor Mats
- Moto-Lita Steering Wheel
- Owner's Handbook

**Private Party or Dealer:** Private Party





## Auctions and Sales of Morgans in the Last Month



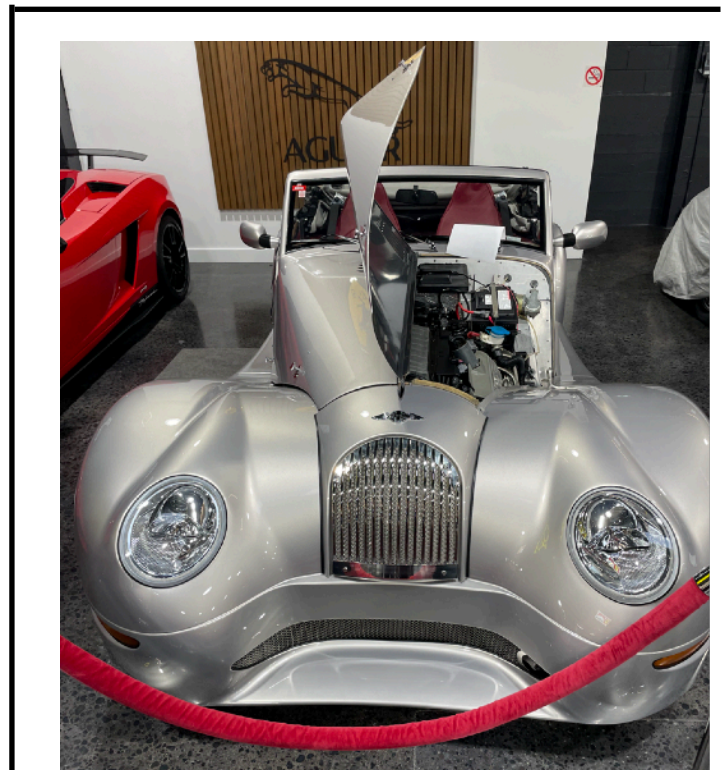
This 2020 Morgan 3-Wheeler sold on BaT for US\$58,250 on December 4, 2023.



This 1961 Morgan Plus 4 was bid to US\$17,750 on BaT on December 14, 2023 but did not meet reserve.



This 2012 Morgan 3-Wheeler sold on BaT for US\$45,363 on December 14, 2023.



### Have you ever seen a Morgan Aero 8?

Malcolm Bains noticed an ad for a 2005 Morgan Aero 8 in the Auto Trader. He reports:

“The above Morgan may be of interest to members of the club who haven't seen an Aero 8 in the flesh. (like me, until yesterday) The car is for sale in West Vancouver at a new exotic second hand car showroom, they had a great variety of other cars in the showroom.... all of which were gleaming.”

See it at: West Coast Dream Machines 1519 Clyde Ave West Vancouver V7V 1P4



## 2005 Morgan Roadster

-- Excellent condition; has never been damaged; always garaged. Details on this Roadster:

- Powered by a 3L Ford V-6 and a Ford 5-speed gearbox, one of the last factory-built Morgans to enter the US market before the USA tightening regulatory regime eliminated their ability to be imported.
- This car is a two-owner, carefully maintained, beautiful example of a classic Morgan. The second owner only purchased the car earlier this year but cannot drive it due to back issues. He only put about 100 miles on it.
- Current mileage: 3,832 miles
- The build sheet details:
  - Exterior Color: Connaught Green
  - Interior: HA47 light tan leather upholstery with dark green leather piping
- Green Mohair Hood
- Green Full Tonneau
- Side curtains with green mohair side curtain bag
- Five stainless wheels
- Green leather-bound carpet set
- Pioneer radio with factory-installed speakers
- Heater
- Door pockets
- Walnut – with standard gauges and toggle switches
- Front and Rear Bumpers
- Classic interior mirror

We have just serviced this Roadster, including 5 new Yokohama Advan Fleva V701 205/55/R16 tires. We also installed a new Continental 12V Radio with Bluetooth. The asking price is \$85,495.00 USD. Offers considered.

**Lori Van Houten Frick**

DIRECTOR

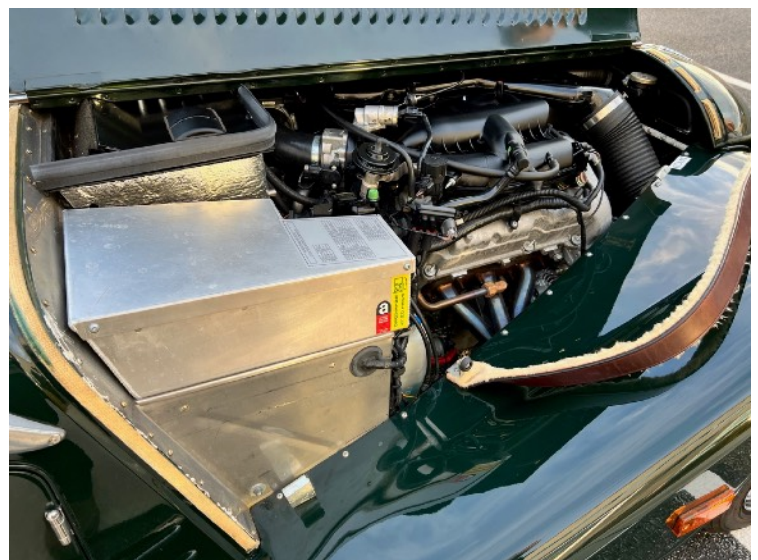
Email: [lvh@morgancarsmidatlantic.com](mailto:lvh@morgancarsmidatlantic.com)

Telephone: (717) 932-6600

Web: [www.morgancarsmidatlantic.com](http://www.morgancarsmidatlantic.com)



MORGAN CARS MID-ATLANTIC  
MORGAN HARRISBURG





**Car and Driver says 95% of electric cars are still on the road. The remaining 5% made it all the way home.**



(Thanks to Roger Mulloy)



### 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 bigger, 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](mailto:sblake@telus.net)

A business card for Panel Craft Automobile Restoration. The top part features the company name "Panel Craft" in a stylized font, with "Automobile Restoration" below it. There are images of a red sports car and a white classic car. The bottom part of the card is orange and contains the following text: Steve Sillett, Unit 2, 6455 64th Street, Delta, BC V4K 4E2, 604-530-1433, and www.panelcraft.ca.

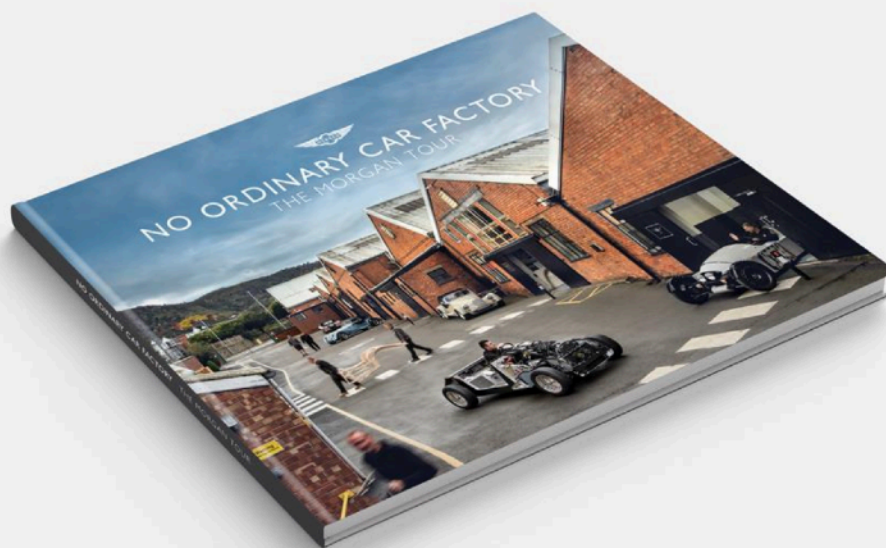


Introducing the Morgan Christmas Gift Guide, a handpicked selection of the latest and greatest official Morgan merchandise and accessories.

Whether you're buying for a loved one or indulging yourself, discover a selection of items below or click the links to browse the full range on our new web shop.

Shop online at <https://shop.morgan-motor.com/>

## *No Ordinary Car Factory*



Our new coffee table book, 'No Ordinary Car Factory', takes readers to the heart of Morgan's Pickersleigh Road production facility. The 200-page book features incredible photography and delves into every stage of the build process. Award-winning photographer, Nick Dimpleby, has spent countless hours on the production line, studying the coachbuilding techniques of the craftsmen and women building every Morgan sports car.





### *Morgan x Peregrine Bexley Jacket*

Made using British Millerrain 8oz Waxed Cotton, the Bexley jacket is fashioned with 3 pockets, including a glasses pocket for when you're driving, a neck strap, and a gun shoulder patch.

**DISCOVER MORE**

### *Morgan 2024 Calendar*

Morgan's 2024 calendar features a stunning image of a Morgan sports car every month and makes the perfect gift for any car enthusiast.

**DISCOVER MORE**



### *Morgan Cap*

Our caps are a fan-favourite, and rightly so! Shop a selection of colourways, styles and materials.

**DISCOVER MORE**

### *Plus Six Scale Model*

The Morgan Plus Six 1:43 scale model is finished in Emerald, reflective of the Plus Six launch edition specification from 2019.

**DISCOVER MORE**



### *Morgan T-Shirts*

A wardrobe staple, our selection of Morgan t-shirts feature a range of colourways and designs, each one has been commissioned by our in-house design team.

**DISCOVER MORE**

## PACMOG Regalia

Contact Tom Morris for any regalia requests [pacmogregalia@gmail.com](mailto: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](http://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](mailto: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](http://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](mailto: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](http://www.pacmog.com)

## The Morgan Link and The Morgan Link Light

Editor – Steve Blake

[pacmogeditor@gmail.com](mailto:pacmogeditor@gmail.com)

The **Morgan Link** and **The Morgan Link Light** are magazines published by the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts and friends across the globe.

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

**Advertising:** Limited non-commercial advertising is free to members. Commercial advertising is available at a cost of \$25 for a business card size for one year. Business card size is approximately 1/8<sup>th</sup> of a page. Larger ads are accepted at - Full page - \$200, half page \$100, and 1/4 page is \$50 per year for the number of issues be publish (8-12).

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