



The Morgan Link

Vol 5 No 3

The Magazine of the Pacific Morgan Owners Group

April 2020



From the Editor's Desk...

Well, isn't this a kicker! Who would have thought the whole world was going to shut down for a virus? We have a new lexicon that includes the terms social distancing and self-isolation. People who were indignant a few months ago because some new immigrants were wearing burkas are now themselves walking around with masks on. How things change! The best part of this whole situation is that when we want to take our cars out for a drive, of course only for picking up essential goods, the roads are clear! It is like going back to pre-Expo days when nobody knew where Vancouver was located and we were not over-crowded.

Since the cruise ships are docked, airplanes mothballed, and the borders closed, this will be the perfect summer for the All-Canadian road trip. There might not be any hotels or restaurants open and you may not be welcome in small communities where people are concerned their medical services could be over-run, but at least you will be able to drive on roads free from traffic. To help you with this, we have two articles this month on preparing your Morgan for the long trips.

With a sad heart, we report this month that we lost one of motor sports great drivers, Sir Stirling Moss. His life and exploits are legendary and he will be missed. Moss was the consummate gentleman and known as the best driver to never have won the F1 World Championship. He gifted it away to a teammate because of his high moral values and sense of fair play. A true champion! Moss still holds the record for the fastest Mille Miglia win from back in 1955.

Don't forget to get your entries in to either one or both of our contests. Tom Morris is collecting photos for this years Morgan Memories. Check out the new Pandemic Related change of rules for this contest on page 32. Also, Dave Doroghy is collecting photos of Morgans in front of one of the locations listed in his book, [111 Places in Vancouver That You Must not Miss](#). See the rules on page 35.

Keep washing those hands and stay safe.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

April 2020

Editor – Steve Blake

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

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Chair Report - April 2020

By Tom Morris

In the midst of this worldwide pandemic that has changed the way we live, at least for now, and devastated our economy, the operation of a small local car club hardly merits consideration.

However, we must all carry on as best we can and maybe our club, and our Morgans, are even more important now as a way of diverting our thoughts and occupying our time. You will all have received the recent email from Ken Miles regarding his impromptu Stir Crazy Run, on April 16. What a great idea! Four Morgans and a guest Sunbeam Tiger made for a great run on very short notice.

This is something that any of us can do. If you're feeling like you just have to get away from the house for a while, why not post a notice on the PacMOG Facebook page asking if anyone else is feeling the need. Arrange a starting point, then pack a thermos of coffee and a sandwich and head off, just be sure to maintain that crucial 6 feet of social distancing when you stop to have your coffee. If Facebook isn't your thing, you can send me an email or website contact and I'll get an email out to everyone.



In his message the other day Ken also opened the door to planning for PacMOG post-pandemic, with a proposal for a 2022 reprise of an earlier Barkerville Run. Another good one, Ken. Of course,

2022 is a long way off right now and it's hard to commit so far out, but if you think you might be interested, do drop Ken an email to let him know.

In the shorter term, we're all still hoping that Jane Cowan's Campbell River Run in late June will be able to happen. Fingers firmly crossed on that one at this point.

The other pandemic related club news is that the AGM has been postponed from its planned late-May date until later in the summer. We're hoping that the Vancouver ABFM will still happen at some point and we'll plan to have the AGM in the evening after that event. If that's not possible we'll have to come up with alternate arrangements. In any case, we'll keep you posted.

Stay safe everyone.

Tom Morris

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New Members

Don and Karen Morgan
Looking for a Plus 4 for restoration

Welcome Back!

Graham and Val Bailey
1971 Morgan Plus 8, 1965 Morgan 4/4

Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake
Editor - Steve Blake

Cover Photo Credit:

The cover this month is a photo taken by Susan Blake on a drive to Sechelt. This photo shows Chris and Alayne Brunt-Tompsett in their 1965 Plus 4 followed by Bill Hayter in his 1967 Plus 4.

Contributors

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

Dave Doroghy, Ken Miles, Pat Leask, Susan Blake, Bob Wadden, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Vern Dale-Johnson, Frank Gruen, Grace Houghton, Rudi Koniczek, J. Paul Nesse, Peter Newton, Don Allen, Brian Nixon

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

PACMOG is affiliated with:

The Morgan Sports Car Club (MSCC) UK
The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

Insured through CG &B Group Insurance
Markham, ON L6G 1C3

PACMOG Constitution:

The purpose of the society is to encourage the restoration, preservation and enjoyment of all Morgan Motor Company vehicles. The group will foster communication, cooperation, education and recreation among all members by holding regular monthly meetings as well as drives, social events, shows and other events related to cars. By doing this we can enjoy the company of other enthusiasts and share our passion with members of the public as well as PACMOG members.



THE LATEST FROM THE MORGAN MOTOR COMPANY



We have long believed that Morgan cars provide an antidote to the stresses and strains of modern life, an escape from reality, and a unique connection to your natural surroundings.

These qualities are why Morgan cars continue to be cherished and adored across the world. These qualities are more important now than ever before.

Whilst we know that life is challenging and complicated for everyone at the moment, we hope that Morgan can offer people an escape when they need it most.

Rest assured, when the time comes to get your Morgan out of the garage, to meet and reunite with your friends, to take the long route along your favourite road, to visit that event you have looked forward to all year, or to pop in and say hello at your local Morgan Dealership, we'll be here.

Until then, there's plenty of Morgan content to indulge yourself in from the comfort of your own home...

The Day I Overtook Stirling Moss

By Allstar Crocks

For those of us of a certain vintage, the name Stirling Moss is synonymous with motor sport even though 58 years have passed since he retired as a professional racing driver. Stirling Craufurd Moss was the son of parents who had the motor sport gene. His father Alfred had raced at Brooklands and his mother, a Scot as indicated by her son's Christian names, had rallied cars, so it was of no surprise that Stirling was given a Morgan 3 wheeler for his 16th birthday. Thus began an illustrious career in motor sport which was ably assisted by his father having the largest dental practice in Britain. Moss is considered to have been the first professional driver at a time when most pursued their passion as a hobby.



Although the ultimate accolade of being F1 World Champion eluded him, he was undoubtedly the man to beat following the retirement of his mentor Juan Manuel Fangio. That was until Moss's fateful accident at the Goodwood circuit in 1962 which led to his retirement from the sport. During this period fate was not kind to Moss who had finished runner up for 4 years in the World Championship. This was due in part in his endeavours to support a British team and unreliable machinery. His recent passing has seen published numerous glowing accounts of his well documented career but for me his two outstanding results were achieved courtesy of a state of the art Mercedes and a humble Lotus 18.

The first of these was his Mille Miglia victory in 1955 in a factory MB 300 SLR sports car, in reality a Grand Prix car fitted with a two seater body. This set a new lap record of 98 mph and in doing so he became only the third non Italian to win this prestigious 1000 mile road race in Italy. The fact that he finished 30" ahead of his fellow MB driver Fangio he attributed in part to the preparation of his navigator the incorrigible Denis Jenkinson. Jenkinson was to recount his experiences witnessing Moss at 9/10ths first hand in possibly the finest piece of motoring journalism ever written "With Moss in the Mille Miglia " published in Motor Sport in June of the same year. The reader can taste the oil, smell the adrenaline and feel the heat as the duo storm the Italian mountain passes and scorch past Modena cruising at 170 mph. Remember, this was in 1955!



In contrast when Moss won the Monaco GP in 1961, it was in a private out-dated Lotus 18 entered by his good friend Rob Walker. This victory was at the expense of 3 shark nose Ferrari 156s driven by Ginther, Phil Hill and von Trips. To everyone's surprise Moss had claimed pole spot on the grid but it was Ginther's Ferrari that took the lead until the blue Lotus overtook him on lap 13. For the remainder of the race the three factory Ferrari's took it in turn to harry the Lotus without success. In desperation their team manager Tavoni urged Ginther to 'Give It All'. Meanwhile Moss was waving to the crowd as he continued on to victory. It was a staggering upset and it was revealed that Moss's average speed

was a mere half a second slower than his pole position time. A true master class on a driver's circuit.

(Top photo courtesy of Getty Images, Bottom photo courtesy of Motor Magazine)

In the aftermath of Moss's Goodwood accident it was hoped he would make a full recovery and how we relished the prospect of seeing how the young up and coming Jim Clark would fare against the maestro that Moss had become. It was not to be and we all regretted that Moss was not going to fulfill his entitlement to World Championship status, a status that would have been attained in 1958 had he not defended his rival Mike Hawthorn who faced disqualification at the Portuguese GP. Hawthorn was reinstated and was awarded the full 6 points for his second place finish to Moss. When the latter finished second to his compatriot by 1 point at season's end it was his generosity to Hawthorn that had cost Moss a certain Championship. An ace and a gentleman to boot.



It was on a Summer's day in 1964 that your humble scribe took his elderly TR3 down the fabled Mulsanne straight of the Le Mans circuit and squeezed the 'magic' ton out of the old girl. In the process we flashed by a ubiquitous Mini Cooper tootling along at half our rate of knots being driven by no less a personage than Stirling Moss. We did note that 3 young ladies were possibly distracting our hero which went some way to explaining his modest progress.

A true legend has completed his last lap.

Sir Stirling Moss OBE 1929-2020



(Photos of Sir Stirling Moss submitted by Frank Gruen. These were taken in May 1965 prior to a parade in Vancouver. Note GB Sterne driving the Morgan in the photo on page 8.)

PACMOG Members Remember Sir Stirling Moss



It is sad.

You might know the name Bob McLean (won the 1965 Canadian National Racing Championship). His early race cars were MGA, Morgan, and Lotus. I have attached some interesting photos that were taken at a downtown Vancouver parade tied to a Westwood race. Stirling Moss was here to help promote the event and Bob McLean was part of the welcoming party at the airport. GB Sterne also participated. (GB Sterne is driving the lead Morgan and Sir Stirling Moss is sitting on the left in the Mustang, third car back.)

This is a good video tribute: https://www.youtube.com/watch?v=vc0SGf_6mJY More photos at: <https://www.facebook.com/photo.php?fbid=10213260365703135&set=pcb.10213260460465504&type=3&theater>
Frank Gruen

Incredible driver.

Moss corner, at Mosport, named after him after he reconfigured the hairpin turn from a single into a double apex, is an iconic and tricky corner.

Have raced it many times and still don't think I've ever done it completely right.

A legend in his own time.

RIP Stirling

Don Allen

You are so correct, a real racer and a legend in the sport..I grew up in that era in Britain, and remember him well...so much preferred those racing heros to today's F1 drivers.

Thanks

Peter Newton..Kelowna

I had the opportunity a few years ago to spend 20 minutes one on one with Sir Moss at Barrett-Jackson. A true gentleman and it was probably the first time in my life I was completely tongue tied. We had seen him race the 1955 Mercedes the year before at Goodwood. He was standing with another person and they looked like they were waiting for someone or something so I took the opportunity to introduce myself. The other person asked if I would mind staying with Sir Moss for a few minutes while he went to retrieve a golf cart to get around the facility. He returned about 20 minutes later with a cart and driver, my sister got a couple of pictures. Interestingly, he was doing promotion tour for a Company at 85 and said he got over to the US a few times each year and traveled elsewhere in the world. (He liked the DB7 because it saved Aston Martin.)
Brian Nixon

(Brian Nixon's sister's Photos)



Stir Crazy Drive - April 16, 2020

By Ken Miles



Seven PACMOG members showed up to the appointed mall for the drive in their Morgans. They were Steve and Susan Blake, Dave Collis, Ken and Pat Miles and Bob and Alexis Wadden. Also, joining the group were Ken and Pat's neighbours, Alex and Joan McLaurin, in their Sunbeam Tiger. It was a beautiful day with no clouds in the sky and a decent temperature of around 18 degrees C. Hence, everybody had their tops down except for the Tiger.

We left the shopping centre, heading in an easterly direction along various roads until we reached 264th Street. Here we turned north to 88th Ave. We drove to Fort Langley and turned South on Glover Road, eventually reaching 32nd Avenue. We turned right but realized there was no exit! After doing a U-turn, we continued south to 24th Avenue. We continued west, eventually reaching a break-up point at 152nd Street and 32nd Avenue. From here, everybody departed in different directions as they made their way home.

Steve and Susan departed early as they had to pick up their new toy (see page 27.)

Hopefully, more will join for our next run in May. Social distancing was practiced throughout the drive.





As demonstrated by Susan and Alexis, social distancing was adhered to by all. There won't be any "herd immunity" anytime soon!

We hope to do another one of these runs, probably in May. As soon as the restaurants open again, we will combine drives with a meal for a special Mog 'n Platter to celebrate the end of the Covid-19 isolation.

(Steve Blake Photos)



Morgan's Finest Hour - Le Mans 1962

Photos shared by Rudi Koniczek



Nesse Sculpture

The bronze sculptures of artist J. Paul Nesse are to be found in public and private collections throughout the world. He has been exhibiting his bronzes both in America and Europe for two decades. Originally studying portrait and figurative sculpture, his automotive sculptures are the result of the melding of a life-long devotion to the automobile and a Master of Fine Arts degree.

It is Nesses's artistic desire to bring an historic accuracy and a romantic atmosphere to his subject matter. The figures that inhabit the bronzes are worked from life-models correctly posed and painstakingly portrayed. The accuracy of scale from automobile to figure, and from figure to figure, are the hallmark of Nesses's exceptional skill.

Satisfying the devoted enthusiast/collector's desire for a joyful, aesthetic experience, is the happy result to which Nesse has committed his career.

The sculptor maintains his studio in the St. Croix River Valley countryside, near the town of Stillwater, twenty-five minutes from downtown St. Paul, Minnesota.

Hi Stephen,

Thank you for your kind words regarding my sculpture. I have retired from exhibiting my work, both here and in Europe. I'm still taking on projects, but I don't work to any deadlines now. So life is good.

The Morgan bronze was completed for personal reasons. I had an early Plus 8 (# 7350) for 13 years. I did the car over three times, and finally, in its final iteration, replaced the front bodywork, and the entire driveline was upgraded to my personal taste.

The third and final rendition of the car took place in order to redesign the front end aesthetics. I was never a big fan of the Morgan "track roadster" grill and surround, nor the headlight location. I wanted to sculpt my own frontend with a mix of earlier "flat-rad" design and some other ideas I had in mind.



Therefore, I did the clay model of a standard Plus 4, figuring a few very passionate Morgan enthusiasts would be interested in a bronze memorializing Morgan's spectacular class win at Le Mans '62. After I completed the bronze edition of eight copies of the Chris Lawrence car, I took the original clay model to task, searching for the look I wanted for my Plus 8. It had to be seen specifically as a Morgan, or I would not have felt entirely successful in re-designing the the car's front end.



I completed a clay model of my car with the idea of bringing the clay model to a fellow who said he would do the required metal re-shaping and panel work.

By removing the much-lauded, and endearing, sliding-pillar suspension tubes, I was then able to sculpt fender valleys between the grill sides and the tops of the original fender. These "valleys" allowed me to take the original headlight "pods" and, after careful cutting and shaping them, attach them lower, and further back in the "valleys" of the fenders.



The grill was basically a modernization of the "flat-rad" grill with elements of the later, rounded Plus-4 grill, and surround.

The hood was replaced completely, with a re-shaped, aluminum hood that had deeper sides, resulting from the "valleys" that had been created. I louvered the hood in a French-fashion, with progressively wider louvers, as they went from behind the grill to the edge of the cowl. I also wanted the double hood straps to have sloping sides to match the louver angles.

I have always loved the clothed-covered bodies used on "30's" Bentleys, and therefore, covered the panels from the cowl back with vinyl-dipped canvas, re-creating the look of an earlier style body.

The interior utilized the earlier style dashboard layout of gauges and switches with a custom, craftsman-made steering wheel of my design. The top frame bars were rearranged to provide more for more headroom (I'm 6'4") and a differently shaped outward profile.

The driveline consisted of a bored and stroked all-aluminum, Oldsmobile 215 c.i. short block with the original Rover heads. I installed a Borg-Warner T-5 transmission and a new Morgan metric rear end differential. The result was very quick with effortless acceleration due to the large increase in torque. It wasn't necessary to go beyond 4500 rpm, as it wasn't raced and driven hard.

I sculpted a new badge for the front and a new script for the rear deck. I added '30's-style European tail lights and ran push bars and nerf-bumperettes for a minimalist look. When I finished the car, I cast another bronze for myself.

My car had been virtually destroyed in a massive head-on collision early in its life. A physician, with too much money, and too little experience, bought a new frame from Morgan, and hired a shop to build up the car with the original look of the car as it had left the factory.

The doctor's receipts of the restoration totalled over \$75k in 1980's money. Note: two excellent, narrow-bodied Plus-8's could have been purchased for this amount, or less, at the time....!

At any rate, I didn't feel very badly about hot-rodding and re-styling this most improbable, storied chassis #7350.

Love it, or hate it, I wrung out every bit of personal enjoyment from my Morgan special. My wife Valerie and I travelled far and wide with it during those 13 years of ownership. (three trips to Montana's Glacier Park and several to Road America).

I'm delighted to report that the ensuing three new owners have treated the car wonderfully. I'm greatly enjoying the chance to follow the history of the car as it moves off into the future.

Best wishes to all your club members during our pandemic crises. Thank goodness we have a very stable genius in control of the Presidency.

Be well, J. Paul Nesse



(Photos and water colour by J. Paul Nesse)

Long Distance Touring - Part 4

By Vern Dale-Johnson

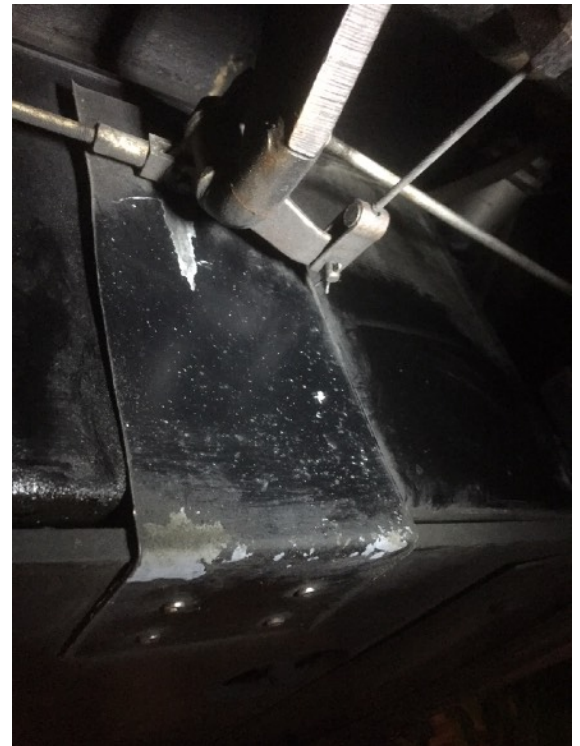
A reminder before I finish this series – this is not a “how to”, more a “what to” concentrating on “information” rather than “instruction”. For those of you interested in performing all or some of these mods to improve drivability, performance, or comfort I encourage you to seek further instruction and/or help from the experts (and no, I don't consider myself an expert!). Every Morgan is different, every owner has different thoughts regarding originality versus reliability versus innovation, so let your own experience and heart guide you.

This last article will look at interior and weather equipment modifications to make touring more comfortable. Many of these modifications or improvements can be made to your current equipment, others can be incorporated if / when you are doing some refurbishment work.

Let's start with sound and heat protection... with the added bonus, as you remove the old horsehair padding, of improving moisture evaporation (very worthwhile if you've been out over the past few months in the Sydney area!). Two types of matting are available – sound adsorption and heat reflective. The heat reflective matting I've used also cuts down on sound transmission. Engine heat and sound can be significantly reduced by insulating the inside of the firewall with an aftermarket heat reflective mat placed under any “trim” you may have on the firewall.

Use this same material under the fabric covering your doorsills to reduce the incursion of heat from the exhaust system, and under the fabric on your transmission/bell housing cover to further limit engine / transmission heat incursion. I've also used this material (it has a waterproof core of closed-cell foam) under my floor mats for driver and passenger. Use adhesive sparingly (or not at all) so you can remove matting temporarily for work or drying after a torrential rain. Sound absorption material behind your inner door panels, and inside the panelling around the tail section in your Mog (including under the panel covering your differential / axle) will cut down on road noise. Both types are available from most automotive interior trim shops or sourced through auto supply houses. Make sure what you use is waterproof!

While you have the differential cover panel off, consider adding some fuel tank protection behind the emergency brake (hand brake) toggle where it is mounted to the axle. This toggle can pierce the tank in the event of a rear end collision potentially leading to a fire. I've seen Lorne Goldman's +8 after such a collision and fire – he and Audrey were very lucky to have escaped the accident and subsequent blaze. John Mott has an article on the MOCA website “Rear end collision risk” that describes the “fix” - a 5 mm or thicker steel plate about 250 mm wide (and the depth of the tank) attached to the tank to spread any collision force and reduce the chance of a fuel tank rupture. When I made mine I created about a 60 mm 90° top-edge fold to “hook” this plate over the fuel tank (John went further with folds over both the top and bottom of the tank). Secure the plate with adhesive (you can make double sure it won't move by using a couple of wraps of plastic “strapping” around both plate and tank).



Editor's Note: See Pat Miles' article in Vol. 3 No. 1 from Feb. 2018 for Information on this fix.

(Pat Miles Photo)

High mount brake lights are another consideration – this addition to help minimize the risk of a rear end collision. Neil Hurst has an article on the MOCA website describing a simple “how to” mount for a traditional light. When I did a central brake light on our 4-seater, I sourced an “LED” unit from GM and mounted it (slightly modified) to the panel behind the spokes of the vertical spare tyre – effective and discreet. LED lamps can be brighter and faster than normal incandescent lamps thus are a good choice for this auxiliary lamp.

Other changes you might consider to improve touring comfort include:

- λ When rebuilding seats, build in an orthopaedic back and bum rest. In Canada these are available from most pharmacies, manufactured by “Obus Forme” (a web check tells me they are available in Australia through Axis Medical in Bowral NSW). Incorporating these into the seat structure underneath your seat fabric will give you fewer complaints at the end of each day. While you are rebuilding those seats, build large “map pockets” with cover flaps into the back of your bucket style seats...
- λ Your tonneau cover has a single zip down the centre. Any auto trimmer can add two more zips to your tonneau – down each side – to create “kidney covers” that do wonders if you travel without sidescreens on cool or damp days. Your tonneau has several lift-a-dot posts across the cockpit edge of the scuttle, so placing your side zips just inside the outermost post on each side will leave a “kidney cover” from your shoulder to the scuttle complete with the snaps to attach to the door. You may find this eliminates the need to carry your sidescreens!
- λ A “sun top” will do wonders both in terms of keeping the sun off you and your passenger and in reducing wind buffeting. Many fabrics are available, my choice is “sunbrella” as used in those large outdoor shade umbrellas. You can make a “sun top” yourself or have your auto trimmer create one for you.
- λ When having your weather top redone, have the auto trimmer include a zip-out rear window. This modification will allow you to use the weather top as a “sun top”.
- λ Pulling your Mog's hood over the windscreen's lift-a-dot fasteners can be a real chore, especially in cool wet weather. Consider a set of “hood frame swivel pivots” available from most Morgan dealers (I paid £33 from the manufacturer). These make the job “simple and effective without bruised fingers, broken windscreen, torn hood, or use of colourful language!”
- λ Many of us like to travel with a car cover to protect the Mog at night or in public car parks however, these can be bulky. An option is to create a “storm cover” that fits over the entire windscreen and cockpit. These are available custom made from Morgan agents (Melvyn advertises these for about £90) or you can make one yourself.

I've created one for our +8 from a “tent footprint” from the Kathmandu adventure store (Eurus tent footprint – even comes with a nylon stow bag), for about A\$30. Just needed some stretch cord additions to hook over things like bonnet buttons, sidecreen knobs, and taillamp assemblies to provide a snug waterproof cover a fraction of the size of a full fledged car cover.



(Morgan Moto Company Photo)

- λ Our 4-seater was a great tourer because we could pull out the rear seat cushion and seat back and replace these with a plywood open top (and open bottom) “box”. I mocked mine up in cardboard and masking tape before transferring to plywood, using thin aluminium 90° angle (as used by roofers for soffit) at the corners, and bolts / T-nuts to hold it all together. Make the box high enough to just fit under your tonneau – discreet and keeps the luggage out of the weather. I covered ours with Everflex to approximate the interior leather, and secured it with a couple of “L” angles to existing fasteners in the floor.
- λ Another 4-seater trick is to place a wooden crosspiece at tonneau height just behind the front seats. This can be attached to the tonneau via a 90° flap sewn onto the tonneau and secured to the front side of the crosspiece with several button snaps. Holds the rear of the tonneau taut, stops the wind from lifting the tonneau, and with the 3 zips allows the front section of the tonneau to fall behind each seat for added protection from prying eyes and weather. Boxes, crosspieces, and triple zips can also be used on 2-seaters.



- λ I'm not really a fan of luggage racks – an individual taste. Regardless of how you pack, buy some large “dry bags” for use inside your case(s). These will ensure your VSOP* has dry clothes for the dinner & dance! (* Very Significant Other Person)
- λ Morgan's have lots of little nooks & crannies where with some imagination you can “stow” equipment. Some examples – when we rebuilt the interior of our 4-seater I took the rear seat back apart, discarded the “bedsprings” and created two “leaves” with enough space inside to stow our weather hood... always there (except when we used the box), always out of the way. I located plastic oil bottle holders and used these, mounted inside the engine compartment, to hold those extra litres of oil and coolant. Under the seats and beside the differential are great places to store items in waterproof bags or built-in lock boxes.

That's it folks. I hope you've enjoyed this series and found one or more mods you'll make to keep you and your partner happier during long tours. I started this series by mentioning the publications from Fred Sisson and Gary Bell – these are worthwhile starting points.

Remember these are our personal experiences with the expectation they offer you food for thought – many Morganeers have found other solutions that work just as well! If you need clarification on any of my comments you can call me at (02) 9527 4818, 0416 397 124, or email verndj@optusnet.com.au.

Happy Morganeering!

(Steve Blake Photo)

MOGGING: Long Distance for Long Periods Alone - Part 1

By Lorne Goldman (aka GoMoG)

My wife and I retired early (40s). We lived in an area of world the size of Western Europe (la Belle Province due Quebec) pretty much bereft of Morgans. We had always adored destination snowmobiling and Morgans became our summer snowmobiles. We began mogging by extending our Morgan season in Spring and Fall car-carrying just beyond the snow to the United States and the charms of the old South.

After a few years, we bought and restored a second Morgan that we left with friends (Mike Duncan and John Worrall) in the UK's West Midlands. It is impossible to adequately describe the joys and adventures we have had. Before we realized it, we had mogged more than 400,000 kms on the back roads of three continents, five provinces, twenty-seven States and fifteen nations. We hope to do more.



We fly solo, though other moggers (1-2) join us from time to time for a few days..great fun. We also shun restricted access highways unless we must make up time for some reason. For us, the goal is mogging, not destinations. Autoroutes and Interstates are simply NOT conducive for Morgans! Waste of time...despite having had three big bad Morgans (aka Plus 8s) with tuned and over-sized engines, more than capable of tearing up distances...which we succumb to on occasion when near an Autobahn. On the other hand, any traditional Morgan is perfectly made for relaxing country lanes and the buffet of adventures they offer. We dislike following or being followed. It distracts from the delicious feeling of freedom. Therefore, we have always shunned caravan mogging unless required to for short periods (a chance noggin). The added safety of numbers is too great a compromise to the delicious freedom solo mogging provides us.

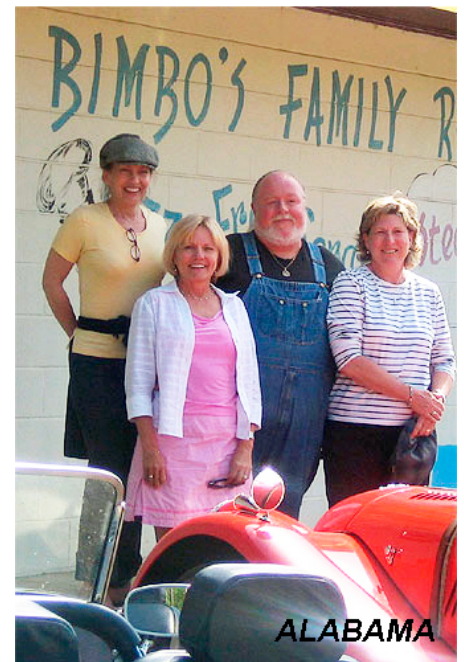
PENNSYLVANIA 1999



We also avoid set itineraries and pre-booking if possible. If you are mogging for weeks on end (our trips vary from 3 to 11 weeks and average 6), then planning to be somewhere weeks before the reality can have you driving 500 miles in the rain to sit in a hotel until it passes. Makes no sense. Our route is determined by daily weather forecasts, if necessary zig-zagging with the sun. We made a game seeing how long

we can travel in only sunny weather, our record is 35 days in the European Spring! Our record in the US/Canada is 28 days..in the Fall. We stop on many whims, mogging as little as 10 miles if something catches our interest instantly or as long as 1000 miles from dusk to dawn (once) if the route is lovely enough to warrant it. Over the years we built up a GPS war-chest of bookmarks of incredible places to overnight. So, now we can pretty much go anywhere and find a big welcome. Reservations are only necessary on Friday and Saturday nights. We have never been stranded in all this time. Somehow, with some circumstances, the generous help of locals have gotten us back on the road. We named the second car Humpty Dumpty!

(Photos by Lorne Goldman)



How can this be done?

1. You must have a working synergy between your Morgan, you and your companion. The three of you must make it reliable and/or reparable at the side of the road. In essence, you must be able to repair anything yourself or know where this can be done en route. The extent of your knowledge of your car depends on how far and long you will be going. We have never been mogging where the car, at least mechanically, did not come back better than when we left!

We did not begin with an intimate knowledge of our Morgan or anything automotive. You should start with shorter trips and learn as you go. That's how it happens. And now it is MUCH easier than when we started...with GPS, mobile phones and the [GoMoG Manual](#), you can find what is needed or use it to coach any local mechanic to fix anything.

2. Pack in a manner reflecting the mogging venue. I bring tools and parts accordingly. I have constructed storage bins through and under the axle compartment's lid. I place other items under and beside the seats. Every cubic cm is used.



North America This is the continent of easy access to scores of convenient stop-overs, each equipped with a high speed washer and dryer down the hall. In this venue, we spend our money on finding great dining (very rare) and the convenience of stamped-out motels. Check for deals online or pick up the discount books at the tourist offices entering each state. Of course, there ARE some extraordinary places to stay, but the distances between everything often means less time to stay over. We average 400+kms a day in North America.

The issue here is the scarcity of Morgan parts. So we carry more parts in NA than in Europe. On the other hand, the constant presence of the washer/dryers means that we need less clothes. 3-4 days worth is

sufficient. Learn how to mix and match!

Europe and the UK This is very different from North America. In a world of lovely places to stay, with mediocre and inconsistent motels but with fabulous inns and chateaux. We cherry pick them with great relish. More on this in the second installment. Back roads are generally better and divided highways always great but very costly in some countries. Our fuel costs are the same as North America, because the multiplicity of fascinating reasons to stop is much greater and we average one-half the distance daily than we do in NA...200kms a day. Parts can easily be procured (by messenger from the UK) in a day or less, but mechanical skills are less frequently found roadside. You need to find an old garage with an old fart. They are marvellous. Morgan dealers, if you can find one outside of the UK, are too often booked ahead for a week.

In a nutshell, in Europe we carry far more clothes (a week's worth) stored in the same format, and less parts. Same amount of tools.

In North America, we travel with less clothes (as you can launder them every night if you want) and more parts.

Actually, I mention this one with humour. The fact is that spare parts have often come in handy on a Mogging trip and they turn a major PITA into a cute anecdote. Of course, if there is a need, for a mogging parts list, this must reflect the model of Morgan.

3. Pack with thought. Something often missed by Morganeers when packing, is to put thought into where to place items in your car and keeping in mind balance and centre of gravity. It is important to pack with your gear balanced so that the handling of the Morgan will not be prejudiced to a degree that it will be less safe and no fun. The logical goal is to pack in a manner that does NOT prejudice your enjoyment of your Morgan during your precious holiday time. Seems simplistic but most people never achieve that.

- i. They over pack (the surest sign of traveller inexperience).
 - ii. They pack in a way that upsets the balances the car and therefore its comportment, its fun and its safety.
 - iii. They use storage devices (suitcases) that block their rear view.
 - iv. They pack in an manner that makes access to items regularly needed very difficult.
 - v. They pack in a fashion that detracts from the look of their sublime Morgan. (This is the reason that when offered the option in the Company's rebuild of our Morgan, we refused later Easy-Up hoods as when unused, they must be bunched up behind and therefore obscure the incredible famous line of the car. (A line so distinct that the Company was able to obtain an industrial patent on this silhouette some few years ago!)
 - vi. They place cases that can leak on the rear rack, or use coverings that are ugly. There is nothing worse than arriving at night to find that your clothes are wet and tie-dyed.
- Here's what we do, aside from packing parts and tools as described above. .



Gladstone Bag

A. Calculate how many days between convenient laundering. Then take only what clothes you will need to cover that period. Any extra space can be used for items you might want to buy..a rare experience when mogging.

B. Balance the car 1.

Use two Gladstone overnighter bags. Gladstones taper at the top and therefore are shaped to the slope at the very rear of the axle compartment. The ones we use have side and end pockets for small items and laptops.) Measure the width of your rear compartment and buy two accordingly. Leave a little leeway. Ours fits atop the side curtains and the top or tonneau. **Place your heaviest travel items in these bags** your shoes, your toiletries,your laptops. The axle compartment is the best place on the car for extra weight. That weight will NOT effect the handling of the car. BTW, the Gladstones are enough for a long weekend and remove the need for a awkward bag on a rear rack. We remove the rack whenever it is unneeded. It takes one a few seconds and doesn't do much for the look of a Morgan UNLESS there is a pretty suitcase on it. Took me a while for that fact to hit me!

Regrettably, access to the rear compartment is only easy with reclining seats. I found that reclining seats also eliminate any back pain I used to have, merely by changing the angle slightly through the day. The best Morgan seats were the Restalls used from 1969 to sometime in 2002. They had a lever to tilt the seat forward completely and an angle adjuster wheel at the side. That made them easy to alter the angle of the seat without losing the position if you had to tilt them forward to access the rear compartment. The later seats, still used today I believe, have only a release lever, requiring the occupant to re-adjust the tilt every time they accessed the rear.



Morgan Plus 4 70th Anniversary Edition Hits the Road

It was less than two months ago that news of the Morgan Plus 4 70th Anniversary Edition was announced. A run of just 20 cars - celebrating the 70-year production run of the steel-chassis Plus 4 - would be built and, even before production had begun, each one had been earmarked by a customer keen to be a custodian of this important piece of Morgan history.

Now, the concept has become a reality. Last week, the first four 70th Anniversary Edition cars completed their painstaking build by the team of craftsmen and women at Morgan's factory in Malvern, UK.

Outside the workshops on Pickersleigh Road, they wait to be shipped to eager customers in the UK and overseas. The sun glints off their Platinum Metallic paint, a colour carefully chosen by Morgan's designers to highlight the cars' homed nuances, details which have been refined over even decades; and their iconic silhouettes. The distinctive hue of the bodywork is complemented by satin dark grey wire wheels with brass "knock on" wheel nuts, a motorsport-inspired front valance and an exterior black pack including a black stone guard, A-pillars and sidescreens.



Less obvious, until you step a little closer, is the gold chassis. It's the first time Morgan has painted a chassis in this colour, but it's for good reason - the edition marks the end of production for the company's steel chassis, which has been in production since the launch of the Morgan 4-4 in 1936. In fact, the Plus 4's successor, the Plus Four (referred to with a wordmark as opposed to the numerical reference), which uses the CX-Generation bonded aluminum platform, is already in production.



Inside, the 70th Anniversary Edition features a brown leather interior with specially embroidered headrests, a Ravenwood veneer dashboard, dark grey box weave carpets and a satin black Mota-Lita steering wheel. Meanwhile, performance has been enhanced with an Aero Racing engine map, raising power from 154bhp (115kW) to 180bhp (134kW), and an Aero Racing sports exhaust.

Steve Morris, Morgan Chairman and CEO, said: "It has been fantastic to witness the first Plus 4 70th Anniversary models complete production. They represent the last steel chassis models, and we are delighted to be able to celebrate such a significant milestone in this way. It's a poignant moment as the first CX-Generation Plus Four models are built alongside the final steel chassis Plus 4 models. We feel that both models represent the true qualities of a Morgan sports car."

Jonathan Wells, Morgan Head of Design, said: "As the design team creating the Plus 4 70th Anniversary Edition, our aim was to create a classic look, yet one that exudes the significance of what it represents. A mix of premium tones, high-quality materials, and exquisite details reflect the essence of the venerable Morgan Plus 4, and provide a fitting tribute to the steel chassis that has formed its backbone since it was launched in 1950."

The completion and distribution of the first cars came just before the Morgan Motor Company took the decision to close its factory for one month as part of efforts to combat the spread of the coronavirus (Covid-19). For the first time since World War II, the Morgan factory will lose for an extended period, beginning 25 March 2020.



(Article and photos courtesy of Morgan Motor Company)

Bristol gets the bullet



Small manufacturers of automobiles have a hard time. Numerous brands have been bought up and many meet a sad fate. Here we see an article reported in Octane magazine explaining the current woes for Bristol. Thank you to Octane magazine for this article.

BRISTOL CARS LTD has disappeared for what many believe will be the final time, after the latest incarnation of the company collapsed with huge debts.

A previous winding-up order was rejected in 2018, but on 5 March it was confirmed that the company had gone under and its assets would be sold to pay creditors. It was declared bankrupt on 22 January and a liquidator appointed on 3 February.

As *Octane* went to press, the Bristol Owners' Club was mobilising to save what it can, following the rejection of an appeal against the winding-up order by the courts. Of greatest concern is the potential loss or breaking-up of the company's archive.

A statement from the owners' club said: "This will have a devastating effect on the employees and the first thoughts of the club are with them and their families. The committee intends to keep in touch with them to see if there is any practical assistance the club can offer. In the meantime the club committee is engaged with those involved to preserve what we can of the heritage and associated spares for the marque. It is our hope that the assets can be kept together and that a safe home can be found for the archive."

The Kamkorp-run business had risen from the ashes of the post-Toby Silverton company, which went out of business in 2011 and closed its Patchway factory. Kamkorp, which also

owns Frazer Nash Research, had the restoration and sale of classic Bristols as its main Bristol business, but also teased the retro-classic Bristol Bullet – a 70-off, £250k BMW V8-powered speedster.

It is a sad end for the marque that grew out of the Bristol Aeroplane Company immediately after WW2. It was nurtured for decades by the White family, as part of BAC and Bristol Siddeley Engines Ltd. In 1960 it became independent and was run by founder George White and Tony Crook, with Crook taking sole control after White stepped down due to illness. After Crook's 2007 retirement the company was run by Toby Silverton until 2011.



1952 Bristol 401 once owned by Steve Blake

Not a Morgan Story, but a Sports Car Story

By Steve Blake

As many of you know, I enjoy many different sports cars. I have owned 26 British sporting cars from MG, Triumph, MINI, Morris, Jaguar, Lotus, Bristol, Austin-Healey, TVR, and of course, Morgan. I have owned 13 German sporting cars from Porsche, BMW, Audi, Opel, and VW (dune buggy). There were 6 Italian ones from Fiat, Ferrari, and Lamborghini. The three Japanese sports cars came from Mazda, while the lone American one was a Pontiac Solstice. The one thing all these sports cars had in common was the smile they brought to my face!

When I look at the PACMOG roster, I note we have many members who raced cars, mostly Morgans, but others as well. We have many members who have restored their cars and continue to work on them. We have engineers, mechanics, and ones who restore, repair, or make parts for other's cars. We have many members who at the blink of an eye will give you advice or share a story related to a problem you have with your Morgan. We have a number of members who like to go on long drives, short drives, over-nighters and have even taken their cars overseas. Some members now prefer shorter drives ending with a lunch at a local pub and some are happy to sit at a car show regaling the on-lookers with stories about their car or Morgans in general. The one thing we all have is a love for sports cars and most of us trace that back to when we were very young.

As a child, I was introduced to sports cars gradually. The first one that stuck in my memory was the Morgan. When I was 11 years old, we were camping on Vancouver Island. My Dad had an old Desoto which developed a significant knock in its engine. The car was taken to Sterne's Garage for engine work. Turned out we had a broken connecting rod. While at the garage, I couldn't help but notice the Morgan sports cars parked on the lot, in the showroom and on the hoists being serviced. I listened to the throaty roar of one couple driving their's back to the ferry after a service. The roar came from the Morgan's engine, not the couple!



Other memorable sports cars of my youth were the 1966 Jaguar XKE purchased by the art teacher at our school. It was magical in its Burgundy livery. The chrome spoke wheels and convertible top added to its charm and many of us drooled over that car. Unfortunately for the teacher, the next summer he had his next door neighbour's boy washing the car for him after which he gave him the keys to take it for gas. Going down the Upper Levels Highway, the car was totaled when it left the road after losing a wheel. The tires had just been rotated and one of the knock-offs wasn't tightened sufficiently.

(Top: Dad's 1956 Desoto

Above: Steve's 1968 E-type)

I came across other sports cars in my youth that attracted my attention. I saw a group of MGTC, TD and TFs driving in a group down 12th Avenue one day. A classmate's father had two MG Magnettes. While visiting a friend in Mexico City, I was reacquainted with the Jaguar XKE. Her father had a yellow one parked in their garage. Morgan had moved to Burnaby and my friends and I would ride our bicycles past the garage to look in the window at the latest arrivals, including the modern but unusual-looking Plus 4 Plus.

When I was 15, my Dad took me to a British Car Show for new cars. It was held at the North Shore



Winter Club after the ice was out for the summer. I was getting closer to the time that I would have a driver's licence and could see myself in one of these little gems, specifically the MGs and Triumphs because they were more affordable. I did like the Mini and the Jaguars but the one car that captured my imagination on that day was the Marcos. They had one in silver and it was stunning. It definitely had the largest gathering of people looking at it. The first car I bought that I could actually drive on the road, was a 1960 Morris Mini. My first sports car came a couple years later when I bought a 1965 MG Midget.

The summer I was 17, I was making my way home from Mexico City and stopped in San Francisco. On the way from the hotel, I walked past a garage that was servicing Ferraris. The Ferrari was the ultimate sports car at that time. The racing heritage of Enzo's cars was well-known and most young boys aspired to owning one. I walked into the garage and stood beside a 275 GTB and admired its green paint and swoopy lines. Beside it was another one that was a burned out shell. I could hardly imagine what they were going to do with it because it looked like there was

Top: Steve's 1949 MGTC

Middle: Steve and his 1960 Morris Mini - circa 1970 (shadow in the photo is making the fender look darker)

Bottom: Steve's 1965 MG Midget waiting to go to the checkpoint they were manning on the 1972 Thunderbird Rally



(Steve Blake Photo Collection)



nothing left to salvage. That was my first encounter with Ferraris and it did leave another lasting sports car impression on me.

Fast forward many years and I can now say that I have enjoyed many different sports cars. I will continue to enjoy these cars as long as there is gas in the pumps and they allow us to drive. Electrification will change things because we will no longer have the visceral thrill of the sound and smell of gasoline-engined cars. The feel is entirely different as we lose things like shifting gears and wringing

the best performance out of undersized engines and suspect gearboxes. As the horse-drawn carriage days have gone, one day our true sports car days will also be gone. In the meantime, while I still live and breathe, I am going to do it in a true sports car!

This past September, I traded my 2016 Lamborghini Huracan Spyder in for a new 2020 Ferrari Portofino. My car was built from January to February 2020, and finally arrived Thursday, April 16. I love the car and find it is the best of the exotic cars I have owned so far. This one has the right balance of great handling, performance, and guttural sound, with the engine putting out 600 metric HP or 591 hp in our old vernacular. There is more space inside so bringing a case or two of wine home from the Okanagan is again possible. The only difference from the early sports cars I have owned is that the car has an aluminum roof that folds into the trunk, the seats are 18-way adjustable for comfort, and the paddle shifting dual-clutch transmission is much faster and smoother than the old clutch and gear-shifting method. I guess creature comforts mean more as we age.



Ferrari shared photos with me as my car was being built. I must say that the service from Ferrari and Maserati Vancouver is exceptional. They are really car guys and work to make your experience special. After I have some more kilometres on the car, I will write about the experiences. It's not a Morgan and it's not British, but just like with Peter Morgan who owned a 1973 Ferrari 365 GT4 2+2, It does bring a big smile to my face.



The Morgan Link



April 2020

How to Disinfect Your Car Without Destroying Its Interior

By Grace Houghton in [hagerty.com](https://www.hagerty.com) (submitted by Frank Gruen)

It may be a while before we're detailing our favorite rides in anticipation of a packed cars and coffee gathering, but even folks hunkering down at home under government ordinances need to make grocery runs. Whether you're headed to Costco in your Chevy C10 or to the pharmacy in your minivan, you'll want to keep your ride clean. That's good practice in general, but before you attack leather seats with Lysol wipes or start bleaching your dash to annihilate any trace of coronavirus, take 15 minutes and watch this video.

Professional detailer and experienced chemist Larry Kosilla of Ammo NYC removes much of the scare of sanitation

with his calm, thorough explanation of how and why to disinfect your car. Even if you're not looking to invest in fancy foaming cleaners, Kosilla's advice is still highly relevant. Did you know that "clean," "sanitize," and "disinfect" are distinctly different processes, each designed to satisfy a different standard? Cleaning a surface physically removes dirt and germs, but doesn't chemically kill any of those germs. Sanitizing and disinfecting a surface may or may not remove dirt and grime, and each denotes a different intensity. When you sanitize your hands (for instance), you aren't killing *all* of the germs, you're simply knocking down their numbers to a safe, lower level as determined by public health standards.

There's a reason we *disinfect* things with bleach, and don't wash our hands with it; disinfecting is a take-no-germs-as-prisoners method. A realistic approach for your car's interior, then, is to clean and *then* sanitize.

Whether you want to go all Mr. Clean on every interior panel and button or not, focus on the "hotspots" for germs: your steering wheel, interior door handles, cupholders, gear shifter, seat buckles, and radio/climate control buttons. (Only after you've attacked these bastions of germiness, the CDC recommends, proceed to less-often contaminated surfaces.)

Before touching any of those hotspots, though, consider the wipe or spray you're wielding. If it has an EPA registration number on the back label, it's packing legitimate germ-killing power. Then, read the instructions, paying particular attention to how long the given product is supposed to say on the surface. This is known, in pro speak, as the product's "dwell time." Wipe down your car in a rush, and you'll do only minimal damage to potential germs. Allowing the product the time it needs to do its job—whether sanitizing or disinfecting—is the key here.

Then, test a small, inconspicuous panel in your car: the back of the steering wheel, for instance, or the side bolster of the seat. After the specified amount of dwell time, check for any fading or discoloration in the surface. None? Then you're good to go.

To preserve your hard sanitizing work and avoid introducing germs back into the environment, wash your hands before entering your vehicle. Keep some hand sanitizer in a compartment if you can, and if all else fails (or is unavailable) wear a clean pair of rubber gloves and dispose them after each drive—just wait to remove them until after you grab that interior handle to exit the vehicle. Oh, and your keys? Bet you didn't consider those. Worth a wipe-down, as well.

Kosilla also recommends avoiding direct contact with a gas pump handle or button whenever possible. They're *staggeringly* dirty on a good day, not to mention the threat they could pose during a pandemic. Use gloves or a paper towel to grab the pump handle, and use the nozzle to nudge the fuel grade button.

Here's to keeping ourselves and others safe. Tucking away some sanitizing wisdom for future days is never a bad call.

(Thanks to [hagerty.com](https://www.hagerty.com) for this article)





Continuation of a Theme!

By Steve Blake (subbing in for Dave who is self-isolating on Vancouver Island)

Self-isolation has given us all a little extra time at home. I used part of my time getting caught up on emails and starting the April edition of the Morgan Link. When Dave submitted his last Dorg's Morg focussed on gas caps, it reminded me of some of my own past escapades. I shared a couple with Dave and we thought it would make a good followup.

The nicest gas cap I owned came on my Lamborghini Gallardos. The caps for those cars were cast alloy, turned on a lathe and engraved with Lamborghini. I was disappointed when I bought my new Lamborghini Huracan and discovered that they went to a gas cap that was an integral part of the filler flap. It was a rubber bung that was attached to the filler flap so you couldn't forget it, just shut the door. It did not have the same class or richness as the older ones. One word of warning, don't leave your cap at the gas station because replacements are \$725.00.



Speaking of leaving gas caps at the gas station...I did this once when I was driving near Bath, England in my VW Westphalia. A distraction at the end of my fill-up had me driving away without replacing my gas cap. When I returned to Germany later that day and had to refuel again, I noticed the cap was gone. To my surprise, a couple days later a package arrived for me in the mail from the UK gas station. They had returned my cap!

At least leaving the gas cap off is better than leaving your oil cap off. I did this once after changing my oil, again being in a hurry or getting distracted. I drove my old Toyota wagon to the North Shore when I realized something was wrong. I saw flames shooting out from under my hood. I stopped by a garage and opened my hood to realize that I had a nice fire burning from the oil that had spilled out onto my exhaust manifold. Fortunately, the carburetor and distributor were on the opposite side. I ran to the service station and grabbed the bucket of water holding the squeegees and tossed the water on the fire. Absolutely the wrong thing to do with an oil fire, but it worked. The flames were doused. I returned the bucket and checked under the hood. I was very lucky as there was no damage or sign that there had even been a fire. My oil cap was still sitting on top of my valve cover. I replaced it and resolved to buy chemical fire extinguishers for my cars.

One of the things Dave wrote about was trying to figure out which side of the car the gas filler was on. I did learn about the little arrows pointing to a little gas pump in the instrument cluster several years ago, but to my dismay, some cars, usually rentals, had the arrows on the wrong side. This is probably from some car manufacturers going to the community parts bin for instrument clusters without paying attention to the fuel filler indicator.

The most interesting experience I had trying to fill up my tank was when I took delivery of my “new” 1937 Chevrolet pickup truck. My truck, with an empty tank, was dropped off for me in Blaine, Washington. Transportation companies ask you to just leave the minimum amount of gas in the tank so they can drive it on and off the truck. I learned this the expensive way when I shipped my Lamborghini to Italy for the 50th Anniversary Giro, or drive around Italy, for the Lamborghini factory. I filled my tank prior to dropping my car off for transport, with what I thought would be a much cheaper first tank of gas. Italian prices were almost double what we pay in Canada. When I was reunited with my Lamborghini in Milan, I quickly discovered that I had an almost empty gas tank! They had drained my fuel for shipping.

Back to Blaine, I started up my Chevy truck and drove to a gas pump to fill up. I got out and walked around looking for the filler. It wasn't on the right side or the left side. I figured it must be at the back. Not there. I checked under the hood where it is found on some old cars. Not there. Finally I looked under the truck to see where the gas tank was located. It was under the seats. I opened the passenger door and lifted out the passenger seat cushion. There was the bung! To fill up you have to open the passenger door, flip the seat cushion out, and use a wrench to undo the “cap”. The filler was moved outside in later years, probably after a few passengers were gassed!

If you have any interesting stories, send them in!



Don't forget to enter the contest! See page 35
Here is Steve Blake's #103 - Tsawwassen Ferry Terminal



Morgans in the Movies

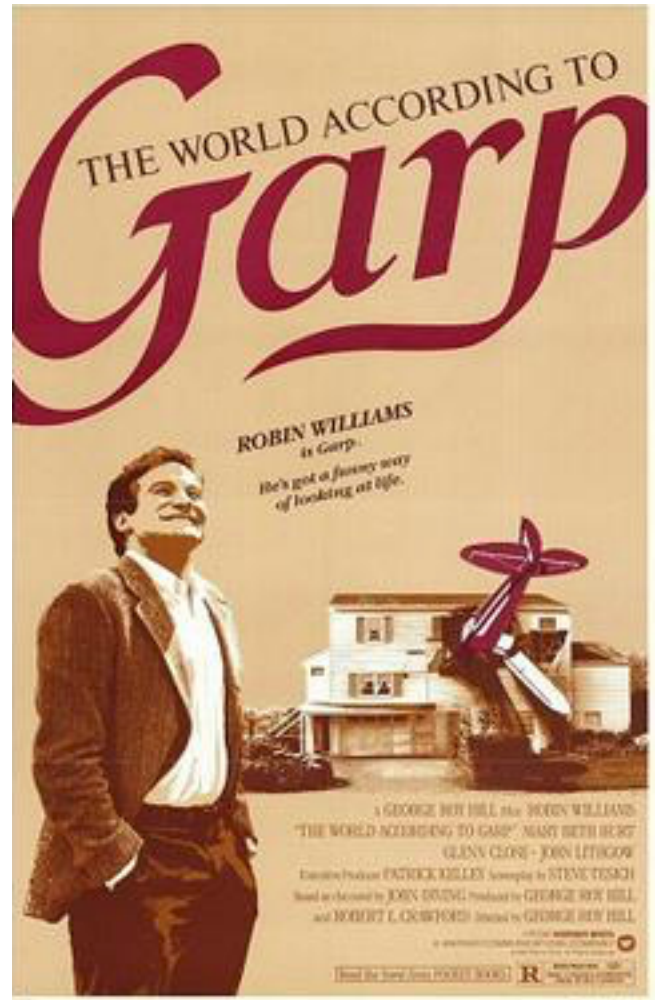
By Steve Blake

The World According to Garp (1982)

Starring Robin Williams, Mary Beth Hurt, Glenn Close, John Lithgow

This comedy/drama was directed by George Roy Hill and based on a novel by John Irving titled The World According to Garp. The story is about a struggling young writer who finds his life and work dominated by his unfaithful wife and his radical feminist mother, whose best-selling manifesto turns her into a cultural icon.

The movie was nominated for 5 Academy awards including best supporting actress for Glenn Close and best supporting actor for John Lithgow. The movie also stars a 1972 Morgan 4/4.



(Photos downloaded from imcdb.org)



Website Report

By Tom Morris

www.pacmog.com

Entries are now open in the 2020 version of the Snapshot Contest. This year will be tough with so many events canceled due to the Covid-19 concerns. Who will be the first to capture a Morgan Memory for 2020?

Announcing a Pandemic Related Rule Change for the Morgan Moments Snapshot Contest

For the duration of the social-distancing restrictions, anytime you have your Morgan out for a drive you'll be able to snap a photo and enter the contest. You probably already have some perfect locations in mind for that prize-winning snapshot. Get out there! Carefully position the car, frame the shot just so, and send it in to us via the Morgan Moments page in the Members Only section of our website. Fame and glory could be yours as easy as that, and all without coming within six feet of anyone. Perfect way to relieve some stress in these trying times. Other rules still apply, so remember, you'll have to include a recognizable portion of the Morgan in the shot to be eligible. And please be sure to include the location and date, along with a brief comment when you submit your entry.

A big thank you to Steve Blake for placing the first entry, taken on the Stir Crazy Run, in this year's contest.

<http://www.pacmog.com/>

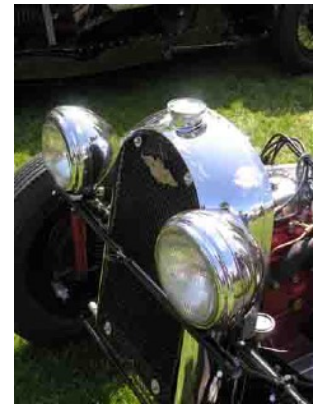
Two for One!

If you are trying to think of where to take a photo of your Morgan, why not look at the list of [111 Places in Vancouver You Must Not Miss](#). You can take a photo beside one of these places and enter your photo to both contests. Enter your photo in the Morgan Moments Contest and also send a copy to Dave Doroghy for the 111 Places in Vancouver contest. See Page 35 for information.



Morgan Historic Register (MHR)

By Machiel Kalf



We started the MHR because owners would like to have more attention in the Miscellany and the Morgan Link. Of course, I can write something about my way of building up my collection, but, this column gives you a great opportunity to tell something about your collection, the restoration of your older Morgan, a repair job you did last winter or an adventure, with your Morgan, from the past. Maybe a meeting with someone in the Morgan world you never forget.....

Collecting Morgan memorabilia: Personally, I always wonder about the following, if we go back to the past, the 24 hour of Le Mans from let's say 1961 or 1962. At that time about 100,000 people went to the race. At that time a photo camera was not cheap, but, let's say 1% of the visitors owned a camera. You could buy a photo film for 12, 24 or 36 photos. Even the average of 24 photos brings us to 24,000 photos of that specific race day/weekend. Where are those photos now? How do you find out who still has them somewhere in a drawer?

Talking about collecting stuff, Tim Ot is one of many collectors in the UK. I am very happy that he showed (an important part) of his collection. He is one of many Morgan owners from all over the world that are doing something with their Morgan collection, for example decorating their man cave or garage. Would you like to show your collection? Please share. I look forward to your response.

MHR-Register

Would you like to register your older Morgan, if it left the factory with a carburetor, then, please, contact Ron Fermont fa@zeelandnet.nl.

MHR Car Badges & Pins

We still have some MHR-car badges and MHR-pins in stock. Prices are £45 for the Car Badge (incl. Delivery worldwide) and £10 for the Pin (£8 if delivered with a Car Badge). Please contact Andy Downes at mssc.mhr.assist@gmail.com or call 07952 634 611 (evenings please).

Parts & Suppliers List

Andy also manages the Parts & Suppliers List. If you use a particular supplier who has given you good or exceptional service, please let him know using the details above and he will update the list. If you would like an updated copy, please ask – this is only available via Email in PDF format at present.

For all other questions, responses, announcement, plans, ideas, everything concerning older Morgans, please, contact Machiel Kalf, machielkalf@ziggo.nl By phone: 00 31 6 41776237.

Enjoy your Morgan(s)

Machiel.

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Artwork in the Morgan Motor Company Museum - 2010 (Steve Blake Photos)



Upcoming PACMOG Events

By Bob Wadden

Watch your emails for updates on events. At this time, due to Covid-19, all PACMOG events through to the end of April have been canceled. So far, our June Father's Day event is going ahead. As you may have heard, the Van Dusen ABFM has been postponed until later this summer. We believe it may become an August event this year. We will inform you when we hear more about this event.

We have also had to postpone our AGM as the May meeting date is not possible. We expect to have it before the BBQ associated with Van Dusen. However, that decision has not been made by the executive at this time. When meetings can be held again, PACMOG executive will meet and discuss the timing of the AGM.

Stay tuned and stay safe!

Island Groups' Annual Fathers' Day Gathering

Saturday, June 20

BBQ to be hosted by Rudi & Patty Koniczek, 275 Viaduct Avenue West in Saanich. Arrival time anytime after 5:00pm and dinner will be served around 6:00pm. BYOB & dinner cost to be determined at a later date.

Sunday, June 21

Meet at Beacon Hill Park around 8:30 for the car show and picnic.

Monday, June 22

A trip up Island is in the planning with a 2 night stay at the Oyster Bay Resort just south of Campbell River. We will spend Monday getting there and a drive to Gold River will be in the plans for Tuesday. Some of us might add an extra night in Powell River (Wednesday) to visit Lund and have a different route home. This is a repeat of a trip I organized in 2018 and it was a great success.

Please reply to janecowan@shaw.ca / 250 592 4647 / 250 516 6364 if you plan to attend any of these events.

If you wish to be on the up island trip I need to hear from you a.s.a.p. I have set aside the 15 cabins they have available and have said that I will call them by the weekend.

Spring & Summer are coming! Let's enjoy our special cars!

Jane

111 Places in Vancouver Contest Run

Dave Doroghy is sponsoring a contest where you take photos of your Morgan next to the 111 places in his book. Winner is the one submitting photos of the most places. We are thinking of having a run at some point to drive past several of the 111 Places allowing you to take a photo of your car. These photos can be submitted to the contest. We will not drive by all 111 Places! You can be taking photos ahead of time and after this drive. The book is a great one to have in your home for when guests come to stay. It shows numerous places that are off the beaten track and ones that have history or which you may not have been aware. The contest prize is an autographed copy by Dave which is priceless! Email Bob Wadden or Ken Miles if you would be interested in us setting up this run, weather permitting. The contest will end on June 1, 2020.

Email your entries to Dave at doroghy@hotmail.com



The Old English Car Club
& Saanich Historical
Artifacts Society present



The 15th Annual British Restoration Fair & Swap Meet

~~Sunday, May 3, 2020~~

10am – 3pm (rain or shine)

**Heritage Acres,
7321 Lochside Drive,
Saanichton**

Admission:

\$5/person to a maximum of \$10/car
(Children 12 and under free)

- Show & Shine and Car Club displays
- British "Cars For Sale" area
- Parts, Tools, Literature, Collectables
- Large parts and restoration projects
Bulletin Board
- Automotive parts and services suppliers
- Miniature trains will be running
10:30am-2:30pm; rides by donation



Information

Richard Leville
250-889-9041
2234richard@live.ca

Registration

Ken Parker
250-656-3128
kp3128@telus.net

To register as a vendor or sell your British car visit

www.oecc.ca/sfb

Postponed or Canceled? TBD

Proceeds in support of



THE GREATEST SHOW ON BRITISH WHEELS

35th

ANNIVERSARY



ABFM

2020

VANCOUVER
MAY 16, 2020



PHOTOS BY: CABRUT.CA

Postponed To August??

FEATURED PARTNER: BRITISH TRIUMPH MOTORCYCLES, 100MPH STAG



GILLD WESTERNDRIVER.COM www.SynchronisedWines.ca

To the valued entrants, supporters, enthusiasts and sponsors of the 2020 Vancouver ABFM & Whistler Run events

Event Dates Rescheduled

The **Vancouver ABFM** has been actively monitoring governmental and WHO advice regarding the development of Coronavirus COVID-19 over the past weeks. With a dramatic shift in the global response, it is clear that COVID-19 will have a profound impact beyond our health and day-to-day activity. As a result, and in discussion with all concerned, the decision has been made to postpone this year's event from Saturday, May 16, 2020, to **later this summer**, subject to week-to-week developments of the pandemic and direction from City officials.

The **ABFM Whistler Run**, originally scheduled for May 17, 2020, is postponed to **later this summer** and is also **subject to week-to-week developments of the pandemic**.

The nature of the Vancouver ABFM & Whistler Run events, together attracting large crowds of enthusiasts of all ages from across British Columbia, Alberta and the U.S., means that the postponement of these popular annual events is the most appropriate decision to take at this time.

The safety of our event attendees, exhibitors and participants is of paramount importance and we will continue to closely monitor this unprecedented situation. We will continue to keep you regularly informed on both these events.

Vancouver ABFM & Whistler Run Policy

The Vancouver ABFM & Whistler Run organizers wish to reassure all paid entrants and sponsors to both events (purchased for the original May 16 & 17, 2020 event dates) that their current confirmation of entry will be applicable for the rescheduled 2020 date(s).

For those already registered: If you are unable to attend on the new summer date(s) for 2020, you may apply your payment towards the 2021 event(s). If you choose this option, one of our anniversary dash plaques from 2020 will be forwarded, and if you have ordered a T-Shirt/Golf Shirt or extra dash plaque(s) those items will also be mailed.

Should you be unable to attend and would like a refund, please email jstewart@westerndriver.com and allow two weeks for processing.

Patrick & Joan Stewart, organizers of the Vancouver ABFM and ABFM Whistler Run, thank you for your continued support of these events and ask that at this challenging time, care and support for one another remains at the forefront of all our minds—together, we will overcome and enjoy better times down the road.



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

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

Recent Sales and Auctions



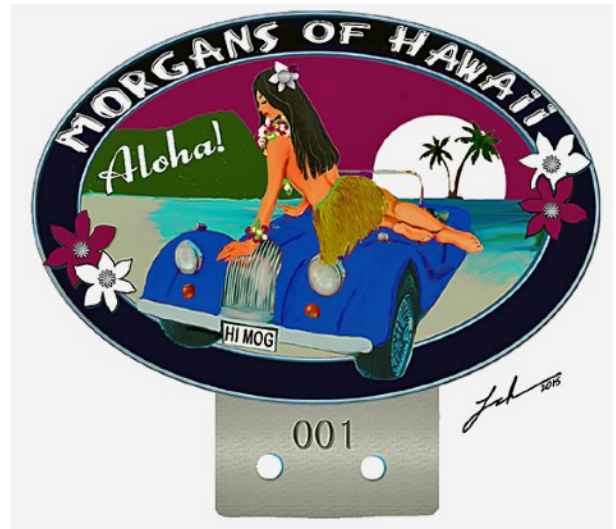
This 2005 Morgan Aero 8 was sold on BaT for US\$63,000 on April 6, 2020. This car was water-damaged during Hurricane Sandy and restored.



This 1959 Morgan Plus 4 with purportedly only 5000 miles from new sold on BaT for US\$31,500 on April 9, 2020.



This six thousand mile 1995 Morgan Plus 8 was sold on BaT for US\$54,500 on April 21, 2020.



Editor's Note:

I am always on the lookout for stories. It doesn't have to be a full article. Point form works and I can write it for you. Photos are greatly appreciated. Just had a ride in your Morgan? Snap a photo and drop me a line telling me where you went. Did a repair or maintenance on your Morgan? Tell me what you did. If you are about to do a project, even a very small one, snap a photo and share with us. See a Morgan when you are out and about, snap a photo and send it to me. Thanks to all of you who have been keeping me supplied with material!

PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



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
Mona, ON L9W 6C7

cmcmogrbc@gmail.com

905-857-3210



Steve Sillett

Delta Location:

Unit 2, 6455 64th Street
Delta, BC V4K 4E2

Vancouver Island Location:

9709 Youbou Road
Youbou, BC V0R 3E1

604-530-1433

www.panelcraft.ca



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Terry Firestein

604 910 0857

www.autobauer.ca

autobauercanada@gmail.com

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Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2020 Membership Application

(Please print in block letters)

2020 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal / Zip _____

Home Phone _____ Cell _____ Other _____

Email Address _____

Spouse/Partner Email _____

Morgans - Continue on the back if you have more than two!

1. Year _____ Model _____ 2-seater ___ 4-seater ___ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____

2. Year _____ Model _____ 2-seater ___ 4-seater ___ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____

Member's names, addresses, telephone numbers, email and Chassis/VIN numbers are published to other PACMOG Members in the Roster. You may opt out if you **DO NOT** want your information published by checking the box.

