



The Morgan Link

Vol 5 No 6

The Magazine of the Pacific Morgan Owners Group

July 2020



From the Editor's Desk...

We have a unique experience to follow, starting this month. Tom Everts, one of our members from Mercer Island, Washington, is in the process of taking delivery of his brand new Morgan Plus 4. This is a rare treat, as we know, in Canada, it is not possible. American laws have allowed the purchase due to a regulation that allows a car to be registered if it is mostly assembled in the USA. Tom's car was shipped from the factory as a kit or as parts and it was then assembled at Mid-Atlantic Morgan. His story begins in this issue.

Of most importance, is the upcoming AGM. Since we are using a Zoom meeting format, it is possible for everybody to attend. You will receive instructions on how to sign on in the coming weeks. Remember to leave 7:00 to 8:00 pm on August 13, 2020, open so you can listen in. This process works extremely well and at the last Austin-Healey club meeting I attended, we used this method. Members in Australia and South Africa joined the meeting.

Even though we have previously done this, I am actively looking for articles on cars of other makes. These articles show some of the similarities and differences between our Morgans and what others are experiencing. We can learn from them as well as compare and contrast with our cars. This month, Alistair Crooks has written an article on the Lotus Elite. Future articles will include an update on the Ferrari Portofino, the new Porsche GTS 4.0 and an update on a scam run on a Jaguar XK140. As space permits, we will include one of these articles. If you have an interesting "other car" story, please submit it to me.

Check out page 36 for a chance to purchase 46 Morgans from Mike Powley's collection. These have been donated from his estate and we are selling them with proceeds going to the Peace Arch Hospital, where Mike spent his last days.

Happy reading and safe driving!

Save the Date: AGM on August 13, 2020

Starting at 7:00 pm (by ZOOM)

*Respectfully,
Steve Blake*



The Morgan Link

July 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 - July 2020

By Tom Morris

With our first ever cloud-based Annual General Meeting coming up on August 13th, I'd like to encourage everyone to try to find the time to tune in. To do that, you'll need to ensure that you have the Zoom app installed on the device you intend to use, whether that be a computer, tablet, or smartphone. Installing Zoom is a pretty straightforward process, but if you have any difficulty with it, give me a call – or better yet, ask a teenager!

Once the app is installed, it's just a matter of clicking on the link that we'll be sending to everyone and entering the password. We'll also send along the few simple instructions you'll need in order to participate, and things should go smoothly from there - at least that's what I'm told.

The meeting won't take long, 30 to 60 minutes I expect. The BC Societies Act mandates that we have a General Meeting at least once each year, and to be valid, we must have a quorum. That means that not less than 10 percent of our 141 members, or 15 people, must log on for the meeting to proceed.

The Act also lays out several things that must be done at an AGM, all of which will be included in the agenda. The two most important of these are, accepting the Annual Financial Statement and the election of an executive board for the new term. Our board is made up of seven members, Chairman, Vice-Chairman, Treasurer, and 4 Directors-at-Large. Fortunately, seven members have already agreed to run for these positions at this year's AGM, so we know we'll have a full board for the coming term. Additionally, any paid-up member can be nominated to run for election to any of the positions. Nominations are open now and will remain open until voting commences. Having "new blood" is good for any organization. Various reports, including the Financial Statement, will be sent to all the members in advance of the meeting and will be open for discussion from the floor. After that, a motion will be called and seconded to accept each report. The floor will then be opened for new business from the membership.

Here's hoping to see you online on August 13, 2020.

Tom

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New Members

We don’t have any new members this month.

We currently have 80 memberships, 78 on the roster and 2 who have chosen to stay private.

This is a total of 145 individual members.

Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake

Editor - Steve Blake

Cover Photo Credit:

This month’s cover photo was submitted by one of the Bring-a-Trailer sellers, Tom Gatsoulis, who is a Morganeer from Oregon.

Contributors

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

Dave Doroghy, Ken Miles, Bob Wadden, Pat Leask, Susan Blake, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Frank Gruen, Bob and Leah Adair, Tom Everts, Tom Gatsoulis, Doug Barofsky

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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.



Morgan & Me: Christopher C

By Morgan Motor Press

Fashion entrepreneur Christopher C explores the synergies between his own industry and Morgan, and why his Aero GT made the natural choice...

'I was born and bred in inner-city London, but I come from a Greek background. Cars are a very important part of that culture, and the men in my family were mechanics. From the age of five, I spent my Saturdays in the garage – I remember the sounds and the smells.

'Most of the cars I saw were old bangers, but occasionally I would see a fancy car and I would long for it. It was something aspirational to have a nice car. When I was 18, I entered the fashion industry, starting in a warehouse and slowly climbing the ladder to eventually owning my own business.

'I worked really hard for success, and over time my success brought money and that allowed me to indulge in my passion for cars. In 2014, I put down a deposit on the newly announced Lamborghini Huracán, but when I went to the launch party preview and the covers were pulled off, I looked at the other people and didn't find myself associating with them at all

'Then I stumbled across Alex Goy's review of the Aero Coupe, and that was it. I cancelled my deposit on the Lamborghini and contacted London Morgan. I was captivated by how the Morgan looked. It was described as 'automotive theatre', and that echoed with me. With my design background, it just grabbed me. It was just beautiful.' I had my Aero Coupe for about five years, and then I went on to the GT. The two cars are very different driving experiences. The Coupe was more laid back, but the GT grabs you by the scruff of the neck and says, 'I dare you to drive'. In terms of specification, it was a case of 'how much black can I get?' It gives a menacing look to what is a pretty car, it's demonic and aggressive.

'From my manufacturing background, I know there are easy ways to make something, cheap ways to make something, and then there's just making things the best way possible. Ultimately, it would have been easier to make the panels from fibreglass, but it's done in aluminium. In the interior, you get a sense that someone has put their heart and soul into it, and that costs money. I've never once under-appreciated the workmanship because I know what it is to make a garment – I can do it cheaply or as well as possible. I look at the stitching on the seats and I can see it's been done well, and the fit and finish. It's the ultimate outfit.



'My first visit to the Morgan factory was only recently, and I regret not going sooner. You can see there are people who have taken time over your car. Every Morgan is unique in that every one will have a slight difference to it. It reinforces the bond with your car because you realise it's not just one of many. You can go into a designer store and buy a Gucci suit, a Louis Vuitton suit, or Tom Ford suit, or you can go to a tailor and have a bespoke suit made just for you. 'I live in central London and spend a lot of time driving through parts of the city where you might not usually see a Morgan, like the



(Morgan Motor Company Photos)

they want a Morgan – it's not a status symbol to impress people, it's a statement and a representation of individuality.

'Driving it is about how it makes you feel. It brings out the inner child. I pretty much drive the GT all year round and when you drive it in the rain, at speed, it feels heroic. You feel like you're piloting it. You're not simply a bystander in the driver's seat, you really have to focus, listen, learn and react. It's not just rewarding but fulfilling.

'It's not necessarily a car you buy for rational reasons – desire overtakes rationale, it's emotional. You get lost in a movie, your own movie. It's the escapism you long for. It's a chance to separate yourself from everything.'

The Morgan Link

East End. I love that combination of such a car in such an urban environment. Driving in London, you hear the engine note bouncing off the buildings. And I won't deny that there's a Batman feel. It *is* the Batmobile. 'Some people admire it, and a lot don't know what it is, but I like that it forces you to have a reaction. People want to talk about it and take photos of it. It's something that'll live with them as much as it lives with me, just seeing it and hearing it drive by. It puts people back in touch with why they fell in love with cars. For most people, it's not lap times or the zero to 60, it's the aesthetics.

'But I've never felt people were judging me for buying it. When people see you in a Ferrari or Lamborghini, you're pre-judged. With a Morgan, the first question people ask isn't 'how much is that?', they ask 'what is it?' I imagine most people want a Morgan just because



Editor's Note: Tom Everts joined PACMOG last year and lives on Mercer Island in Washington. Americans can still order new Morgans but they come in under special rules where the car is shipped in parts and assembled in the USA. Tom ordered his car through the Morgan Mid-Atlantic dealership in Pennsylvania and plans to take delivery this month and drive the car back to Washington. We are honoured to be able to follow his journey and enjoy in this delivery which is special and unavailable to us in Canada. Please, enjoy Tom's adventure as we follow his journey in the next few issues of the Morgan Link.

Bringing Home a New Morgan Plus 4 - Part 1

By Tom Everts

All the various pieces and parts are at the dealership; Morgan Mid-Atlantic, and have been installed. The exception is the mesh behind the waterfall grill, which should be there first of the week. However, the car has been inspected by Pennsylvania DOT, and passed.

AND we've set **27 July** as the date to take possession of the car, and depart West.

The "plan" is to navigate my way West using secondary highways, to properly break in the engine/car (and the operator.) The proposed route has me taking nine days to travel 3,327 miles... with some interesting scenery along the way.

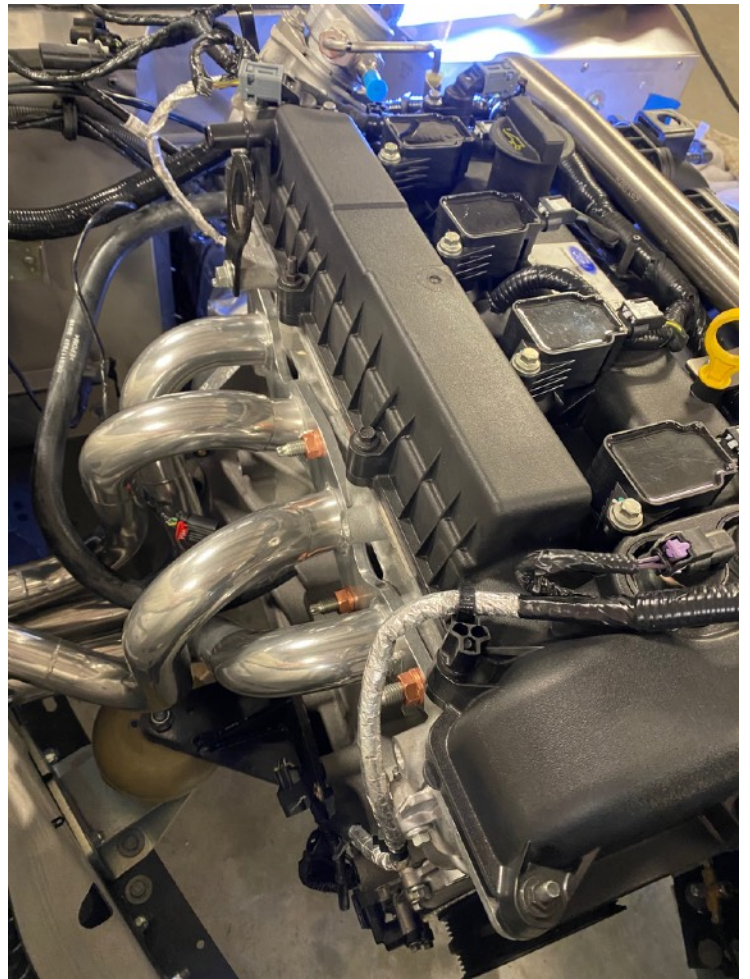
A couple of people have asked a question, actually a two part question, so I'm thinking maybe more of you are thinking the same thing. The questions are, "Why are you/did you go to such lengths to customize/personalize your new +4?...and did all those modifications/additions cause the delay?"



I'll try to answer both. Each Morgan produced by the factory starts life unique (*hand built in the same factory where they have been putting these cars out for over 110 years.*). They offer an amazing array of options, a colour palette that gives the buyer/owner (literally) a 100,000 options, and then, does the body and the wings (fenders) end up the same colour, or will the car be two-tone? As each car is hand built, at the end of the production cycle (about 17 days), with the selections made by the buyer, each car is unlike any other Morgan. Adding to the customization is the fact that while Morgan produces 700-800 cars a year, only a small percentage end up in America. SO, very unique and scarce. (*Sidebar ~ you can't talk about "scarcity" of these cars and not recognize that Bill Fink got Morgan's to*

America, and kept them coming here for years. Prior to his involvement, they could not be imported.... Every Morgan owner in America owes Bill a huge thanks!)

When I first made the decision to buy a new Morgan, versus a pre-owned one (*positive decision advice provided by Bill Button ~ more on him later.*) The question was....take it as is, or have the factory swap out and/or add some stuff to the car. The Walnut dash, door side pockets, A/R sport exhaust (increased BHP substantially) and reflashing of the ECU did require that car be held a while longer than anticipated. However, the car was shipped, and arrived in America on 13 March 2020...so the COVID-19 delay was not really an issue.



Having the car “here” is but one step in the process. Because of how they are imported, the car comes in one container, the drivetrain in another... hopefully arriving at about the same time. It is then incumbent on the selling dealer to put it together...(think kit car, sort of.) The personalization continued once the car was here... the Jet-hot headers, AM/FM/Bluetooth radio, Moto-Lita steering wheel, stainless steel stone guards (protects headlights), Lizard skin (protects underbody), Opti coat (protects paint), treads on the wings (hopefully minimizes scratches on the Wings), enamel union jack badges, and a custom engine cover (keeps water out of the spark plugs,) and the wire mesh grill that mounts behind the waterfall grill (cosmetic). I’m sure I’ve forgotten something added at either the factory of the dealership, but you get the picture. However, looking back, I’m not sure the pandemic adversely impacted that either.

These cars start unique, and end up even more so once the owner gets their paws (and ego) involved. That, coupled with the aforementioned scarcity, tends to keep their value high. It is not unusual to see a Morgan on Hemmings or Bring-a-Trailer that is 15-20 years old selling for \$50-\$70,000.00, obviously driven by how the car has been maintained. Am not suggesting that they can be sold for more then the purchase price, however, they do retain a huge percentage of their original price. Dare I suggest that buying a Morgan is a sound investment? No, most people buy them because they are FUN, but it does not hurt that they keep their value.

A bit on Button....as some of you already know Tcherek Kamstra, of ISIS Imports in San Francisco, introduced me to Bill Button. She did this as I had a ton of questions about these cars and Button was (now deceased) a recognized Worldwide expert on these cars and lived in the Seattle area. He provided me with a master class in these cars. I remain grateful to Tcherek for the introduction. Button passed a few months ago, and I'm still amazed at how much he knew, and how willing he was to share his knowledge with me. One of the things he shared was....*"Don't buy a Morgan and try to make it the one you want....Buy the one you want."* That turned out to be great advice, as each pre-owned car I looked at, and asked his opinion, he would give me the pros & cons of each, then ask...*"Can you live with the things you want that it does not have?"* After tire kicking many cars the option of buying a new one presented....It took Bill less than a minute to offer his advice.... *"new or old?... I'd go with the new one IF it has the options you want."*



Circling back to the question posed.... With the modifications made, it became MY Morgan (*unique and scarce*)...and I don't think the changes delayed the car all that much.

(Photos are supplied by Lori Van Houten Frick)



Not Your Usual Car Buying Experience

By Tom Everts

As I sit patiently and wait for things to happen that I have no control over, my mind tends to wander. ONE of the things it (my brain) recently landed on is, our (*and by our, I mean Americans*) thought process and methodology for buying a new, either brand new, or new to us (pre-owned) car. As I'm in the middle, or hopefully near the end, of my Morgan buying experience/adventure the contrast of the "typical" (*American*) purchase was drawn into sharp focus with my experience.

If my observations offend you, please remember that I'm mostly referencing my own history of buying a car. However, it is important to recognize while I've had numerous American, German, and English cars this would arguably be the first time I've ordered/purchased a....

"Hand built, bespoke, significantly personalized, British sports car."

That distinction alone would suggest that this would be a totally different purchase. Extending that thought, I can safely say, that nothing about it resembles anything I've experienced previously.



Usually, when moved to buy a new car, we meander down to the local dealership, take notice of what they have in stock (on the lot,) measure that to what we think we want,

then try to fend off the enthusiastic young smiling sales person. (*Again, speaking from personal experience but feel it is representative of how it generally happens.*) If there is the brand, model, and colour (OMG it must be a good colour) we begin the process of haggling about price, terms, and delivery. It seems delivery is the most critical decision. About what we wanted to pay?...about the right options?...can I take it home today?

The Morgan experience?... at least for many Americans, is both refreshing and frustrating. With *new* (Morgan) cars there is a scarcity, so demand exceeds supply. There are only a few dealers in the United States, and your nearest may be thousands of miles away. (Seattle-Lewisberry?) and every dealer likely has five people ready, willing, and yammering to buy the few new cars they have in inventory. That equates into ...the price **IS** the price. You do have the option, should you have the patience of Job, to order a new car *exactly* how you'd like it. Then pay for it and wait. Sometimes the wait can be the better part of a year.

In the land where instant gratification is not soon enough, waiting is not normally within our skill set. SO, our desire for (automotive) perfection requires that we develop patience. Anyone reading that statement will nod in agreement. However, the knowledge that something (patience) is required, does not always align with the emotions of anticipated ownership. (*Stated differently, be prepared for the occasional crazy outburst.*)

So, a cautionary tale, should you decide to buy a new Morgan, be sure your meds are current, and your psychologist is on speed dial.

Tom Everts's New Morgan Plus 4



Morgan +4

A hand built custom British Sports car

Dark Silver Metallic
Exterior

Yarwood Honey Interior

AR Sports exhaust

Sports Recliner Heated
Seats

Moto Lita 13" steering
wheel

Walnut Dashboard

Black box weave carpet
with honey binding

6 x 15 Silver wire wheels
with spare

Black easy up hood
(top)

Polished Stainless-steel
stone guard (headlights)

Opticoat Paint finish
(protects body paint)

Lizard Skin sound
deadening, ceramic coating
(under carriage)

Two eared spinners
(wheel knock offs)

Pioneer AM/FM/Bluetooth
Radio

LeMans Bumperettes

Sold & Assembled
by
Morgan Cars Mid-Atlantic
Lewisberry, PA
(717) 932-6600

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Aero 8 Coupe from 2012
(Screen captures from Car and Driver video)



Stir Crazy Run IV - Belcarra Drive

By Steve Blake

The Province is starting to open up, although things are not back to normal. We still have to practice social distancing, wear masks if we are experiencing symptoms of Covid-19, and wash our hands frequently. I think these safety precautions are going to be around for awhile. In the meantime, keeping Covid-19 risks in mind, we decided it would be healthy to have another Stir Crazy Run.

Susan and I originally set up the run for Saturday, July 11, but after we did the test drive and saw how crowded the roads were to Belcarra Park and the lack of parking, we decided to move the drive to Friday, July 10. This turned out to be a good decision.

We left Tsawwassen in the sunshine but were in cloud by the time we arrived at the starting location. The start was at the Lougheed Mall Shopping Centre, in front of the Tim Horton's cafe. We were lucky to have six Morgans for the drive and a seventh meet us at the end. In Morgans were Steve and Susan Blake in their 1962 Plus 4, Tom Morris and Elaine Davie in their 1973 Plus 8, Ken and Pat Miles in their 1960 Plus 4 DHC, Bob McDiarmid in his 1995 Plus 8, Bill Hayter in his 1967 Plus 4, Clint Williams in his 1967 4/4, and Lyle Johanson arrive in his brand new Jaguar F-Pace. Brian and Sandi Nixon in their 1970 4/4 met up with us at lunch.



We had a bit of a challenge getting everyone together at the start because there were two Tim Horton's in the Lougheed Mall area. Once everyone found the correct location, we mingled and then set off for Port Moody. For those of us who had not been in this area for awhile, it was interesting to see all the new high rise apartments growing up around the skytrain. Many are still under construction and the area is being renamed Lougheed City.

We drove through Port Moody, the site of the Last Spike Museum and the location of the original western terminus of the Canadian Pacific Railway. The last spike was driven into the rails for this first transcontinental railway, at a ceremony held in Craigellachie near Eagle Pass on November 7, 1885. Port Moody is also the end of the Burrard Inlet.



We rounded the inlet and drove west through loco, an old Imperial Oil Company town. It is now a ghost town and became part of Port Moody in 1992. Imperial Oil built a new refinery in Alberta and the loco refinery was shut down and dismantled in 1995. We drove past the old schoolhouse dating from 1921, the 1924 loco United Church which was originally the St. Andrew Presbyterian Church, and the lawn bowling green.

After continuing north on 1st Avenue, we left the remnants of the old ghost town and drove along Bedwell Bay Road. We passed the entrance to Buntzen Lake Park and reached the Y in the road. The right fork takes you passed Sasamat Lake and onto the north side of Belcarra Park. We chose to take the left fork, winding through forests on our way to the south side of Belcarra Park. After a stop for photos, we backtracked to Ioco along Tum Tumay Whueton Drive.



Tum Tumay Whueton was the name of Belcarra Regional Park when it was the winter gathering place for the Tsleil Waututh people, who left this land for the north shore of Burrard Inlet after a smallpox outbreak in the 1800s. It meant "biggest place for the people." They lived in cedar-planked shed-style longhouses. A cultural planning deal was just signed between the Tsleil Waututh people and Metro Vancouver to recognize one's ancestral ties to the lands and the other's operation of a park.



Once in Ioco, we turned followed Murray Street along the harbour to Esplanade and posed for photos at the boat launch at Rocky Point. This was the official end of the drive and some members chose to head home. Some of us went in search of food and found a Taco food truck on Murray Street. Unfortunately, the brewery we originally chose for lunch is not allowed to serve food. At lunch, we met up with Brian and Sandi Nixon and after a brief chat, started our journeys home. Sometime during the drive, the cloud disappeared and we were able to end the drive on a sunny note!





Rocky Point Park, Port Moody

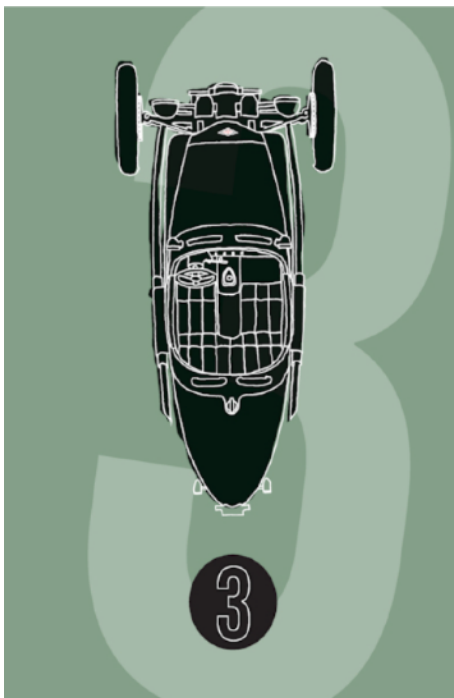


Belcarra Regional Park Picnic Area

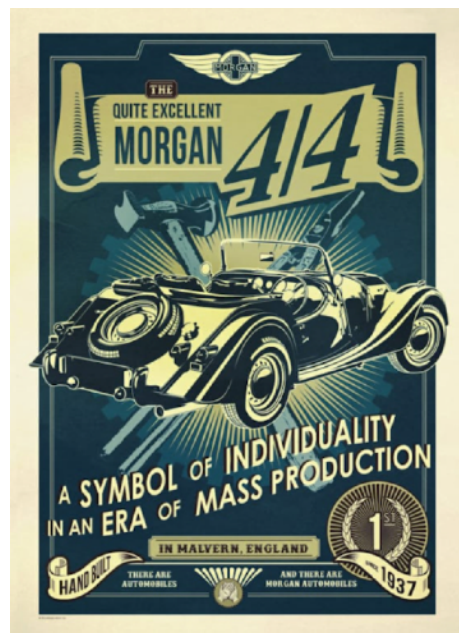




(Photos by Steve and Susan Blake)



Metal Signs available from the Morgan Motor Company shop
12.50 GBP each
Check the website at the top for availability and to order



The Morgan Link

Famous People with Morgans

By Steve Blake

Brigitte Bardot owned a Morgan 4/4



(Photos downloaded from the Internet)

GoMoG - (How to use it!)
by Lorne Goldman (aka "GoMoG")

A Brief History

Thank your enterprising newsletter editor for this article. He suggested it! It is a subject I never would have thought of but it is definitely overdue...as in 25+ years! If it turns out to be helpful, *which we will tell from your feedback if you are kind enough to give some to myself or Steve*, then the article may find its way onto the GoMoG site in a few months.



GoMoG began when the internet was beginning. In the early 1990s, its first webmaster posted a few images of members' cars, each of which took 30 minutes to download at the aching slow speed of the day. Meanwhile, I had been casting about for a way to organize my Morgan notes (needed in case of a roadside repair on our moggging trips.) The damn things would rip apart in the wind along with regular road maps in the little open car! So I invested in a laptop, which cost thousands back then, and put every on it along with MicroSoft Streets & Trips. At a club directors' meeting, *our crazy club only had directors and never a president*, my two fellow directors saw the beginnings of that and became very enthusiastic about it. They asked whether I would become club webmaster and put it all up on the club site. It has been my principle form of doodling since! *Some people scribble idly or draw on a pad next to their telephone. I write Morgan articles.*

At first, the GoMoG Workshop Manual section was the smallest. The internet was tiny then. Even the Morgan Motor Company had no formal site. And what was finally there was merely an IT class project for a British University.

(Lorne Goldman Photos)

The original GoMoG site was hosted freely by Carnegie Mellon University (a service called "Angelfire".) I decided to group everything Morgan related in the world with links from GoMoG. It sounds like a preposterously grand ambition but at the time there was simply not very much out there and what there existed, was hard to find. GoMoG made it easy, a one stop Morgan traffic cop. But as the internet grew, more Moggie sites were added each month in the world and GoMoG became a first stop for many people, including myself. It got a huge boost in the technical direction when another enthusiast, John Blair, who had the first Morgan tech site on SOL (Sons of Lucas) allowed me to draw on his collection of articles! *Now GoMoG, at John's request, [hosts his site](#), which is a great honour for me.* After a few years, the pop-up adverts become annoying and I left the Angelfire site and engaged a hoster in Vancouver! GoMoG has been there for 20 years.

It all kept growing for many years, with the addition of many features, (such as eMog, the international Morgan forum) until I found I was working on such things 20+ hours a day. In 2011, I cut back and eliminated much of it except my fondest favourite, the Manual. By that time, I had 300,000 kilometres of moggging around the world and I had heard of 1000s (yes 1000s!) of problems and fixes from forums, direct calls for help including for my own car! The "doodling" is as much fun as it was the first day.

How I Use GoMoG

There are five things the GoMoG Manual can help you do for your Morgan.

1. Diagnose it.
2. Fix it.
3. Maintain it.
4. Enhance and/or embellish it
5. Keep you secure when travelling regardless of your skill level. Merely find a roadside mechanic and give/help him the link to the Manual to find instructions for the ailing area. Morgans are very simple. He will catch on instantly.

Some codicils. I have restricted the Manual 4-wheeler traditional Morgans made between 1950 and 2004. Morgans made prior to 1950 are very different and by 2004 changes were happening so rapidly to the production cars that they become impossible to safely and accurately track. The Aeros have never interested me much and up to 2006/7 they could change on the production line, one unit to the other. I also could not see the Aeros being susceptible to owner mechanical interaction. 2004 was the year they made the last Plus 8. I have, in archives, many elements of later years and even Aeros, but I only use them when I am contacted by someone desperate for help.

I leave trikes, old and new, to the wonderful [Morgan Threewheeler Club](#). They are excellent in this area of repair, maintenance and restoration. In fact, they have far more resources serving them than do the 4 wheelers.

1. **Diagnosis is often the toughest thing about any car repair.** Most of the Morgans from 1990-2004 will have self-diagnostic features but a diagnostic reader (OBDII) costs under \$30.00 these days. *In the case of Morgans from 1991 to 1996 (US) and 2000 (everywhere else) GoMoG has the same testing by multimeter.* You also have my email address and I have access to the GoMoG archives and many friends who are expert professionals around the world. I divide fix help between "quick fixes" and long term fixes that can last weeks or months.



To use the Manual, one must determine what is wrong. (duh!) If that stumps you, contact anyone with a broad understanding of Morgans or, in the case of an engine issue, your model's manual. Once you determine what problem you have;

GoMoG LAW of THEY-ALL-DO-THAT
If someone tells you, "They all do that." Run in the other direction FAST!!!

GoMoG LAW of LIFE:
The correct approach to a Morgan mirrors the correct approach to life. Enjoy it, don't fret about it and be confident that, whatever happens, you can fix it.

Use the GoMoG Manual Index and choose the appropriate section and find what you need OR **Use the search engine** (shown at the right) at the bottom of every Manual sub-index page with the key words you have and then click its "www.gomog.com" setting before clicking "search". Use or show the relevant information. If you remember, take pictures and send them to me. Many will be forever grateful to you. These days new GoMoG additions come primarily from problems I am contacted about for help. I also love suggested improvements and additions. In such cases, I act as editor. I am understandably scared to allow direct programming access to the huge site. It is so easy to cause much damage and I find that other newbies to website work have a tendency to use a huge amount of bandwidth unnecessarily. Not realizing they are posting images and diagrams that are yards/meters huge! Other Sites, some Morgan, have become slow loaders or useless because of such work. I merely make contributions web friendly. I have trained myself in the days when bandwidth was all-important.

2. **Fixing whatever is amiss is the easy part**, assuming you have tools and even only tie-your-shoe-laces ability. But if you are hesitant with such things, find an older mechanic (55 plus).

3. **Maintenance is the most important task to keep your Morgan running without incident**. Not only does it resolve most pending problems before you start out, but it allows you to see issues before they happen. Sadly, GoMoG is deficient in this area, but most maintenance is changing the liquids and greasing. The "pending issues" monitoring is done merely by looking around while you are doing it. <https://www.gomog.com/allmorgan/serviceindex.html>

4. **GoMoG offers a number of enhancements or embellishments for many areas**. And if I didn't post it, I know of them all. Feel free to contact me.

5. **Keeps you secure when travelling regardless of your skill level**. Merely find a roadside mechanic and give him the link to the Manual to find instructions for the ailing area. Morgans are very simple. He will catch on instantly. However, **beware that many mechanics refuse any advice**. They are the cretins that can damage your Morgan.

May your roads go on forever.



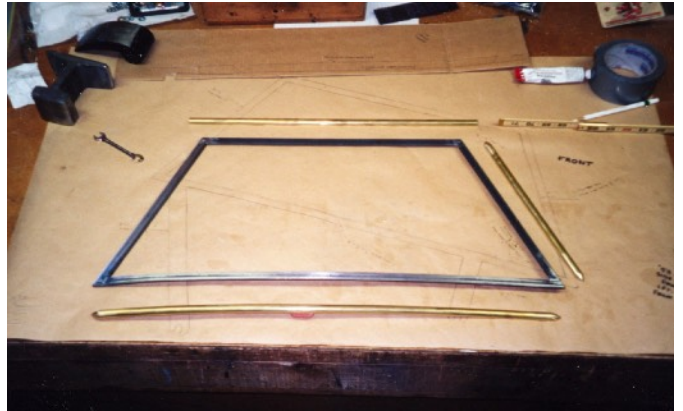
Making Steel Frames and Trim Strips for Roadster Side Curtains

By Bob Adair

When I bought my 1952 +4 two-seat roadster in 1980, it had no side curtains. Towards the end of a long restoration period and before the car went to the upholsterer's shop, I had to come up with original style steel frame side curtains. I couldn't find any for sale, so I thought I'd have another adventure in learning and make mine from scratch.

I called Robert Couch, my fly fishing mentor and go-to-guy on all things Morgan. He hadn't made side curtains and didn't know anyone who did. Next I called my friend Mark McClinton and asked if I could borrow his side curtains from his 1951 +4 two seat roadster and they arrived by U.P.S a few days later. What a friend!

After removing the trim strips and curtains from the frames, I placed the frame and legs on craft paper and traced around each side of all pieces (Photo 1).



I measured the steel pieces to determine the sizes I would need to purchase locally.

Front Side 1/8 x 1/4 x 1/2 angle Back&Top 1/8x1/2

Bottom 1/8 x 1/2 x 1/2 angle All measurements are in inches
Legs 1/4 x 1

I cut the four frame pieces to fit the drawing, leaving the legs for last. The bottom piece is shaped to fit the horizontal curve of the door, and with a slight curve vertically. The two top joints are welded before the bottom two joints. The legs are cut to length, bent on a press for the correct offset on the door, notched on the bottom and a hole drilled to receive the knurled knobs. Then it's on and off the door as you use the press to fine tune the fit to the body, door and windscreen. Just before welding the legs to the frame, I clamped a temporary brace to the bottom of the frame to prevent movement of the legs. (photo 2)



No side curtain trim sets of the correct lengths were available, including MG-T series. I obtained two six foot lengths of 1/4" x 1/2" x half round brass from Alaska Copper and Brass in Portland, Oregon. Alaska Copper and Brass turns 109 years old this year and is nice to do business with. Phone number is 1-800-552-7661.

I cut the brass to length for four sides: Bottom 25 1/4", Top 16 1/4", Sides 11 1/4". I developed a system for tapering the ends like the original trim strips.

Measure back from the end 1/2", mark the 1/2" measurement with tape, Make a mark on the end in the center with ink as a reference point. Use a bastard file to taper sides and top to the centre point on the end. Smooth with a mill file, emery cloth and black paper. (photo 3)

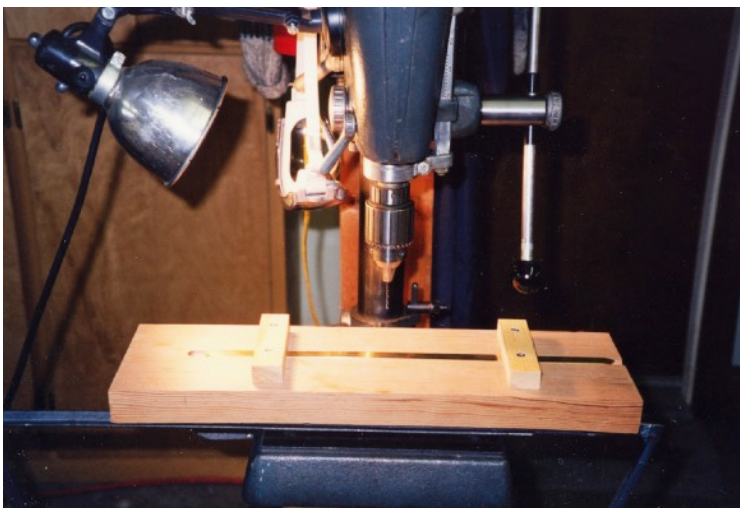


To locate the position of the 8-32 SS stud in the brass strips: I measured them on my friend's frame, marked and centre-punched (width-wise) the back side of my frame and drilled 3/32" pilot holes. I then taped the strips to the front of the frame and inserted the drill bit through the pilot hole and started the drill bit into the brass strip. Remove strips and drill all holes in frame using 11/64" drill bit.

I made a holder for the strips by routing a 1/2", half round groove length-wise in a 20" 2x6 piece of wood. A 2x4 would do. With the strip in the groove I secured it with a couple blocks of wood and screws. Drill stud holes with a number 29 bit for tapping 8-32 threads. Check the depth so you don't drill through the brass.

I used a drill press on every part so that the studs would stand straight and nuts and washers would rest flat on the back of the frame.

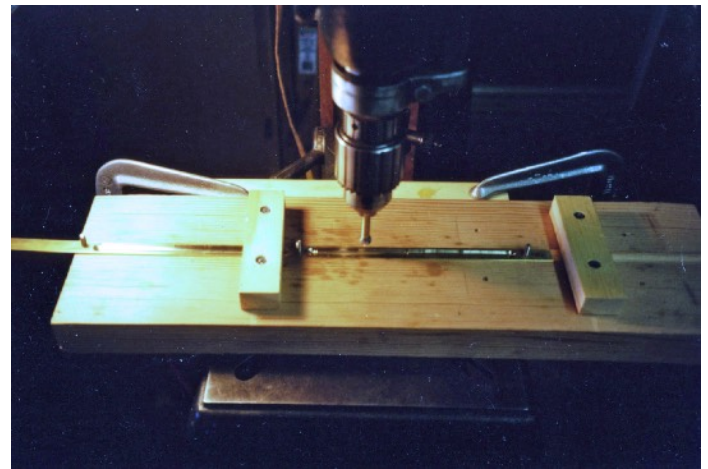
Insert an 8-32 bottom tap in the drill press chuck and turn chuck by hand to tap a couple threads. Holding chuck down, loosen chuck with key and release leaving tap in brass strip. Tap remaining threads by hand. There should be at least 4 threads. I used SS 8-32 machine screws. After hacksawing the heads off, they should be about 1/2" long. Double nut stud with finished end out and screw it into the brass. (photos 4 & 5)



To lighten the strips, I bought a 3/8" carbide burr (round) bit and using the drill press on medium speed with the strips mounted in wood block, routed out material between the studs and ends (photo 6). This lightened them considerably. Off to the chrome shop.

Finished product. (photos 7 & 8)

To write this article, I referred to the notes I made as I worked on the car in 1999 and to the descriptions in my restoration album. If you have questions, you can reach me at 208 343-3846.



(Photos by Bob Adair)
Thanks to Leah Adair for her technical support!

Morgans in the Movies

By Steve Blake

The Simpsons - "To Courier With Love"

May 8, 2016 - Season 27 - Episode 20 - Overall #594

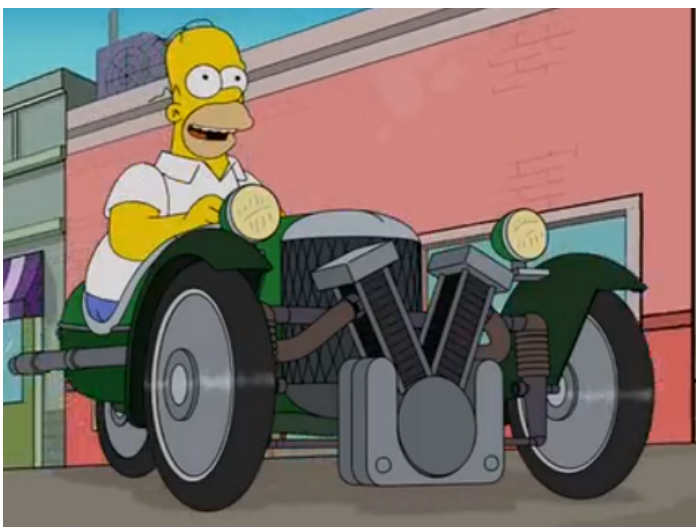
The Simpsons is an animated sitcom that first aired in December 1989. It is the longest running American sitcom and the longest running scripted primetime American television series both in seasons and number of episodes. This episode shows Homer finding a vintage 3-wheeler Morgan in his garage. Homer sells it to Jay Leno (Jay Leno does the voice for his character). It is later returned because Homer didn't own it. The police impound it.



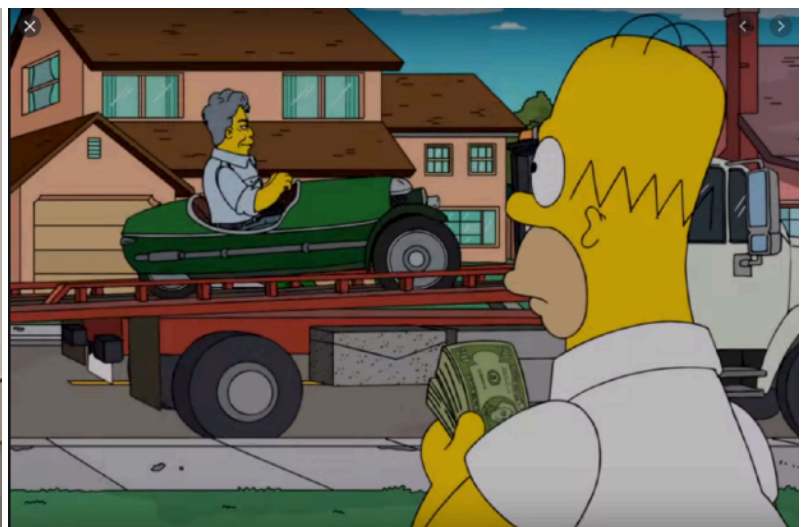
All of this was to pay for a trip to Paris for the family. Typical Simpson satirical humour. Worth a look to see how the Morgan is portrayed.

The Simpsons was developed by Matt Groening and this show was directed by Timothy Bailey and written by Bill Odenkirk.

(Photos screen-captured from the Internet)



The Morgan Link





The Knob That Never Learned The Knobs

By Dave Doroghy

Call me a slow learner or unengaged and distracted when it comes to certain basic technical topics. I have had my 1966 Plus 4 Morgan for 14 years now and I still don't know what all the dials and instruments on the dashboard do; and it has a pretty simple dash compared to modern cars. I drive the car fairly regularly and to tell you the truth I kind of like having a couple of mystery knobs on the dash. I regard them as an invitation to future discovery. They can't be all that important to the operation of the vehicle though because I have never used them once. Just for fun I have pictured two of my favourite perplexing switches in this story and something tells me someone in the Club will provide with a logical and detailed explanation of what they are supposed to do and just exactly what I have been missing out on for all these years. More on that later.



What got me thinking about this column is that I bought a late model Volkswagen EOS convertible in February and decided for once in my life, to learn about every single switch, gauge, heater control, light toggle, locking mechanism, trunk opener, FOUR way SIX way and EIGHT way flashers and the dozens of other dials and back-lit instruments that surround me like I am sitting in the cockpit of a Boeing 747. I asked the salesman at the dealership where I bought the car, where he thought I should start reading in the thick dull looking owners manual. Knowing I would never work my way through the entire lengthy technical tome, I asked him to show me where in the manual the good parts were. The parts about how all the most important dials and knobs work. He looked at me like I had been hiding under a rock for 20 years or had just escaped from the senile ward of the old folks home. He said " Sir, no-one read owners manuals anymore, just go home and look on YouTube for a video tutorial on operating the car. So I did, but along the way, searching for the instructive 30-minute clip he said would answer all my questions, I came across a cool video of two of the remaining Beach Boys singing Sloop John B, and another really cute video of a kitten

unrolling a ball of yellow wool, and a one-minute video of a hamster eating a carrot. These two stimulating pieces of short modern cinema made the VW EOS tutorial video I was about to watch seem downright slow and boring. Still I soldiered on and watched the whole pedantic 30-minute dry dry instructional video. I think I retained about five per cent of it.

At any rate at least I tried to learn about how to operate my new car and then a couple of weeks went by and Covid hit and I took the car off the road and decided to drive the Morgan all summer instead. Then basically, in the meantime I forgot everything I learned from that modern VW video or what I have cleverly dubbed it - the didactic dial dissertation. But at least it wasn't a total waste of time. I ended up posting the beach boys video on Facebook and I sent a text to my girlfriend with the hamster video attached.

Rome wasn't built in a day, and I'll worry about that new car's operation and exactly what the 43 dials and knobs, each with an infinite number of settings, do, later. In the meantime, maybe someone will produce and post a sexier VW instruction video on You Tube. One with a catchy music bed and some cool special effects. I digress, let's get to the fun part of this column now - identifying the Morgan Mystery knobs.

The first one is a one-inch long kind of plastic looking dark brown thing that spins without resistance clockwise or counter-clockwise. When I spin it, it does nothing. But I am no dummy, so I pulled on it once and it easily just came out completely, kind of like an



old-fashioned car cigarette lighter. I play a lot of chess and when I hold it in my hand it reminds me of the Rook. In small letters it says FAST and SLOW on the front of the knob. It may have something to do with the heater, but I have never been able to find my heater.

The second knob I am guessing has something to do with the suspension. All it says is soft. On the other hand, it may have something to do with Ice Cream. But it is just as useless. Somebody told me once at Van Dusen Gardens that it was an optional expensive feature that changed the cars ride. But just what does it do, or was it originally supposed to do? For those of you that want more clues.....it also says Armstrong on it. Oh and it says Electraride.

Any takers?

(Dave Doroghy Photos)



An Elite Reunion

By Allstar Crocks

With the turn of a key the engine crackled into life and created a cacophony of sound inside the car which seemed out of proportion to the size of engine under the bonnet. The man behind the wheel coaxing the engine into life was Ron Bennett. Ron fettled his first Lotus Elite in 1960 when he built up a kit on behalf of Team Elite and remained with them during the heady days of the early sixties when they campaigned these cars in long distance racing across Europe. Ron later joined McLaren where he became Denny Hulme's mechanic during the Can Am series. When the current owner of this car, John Wagstaff, himself a regular driver with the Derby England based team, tracked down this Elite and brought it back from the USA to England, it was Ron Bennett who restored it to its former glory.



The Lotus Elite first met its public at the London motor show in 1957. Posterity now tells us it was a Chapman master class, a quantum leap for Lotus and for production sports cars of that era as it ticked all of the following boxes. It had a fibreglass monocoque shell that was not only light but slippery too with a CD factor of .29. It came with independent suspension all round, rack and pinion steering and disc brakes front and back, the rear ones located inboard. The engine was an all aluminium Coventry Climax 1216cc 4 cylinder job with a single overhead camshaft that initially produced 75 bhp but when twin SU carburettors were used this increased to 83 bhp. By the time Team Elite entered competition the SU carbs had been replaced

by Webers and the MG gearbox by a 4 speed unit from ZF. The power output was around 100 bhp which in a car weighing a mere 1450 lbs gave the Elite a David versus Goliath like performance. According to John Wagstaff who raced an Elite at Le Mans in 1960/63 and 64, the diminutive Elite could clock 140 mph on the Mulsanne and in the right hands could turn in a lap speed of 100 mph. Ron added that at these speeds it was returning an incredible 20 mpg.

Often overlooked in the history of the Elite was the use of the innovative Hobbs Mecha Matic gearbox which took Hobbs/Gardner to 8th place and a class win in 1962 at Le Mans. The creation of Australian Howard Hobbs, it was an automatic gearbox that dispensed with the inefficient torque converter. It showed great promise and Westinghouse built a plant in England to produce 500 a day for Ford UK. Numerous manufacturers tested the box and Borgward fitted it their Isabella before they went to the wall. It has never been revealed why nothing ever came of the Westinghouse/Hobbs venture but shortly after cancellation, Ford did a deal with Borg-Warner for their inferior 3 speed type 35 transmission. Colin Chapman had a Hobbs box fitted to his personal Elite which became the transport of one James Clark who needs no introduction. Having covered 286 laps of Le Mans at racing speeds in the hands of his son David Hobbs, better known today as a TV broadcaster, the Hobbs box had surely proved itself. Its demise remains a mystery.



John Wagstaff, 87, and Ron Bennett

By now the engine had warmed up and I swapped seats with Ron. If I thought limbo dancing lessons were mandatory to enter and exit a modern day Elise, the Elite is no exception. I should have made a note of Ron's technique. The cockpit is snug and all semblance of interior trim has been removed in part explaining the decibel levels within. As for the bucket seats, they were metal receptacles with minimal upholstery with not a seat belt in sight. The dash is dominated by two dials immediately behind the steering wheel, a speedo and tachometer. A large wood rimmed steering wheel is the only clue to the car's vintage. The engine is docile, the clutch action light and smooth as is the gearbox although I did note that Ron used two hands to select reverse. Because the car is not street legal we were restricted to a gentle drive in the grounds of John Wagstaff's estate but I was struck by the supple ride, a testament to that all round independent suspension. For me this was a special moment as this was the very car I had witnessed 49 years ago circulating the Le Mans circuit with metronome like consistency for 24 hours and in the process winning its class.



It is estimated that 1030 Elites were built between 1959-63 when it was replaced by the Elan. Because most were sold in kit form to avoid sales taxes, the car earned a dubious reputation for reliability but its successes in endurance racing suggests that when properly prepared it was a formidable competitor. An Elite won its class at Le Mans in 6 successive years and on its first outing in the Nurburgring 1000 kms in 1959 it won the 1300 GT class. It repeated this success the following year when John Wagstaff and Alan Stacey finished 20th to boot.



At the Circuit de la Sarthe a Lotus Elite finished 8th on two occasions, in 1959 and 1962 and this particular car was placed 10th in the hands of Wagstaff and Ferguson in 1963. The latter was the same Pat Ferguson who was involved in the plot to fly a glider out of Colditz Castle during WW2. Similar nuggets of information came to the fore as the two ex Team Elite stalwarts shared some of their experiences of racing these remarkable little cars which remain a testament to the genius of Colin Chapman. The design of his Lotus Elite encompasses his

well known quote "Simplify, then lighten". To my surprise John Wagstaff never wore ear plugs racing Elites and does not appear to have suffered the consequences after many hours of audible abuse racing these cars.

In 1974 Lotus introduced a new 4 seater Elite that remained in production until 1982 and a third generation Elite was due to be launched in 2014 but never materialised. I think it is safe to say that neither of these cars did or would have broken the mold as did the original.

My thanks to John Wagstaff for allowing me access to this car and both he and Ron Bennett for their time.

(Top two photos from the Panini Collection - Steve Blake Photos)



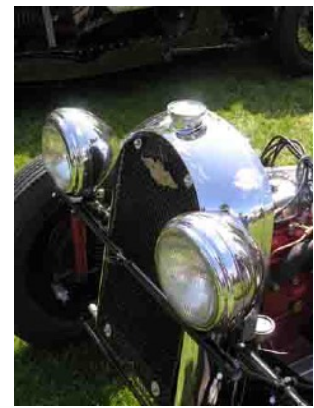
1960 Lotus Elite sold on BaT on May 25, 2020 for US\$80,000.

May 2020



Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

It isn't unknown that the kingpins, (part of the front suspension) are a "soft spot" on our beloved Morgans. The vertical pins have two functions. First, to allow the front wheels to turn in a way that can lead the car in the right direction. The second function is to allow the wheels to move up and down. The springs in combination with the shock absorbers are responsible for more comfort.

Basically, every front wheel spins around its own axle. This axle is part of what we call the stub axle. A part of the stub axle is a tube with a bronze bushing on either end. The kingpin goes through the two bronze bushings. I don't think it's difficult to understand that those parts are doing a heavy duty job. On top of that, it all happens under the car with all the dirt, dust and sometimes water surrounding it.

To keep it all going, there must be some form of lubrication. The factory made a connection between the engine and the top of each king pin. The connection is made of the same type of tubes (linings) as they use for the hydraulic brakes. On the fire wall, inside the cockpit, above the gearbox cover, is a push button. With your foot you can push on this push button, a "valve" opens and if the engine runs, oil will be pressed from the engine to the top of each kingpin. They call that "one shot lubrication". You must do that for a short moment when the engine is just started and the oil is still cold.

Another option to lubricate the kingpins and bushings is through a grease nipple located in the stub axle, between both bushings. If you press in the grease, it goes into the space between both bushings. If that space is full, the grease can escape by a very small hole that is drilled in the stub axle. This is precisely where the bronze plate between the top spring and the stub axle does its job. The function of this bronze plate is for a totally different chapter....

To my knowledge, this system is the only one in the world where they mix oil and grease in one place!



This is a photo of a kingpin and two bushings. It is just for one side of a Morgan. With some luck, you can see the inside of each bushing and at the kingpin you see both grooves and the little hole in each groove. The little hole is drilled on each side of the kingpin.

(Photo and drawing by Machiel Kalf)

We ordered our new 4/4 in 1977. At that time, the “waiting list” was world famous. After 3 years, we received our new Morgan. During that time, I already realized that the kingpins, the way the factory made them, wasn't the best. The question, “How can you improve this?” was something that kept me “busy”. The problem was how to stop the bronze bushings from wearing out and the mild steel kingpins from becoming a thinner diameter after 25.000 kilometres?

As a technician, I am aware of hydraulic tools. You can see them, for example, on bulldozers, that have “shiny” pistons. The shiny parts are the hard chrome surfaces of the pistons. Keeping that in mind, the kingpins were a good place to start. I designed the kingpins of a good quality steel with a layer of hard chrome. To press in the lubrication from the top to lubricate the bushings on the inside, I was thinking of the same type of grease you use for the location between the bronze bushings. You have to drill a deep hole to the location of the lowest bronze bushing. You need a groove in the surface of the kingpin and two little holes which connects the groove with the hole in the centre of kingpin.

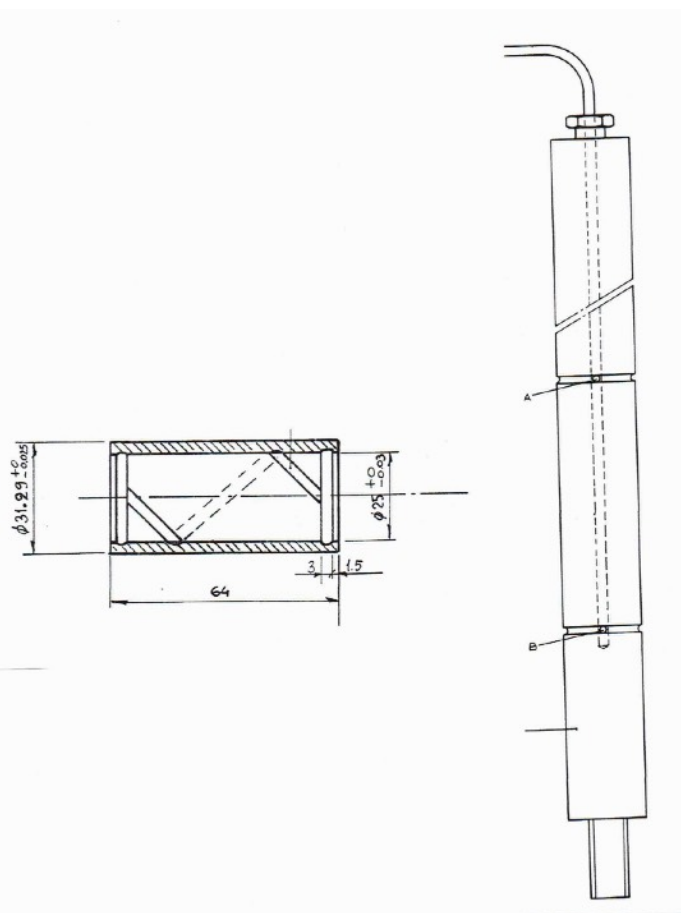
If you press the grease from the top into the kingpin, the grease comes out through the little holes.

The bronze bushings are made of what we call phosphor bronze. Parallel at each end of the bronze bushing, I made a groove inside. A groove inside the bushing, in the form of a “spiral”, connects the other grooves.

If the bushing is around the kingpin and the grease comes out of the little holes, the grease will go into the spiral groove in the bronze bushing. From there, it will go on the complete surface of the inside of the bushing. That gives it perfect lubrication.

The only problem is, that all of this isn't easy to make. It is time consuming and you need to know how to do it. That makes the total set of 2 kingpins and 4 bushings for one car more or less expensive. On the other hand, the number of miles or kilometres you can have them on your Morgan is enormous. Over the years, I made many of them for Morgan drivers all over the world. Just one of them came back to me, but he used them for more than 350.000 kilometres. (219.000 miles)!

At the moment several places offer hard chrome kingpins, but they use the same type of lubrication system that the factory makes. They are cheaper, but you can't compare the quality or durability.



The drawing (not to scale) tells more about the construction. On the right, the kingpin: "A" and "B" are the little holes. On the left, the "cut through" of the bushing. You can see that the "spiral" goes from groove to groove. NOT from one side to another. This system keeps the grease in the bushing and the dirt outside. If you press the grease into the top of the kingpin, the grease comes outside the kingpin and inside the bushing. That's the place that must have the grease!

I always used kingpins with a diameter of 25 mm. The factory uses 1 inch which is 25.4 mm. But a diameter like that isn't a standard size you can buy here in Europe.

Mr. and Mrs. Smith's Travels by 3-Wheeler Morgan - Part 3

By Phil Johnson

This is the last set of photos taken from Flickr by Vintage Cars and People. The photos were purchased from an antiques dealer and show the travels of John and Minna Smith. John was born on June 17, 1902. The Smiths lived in Chingford in Northeast London. The 3-Wheeler Morgan is most likely a 1933 model as it carries a London registration plate #AGY 722 which was issued in 1933.



Mountain Road

The Morgan Link



To the Morgan



At the Border



Merano Valley



Alpine Road



Mountain Road



Rural Austria

Do You Want to Own 46 Morgans?

We have a group of 46 Morgan diecast models once owned by Mike Powley. These are made by Matchbox, Corgi, Corgi Junior, Majorette, Hot Wheels, and a couple other manufacturers. There are a number of duplicates and some are still mint and boxed or plastic bubble packaged. Estimated value is \$100 to \$200. We are going to take bids on the lot up to August 15, 2020. The winner will also get a limited edition print from the 30th Anniversary of MOGNW done by the late Bert McCabe. Money received from this silent auction will be donated to the Peace Arch Hospital Foundation In memory of Mike Powley. Let's start the bidding at \$20. Email me with your bids at sblake@telus.net Delivery is not included but arrangements for local pickup and/or drop-off can be made. Who wants to start the bidding? Do you have grand or great-grand children? Do you want to get young people interested in Morgans?



Bonus artwork by the late Bert McCabe. This was a print of an original watercolour painted by Bert and distributed to those in attendance at the 30th Anniversary Celebration of MOGNW.

All proceeds of this silent auction will be donated to the Peace Arch Hospital Foundation

The Inner Workings of an Engine

Otherwise known as Suck, Squeeze, Bang, Blow!

By Pat Leask

I found this article on pistons, valves, etc. and thought you might be interested. The article was written by Paul Ireland for the MG T Society's Totally T-Type 2 magazine. Paul is a guru on MG's and his article is equally applicable to our Morgans. The article can be read in its whole at the following web page. An excerpt is below.

<https://ttypes.org/suck-squeeze-bang-and-blow-the-manchester-xpag-tests/>

“Ask an MG owner how their petrol engine works and the answer you are likely to get is ‘suck, squeeze, bang and blow’. If only matters were that simple! Before presenting the next set of data from the Manchester tests, this article introduces some of the concepts affecting the combustion of fuel in a 4-stroke spark ignition engine. It describes the journey taken by a single cylinder in an XPAG engine running at 3000 rpm where it completes the four stages of the cycle in a mere 40 thousandth of a second (40ms). Think how fast 1 second is and imagine that 1ms was equivalent to 1 second. On that timescale, 1 hour would last 6 weeks! 1ms is so fast that even gases can act like solids.

The start of our journey is where the piston is at top dead centre (TDC). At this point you might expect the exhaust valve to close and the inlet valve to suddenly open. Valves cannot open and close instantaneously and any delay as the inlet valve opens reduces engine power. Fortunately, MG engineers knew the valves could start to open earlier and close later than expected, increasing an engine's power. At the start of our journey, the inlet valve will already have been opening for 0.6ms (11° before TDC) and it is another 1.3ms (24° after TDC) before the exhaust valve fully closes.

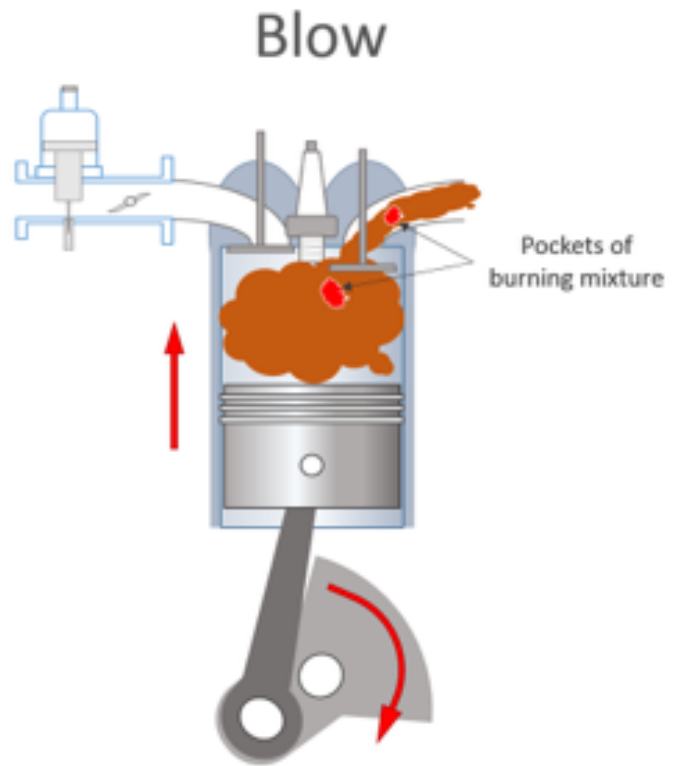
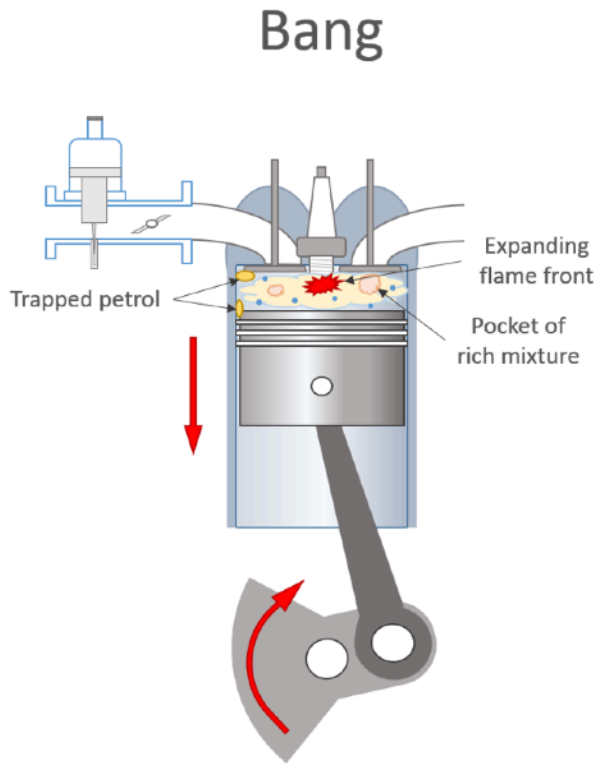
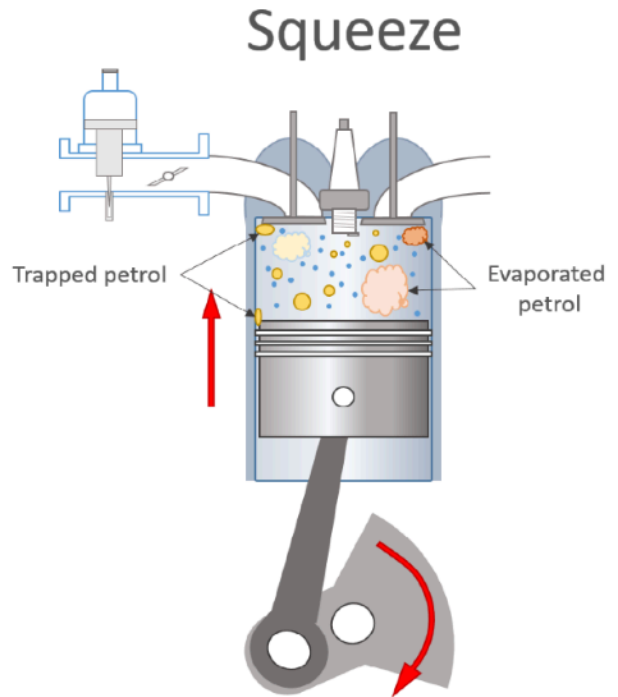
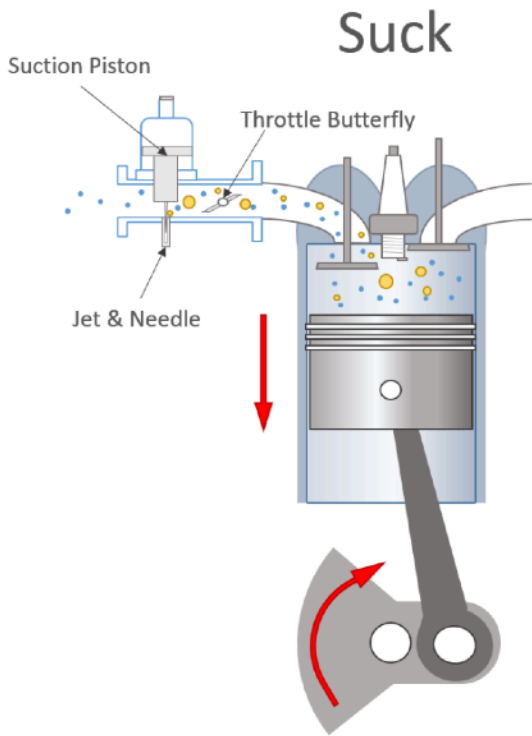
The 1.9ms when both valves are open is called valve overlap and is beneficial at higher RPM. At the top of the “blow” stroke the piston has expelled most of the exhaust gases and as the inlet valve starts to open, a “scavenge” effect takes place where the rush of gases into the exhaust port draws in some air petrol mixture through the inlet valve.

At TDC the cylinder is not empty. The 45.5cc volume of the combustion chamber (about 15% of the 312.5cc cylinder volume) still contains hot exhaust gases at approximately 1200°C left over from the previous cycle. As the piston starts to fall, the exhaust gases will continue to vent through the exhaust valve, and the remainder will cool as they expand. (If you ever studied Physics, you may remember Boyle's Law. As a gas is expanded it cools, and when compressed it gets hotter). At some time between TDC and Bottom Dead Centre (BDC) when the pressure in the cylinder becomes lower than the inlet manifold pressure, the air petrol mixture will start to flow in earnest into the cylinder. Induction has begun.

The volume of mixture entering the cylinder is controlled by the throttle butterfly. This is a circular brass plate that pivots when the throttle is pressed, allowing more mixture to flow into the engine. As the throttle is opened, the suction piston in the carburettor responds, moving upwards as more air flows through the carburettor. Its height is a measure of the volume of air flowing into the engine and by withdrawing the tapered needle from the jet, it allows more fuel into the air stream.

In this way, the SU carburettor is able to accurately control the air / fuel ratio.

The ideal mixture for the inducted air/fuel is a stoichiometric ratio consisting of 14.7 times the mass of air to petrol. Unfortunately, carburettors are volumetric devices; they deliver measured volumes of petrol and air. The addition of ethanol, currently up to 5%, affects the ideal stoichiometric ratio. Ethanol contains oxygen, whereas petrol does not. With ethanol blended fuels you need more fuel and less air, i.e. a richer mixture. Fortunately, SU carburettors can be adjusted to accommodate for this effect. This will be covered in a later article.”



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 number of new photos have been added to the Morgan Memories Contest page. Check them out and some yourself! Let's try for a record number of photos on this page.

<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 41 for information.

Upcoming PACMOG Events

By Bob Wadden

Activities Report July 2020

In these reports, it is typical to provide a list of what events the Club has enjoyed since the previous AGM. This is then followed by the proposed events for the coming year.

To keep things brief for now, if you wish to learn about the excellent events that have been organized by hardworking Club members, I'd encourage you to read the fine reporting done by Stephen Blake (and others) in the Morgan Link.

The format of our events has typically been a run followed by a lunch. Unfortunately, the health crisis this year has caused the cancellation of most of our normal events and has necessitated a change to our general format. As you will have seen in emails from pacmogcalendar@gmail.com, Ken Miles has been organizing several drive only runs so we can, at least, exercise our hobby.

Prior to the outbreak, participation at many of our events has been low and the current risks have not helped matters. I would encourage everyone, however, to try and make it to some of our runs. You do not have to leave your car, if you prefer. Or, you can join the parking lot discussions while keeping socially distanced and, hopefully, wearing a mask.

There's an old expression and purported curse that says "May you live in interesting times." We don't know how long we'll have to live with our current health emergency, but we do know that the Club and its members are resilient. As such, we will continue to adapt our events so that we can safely enjoy both the cars and the people that drive them. Stay tuned for our upcoming driving events. I know, at least, that your Morgan will appreciate the exercise!

Events that will take place!

Annual General Meeting (by Zoom) - August 13, 2020 at 7:00 pm

The next Stir Crazy Run will be announced soon. Watch your emails!

Let the organizer of each run know if you plan to attend.

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 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

Breaking News - Portland ABFM Postponed Until 2021



2020 Portland All British Field Meet Update

It is with great sadness that we must report that we have found it necessary to move the ABFM forward to 2021.

There will be no ABFM at PIR this year. The wind against us was just too heavy. Currently, the State has not permitted PIR to have more than 250 visitors on-site, and it is not known if they will. In any case, spectators would not be allowed. Many former participants have expressed their fear of attending due to COVID19.

We will be so ready for next year! All those who have registered, you will receive a 100% refund. This process will take some time, so please be patient. Some refunds will be back to your credit card and some by check.



FLOG MOG 25

***Memorial Run for Bill Button
and Those Other Flogmogs Recently Lost***

SEPTEMBER 11-25, 2020

This edition of the FLOG MOG will be run in honor of those Flogmogs we have lost recently; hopefully it will not be cancelled because of COVID-19. This event is open to any car you choose to drive – it is about the enjoyment of driving together in this beautiful country and creating new memories in celebration of old friends. You are welcome to do all or part of this event, which will not be a follow the leader parade. Call us today and sign up – we look forward to hearing from you.

Lynn and Karen Powell – 209-245-3152

John and Barbara Burks – 541-613-1345

PLEASE BOOK YOUR OWN ROOMS!

- **Sept 11/12:** Missoula, Montana – *Red Lion* | 406-728-3306 (2 nights)
- **Sept 12:** Dillon, Montana – *Beaverhead lodge* | 406-683-5555
- **Sept 13:** Yellowstone- Cook City, Wyoming – *Alpine Hotel* | 888-838-1190
- **Sept 14:** Lowell, Montana – *Cattlemen's Hotel* | 307-548-2140
- **Sept 15:** Riverton, Wyoming – *Paintbrush* | 307-856-9238
- **Sept 16:** Carbondale, Colorado – *Hampton Inn* | 618-549-6900
- **Sept 17:** Monterose, Colorado – *Roadway Inn* | 970-249-6640
- **Sept 18/19:** Cortez, Colorado – *Travel Lodge* | 970-565-3761 (2 nights)
- **Sept 20:** Torrey, Utah – *Capitol Reef Inn and Cafe* | 435-425-3271
- **Sept 21/22:** Bryce Canyon, Utah – *Bryce Upton Lodge* | 435-834-5227 (2 nights)
- **Sept 23:** Cedar City, Utah – *Comfort Inn* | 435-865-0003
- **Sept 24:** Tohjapah, Nevada – *Mizpah Hotel* | 855-337-3030
- **Sept 25:** Yerington, Nevada – *Main Street Inn* | 775-463-2164 (last night)



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's 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!



2005 Morgan Roadster Sold Last Month

By Steve Blake

Okay, I confess, I was going to bid on this one. I had Susan's support and the money ready to go. However, it was not going to happen. The car sold for US\$67,000 on June 9, 2020. By the time you add all the hidden bits, duty, taxes, exchange, tires, storage, etc., it would cost you \$125,396 plus insurance to have it on the road in Canada.

Here is what Bring-a-Trailer had to say about this car. *This 2005 Morgan Roadster was sold new in California and acquired by its current owner in 2016. The car is finished in unpainted aluminum with Connaught Green fenders over a green leather interior, and power comes from a 3.0-liter DOHC V6 mated to a five-speed manual gearbox. Features include white Smiths gauges, a burl wood dashboard, a Moto-Lita steering wheel, a green soft top and side curtains, and more. A July 2018 service at 4,300 miles included the installation of a new clutch, master and slave cylinders, rear brake cylinders and servo, fresh brake fluid, rebuilds of the front calipers, and an oil/filter change. This Morgan now shows 5k miles and is offered by the seller on behalf of its current owner with partial service records and a clean Oregon title.*



BaT Essentials

Lot #32459

Seller: **Stunt_Road**

Location: **Eugene, Oregon 97401**

Chassis: SA9RA260650A11083

5k Miles Shown

3.0L Ford DOHC V6

5-Speed Manual Transmission

Bare Aluminum/Connaught Green

Green Soft Top & Side Curtains

Green Leather Interior

Smiths Gauges

Burl Wood Dashboard

Moto-Lita Steering Wheel

Service Records

Private Party or Dealer: Private Party

Model Page: **Morgan Plus 4**

Category: **British**



(Photos by Bring-a-Trailer)

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 2007 Morgan Aero 8 sold at auction at Windsorview Lakes on July 18, 2020 for US\$57,061.

Bring-a-Trailer News

We have all enjoyed following specialty cars for sale on the BaT website. This is the first month for a long time that no Morgans have been auctioned. It is probably because nobody would want to sell their Morgan in the middle of the best driving season!

Bring-a-Trailer has been sold to Hearst Autos, part of the Hearst publishing empire. They also own Road & Track and Car & Driver. The co-founders of BaT, Randy Nonnenberg and Gentry Underwood, will continue to run BaT as it has always been run but they will now have the advantage of Hearst's technical and business supports. We look forward to this collaboration.



Don't forget to enter the contest! See page 41
Here is Steve Blake's #70 - Museum of Anthropology



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



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.

