



The Morgan Link

Vol 5 No 7

The Magazine of the Pacific Morgan Owners Group

August 2020



From the Editor's Desk...

Since I am the newly appointed, anointed or acclaimed Chair of PACMOG, I will need to rethink some things. Right now, everything will remain the same as members keep driving their cars, submitting articles and generally enjoying the club. I have been able to put the magazine together in less time thanks to my writers who have kept me supplied with material. With this support, I will be able to manage both roles for you.

This month we have several interesting articles. Mike Pullen, formerly with the Morgan Historic Register, has written a followup to Alistair Crooks's great Trials article. Mike has been a Trials Marshall for years and has given us his perspective on this event. Alistair found a great video showing how manufacturing numbers of automobiles has changed from different countries from 1950-2020. You must watch the video, it is amazing! Just copy the link.

Pat Leask has written an article on his trials and tribulations around installing an overdrive in his Morgan. It is quite humorous at times but probably not so much for Pat! He suggests some options and revisions. This project is certainly not for the feint at heart!

We continue to follow our member, Tom Everts, as he waits patiently for his paperwork to come through so he can fly to Pennsylvania and drive his new Plus 4 home. Progress is being made but bureaucracy is sometimes excruciatingly slow.

Machiel Kalf has answered Dave Doroghy's knob questions and he has supplied some old documents outlining the workings of the Selectaride Suspension. How many of our cars were fitted with this device?

Breaking news! Congratulations to John and Dawn Moss who have just bought a Morgan 4-seater.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

August 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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Report from the Executive- August 2020

By Steve Blake, Chair

Thank you to those of you who logged into our AGM. I look forward to serving you this upcoming year and hope that we are able to at least have some good drives in this time of Covid-19.

It was heartening to see that the majority of the executive stood for another term and we welcome Chris Brunt-Tompsett to join us on the team. Duties of Directors are listed to the right and I encourage you to contact them if you have any queries or ideas for future events or club direction.

We have decided to continue using an electronic platform, at present Zoom, to meet for reasons of health safety and for closing the distance gap for participants. Using this media allows members far removed to be able to sit on the executive because physical proximity is not necessary for almost all executive duties. Signing cheques is about the only exception.

The recurring theme in most clubs, especially automotive ones, is how to keep members interested, engaged and participating in activities. Unfortunately, we are up against age and that is something that you cannot roll back. My Dad told me years ago that as you get older, as much as your brain is still in the game, you tire easier, become less active, and lose some desire to do the things you did when you were younger. I chuckled then but now understand what he was getting at.

The price and rarity of our cars, along with a lack of nostalgia, makes them not as desirable to younger car enthusiasts. Once people are at the stage of their lives where they can afford "toys", if they are interested in cars, they are looking for an entirely different group. Our cars become less relevant as time goes on and will eventually fall into the same category as cars such as Model A Fords and derogatorily called "Dead Man's Cars." Unfortunately, except for the very best, most British cars will likely end up being parted out or scrapped.

I remember being at a Vintage Car Club meeting 20 years ago when this phenomenon was hitting their members and the fellows could not sell a Pierce Arrow or Hupmobile for any price. The only way they could sell them was by hot-rodding them to make them relevant to a younger demographic. I hope the conversion of older Morgans to electric, as is being done with an MGTD right now, is not the only way to get younger enthusiasts into the market. With no new Morgans for sale in Canada for almost 50 years, it is up to us as a club to drive and show our cars and to give younger people rides and experiences with Morgans if we have any hope of creating nostalgic moments for them and a continuing life for our Morgans. If you haven't this year, try to set a goal of getting your Morgan on the road over the next year!

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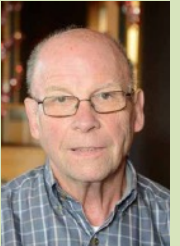
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New Members

Gordon and Penny Baughen
1969 Morgan Plus 4

Jon and Dawn Moss
1960 Morgan Plus 4, 4-seater

Non-voting member attending
Board Meetings as Secretary

Pat Miles
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Cover Photo Credit:

This month’s cover photo was submitted by Steve Blake and shows the group of Morgans that drove the Stir Crazy IV Run to Belcarra Park. Cars are lined up at the boat launch at Rocky Point Park in Port Moody.

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, Brian Nixon, Mike Pullen, Nigel Matthews

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

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The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

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PACMOG Constitution:

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

Stir Crazy V - Ice Cream Run

Thursday, August 13, 2020

By Susan Blake

Once again, we were fortunate to have really nice day for our run. There was a good turn out. Eight 8 cars with 13 members and friends joining us at the start - Steve and Susan Blake (1962 Plus 4), Ken and Pat Miles (1969 Plus 8), Bob and Alexis Wadden (1957 4/4), Bill Hayter (1967 Plus 4), Chris and Alayne Brunt-Tompsett (1965 Plus 4) Don and Sherry Allen (1987 Plus 8), Alex and Joan MacLaurin , Pat and Ken's neighbor (1967 Sunbeam Tiger) and Jon Moss who will be buying a Plus 4, 4-seater.

We met at the Old Campbell River Store at 8th Avenue and 176th Street. John didn't join us for the run and unfortunately Chris and Alayne had to leave us part way due to car problems.

We took the route out through Campbell River Valley passing many acreages with horses, a llama farm, a couple of wineries – Vista D'ora and Domaine de Chaberton, fields of raspberries, dairy and hops farms as we headed east into the Fraser Valley. The roads were remarkably busy with many dump trucks and other commercial vehicles.



The Birchwood Dairy, new to most on the drive, didn't disappoint – at least the ice-cream didn't - although those who ordered sandwiches felt that they were a bit scant on the filling and wieners in broccoli soup was an interesting combination for others! The ice cream was delicious as usual. For me the Mocha Almond Fudge in a waffle cone is just heavenly – on par with Baskin Robbins Chocolate Mouse Royal, although I haven't eaten that in many years.

Once we'd eaten, we parked the cars in front of the barn for photos and then headed back towards the coast taking the country lanes all the way down to Boundary Road and 0 Avenue. Along the border, we saw a few Border Services Agents and the occasional meeting of cross border family and friends talking over the international boundary. When Steve and I went to try out the ice cream oops, I meant "the run" the previous week, there were many more agents out and many groups of people talking with our neighbours to the south.

We left 0 Avenue and made our way back to the Chevron on Pacific Highway. From there we all went our separate ways after an enjoyable sunny journey. Our thanks go to all those who attended.



(Photos by Steve and Susan Blake)



2019 AGM Report Held on August 13, 2020

Our AGM this year was held using the Zoom platform. Thank you to Brian Nixon who set it up for us and for Susan Blake for recording the minutes. Thanks also go out to the 20 members who attended the meeting. It is always nice not having to scramble to get a quorum! Hopefully, next year we will have a larger group in attendance. This method, even though it has a couple hiccups, is a great way of being inclusive to members who live further away.



We were so excited to get this meeting up and running and cognizant of our 40 minute limit that we neglected to thank some people who really deserve to be recognized. As the incoming Chair, I will do that here where everyone can read about it.

A big hearty thank you to:

Susan Blake - for being the volunteer secretary for the past several years and having to decipher some pretty scrambled minutes from our meetings. She has also prepared and supplied lunch to our hungry gang when meetings were held at our place.

Pat Miles - Pat has been the treasurer of the club from the beginning and has fastidiously looked after the books and made sure we complied with banking, insurance, and government regulations. She also prepared and supplied meals when we had meetings at the Mile's residence. She also served as secretary before Susan.

Bob Wadden - Bob stepped up to be Vice Chair and has been on the executive for several years. He has made our name badges and was instrumental in the creating and writing of our Constitution, By-Laws and Operation Manual. We wish him well in his upcoming challenge and look forward to many more drives with Bob next year.

Tom Morris - As the outgoing Chair, Tom has always presented thoughtful and respectful ideas and contributions to our meetings. Tom set up and has managed our website, monitored incoming messages and our forum, and oversees our annual photo contest. He was the other member, along with Bob, who created and wrote our Constitution, By-Laws, and Operation Manual. We are pleased that Tom is remaining on the executive.

There are many others to be thanked and those are included in the packages you received in preparation for the AGM. These include people who sponsored events and drives, took part in these events, offered technical support, the 44 writers and contributors to the Morgan Link, and all the executive who took on the tasks of looking after our membership roster, regalia, out-of-town liaison, club liaison, events coordinator, as well as chair, vice-chair, and treasurer. We are a social club and it takes a community to contribute to make a strong club.

During the meeting, we had call for nominations for positions for the executive. There were no further nominations so the following members agreed to stand and were appointed by acclamation.

Chair - Steve Blake

Vice Chair - Tom Morris

Treasurer - Ken Miles

Director-at -Large - Chris Brunt-Tompsett

Director-at-Large - Jane Cowan

Director-at-Large - Steve Hutchens

Director-at-large - Brian Nixon

Non-voting Secretary - Pat Miles



We thank these people for stepping forward and are looking forward to our upcoming challenges as we try to accomplish our goals amidst the ongoing Covid-19 crisis.

Since we have been pushing our meeting forward as the Society Act says that we have to have a meeting within 15 months of the last one and because of the Covid-19 guidelines for safe practice, we were getting to the point where we were going to be a meeting short. For that reason, our next AGM will be brought back to a more sensible time. For 2021, the AGM will be held in February, date to be determined at the next Executive Meeting. While this is only 6 months away, it will make more sense for setting the budget for the year rather than passing it after we have spent the money!

I look forward to serving as your Chair for this upcoming year and look forward to suggestions or ideas from the membership. As I said earlier, we are a social club and hopefully everyone will participate in some way to be part of the club and allow us to have a number of social events. We know our full potential cannot be realized in times of lockdown, social distancing and small group bubbles, but we will try to provide safe experiences so we can enjoy each other's company, in one form or another. One idea is to have a "town hall" type Zoom meeting where we have no agenda but can just sit in our own homes and chat with our Morgan friends over a beverage of each other's choice. The key is to keep the connections and hopefully it won't be too long until things are back to some form of normal

Stay safe!
Steve Blake

MCC Classic Trials - A Marshal's Experience

By Mike Pullen

Prompted by the excellent article by Alistair Crooks in PACMOG's June Morgan Link, it reminded me that I have a lot of photos from my time as an MCC Chief Official for one of the sections of the Edinburgh Trial through the 1980-95 period. Also, I could probably add some more detail about what happened on the hills from a marshalling perspective.

So, to set the scene for this article, I have been a Morgan club member since 1976 and have owned a 1971 Morgan 4/4, 4-seater since 1973. Having always loved cars, I got involved in rallying a Mk1 Cortina and organizing a variety of different car events, before being persuaded by my then girlfriend (now wife) that having a Morgan was a better idea. Living in Sheffield in the late 1970s, I found myself watching fellow owners throw their cars up near impossible hills; this is "Classic Trialling". I have never competed in a Classic Trial, but in 1980, I was easily persuaded to take on the vacant role of Chief Official for the Great Hucklow section of the Edinburgh Trial - originally known as the London to Edinburgh.

Alistair has described the MCC Classic trials very well in his PACMOG article, and you will recall that the Edinburgh Trial is held predominantly in the Derbyshire area using many of the very rough tracks in the beautiful Peak District. Often, the motorbikes (solo and sidecar) and cars started the event before midnight from many miles away, and used the national road network to eventually converge on the first "real hill" in Derbyshire very early the following morning. The entry list was very large and could run to well over 200 vehicles in several different classes; running, in theory, at 1 minute intervals. We even used to get a few old "slab tanks", very early motorcycles, tackling the hill with riders of a similar vintage. It was a very impressive performance on both counts. It really is a wonderful event to watch or enter.

For the Marshalls manning the 20 or more hills spread across much of the Peak District, it was often a very early start in the morning, then probably over 8 hours stationed on the hill before clearing away and making a welcome dash to the local Pub for food and sustenance. My team of marshals came mostly from the MSCC centres of Yorkshire and Donington, and were always willing to come year after year.

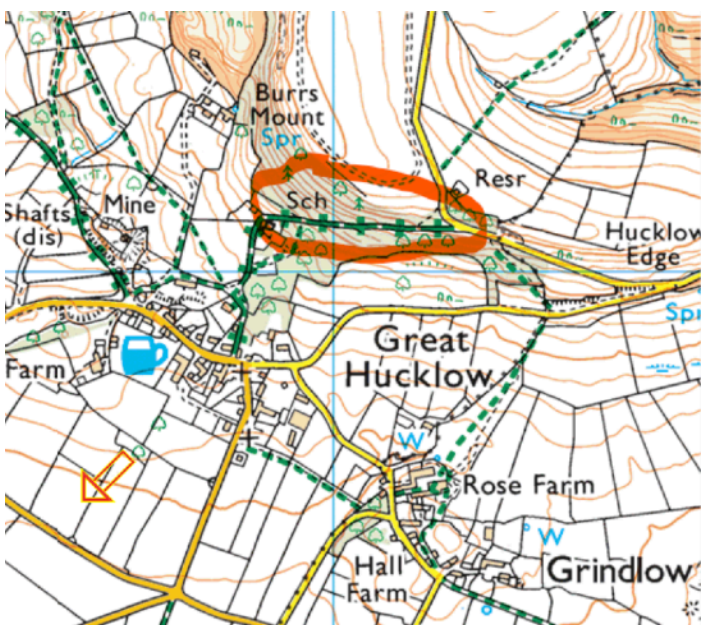
It is also worth mentioning that Derbyshire rain is VERY wet, and it proved to be a regular companion. The Great Hucklow section is a rough track following the route of an ancient "Hollow Way" (an old sunken track with high banks either side) and for our track it passes through dense woodland. Very often, we had running water flowing down the track, and when a car failed to climb the hill, it had only one exit on Great Hucklow, and that was to either drive, be pushed, or be towed to the top! On several occasions, I have helped push a car back onto its four, (or three, or two wheels,) or crawled underneath to attach a rope, if the Land Rover needed to perform a complicated recovery using winches and tree mounted pulleys. However, it was always a very enjoyable day for all concerned, and the spectators were always happy to get muddy helping. The Morgan entrants quickly called this section "Great Mucklow."

Dennis Rogers and John Rowland (pushing) in "the Wandering Blob" on Putwell 2. This car is the factory MX2 Sports model trials car built 1933-34 for the German International Six Day Trial in 1934, and driven by Geoff Harris. They were having clutch problems on this day.



Quite often, if our “Hill Open” time was very early, maybe 4:00am, we would be able to drive to another hill after ours closed to do a bit of spectating. Consequently, some of the photos included here are not from Great Hucklow. Watching the competitors was always fascinating and without question those involved with these trials are some of the most friendly and helpful people I have come across in motorsport.

The hills are tough, and some are really difficult to climb, the aim of each competitor is to “Clean” the hill, and indeed, to hopefully clean all the hills and win a Gold Medal. If they manage to clean all hills on all three Trials, Lands End, Exeter and Edinburgh, they will win a Triple Award. There are a few of these splendid awards in the Morgan factory awards cabinets. Why didn't I enter? Well, I was enjoying the marshalling too much, I suppose, but then I did value my Morgan because I had only just finished a ground-up rebuild and!



I thought it might help to give you an idea of how the Great Hucklow hill fits into the terrain of Derbyshire, so I have included a street map (1:50,000 scale); each blue lined square is 1 km across, and the brown line circles the trial track.

This shows the Great Hucklow track that is about 0.5 km long. The start line was just before the S of Sch (on the map) and the finish very close to the road shown in yellow. The more advanced classes would be required to fork left near the end and take the dotted line to their finish. The left turn was a steep “up” and some vehicles turned over here. The worst was a sidecar that turned over and started leaking fuel. Nobody was hurt and all were recovered safely. Note how close the Pub was!!! (blue beer glass on the map)

So, to the reason for this article; amongst the photos I took, are some well known people in the Morgan world. As well, readers should also get an idea of the type of challenges the entrants faced. Great Hucklow was not the roughest on this trial. Bamford Clough is one section that most trialists on the Edinburgh fear, with its limestone steps that you have to climb UP! We always had a “Stop and Restart” on Great Hucklow, which means the vehicle has to stop at a line, which was a white line marked across the track with VIM cleaning powder, regularly re-applied. Then, when the marshal drops the flag, the competitor must continue with forward motion. Rolling back or touching a foot, for the bikes, would incur penalties. Placement of this line could be very important and these tests are often Class dependant where the more standard cars do not need to stop.

The photos that follow include the following people.

Jake Alderson and Chris Chapman - co-authors of the excellent “Morgan Sports Cars” series of books

Geoff Margetts - longtime accountant for the Morgan factory and factory trials team member

Barry Sumner - longtime Morgan owner who still races regularly

Colin Sumner - brother to Barry and regular competitor

Rev. Adrian Murray-Leslie - (past) Vicar of Edale-in-Derbyshire, who was known to use his own Morgan 3-wheeler on his parish rounds

Arthur Neal - (past) Chairman of the Morgan Sports Car Club, and an avid competitor

Bob Northover - aka “Rev. I R Drotcart”, a regular competitor but not a real reverend!

Dave Sapp - longtime Morgan owner who is still involved in Classic Trials as an Exeter Trial organizer

Having outlined that the weather was rarely of the best, and that Great Hucklow is covered by trees with high banking, this often provided poor light for taking photos. All of the photos included are from several Edinburgh Trials through the 1980-95 period, are pre-digital and are scanned from archive negatives (photograph copyright is retained by Mike Pullen.)



I am grateful to Barry Sumner, Dave Sapp, Andy Downes and Howard Chivral for helping to identify some competitors and/or providing historical details for the photos. It is hoped that you will find the following of interest.

Start line: Morgan 4/4 (Fiat engine) of John Wetheritt awaits "GO". Most cars travel with a tow attachment - note rope crossing grill. At this point, the competitors are queuing which means the only exit from the hill is at the top! The battery fell out of this car on the climb, and is seen in the bottom left of the photo of Geoff Margett's car on the next page. Chris Chapman is the start-line marshal (black jacket).



Geoff Margetts waiting for "GO". Jake Alderson having a chat and sporting a full set of waterproof equipment on a typical very wet day. Two further photos for Geoff follow. Note the battery ejected from #257!





Ian Warner in one of his 4/4 Series I cars ,
regularly used in trials.



Dave Sapp pushing his 4/4 hard and trying to gain
momentum for the steeper bits just ahead.



Barry and Jan Sumner in their Plus 4 Flat Rad. This car
was later used on the London to Sydney Historic Rally



In a different year, Barry Sumner and Jeremy
Nightingale in Barry's yellow 4/4



Jake Alderson - 1938 MX2 Super
sports, with the Rev. Adrian Murray-
Leslie adding weight of the rear
wheel whilst standing on a shelf
fitted to the rear of the car. Probably
only just within the rules!!

Top of the next page - Jake again on
Litton Slack, and at the top of Hagg
Side.



Arthur Neal with his 1947 4/4, 4-seater, Series 1 "Millie" on Putwell 2 section. It looks as if the passenger is in mid-bounce to gain extra traction. Millie emerging from the gloom on Putwell 1. This car has been used extensively for competition and for continental touring with family and tent!



Sometimes a little help is needed! The recovery crews we had on this section were superb and often used multiple pulleys attached to nearby trees before winching the cars back on the track after they had investigated the trackside undergrowth!

Colin Sumner in his early cowled Plus 4 nearing the challenging part of Great Hucklow (grey).

Below: Bob Northover Plus 4, tackling the lower part of Great Hucklow to gain speed for the tricky bit.

The entry list and vehicles used was always very varied and included many that would be very treasured items today. See below the Model A Ford, Austin Seven, and motorcycle with sidecar.

It is a good event that is full of fun, friendship, helping others, and a wish to have a good day!



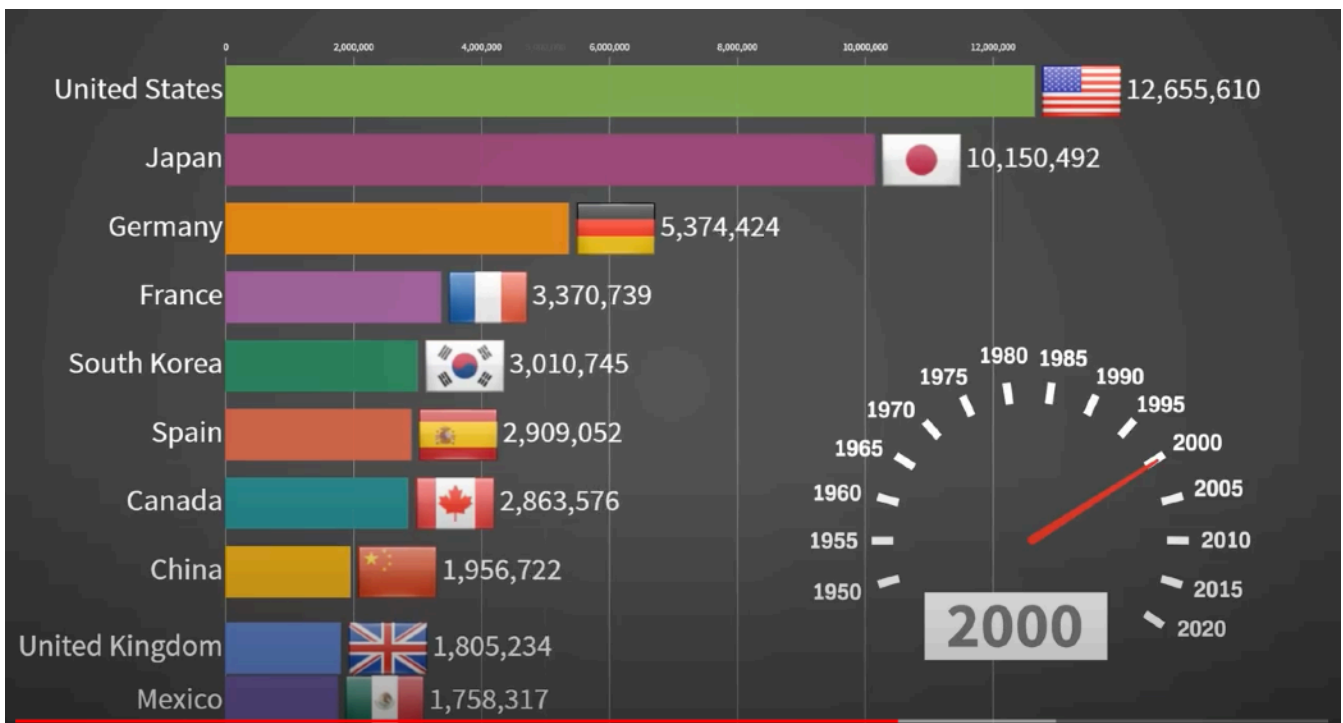
(All photos are copyrighted and owned by Mike Pullen. We thank him for permission to reproduce them for this article in the Morgan Link)

Top Ten Countries by Motor Vehicle Production 1950-2019

By Allstar Crooks

The following video clip shows the top ten countries by motor vehicle production from 1950 to 2019. It is a moving graph and shows countries changing place as the years go by. Very interesting to watch the rise of Japan, China, South Korea, Russia, Brazil, Mexico and India over the years. Two screenshots are depicted below but I won't spoil it by showing the production from 2001-19. Watch the video to see what happens! Remember, this shows production in the countries, not who owns or is partaking in a joint venture with another country's company.

<https://www.youtube.com/watch?v=kZCeUTzc850>



Famous People with Morgans

By Steve Blake

Simon Cowell - TV Personality, Car Collector

Simon Cowell is famous for being a talent show judge and regularly seen on America's Got Talent and Britain's Got Talent. He has a car collection that would make anyone envious including Ferraris, Jaguar, Rolls-Royce, and Bugatti. One of his cars is a Morgan Aero SS (see bottom right.)

Simon has also been spotted out in other Morgan sports cars including driving other X-factor judges in a four seater.



(Photos taken from the Internet)

Installing an Overdrive into a Morgan Plus 4

"Yes, it can be done!"

By Pat Leask

For those of you who are interested at a high level how the installation went, and looks, see the photos below. I got tired of the ratty old original floor mats so I decided to go modern and installed some carpet. The over drive is FANTASTIC! I'm super happy with my "fifth gear". And for you gear heads who are interested in the nitty gritty "how to" read on.. and on and on and on.



I suppose, like many of you, as we sit in our Plus 4s pulling high RPMs, trying to keep up to all the Plus 8's on a run, or just on our own, I know I get frustrated when trying in vain to shift in to a fifth gear I don't have. I know secondary roads, at normally slower speeds, are always preferred over a highway, but often it's just not an option for a variety of reasons. I decided last summer to get serious about doing some research on what my options may be to get a fifth gear of sorts. Let me rephrase that, we all know what our options are (A modern gearbox or an overdrive), so really my research focused on cost, work required, feasibility and any ramifications of each, such as, would it affect my collector car insurance status, can it be done, and so many "what ifs"..

Having just completed this project, if I was to do it again, I would look more seriously at a MOSS box out of an early Jaguar that already has an overdrive attached (can be rather expensive.) A point to note is Jaguar made several MOSS box-based gearboxes with several gear options, so watch the prefix on the number stamped on the case. It would be worth your time to look deeper into perhaps a four-synco gearbox, also from an older Jag with an overdrive already attached – if you can find one, that is. The problems I found right off the bat with these ideas, is the fact that the front of the box does not have the nose cone with the bearing needed to support the front of the main shaft, but the good news is there are holes drilled in the case to bolt one, if you can find one, or you can have one made, at great expense, I'm sure. The other really big issue was the location of the shifter, it's too far back on the Jaguar boxes. However, I understand that the top of our Morgan gearbox has a really good chance of fitting the Jag box, thus putting the shifter where it should be BUT in my research I was never able to confirm this. I encourage you to do more digging than I did on this. If you go this route, remember that this gearbox may need a full rebuild, also adding to the cost. I knew my gearbox was good inside as it had been rebuilt when I restored the car.

The research phase proved to be a way deeper subject than I gave it credit, not to mention at times very confusing. I could write a very long article on what I found, but I will not bore you with this, and frankly, I don't really want to write about it either. There are two options. There is a well known "local" Morgan parts supplier who offers a "full-on", everything you need kit to install a modern gearbox. It's a well put together kit, worth considering, if you want a fairly seamless install, you have the money and are not concerned about collector car status for insurance. I got official approval to add an overdrive to my car from them. And then, of course, there is the second option of adding of an "A" type overdrive unit to the existing gearbox. As our cars use a TR4 motor, there are several five-speed conversion kits out there for the TR motor, BUT, the problem for us is that we have a very non standard bell housing.

When looking into the options, I was helped by a fellow living in New Zealand, who did exactly what I am doing, some 30 years ago and his is still running strong. I've changed a few things from what he did, mostly to ensure the car's structure is still there after cutting a large chunk out of the cross member. Okay, I know what you are thinking, "YOU DID WHAT!" I can assure you that I put a lot of very careful thought into how to reinforce the cross member, in fact I think I made it even stronger. More later on this...I knew if Fred Sisson and my New Zealand guy could do it, then so could I. Once again, with all that I have done to my car, I decided to do up these detailed instructions in hopes of helping others who are as crazy as I am.

Rebuilding The Gearbox - Attaching the Overdrive

My first step was to source the "A" type overdrive (It has to be an "A") and a few other various parts needed. Morgan never used an overdrive, so they did not supply a longer main shaft that is needed. Thankfully, Jaguar does (parts ordering info at the bottom of this thesis) and thankfully, it works with the Morgan gearbox guts, for the most part, that is. I had the overdrive rebuilt and mated with my gearbox before I started to rip my car apart and make changes, just in case something went wrong and I could not do what I wanted to – it all worked out, but was a bit painful.

NOTE: Generally speaking, the guts of a Jaguar box do not fit the Morgan box (more info in a link at the bottom), however, you can get the longer Jaguar main shaft needed (see parts ordering info below.) What I found interesting on this was, that Jaguar used a front spline with a higher spline count than did Morgan. Yet, the main shaft I bought (new) was "Morgan correct" in front splines. I still have not yet puzzled this one out and the vendor never got back to me as to why, so just an FYI to check this if ordering.

Unless you have a vast amount of experience rebuilding a MOSS box, don't do this. I'm lucky in that a Jag friend of mine in town does have such experience. Long story short, he ran in to all sorts of issues to overcome and in the end, he said that it was a real challenge for sure, but he did it! Below are a few issues he had. I think that the reason he had these issues is the Jaguar main shaft that I got is one of those reproduction units. We all know how badly reproduction parts are made or simply don't fit like they should. If I was to do it again, I think I'd try to find an original longer shaft with the correct spline count in good shape – but good luck with that one.

So much for sourcing all the parts needed right at the start. Once the gearbox was apart, we found out that

we needed a thicker distance piece shown below and a 1 3/8" circlip to fit in the groove I am pointing to (these were Jag parts.) The distance piece is the first one at bottom of photo. Note that we did not use the thin washer (in the middle) as this stops oil from passing through the bearing, we NEED the oil to travel to the back overdrive via this bearing. The new distance piece and circlip proved a bit hard to find, but in the end, I did find a Jag parts place who had them (parts info below). Worst case scenario, you could make the distance piece and find a circlip somewhere.



A part used to hold in place the gears and syncros, sort of like a locking ring, had to be milled down several thou. It was a “shave and fit” process, as when mine went on, it jammed the gears so they would not turn (Photo below, on the left.) It was not an easy task as it is hardened steel. My builder did it on a lathe with a grinding stone, I think, – slowly. This gear fits where you see the blue grease in the photo on the right. Of course, if you do this conversion, the main shaft you use may not require this.



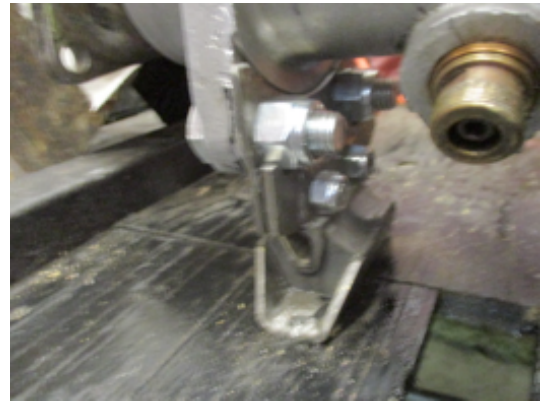
Installation process

I started by removing all the floor boards and bolted the unit in place. I rested it on the cross member to see exactly where things fit, or more so did not fit, to get a better idea of the problems to overcome. I was not disappointed.

The first big issue, was the fact that I had to cut out a large chunk of the cross member, right in the middle! After much thinking, and various ideas on how to reinforce it, I contacted the fellow (Andrew) who did all the metal work on my E-type restoration, and who was trained at the Morgan factory years back in metalwork. He is a top-notch fabricator in anything made out of metal for a car so he fully understands structure, support and so forth. He viewed my project and the solution was to weld some 3/8" x 3/4" solid steel bars under/across the width of the cross member. We also replaced the forward vertical bar forming the “box” that I had cut out not knowing how it would all sit. But, there was JUST enough room to replace it as shown.



Next I had to put back the gearbox supports I took away, as well as support for the rear of the overdrive.



The last step was to have the drive shaft cut down, if my memory is still working, to around 13.25 inches, and of course balanced. Now, that is one short drive shaft, but it works. Sorry, forgot to take a photo of it!

How to wire it up

You need to use a relay, the OD solenoid pulls a lot of amps very quickly. On “normal” gear boxes that use overdrives, there is an interrupt switch that is part of the gearbox cover and only allows the overdrive to be engaged when in either third or fourth gear. If you engage the overdrive in reverse by mistake, it simply blows up. I’m afraid that on the Morgan gearbox top cover, there is no room to safely install an interrupt switch.

What I did, which is not the best option (more below) but the best for me, was to install a master toggle switch (under/behind the dash) that turned the power on to the push/pull switch on the dash that operates the overdrive. I did this as a “fail safe” so there is not constant power going to the push/pull switch to accidentally engage the overdrive, assuming I of course turn it off at the end of the highway section.

Below is how I wired up the relay along with and the LED idiot light beside the push/pull switch to remind me at all times the overdrive is engaged. Or, you could use the LED light to say the master switch is on, up to you.

Run constant power from fuse box to the master toggle switch
Out of the other side of the master toggle switch goes to C1 on the relay
C2 on the relay goes to the solenoid on the overdrive

NOTE: If you wish to run an LED idiot light, splice one side of the light to the wire from C2 to the overdrive solenoid and the other side to ground.

Run switched power to W1 on the relay
From W2 on the relay run the wire to one side of the dash push/pull switch that operates the overdrive. From the other side of the push/pull switch, that wire goes to ground.

Note: Do not run the LED light off the push/pull switch or it will, for some reason, allow the whole system to ground itself, and mess everything up.

The best option, is to use the proper interrupt switch that has to be fitted/drilled and tapped to the gearbox top cover over top of the third and fourth selector rod. Due to a lack of flat space installing such a switch proved daunting for a few reasons, not to mention, I did not want to take a chance of destroying my one and only top cover. I know it can be done, I just decided for a variety of reasons not to. So I used a

system to activate the overdrive by way of a master toggle switch (hidden behind the dash) and a “push/pull” switch on the far left of the dash (not accidentally flipped such as a toggle switch can be.) I also installed an LED idiot light beside it as a visual reminder. I think as time goes on I will look for another Morgan gearbox top cover and play with that to see if I can get it to fit an interrupt switch

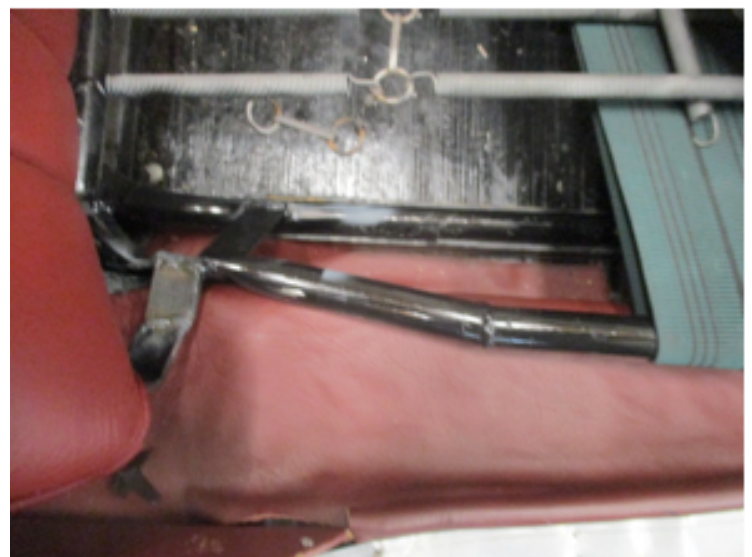
Interior work to cover it all up

Because the overdrive added another seven inches, or so, in length, not to mention the width of the unit, I had to figure out how to cover it. In the end, what I did was to make what you see below. I had to cut off the rear 2”, or so, of the main gearbox leather cover (and have it sewn up) as it came into contact with the overdrive, that heats up. I had my interior guy cover this extension with somewhat matching leather.

As you can see in the photo on the right below, I cut off the rear 2”, or so, of the metal gearbox cover, and added it to the back of the extended cover you see in the photo on the left below. This gave a nice transition to the drive shaft tunnel cover.



Thankfully, the driver’s seat fit between the somewhat wide overdrive cover and outer sill. But, I was not so lucky with the passenger seat (go figure why!) Remember way back to another article I did where I added metal tubing to each side of the seats that better support the cushions, so you don’t “flippy flop” side to side in a corner? Well, it came back to bite me a bit. I had to cut/bend the outside tubing inwards (bottom left of the photo) so the seat could move outboard an inch, or so, to clear over overdrive cover.



More valuable reading links

<https://www.gomog.com/allmorgan/toyotaupgrade.html>

The Fred Sisson book

<https://www.gomog.com/allmorgan/mossgearbox.html>

Parts required and connections

The parts I have listed below (and who I got them from) are parts that I needed, it is reasonable to assume your gearbox will be the same, but who knows. Keep in mind that my gearbox was rebuilt a few years ago so I did not need any gears, bearings, etc., you may. If you order, verify my part numbers!

You will need to get an **A** type overdrive unit (no other will work) and an adapter plate to join the OD unit to the back of your MOSS gearbox. Morgan used the MOSS box CASE from a Jaguar MK1 and adapted it for use on our cars. It is VERY important to note that the Jaguar MOSS box guts are not the same as the Morgan's, except for the longer main shaft you need, the distance piece and the circlip mentioned above. Well, I fib a bit in some ways! They are similar, but it gets very very complicated, just easier to not go there. Overdrive units are not easy to come by, but not super rare either. You will just have to do some research to see who has what, shop around, ask friends and so on and price it all out, but budget around a \$1,000.00 or so for a working overdrive or a used one including rebuilding costs. There are several repair services in the UK, Ebay Motors, Ebay Motors UK and so forth that may have them, if my contacts below do not.

Lee Cunningham l_cunnin@hotmail.com is a fantastic source for an overdrive unit and repair or full rebuild services. He is located in Vancouver, BC. Lee (a super nice guy) fully rebuilt my overdrive, that I found locally, for about \$35.00. and also supplied a few parts (see below). A tip, ensure your overdrive is working before you install it and get the car on the road! Pulling it out a second time really sucks as I learned the hard way! Lee was able to get me an adapter plate (I think, it's from an Austin Healey but not sure.)

From Quantum Mechanics (USA)

Email john@quantumechanics.com. Phone 203-463-8299. John is also a good source for an overdrive unit, an adapter plate or just parts. He can also rebuild them, but keep in mind shipping costs.

Parts he supplied to me are:

- A new main (Jaguar 3 syncro) A type OD main shaft \$175.00 US (make note of the spline count)
- Eccentric cam \$60.00 US (This pumps the oil to the overdrive to create pressure to kick in the OD)
- LOTS of advice!

From Morgan Spares (USA) morganspares@taconic.net

- Gasket kit (be prepared to make your own, as I found these don't fit very well)
- Reverse shaft "O" ring part # 300-291
- Counter shaft "O" ring part # 300-301

From British Parts Northwest (USA) (or other similar suppliers)

- Trans/Motor mount to support the rear of the OD unit part # 159656UR \$20.00 (needed modifying) See if you can find one that fits better
- Interrupt switch (I put it on the fourth gear shift rod only) Part #SMB499ODTR6 (from a TR3) \$8.00. I did not use these as I could not get them to fit on the cover, but if you can, it's a very good idea!
- Relay 142169TROD \$18.00 (From a TR3) You must use a relay due to the amps that the OD needs to kick in.

From WELSH Jaguar parts (USA) NOTE: These two parts below I found out, the hard way, that I needed, after the gearbox was all over the bench! I had a problem finding them, mostly no longer made, but if needed, you can take your shim and turn the ID bigger on a lathe, and somewhere you could find the correct circlip.

- Shim from a Jaguar Mk2 part number C-5983 \$3.00
- 1 3/8" circlip from a Jaguar Mk2 part number C-5685 \$2.00

Billy Bellinger info@jb-engineering.co.uk at JB Engineering <https://jb-engineering.co.uk/> is highly recommended by Morgan experts. I did not deal with him, this time, as I did not know about him, but he is the "go to" guy for Morgan gearbox stuff and if I was to do this again, he would be my first phone call now. However, he is in the UK.



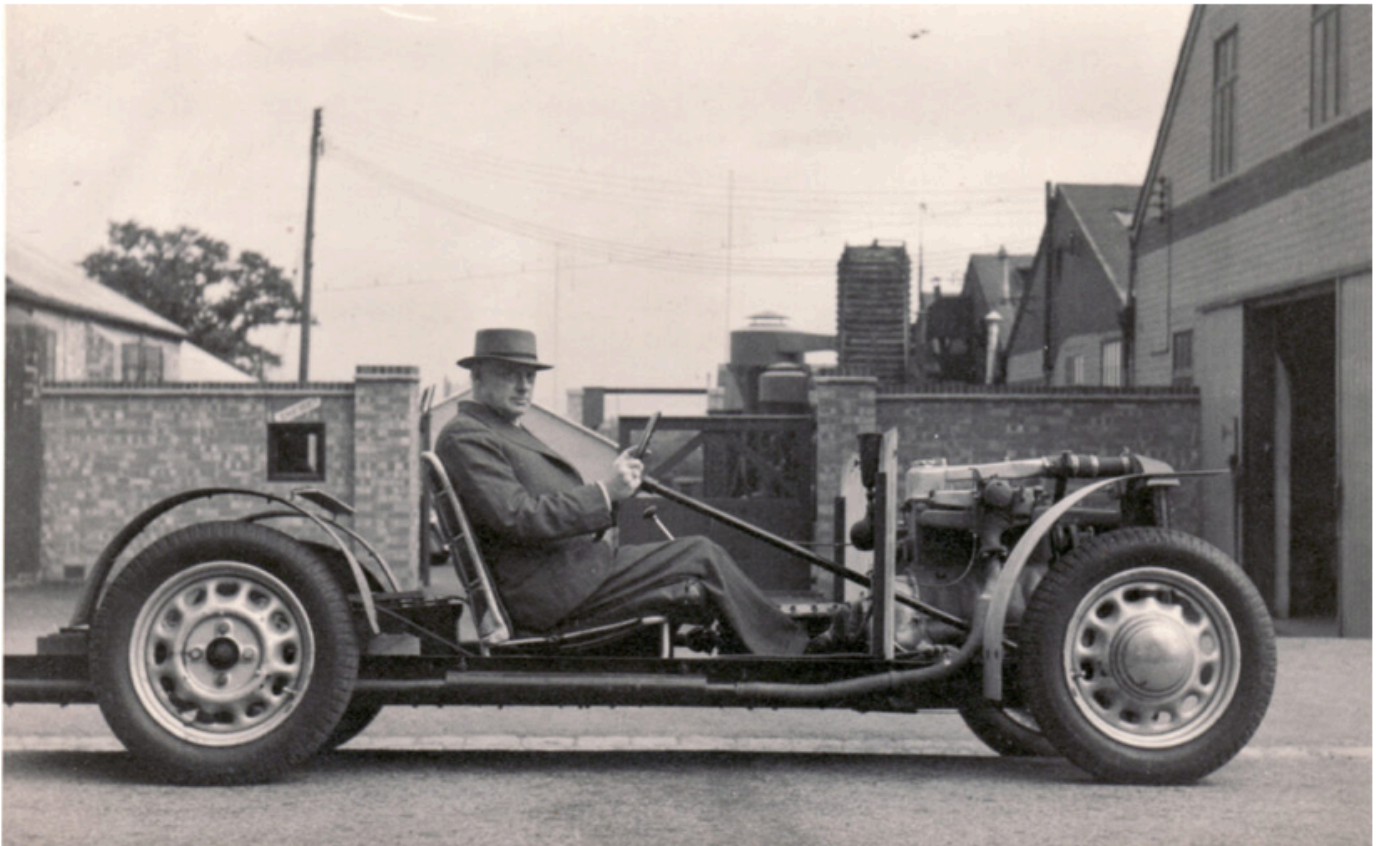
MORGAN BIDS FAREWELL TO THE STEEL CHASSIS

In 2020, following an 84 year production run, the Morgan Motor Company has built its last four wheeled car on a traditional steel framed chassis, marking the end of an era for the company.

|

In 1936, 27 years after its inception, the Morgan Motor Company launched its first four-wheeled car. A strange statement, on the face of it, until we remember the company's roots in three-wheeled vehicles. It would be called the 4-4, a reference to its wheel count and – another Morgan first – its four-cylinder engine.

The 4-4 was based on an all-new steel chassis, featuring a unique 'sliding pillar' front suspension design. The venerable chassis would go on to underpin almost every four-wheeled Morgan model from that point on, including the famous Plus 4. In total, 35,000 four-wheeled Morgan cars with a steel chassis have been made, exported to 65 countries around the world. Many of these models, adored by their owners, are still in active use today.



H.F.S. Morgan, the founder of the Morgan Motor Company, sitting on an experimental steel chassis at Pickersleigh Road, 1945

Now, 84 years on, the last steel chassis Morgan has rolled off the production line at Morgan's Pickersleigh Road factory. It makes the underpinning the longest-ever running production car architecture. The car in question, a Plus 70th Edition, is doubly significant, it also being the last of 20 cars built to celebrate seven decades of the model. Purchased by a long-time Morgan enthusiast, it will sit alongside a host of famous cars from Morgan's past, including the Le Mans-winning Plus 4, 'TOK 258'.



The last steel chassis in build at Pickersleigh Road

Morgan's current range of four-wheeled cars – the Plus Four and Plus Six – are based on the bonded aluminium CX-Generation platform, which was introduced in 2019. While almost a century newer in technical capability, it maintains the level of driving pleasure that has always defined Morgan sports cars.

Steve Morris, CEO and Chairman of Morgan Motor Company, said: "The steel chassis has been fundamental to Morgan's production for more than eight decades, found beneath the skin of some of the most important and successful models in the company's history. Its unique driving charm is loved by many and, in fact, demand for steel chassis cars is still strong. However, with the introduction of our CX-Generation platform, the time has come to bid farewell to the steel chassis. We are delighted to present this final steel chassis car to a long-standing friend of the factory."

(Photos supplied by Morgan Motors Company)

Text by Morgan Press Release



The final Morgan with a steel chassis in the Assembly Shop



The last steel chassis Plus 4, and the first CX-Generation Plus Four, photographed at the foot of the Malvern Hills

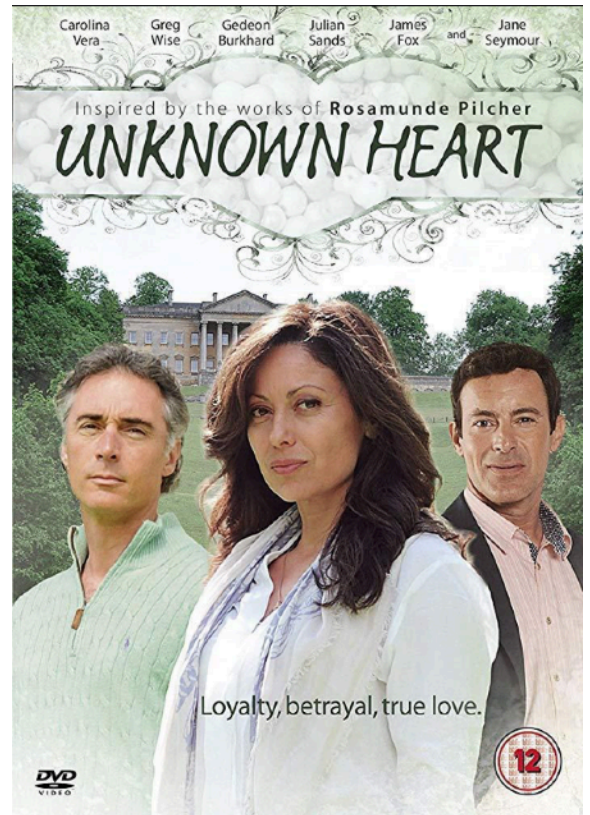
Morgans in the Movies

By Steve Blake

Unknown Heart

Starring Carolina Vera, Greg Wise, Gedeon Burkhard, Julian Sands, Sophie Cookson, Simon Pearce, Tanja Wenzel, Christopher James Barley, Ralph Bauer, James Fox, Jane Seymour

This 2014 made-for-tv movie was written by Matthew Thomas and directed by Giles Foster. It is a romantic drama about a man losing his wife, her heart being transplanted into another woman, him falling in love with the new woman, who just happens to be married. Setting is at a cider farm estate in the Cotswolds. Numerous British cars and trucks make appearances but our star is the 1975 Morgan 4/4, 4-seater. It is only used in one scene.



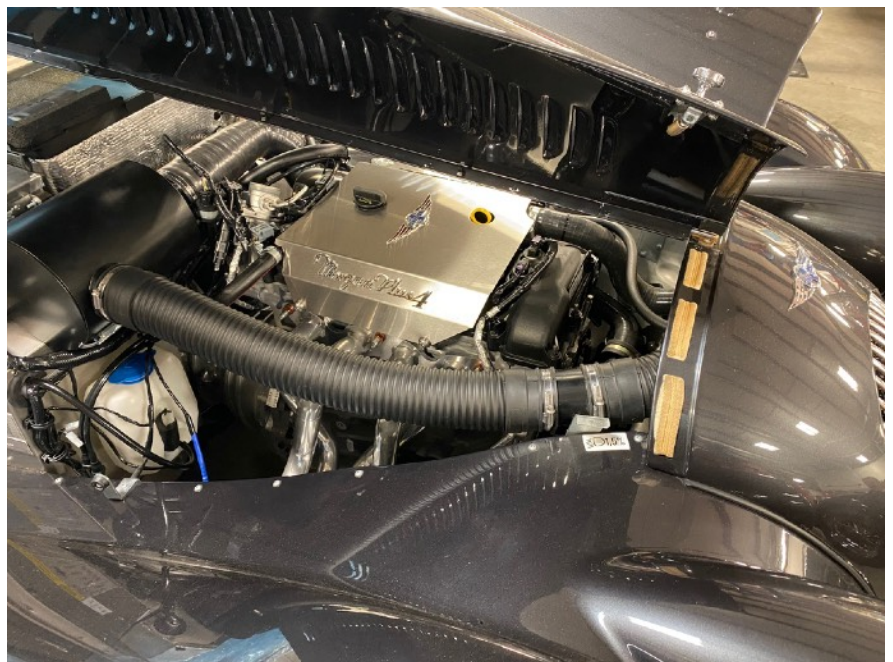
(Thanks to IMCDB for the photos)

Engine Cover for Morgan's Ford 2.0 GDI Engine

By Tom Everts

I am not sure if it could be called a design flaw, but with the spark plugs on top of the Ford 2.0 GDI engine, the possibility exists for water to gather or pool in those recesses. A few months ago, I saw, on Talk Morgan, an engine cover that provided shielding from the water, and had some cool Morgan identifying script. I mentioned this to my dealer, Morgan Cars Mid-Atlantic, and they were able to fabricate an engine cover. Now that they have the template, they could produce these rather quickly, if the idea appeals to you.

You can see that they are using Zeus fasteners for one side of the engine. The semi-flat surface will have the Morgan winged logo bolted to it. You can also see the jet-hot headers. If interested contact Morgan Cars Mid-Atlantic at Lvh@morgancarsmidatlantic.com. Price is to be determined.



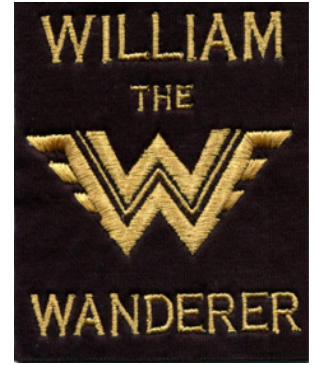
(Photos courtesy of Morgan Cars Mid-Atlantic)

Bringing Home a New Morgan Plus 4 - Part II

By Tom Everts

It is now into August and I am still waiting to have permission to drive my new car home. Originally, I thought it would be ready for May, but it didn't turn out that way. At the time of this writing, I am still waiting for the Pennsylvania DOT to approve the build of my new Morgan so the car can be registered and legally on the road. They say it will be two weeks.....

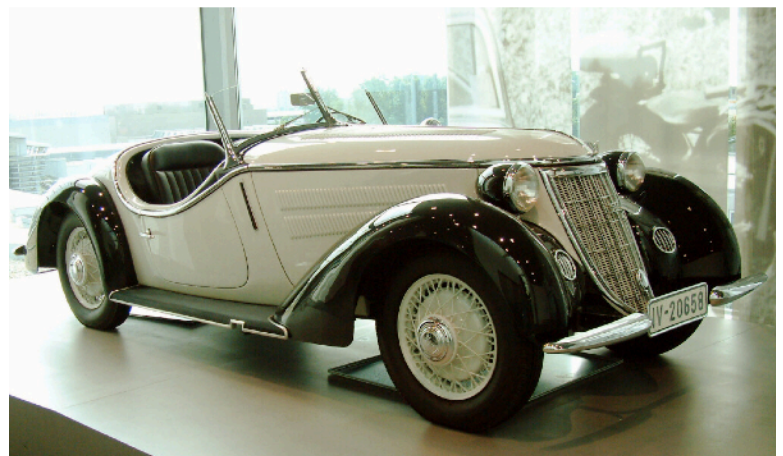
For those of you who don't know, I have named my Morgan after my friend, Bill Button. Bill helped me in my process to choose my car and he lived larger than life as super Morganeer. The car has been named William the Wanderer after Bill. Steve Blake came up with a design and I had it embroidered to commemorate this name.



Steve said,

Hi Tom,

I thought I should help fill in some of the blanks for the group with your choice of name for your new Morgan. William the Wanderer has a namesake going back to 1911. The partners Johann Winkhofer and Richard Jaenicke, formed a company to build bicycles out of Chemnitz, Germany in 1896. They started to build cars in 1903, and eventually by 1911, they called them the Wanderer. Automobile production was sold during the Great Depression of 1929 to Auto Union. Along with Horch, Audi, and DKW, these four brands stand for the four rings of the Audi logo and are now know just as Audi. The Wanderer was built up until 1941, when production shifted to military vehicles until 1945. The Wanderer name did not survive the war. The closest Wanderer to your Morgan is the W25K. I have included a couple photos below and the Wanderer logo. Cheers, Steve



(Photos are Internet Screen Captures)



Tom's New 2019 Morgan Plus 4

While Tom is patiently waiting for his documentation to come through so he can begin his road trip to bring his car home from Pennsylvania to Washington, he has had a lot of time to plan his route. Trying to keep a positive and humorous outlook, he penned the following.

Roadside Dining

I am often astounded at the clever tips provided by the WMO association, (Worldwide Morgan Owners), when it comes to innovative/creative ways to prepare a feast while on the road. The following is so magnificent that I had to share it with all of you.

The Car-B-Que

If you own a Morgan, you may have experienced some type of engine overheating. Those that have suffered through this have often switched their stock radiator for an aftermarket one that promises lower engine temperatures.

One, and probably more owners, have come up with a solution to the dual problem of overheating and lack of healthy meals on the road.

The solution. First visit your local market and purchase a good roasting chicken. *(it was suggested a bird of adequate size to feed four.)* You also need a sturdy, high quality, durable roasting bag. With the chicken you add your preferred spices, an array of vegetables, if you like, and secure it to your engine. *(Please be sure to remove the neck and gizzard prior to putting the bird in the bag.) (the exact instructions for securing it vary with the type and size of your motor.)* The proscribed method is to prepare your chicken, and fixings, in the morning before you depart on your journey. Over the course of the next three hours. *(again, the time of roasting varies with engine temps.)* You will not only be assured that you have a fine meal waiting for you down the road but will also be treated to the aroma of a pleasantly roasting chicken.

Once three, or slightly more, hours have elapsed, pull over, remove the roasting bag from the engine. **(CAUTION as the bag will be very hot...suggest taking some oven mitts along.)** Once debagged, you'll discover a chicken roasted to perfection where the meat literally falls off the bone.

If you should stop at a roadside rest stop to partake of your feast, you'll be the envy of all the folks eating their prepackaged cold soggy bologna sandwiches.

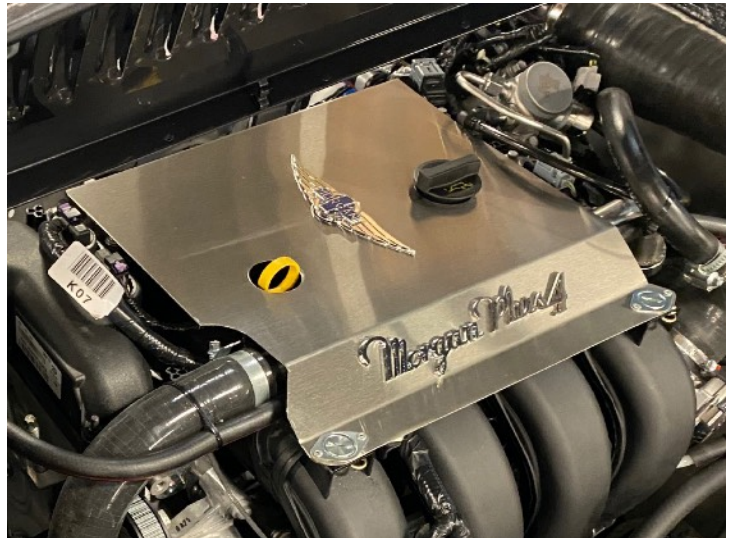
Clearly the creative chef is not limited to ONE bag per car. This same method has been used to bake pies, cakes, and homemade breads. *(can you imagine some hot cinnamon rolls in the morning?)*

No longer are we having to gobble up unsavory greasy road food at questionable establishments. We are now able to enjoy fine cuisine on the road and avoid indigestion.

Creative, Innovative, good for you and delicious!

John says, "Your swanky engine cover will limit the cooking area and temperature so you may have to resort to drive ins. My +8 does baked potatoes wonderfully under the air cleaner, although I have not yet driven thru Idaho to taste the "fresh from the field" variety!!"

David says, "I like your attachment considering the benefits of dining on the move, much better than trying your luck (?) with the possibility of roadkill! Here in the UK we have an adaption, where kippers (opened cold smoked herrings) are put onto the exhaust manifolds of the wedding car when the bride and groom leave their reception party. Always best to borrow a car for the going away drive!"



Steve says, "Now you have me thinking about redesigning heat shields to have a small flat tray on the top. This would be good for eggs, flatbread, maybe burgers?? You would need a mesh screen on top so you don't lose your meal going over bumps."

Tom says, "IF...the design was changed to but more like a PAN than a cover/shelf...with some type of hinged mesh cover....to let the heat out...and keep the food in...we could have ourselves a winner."

Forget drive-inn restaurants.....we could organize a run of 10-15 Morgan's....all fitted with the Steve/Tom engine cover/cooker.....and caravan somewhere scenic and have dinner ready when we arrive....we could ask for volunteers....or assign items to each car.... Charles does the chicken, Bob does the beef, Paula has the pie, Brenda does the bread, Peter does the potatoes.....adds a whole new element to a dinner run."

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Photos courtesy of Nigel Matthews from his trip to the factory in 2012
Pictures showing the shaping of the wood for the wheel arches.





Dorg is Missing!

Dorg is rumoured to be somewhere between his four residences; either in Kerrisdale, on the Island with his girlfriend, on his houseboat tending the bees on the Fraser River, or at his apartment in Vienna, Austria. Each of these places has a story, but I am told that Dorg is madly typing away and researching articles, keeping him from the light of day. One article is for the Journal of Health. Must be about the honey!

Dorg's latest book, Show me the Honey, has just been published and it is about his bees and bee-keeping on a houseboat. It is a very funny book, although the information is serious and factual. He has had good reviews and recently Dorg appeared in the Vancouver Sun where they reviewed his work. Dorg has been trying to use some of the beeswax to make wax for his Morgan and we may hear about that next month.

Don't forget to take your Morgan for a drive, snap a photo and enter the 111 Places in Vancouver That You Must Not Miss contest.

In the meantime, we will let Dave off the hook until next month!



Don't forget to enter the contest! See page 36
Here is Steve Blake's #76 - Nitobe Memorial Gardens



Show Me the Honey looks for the Zen of beekeeping on a Fraser River houseboat

Former VANOC exec Dave Doroghy talks beekeeping and his new book Show Me the Honey: Adventures of an Accidental Apiarist

Shawn Conner

Aug 04, 2020 • Last Updated 23 days ago • 3 minute read



Dave Doroghy began keeping bees when his sister gifted him a hive for his houseboat. Doroghy writes about his experiences in Show Me the Honey. [PNG Merlin Archive] / PNG

Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads. Some were taken by Lorne Goldman, some generated from a dialogue he had on GoMoG, and others from the Internet. Enjoy the art!





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/>

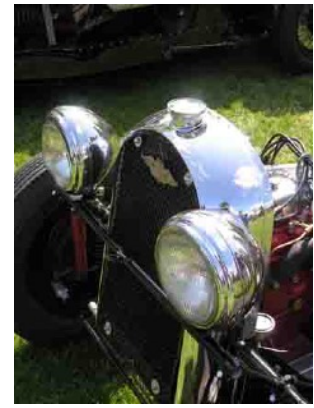
Two for One!

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



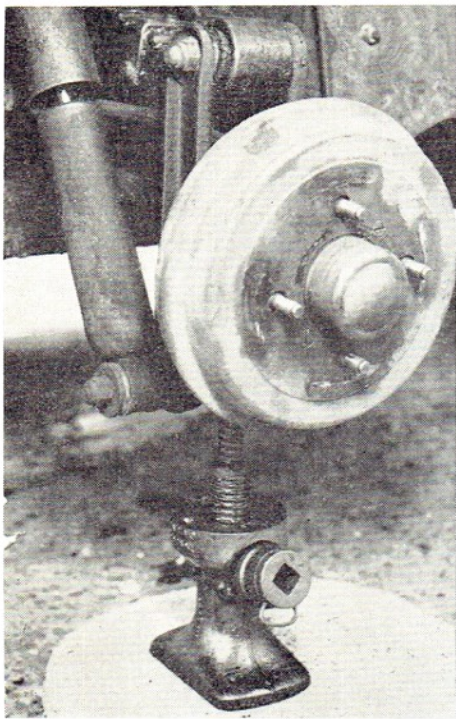
Hi Everyone,

I read with great interest Dorg's Morg in the last Morgan Link and have some information concerning the dash knobs.

The first one, or the small one, is the knob for the ventilator of the heater. The heater is normally fixed above the tunnel, in the footwell. With the dash knob, if you turn it clockwise, the ventilator starts to turn very fast. If you turn the dash knob slowly clockwise, the ventilator goes slower..... that's exactly what you read on that nice small knob as well.

The Selectaride knob has to do with the adjustment of the rear Armstrong shock absorbers. For the complete explanation you have to read the text in the attachments that follow on the next four pages.

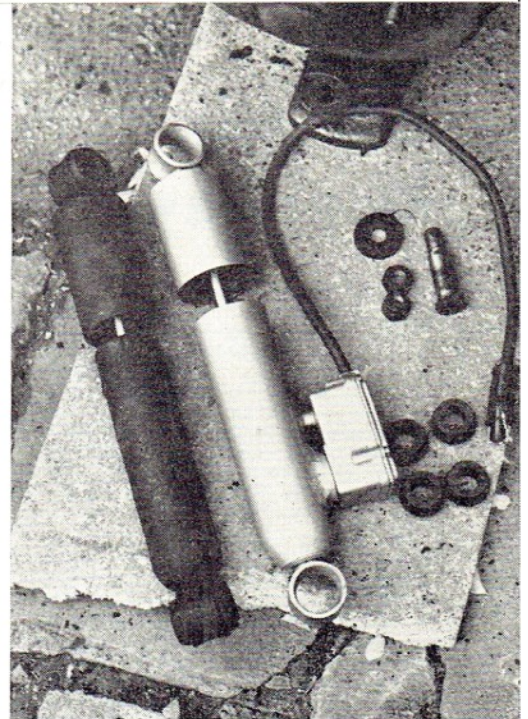




One of the first steps is to relieve the strain on the suspension with a separate jack



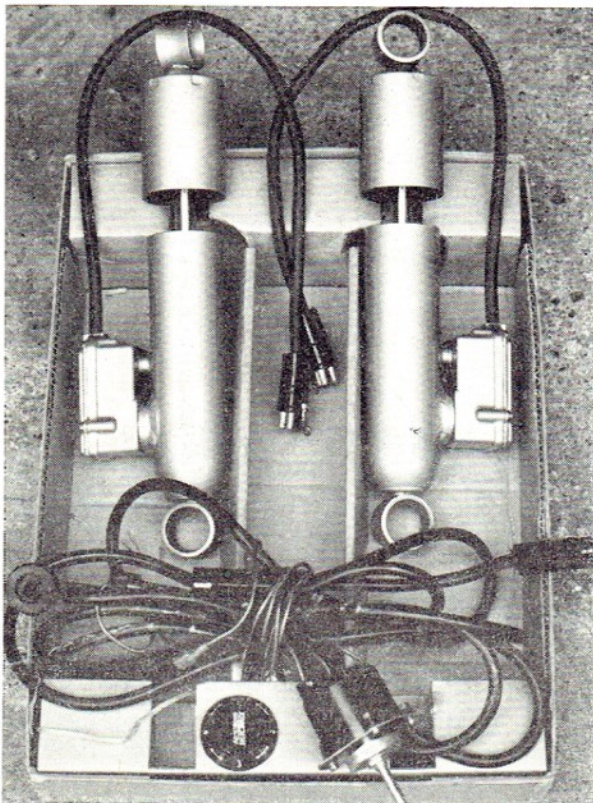
Once the nut is removed the old unit can be prised off and rubber bushes removed



The slight variations in size between old and new units can be seen here

Step by Step fitting of the unique Armstrong Patents Co.

SELEC



ONE of the major problems of car design is that the suspension must be compatible with so many varying factors. Light or heavy load, smooth or rough roads, gentle or hard cornering are just a few which affect the vital handling of the car.

Clearly any suspension design must be a compromise to meet this wide range of demand if the overall cost is to be kept to a reasonable degree. We recently had the opportunity of fitting and testing the unique Armstrong Patents Co. Selectaride kit which can be fitted to any car and enables the driver to select from the driving seat four degrees of suspension control.

We opted for the kit as supplied for the Triumph Herald rear suspension and were agreeably surprised when it arrived to find that there were so few "pieces" to be fitted. In fact the only confusing item about the kit were the instructions for cutting the hole in the dash to take the switch but more of this later.

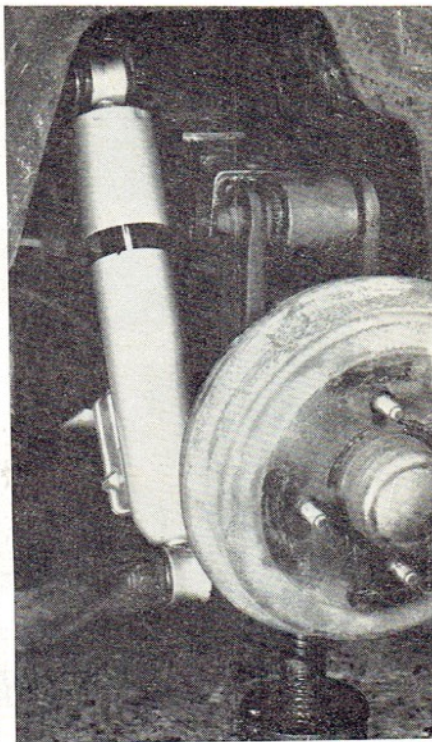
First, we should describe the Selectaride system and its operation. Basically it is two replacement dampers with a means of instant switching from a firm ride to a soft ride on each damper. This is achieved by a dash-board switch connected to the two dampers where a system of valves controls the bump and rebound strokes of each damper. Telescopic or lever type units are available.

Fitting the units is a very simple operation. We took about three hours but this included stopping every few moments to photograph various stages of the operation. When the job was completed we took the car on the road expecting to find that the differences in the ride would be hard to distinguish. We were very pleased to find that the ride characteristics can be varied so much that when switched to soft the car positively wallowed in the best transatlantic style while on the hardest setting it was almost vintage in its solidness. There are two settings between the settings of firm and soft.

This gave a delightful range of control so that meandering down a rough track with the family aboard a soft setting absorbed all the bumps and potholes and kept everyone happy while alone in the car the driver keen on getting from



Having attached the new unit at the top end by fitting the rubber bushes first deal likewise at the lower end



When the unit is installed check all nuts are tightened

TARIDE

A to B quickly could pick the hard setting and corner rally-wise with the car remaining fair and square on the road.

Watching the car during these antics from the roadside it was evident that the hard setting went a long way towards curing the Herald of its rear wheel tuck under habit.

The Selectaride shock absorber utilises the Armstrong principle of one way oil circulation and the cycle is as follows:—On the Bump Stroke (shock absorber closing) oil pressure lifts piston valve plate (3), as shown in the diagram, against the spring load (2) and oil passes via the ports (4) from the lower to the upper part (A to B) of the cylinder (8).

The excess oil volume equal to the displacement of the piston rod (10) passes through the ports (12) in the piston rod guide (11), through the filters (13) and down the two anti-foam tubes (1 and 14) and into the reservoir (9).

On the Rebound Stroke (shock absorber opening) the piston valve plate (3) closes and oil passes through the ports (12) in piston rod guide (11), through filters (13) and down the two anti-foam tubes (1 and 14) and into the reservoir (9). The oil passing down the anti-foam tube (1) opens the rebound valve plate (6) against the spring load (7) as shown and passes into the reservoir.

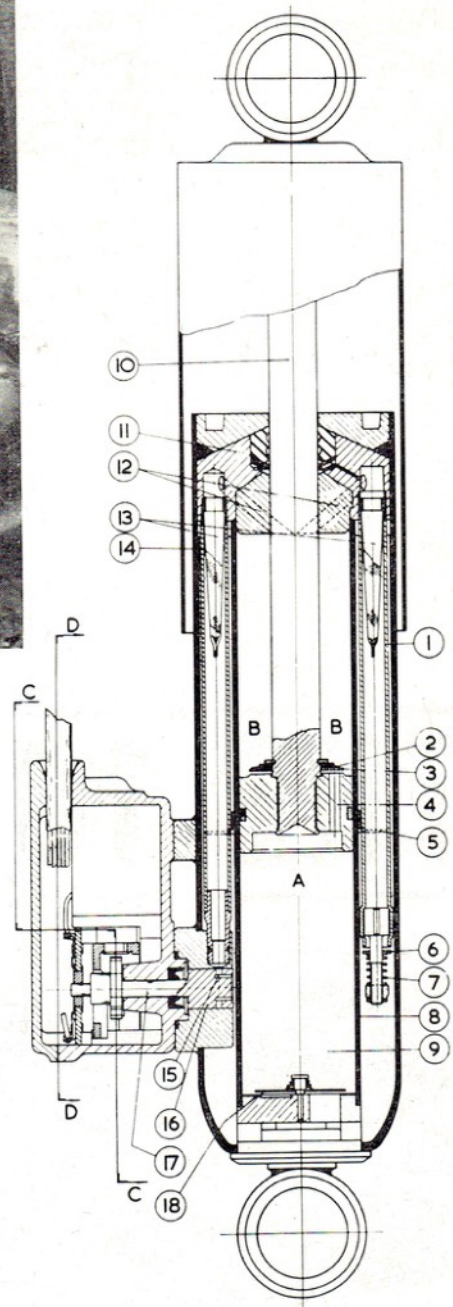
The oil passing down the anti-foam tube (14) is forced through the orifice (15) in hydraulic valve (16) before it also passes into the reservoir (9). At the same time the foot valve plate (18) lifts as shown and oil is restored to the lower part (A) of the cylinder. The baffle (5) prevents upward surge of oil in the reservoir.

The Selectaride control provides the means of rotation of the hydraulic valve (16) to bring into operation different size orifices (15) and so different settings of the shock absorber.

On each damper is the switching unit which selects the valve orifice (and the ride) on movement of the dash panel switch. Each damper control contains solenoids, pawls and ratchets which ensures positive movement of the valve spindle.

No power is drained from the battery and the only moment it is used is when actually making the change from one ride selection to another when the current consumed is no more than for flashing the car headlamps.

Pictures by Colin Waldeck
Written by Eric Fordham



Fitting the units was simple and as seen in our step by step pictures there were no problems. Tools required include spanners to remove the shock absorber retaining nuts, a hand drill or power drill with suitable bits for drilling the dash for the panel switch and the chassis to take the cable retaining brackets, a small screwdriver, two car jacks and preferably a chassis stand.

We started by jacking the rear of the car up and removing the wheel on the side on which we were to start then placing a chassis stand so that it stood about 1½ in. below the chassis we placed another jack below the lower suspension link and lowered the car on to the stand. The second jack at the same time released the load on the shock absorber we were to remove.

With the aid of some penetrating oil we removed the retaining nuts at the top and bottom of the shock absorber and prised it gently off. Putting on the new Selectaride units we found it was easier to put on the top link first with its rubber bushes and the nut lightly turned before fitting the lower link.

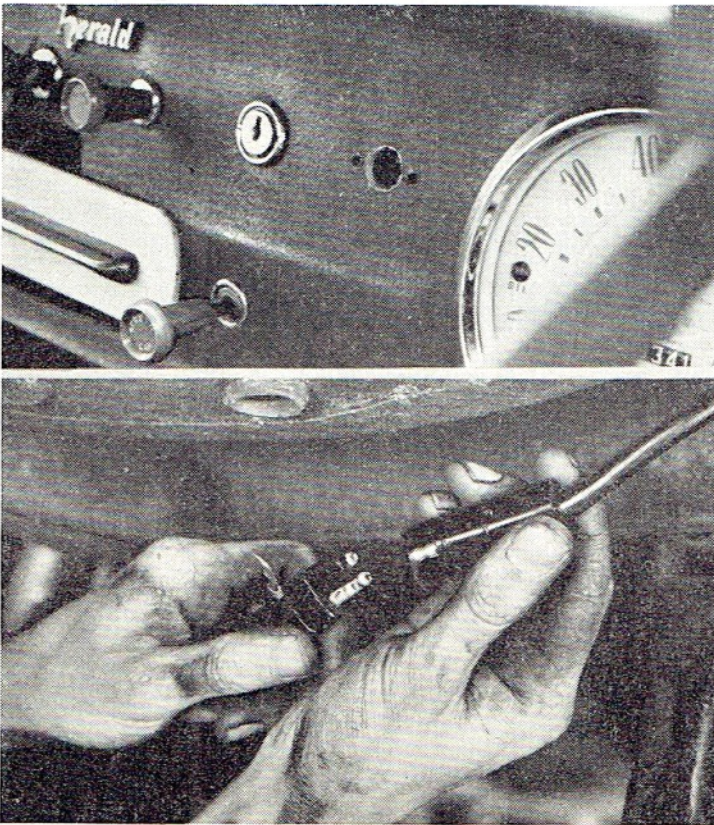
The shock absorber must be pulled or pushed along its length according to the position in which the suspension remains while the car is jacked up. The solenoid switch

Selectaride—continued from page 221

unit on each damper must face in the general direction of the inner front of the car but the final point of direction will depend on the individual mounting. This done we left the two leads from the solenoid units hanging down while we fitted the dash panel switch.

For this three holes are drilled. Two holes of 1/16 in. diameter an inch apart on a horizontal line with the centre of a hole 25/64 in. diameter. With the fibre fascia of the Herald there were no headaches here and the three holes are illustrated.

We fitted the distance piece over the threaded part of the switch then offered the switch up to its fixing holes from the rear with the locating pin on the switch in the lower position. Tightening this into position with the nut and lock washer provided we ensured that the two small holes in the distance piece lined up with our two holes in the fascia. Next we added the indicator plate fitting this with the two small screws provided which screwed through the two holes



into the distance piece. We then tightened the whole assembly.

After checking the length of the switch spindle we removed a surplus 1/2 in. before fitting the control knob. If preferred the switch could be removed before cutting the spindle which might be difficult if room is restricted.

The next step was to push the wiring harness—one long lead with two rubber-protected plugs on the end—through a 1-in. diameter hole in the bulkhead we had previously drilled. If possible it is better to use an existing hole as the fewer holes there are in the bulkhead the better.

This cable in then led to the rear of the car where the plugs are connected with the two leads we left trailing from the two solenoid units. It is very important to ensure that the lead is clipped up with the clips provided and cannot get into a position where it is either strained or compressed by suspension movements. In this respect make sure that when the two-plug connections are clipped up to the chassis there is plenty of spare cable to allow for shock absorber movement. As two of the clips also act as earth connectors paint and underseal must be scraped away from underneath them before screwing up tight.

Another single core wire incorporating a fuse from the fascia switch is led through the bulkhead and connected either to the A3 terminal of the fuse box or the coil terminal marked S.W. The final task is to switch on the ignition then turn the control switch through one complete revolution. You are now ready for the road.

There are several points to note about the use of the Selectaride. One is that the switch can be turned only in the clockwise direction and that it will work only with the ignition switched on. If it is inadvertently used with the ignition off it should be turned one full revolution to return it to its original position otherwise a false setting will be indicated.

We found that with the ignition on and the engine not started a useful check that all was well was the audible click from the rear of the car as the switch was operated. Another useful check was that with the ignition on it was possible to switch from setting to setting and by bouncing the tail of the car up and down one could readily tell which degree of ride had been selected.

The price of the unit we fitted was £16 15s. and other larger models vary up to £18 10s.

Although the kit may appear expensive if replacement shock absorbers are being considered or if a car is used both for rallying and more sedate shopping this is an ideal conversion. More information from Armstrong Patents Co., Shipton Road, York.

Vintage Morgan Ad



Now race and rally-proved Suspension Tuning Equipment for almost every car

After many years of research, development and test-proving in close collaboration with the world's leading racing and rally drivers and works engineers, Armstrong Patents have released a new range of suspension tuning equipment. This new equipment, designed to provide the ultimate in roadholding under all conditions is called the

Roadholder RANGE

Now, with "Roadholder", the same suspension units used by works racing and rally teams are available "over-the-counter" to the average motorist.

5 DEGREES OF SUSPENSION TUNING

By various combinations from the Roadholder range five degrees of Suspension Tuning can be obtained. Thus the ride, handling and stability of the car can be adjusted to suit the varying requirements of speed and driving techniques. The motoring enthusiast can really personalise his car, increase the pleasure of motoring, and gain the maximum in safety and comfort.

FOR 50 MAKES OF CAR

The "Roadholder" range includes both Telescopic and Lever-Type Shock Absorbers, Suspension Struts and Telescopic Suspension Units, and covers hundreds of models from 50 leading car manufacturers.

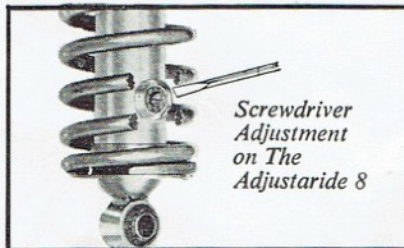
PROVED BEYOND DOUBT

Armstrong Patents Co. Ltd., manufacture the world's widest range of shock absorbers and suspension control equipment. For many years, Armstrong Units have been fitted as initial equipment to the majority of British cars, and have been used by most works rally teams and almost all British and European racing cars. All the know-how gained from this vast experience has been put into "Roadholder".

FOUR TYPES OF UNIT

The "Roadholder" range offers the following types of unit:—

1. FIRMARIDE — Units with fixed but increased settings
2. ADJUSTARIDE — Manually adjustable units with either eight or 22 different settings.
3. SELECTARIDE — Electrically adjustable units with four different settings controlled by a dashboard switch.



*Screwdriver
Adjustment
on The
Adjustaride 8*

FIRMARIDE

Firmaride units are non-adjustable but have increased settings and, in some cases, increased capacity over conventional shock absorbers. As well as for competition work, they are entirely suitable for normal road use where the accent is on roadholding. Drivers who take a pride in their driving skill will drive better and more safely on Firmaride.

ADJUSTARIDE 8

Where an adjustable telescopic unit is needed to fit inside a coil spring, or where there are clearance difficulties, the race-proved Adjustaride 8 unit with its neat screwdriver adjustment is ideal.

ADJUSTARIDE 22

The Adjustaride 22 unit has provided the suspension damping on almost all British Grand Prix racing cars for many years, and is used by most "Works" rally cars. It allows for 22 different settings to suit the drivers individual requirements, and is indispensable to any driver interested in serious competition work.



SELECTARIDE

Selectaride is used for rear suspension only, and offers an instant selection of four settings by means of a switch convenient to the driver. This type of unit gives sophistication in ride control, the driver choosing at any time the most suitable setting for the prevailing road and load conditions.

OVER THE COUNTER

Suspension Tuning Specialists have been appointed throughout the country to supply "Roadholder" Units and to give you all the help and advice in choosing the right unit for your requirements.



For further information write to :-
ARMSTRONG PATENTS CO. LTD.,
EASTGATE, BEVERLEY, YORKS.

MOTOR RACING

Upcoming PACMOG Events

By Ken Miles



Watch your emails for news of the next Stir Crazy Run VI

(Susan Blake photo of Larry Sharpe on Marine Drive on the Stir Crazy III Run to Squamish)

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 October 31, 2020.

Email your entries to Dave at doroghy@hotmail.com

July 27, 2020

The 2020 Vancouver All British Field Meet and the Vancouver All British Whistler Run will not take place due to COVID-19 concerns

Each year, the All British Field meet (ABFM) and All Brit Run Whistler (ABR) have been about bringing British car fans together to enjoy their classics.

Unfortunately, as a result of the COVID-19 pandemic, city officials have mandated social distancing and placed restrictions on public gatherings. Additionally, many of our U.S. entrants will be unable to attend because of border restrictions. All these factors have had an unavoidable impact on our ability to proceed safely with a 2020 event.

Prior to the annual Victoria Day weekend event date (May 16-17, 2020), we announced a rescheduled date of "late summer" on the chance that large gatherings would be possible by that time. Regrettably, that is not going to be the case for anytime soon.

We therefore have no alternative but to cancel this year's Greatest Show on British Wheels, ABFM 2020 and ABR 2020.

What happens now?

- 1) For those entrants who have registered for this year's ABFM and or ABR you may defer your current registration to 2021 and you will also be mailed the event dash plaque that was designated for this year.
- 2) Those entrants who do not want to defer their registration to 2021, may request a refund on current registration payment(s) by emailing your request to Joan Stewart at jstewart@westerndriver.com. No dash plaque will be sent with the refund.
- 3) Those entrants who purchased 2020 memorabilia: t-shirts, golf shirts, extra dash plaques and/or Whistler Run badges will be sent those products by mail and their entry will also be deferred to next year's show.

We thank all our entrants and wonderful sponsors for their enthusiastic support for *The Greatest Show on British Wheels* over the past 34-years.

All being well, we very much look forward to welcoming you back in 2021 for the postponed celebration of the 35th anniversary on Saturday May 22 at VanDusen and Sunday May 23 at Whistler.

Until we see you again, be safe, stay healthy and enjoy driving your classic.

Very best regards,

Joan & Patrick Stewart

Event organizers

Vancouver ABFM & Vancouver All Brit Whistler Run





PACIFIC NORTHWEST
BRITISH INVASION
SHOW & SHINE
 ALL BRITISH CARS, TRUCKS, & BIKES WELCOME!
 SATURDAY, SEPTEMBER 5TH, 2020

GENERAL ADMISSION **\$5** PERSON
 ALL ENTRANTS **\$10** PER CARLOAD
 CASH ONLY! NO PRE REGISTRATION, PAY AT THE GATE

FUN FOR THE WHOLE FAMILY!
 SCAVENGER HUNT FOR THE KIDS
 GREAT FOOD • BEER GARDEN
 MUSIC

PLACEMENT OF BRITISH CARS AND BIKES ON THE FIELD — 8:00 AM - 10:00 AM
 BRITISH VEHICLE DISPLAY AND SHOW ON THE GRASS. — 10:00 AM - 2:00 PM
 AWARD PRESENTATIONS — 2:30 PM

24414 NE WESTERHOLM RD • BRUSH PRAIRIE, WA
 SORRY NO PETS - No Outside Alcohol
 Social Distancing Required



PACIFIC NORTHWEST
BRITISH INVASION
 TOUR TO STOLLER VINEYARDS
 FOR PICNIC LUNCH & WINE TASTING
 SUNDAY, SEPTEMBER 6TH, 2020
 WITH RESERVATION

\$20 PER PERSON TASTING WITH RESERVATION

Meet in the parking lot outside the PIR gate, at the intersection of N Expo Road and West Delta Park 9:30 AM
 Depart from outside of PIR gates — 10:00 AM
 Arrival for wine tasting at Stoller Vineyards — 11:30 AM

RESERVATIONS for Stoller Wine Tasting can be made at this LINK
<https://tinyurl.com/BritishWINEtasting>

British Invasion of Alderbrook Park & Stoller Vineyards

Saturday, September 5th, 2020
 British Invasion of Alderbrook Park's Show & Shine with Awards. All British Cars, Trucks, and Bikes Welcome!
 All Entrants \$10 per carload



24414 NE Westerholm Rd • Brush Prairie, WA


Alderbrook Park is a 63-acre park nestled in the forest with its own private lake, pool, creek and other amenities. Alderbrook Park strives to provide guests with the highest level of hospitality while preserving the charm of the native wooded landscape.

Alderbrook Park has four covered pavilions for use, along with pedal boats, petting zoo, miniature golf, 18 acres of lawn and hiking trails, a pirate ship, along with many more amenities.

Placement of British vehicles on the Field — 8:00 AM - 10:00 AM
 British Vehicle Display and Show on the grass. — 10:00 AM - 2:00 PM
 Awards — 2:30 PM

- Fun for the whole family
- Great Food from the Alderbrook Cafe
- Beer Garden
- Music
- Scavenger Hunt for the Kids Unique Children's Play Area Pirate Ship

All Entrants \$10 per carload



Sunday, September 6th, 2020
 British Invasion of Stoller Vineyards

Tour to Stoller Vineyards for Picnic Lunch and Wine Tasting with RESERVATION at this LINK

- Meet in the parking lot outside the PIR gate, at the intersection of N Expo Road and West Delta Park Sunday at 9:30 AM
- Depart from outside of PIR gates — 10:00 AM
- Arrival for wine tasting at Stoller Vineyards — 11:30 AM

\$20 per person tasting with RESERVATION



THURSDAY, 9/17/2020

- Hotel reservations are open at Hotel McCall and the Holiday Inn Express Inn & Suites, McCall
- We have a block of rooms for 9/17 and 9/18 with a check out on 9/19

FRIDAY, 9/18/2020

- 9:00 am – McCall Smokejumper Base tour
- X:XX am – McCall Boat Works tour (pending)
- 11:00 am – Social “meet ‘n’ greet”
- 11:30 am – Jug Mountain Ranch Lunch
- 1:30 pm – Poker Run starting from Jug Mountain Ranch
- 1:30 pm to end of day – Free time to explore the many sights and attractions around McCall
- 4:00 – 6:00 pm – McCall Lake Cruises charter tour of Payette Lake
- 6:00 p.m. – Dinner at Jasmine+Ginger Thai Restaurant (McCall has many other choices if Thai is not your thing!)

Saturday, 9/19/2020 (McCall and Meridian)

- 10 am to 2 pm – CAR SHOW in Depot Park (next to Hotel McCall)
- 1 pm to 1:30 pm – IRISH DANCE IDAHO performance
- 2 pm – Car show ends; drive to Meridian
- 6 pm – IBCC Reception BBQ, Kleiner Park, Meridian

Sunday, 9/20/2020

- 8:30 am to 10 am – Arrive at the Village for line-up
- 10 am – Car show begins
- 10 am to 3 pm – Donations accepted by the Meridian Food Bank
- 11:30 am to 2:30 pm – West Abbey Road performance
- 2:30 pm to 3:00 pm – Boise Highlanders performance
- 3:00 pm to 4:00 pm – Awards ceremony

Register for SWIABFM Today

<https://swiabfm.idahobritishcars.org/>

Sea to Sky All British Rally 2020

www.seatoskyallbritishrally.com

Sea to Sky All British Rally - Vancouver to Whistler
Saturday, September 26th, 2020



Come and join us for the annual Sea to Sky All British Rally and showcase your beautiful British cars!

The Whistler Olympic Village Committee is limiting the number of cars that will be allowed to be on display to 50. We hope one of them will be yours!

Be sure to register early and fill in the quick entry form at <http://www.seatoskyallbritishrally.com>.

We look forward to welcoming all types, makes and years of British cars. This fall rally is one of the last, and possibly the only, event of the 2020 British car season.

We look forward to seeing you September 26th, 2020!



1991 Morgan Plus 8 Sold Last Month

By Steve Blake

Sold on July 30, 2020

for US\$40,000

This 1991 Morgan Plus 8 is a right-hand drive example that was sold new in England and delivered to its first owner on December 9, 1991. The car is said to have remained under original ownership until 2006, and was imported to Canada when acquired by the seller in 2018. Power comes from a 3.9-liter V8 paired with a five-speed manual transmission, and the body is finished in green over a matching interior. Service under current ownership included replacement of the brake pads and rotors, battery, and leather bonnet strap. This Plus 8 is offered with build photos, service records, twin aero windscreens, a black soft top and side curtains, tonneau covers, and transferrable Manitoba registration in the seller's name.



BaT Essentials

Lot #34525

Seller: **Dyrk**

Location: **St Andrews, Manitoba, Canada**

Chassis: R10662

Imported to Canada in 2018

69k Miles Shown

3.9-Liter V8

Five-Speed Manual Transmission

British Racing Green over Green Leather

Black Soft Top & Side Curtains

Two Tonneau Covers

Luggage Rack

Aero Windscreens Included

Build Photos

Service Records

Private Party or Dealer: Private Party

Category: **British**



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 1991 Morgan Plus 8 sold for US\$40,000 on BaT on July 30, 2020.



This 1963 Morgan Plus 4, 4-seater sold for US\$29,000 on BaT on August 4, 2020.



This 1984 Morgan Plus 4 listed on BaT sold for US\$42,888 on August 25, 2020.



This 1998 Morgan Plus 8 with 7500 miles listed on BaT sold for US\$60,000 on August 26, 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. See one for sale? Let me know. Thanks to all of you who have been keeping me supplied with material!

A New Member's Car is For Sale 1969 Morgan Plus 4

This car was bought for the owner as a surprise in 2013. It resides with its second owner, the first being a Kenneth Wightman in London, Ontario. The car was in storage for 10 years from approximately 1991-2001. It was completely restored by Reg Beer Coachbuilder Corp. in 2001. (Editor's note - Reg Beer is one of our advertisers and is a very respected craftsman.) Complete mechanical and extensive work done on the chassis. The car was repainted at that time. New 72-spoke wire wheels were installed in 2010 along with a new top. In 2013, new tires and seat belts were fitted. The following year the seats were re-upholstered. Speedometer reads 92,850 miles but exact mileage is unknown. The car has just been serviced and runs well. Extras include a luggage rack. This Plus 4 is fitted with a TR3 engine. Asking price is \$43,000. Gordon Baughen baughen@shaw.ca



A Member's Son has His Car is For Sale 1968 Morgan 4/4

James Theroux has decided to sell his 1968 Morgan 4/4 with 1600GT Ford crossflow engine. This car has approximately 70,000 miles on it but has been fully restored including a new chassis. It has a new upgraded wiring harness, leather heated seats, and a hardwood dash. A custom suntop is included as well as an extra set of grey wheels. Only thing needed is a new heater core. Asking price is \$45,000. Phone James on his cell at 604-626-8682



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



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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

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.

