



The Morgan Link

Vol 5 No 2 The Magazine of the Pacific Morgan Owners Group Feb/Mar 2020



From the Editor's Desk...

Happy Spring! It is a tough sentiment when the whole world is reeling from the effects of Covid-19. We have events being canceled, self-isolations, economic collapse, grocery shortages, and general fear that has gone beyond what seems logical or rational. We each have to deal with this in our own ways and it will be interesting to see what both the short term and long range consequences will be. Wash your hands often and stay safe!

I am back on a two month schedule for the Morgan Link. The next issue will come out at the end of May. We have had the ABFM postponed until the summer, a number of events canceled, and our AGM postponed. In the meantime, if anyone is feeling up to it, we do have need for members to fill a couple of executive positions. Very little work to do, basically we just need smiley faces and your attendance at a couple meetings a year. Think about it because it is not healthy for a club to have the same people running it forever. Change is a good thing!

Thank you again to all my contributors. Without you, I am sunk! I am pleased to get articles from different perspectives. We have two spring articles, very fitting since it is now Spring! We have another section about preparing cars for travel and an interesting perspective on bubble cars. Dorg's Morg deals with the gas cap and it got me thinking! I am sure we all have a nostalgic story or two on this topic.

I am not sure what is going to happen with our June trip but hopefully it will still go ahead. In the short term, we are losing events, but with a little luck, in the meantime, we will be able to go for some nice drives on our own. We can drive with social distancing like seen in Susan's photo on the cover! We will plan some Mog 'n Platter events and some drives as soon as we are allowed to be social again and restaurants reopen, otherwise we will have to do takeout fish and chips and sit appropriately spaced!

On a person note, thank you for the good wishes and concern numerous members showed us when we were stuck on the MS Westerdam in February. We survived that and recently another cruise in the Caribbean. We canceled Australia for this year and will make up for it by getting our cars out on the road.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

March 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 - March 2020

By Tom Morris

As I write this column (Mar. 13), we've already had two events so far in 2020. The Mike Powley Memorial/Robbie Burns Run in January and last month's Hearts 'n Tarts. If I'm not mistaken, the total turn out of Morgan cars for the two events was...one. That's right, one Morgan in the first two events. Congratulations to Dave Collis, who showed up, top down, for the Hearts and Tarts along with several other Brit-cars from the OECC and one modern interloper (me). The next event is the Artful Dodger Lunch scheduled for later today and yesterday we received an email stating that no one had contacted Ken Miles to say they planned to attend.

Please don't take this as a harangue chastising you for not doing your duty. Nothing could be further from the truth. You have no duty to PacMOG, quite the reverse in fact. PacMOG was founded in order to support the membership in the use and enjoyment of their Morgan cars. It seems we may be failing to do that. There can be many reasons that a member doesn't choose to attend any given event - family priorities, work commitments, household chores, conflicting social engagements, travel, the list goes on. Also, the age demographic of our membership is... um... not young. Perhaps driving around in draughty, damp old sports cars that are difficult to get into and out of doesn't hold the fascination that it once did. Another consideration at this time of year is that the old Morgan is undergoing some sort of remedial action. I know that has been the case for me so far this year.

All of this is just fine. The only troubling question I have is, "Is the low turnout the result of some failing on the part of the board to stimulate the membership and provide an interesting outlet for their Morganeering enthusiasm?" If you feel that is the case, to any extent at all, do let me know, and, with the Annual General Meeting just a few weeks away, now is the time to think about stepping up and helping make PacMOG everything that it can be.

Editor's note: Now, unfortunately we have had to postpone the AGM due to coronavirus issues. It does not mean that you cannot still step up and help us run the club. Speak to Tom, if you can help out. We value your input and support!

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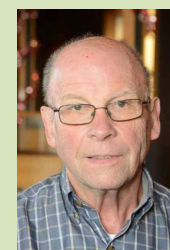
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The Morgan Link

Non-Voting Volunteer Members who attend Board Meetings

Secretary - Susan Blake
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Cover Photo Credit:

The cover this month is a photo taken by Susan Blake on a drive to Sechelt. This photo shows us passing Molly’s Reach, a restaurant made famous in the old “Beachcombers” TV show.

Contributors

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

Dave Doroghy, Ken Miles, Pat Leask, Susan Blake, Bob Wadden, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Vern Dale-Johnson, Bill Button, Eric Weiner, Frank Gruen, Peter J. Ballard, John and Barbara Burk, Kyle Smith, 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 MOTOR COMPANY STATEMENT



The principles of family have defined the Morgan Motor Company for generations. We're not just talking about H.F.S Morgan - who founded the company 111 years ago - and his descendants, but the wider Morgan family: our workforce, our customers, our dealerships and our fans around the world.

To these people, few things are more important than building and driving Morgan cars. Normally, our factory does not close, but today our craftsmen and women will put down their tools.

It's for one simple reason: without family, nothing else matters. And at this time, our family and your family are all that matters.

For the first time since World War II, and following Government advice, we have made the decision to close the Morgan factory for at least one month. During this period, we are committed to looking after each of our employees.

We would urge you to keep your Morgan in the garage, to follow Government advice and stay at home. The next adventure can wait, and when all of this is over, your next drive will feel like your first.

It's more important now than ever before that we stay connected. We'll still be online, so let's keep the conversation going...

Important Information:

The Morgan Motor Company factory and offices are expected to be closed from 25 March to 20 April 2020. During this period, most of our usual business activity is suspended.

Morgan factory tour, car hire, and experience drive bookings during this period have been cancelled. These bookings can be rescheduled, and we will be in touch with you upon our return to work to assist you to with this.

Bookings made directly through Morgan Motor Company can be refunded if you are not able to reschedule. If you have purchased a voucher through a third party and are not able to reschedule, please contact the provider for more details.

All vouchers with an expiry date on or after 24 March 2020 will now be redeemable until the end of 2021.

Our online shop remains open.

For sales enquiries, please contact your Morgan Dealer. You can find your nearest Dealership [here](#).

For Morgan Works Malvern aftersales, factory servicing or Aero Racing enquiries, please email dsc@morgan-motor.co.uk

For all other enquiries, please use the contact form on the link below and we will deal with your enquiry as best we can.

Thank you for your support during this period, we wish the best of health to all of you and we look forward to seeing you soon.

Morgan Motor Company

Editor's Note:

We must not take the Covid-19 virus threat lightly. Please, follow the good advice of washing hands, not touching your face, social distancing, and staying home until this pandemic is under control. We want each of you, your families, and friends to be safe. When this is all over, we can celebrate with a good Morgan drive.

William (Bill) Button
February 20, 1930 - February 4, 2020

By John and Barbara Burk

What makes a legend? Something special that isn't like the rest of us. Something we all aspire to? In Bill's case, it was his enthusiasm for his time behind the wheel of a Morgan. And, he had more time than most of us behind the wheel of his +8, or four seater or his +4 DHC and he was going strong at almost 90. Yes, that is what made him a Morgan Legend. Not to mention that he was just a good guy.

Bill Button would drive anywhere just to drive his Morgan. He was always tinkering- fixing this or unfixing that. The "Itsa Bitsa", done in two shades of red, that he could not see because he was color blind, was his +8 of choice when he had a passenger, i.e. if the battery was not taking the front seat or his guest did not need the room of his four seater for luggage. He just always turned up. I am sure he won the most awards for driving the furthest for an event.



I thought I might share with the MGZT what happened to Bill Button. He had been planning his 90th birthday party of which all who wished were invited for the day of his birthday February 20, at the Seattle Yacht Club. He had not gotten the invitation out as yet. But this wasn't what he was really excited about. The 25th FlogMog planned for September was the event he could not wait for. He and John were planning a two week FlogMog excursion starting in Missoula and traveling through many of the western states. They had talked for days about where to go.

Meanwhile, a darling Miata with too many miles- but too good a price tag- popped up and he bought it. He wanted to try it out on a long drive. He called and asked if he could join us for a few days in Brookings. The door was always open. He started out on Wednesday-Jan 26, the weather sounded OK - a little rain on the coast. He emailed as he always does from the Country Cousin Restaurant in Centrailia, WA after breakfast. Then he turned southwest at Kelso heading to 101.

We heard again from him at about 2:30 when he stopped in Florence on 101. We figured he would be in Brookings by 6. Instead his phone rang. The nurse from Lower Umqua Hospital in Reedsport reported that he had an accident and that he had gone over an embankment at about 3 pm. The next morning we drove to Reedsport and Bill was in pain. He told us that he had encountered heavy rain and fog and he really did not know what happened, except that he had just looked at his speedometer and was slowing down. The doctors said he had multiple small fractures in his spine and hips. We helped with his concern with the insurance on the Miata. He turned off his phone.

His step-daughter, Frankie, became the go to person as she was the closest relative. Frankie was absolutely wonderful about keeping in touch with us. When he was transferred to Oregon Health Science University, in Portland on Feb 3rd, we grew very concerned and drove from Ashland to see him for the last time. He was surrounded by the love of his granddaughter, Heather, Paul and daughter, Lynette. He was aware and responded, but not in pain. He passed that evening, February 4th. He will be greatly missed at every Morgan event both from the Northern California club, MOGNW, PACMOG and Morgan events world-wide for that matter.

(Thank you to Doug Barofsky for photos and text)

Remembering Bill Button

By Steve Blake

Bill Button was a member of MOGNW and PACMOG for a very long time. When I became a member in 1997, Bill was there to welcome me. I am not an expert on Bill, but I do know he was a fanatical Morgan owner, restorer, and driver of Morgan cars. He had three, one was a Plus 8 which he built from parts and named "Itsa Bitsa". He made modifications to his cars to make them comfortable for long drives, such as replacing the seats. Bill definitely has put the most mileage on his Morgans doing unorganized, impromptu runs. He hated the follow-the-leader drives and would think nothing of taking off on a whim for drives of thousands of miles on his own or with a friend.



We will miss his long talks on the telephone, his support for PACMOG, his articles for the Morgan Link and his sometimes humorous solutions to problems with his cars. He sent me one article telling how you could repair the wood in your car by filling the rotten parts with a new filler he found. A couple days later he called to tell me not to publish the article. He had second thoughts on that solution!



Bill died doing what he enjoyed, being at the wheel of a sports car. On this day, he was driving his Mazda Miata on Highway 101, in the rain and fog, to visit his friends, John and Barbara Burks, in Brookings, Oregon, when the single car accident occurred that ended his life just short of his 90th birthday.

When you are driving down a long highway some night and the taillights of a Morgan appear in the distance in front of you, rest assured it is just Button out there showing you the way.



Oliver Bienz

Oliver Bienz of Bienz Time Enterprises in White Rock passed away on January 16, 2020, while shovelling snow. Oliver was the "go to" person with his watch, gauge and instrument repair business. Many of the local restorations are sporting Bienz repaired gauges. He was a great person, who supported our hobby, and will be missed.

Bill Fink, savior of Morgan in the U.S., passes away in tragic house fire

By Eric Weiner and courtesy of Hagerty



Bill Fink, 77, widely regarded as the man responsible for keeping Morgan sports cars alive in the U.S. in the 1970s and beyond, died Sunday when his home in Bodega, California, caught fire. According to [SFGate.com](https://www.sfgate.com), the Sonoma County Sheriff's office says that Fink's wife and two friends managed to escape, but that the blaze's flames and heat kept firefighters from being able to access the single-family home, with Fink still inside.

Fink, a former student at Yale and rower at Oxford University, started his adventure in British sports cars in the late 1960s when he began converting the original V-8-powered [1968 Morgan Plus 8](#) to left-hand-drive and importing them into the U.S. for sale—all while still in school at Oxford. Eventually he went back home to San Francisco, where he set up a proper dealership to import used Plus 8s and other Morgans like the +4 and 4/4. (The dealership, Isis Imports, recently changed its name to Morgan Cars USA to avoid unsavory associations with the terror organization in the Middle East.) When Fink's efforts to have Morgans exempt from safety and emissions regulations ran out of runway in 1971, he made it his mission to pass EPA and NHTSA rules, famously doing so by converting the Rover/Buick V-8 in the Plus 8 to run on propane.

Working directly with company chief Peter Morgan starting in 1973, Fink also made a go at importing new cars. Red tape meant the first new Morgan sales in the U.S. at Isis Imports couldn't begin until 1976 and not without considerable modification at Morgan's Malvern, UK, factory. Here's the rundown, courtesy of *Morgan: First and Last of The Real Sports Cars*, by Gregory Houston Bowden:

Fink's cars have telescopic gas-filled rear shock absorbers, inertia-reel seat belts, four-seater size windscreens and a special steel hoop bolted to the chassis behind the dashboard. On arrival in California, Bill fits steel beams into the doors to comply with the side impact regulations and bolts them on to the steel hoop. Holes have to be cut in the wings to accommodate the 5-mph impact bumpers and modifications to the fuel tank, fillers, carburettor, fuel lines, fuel gauge and distributor are all required to enable the [Plus 8] to run on propane. Probably the worst part of Bill's work is compiling the necessary 45-page dossier detailing and showing pictures of the modifications on each individual car. What has given him the determination to do all this? Well, you don't get to row in the Oxford University boat race crew if you are someone who gives in easily.



Later, following Land Rover-engined Plus 8s in the early 1990s, along with a Ford-engined V-6 Roadster and the BMW-powered Aero 8, Fink got creative once more. In 2005 he and his team installed a Corvette V-8 into a Morgan Roadster. "I have a certain bias," he told British auto journalist Andrew English in a 2018 [Telegraph](#) piece, "but I like the smaller body of the Roadster, it's much narrower than the current cars. We built a Corvette-engined version of the current Roadster for the Morgan agent in Stuttgart about 10 years ago. There was a bit of work to do around the firewall, but it went in fine. The GM engine has the same basic dimensions as the Buick engine."

Extremely active in the Morgan community both in North America and in Europe, Fink was beloved and respected. He participated in the Morgan Sports Car Club of Northern California since the 1960s, and his undisputed expertise in parts and restoration has kept many Morgans on the road. He was also the "proud custodian," according to Morgan Motor Company, of the first 1968 Plus 8 Prototype—known as OUY 200E—which he brought to Morgan's Thrill on the Hill event in 2018 to celebrate 50 years of the Plus 8.

CEO of Morgan, Steve Morris, honored Fink on the company [Facebook](#) page: "I am deeply saddened to hear the news about Bill Fink. I can remember Bill as a consistent and prominent Morgan character throughout my 38 years at the Morgan Motor Company. His passion, commitment and dedication to Morgan embodies the spirit of the marque. He was a friend to many here at the factory and will be sorely missed."

Andrew English shared his own recollection of Fink with *Hagerty*. "My main memory is of a man with endless patience to deal with journalists' damn fool questions and in telling the same story again and again," he said. "Yet when I met him on a beautiful day in Malvern in 2018 he was by turns charming and charmingly outspoken. We drank beer together in the sun and it was a peaceful and rather wonderful afternoon stood with this lovely man next to his lovely old car while he recalled other days with other Morgans."

Fink lamented the [demise of the Plus 8](#) in 2018, and now that Morgan only sells the 3 Wheeler in America, he was keen to get four-wheeled models back into this market now that the U.S. Department of Transportation finally issued guidelines for the [2015 Low Volume Motor Vehicles Act](#) following a SEMA lawsuit.

Survived by his wife of 40 years Judy, stepdaughters Tcherek and Amelia Kamstra, grandchild Madison, and siblings Jim Fink and Patricia Drew. Fink will be remembered for his unwavering passion for British sports cars and the people that love them. When he first got approval to import new Morgans back in the 1970s as Isis Imports found its footing, Fink sent out a postcard to celebrate. "It's high time that folks in these United States got back to some of the Truths about Serious Motoring. Like spirited performance, agile handling, simplicity. And function. A car should work, not just look like it does. The Morgan is Back!"

If Morgan does indeed make it back to America on four wheels, it'll be in no small part due to the legacy Bill Fink left behind.

Hearts and Tarts Run 2020

By Steve Blake

This year was different for the Hearts and Tarts drive. It had to be organized early and plans emailed from a ship in the Philippine Sea. Tom Morris picked up the ball and made sure the drive went off without a hitch.

I set up the drive and checked the route. Susan and I were going to be on the MS Westerdam and scheduled to be home on February 15. We would then lead the group and end at Sharkey's Restaurant in Ladner. When the corona virus raised its head, things changed quickly for the us. Our ship had trouble finding a port willing to accept us and we finally ended in Sihanoukville, Cambodia rather than Shanghai, China. A mandated three-day stay in Phnom Penh meant that, we would not be home for the run.

I emailed Tom Morris and he graciously agreed to be the substitute Marshall for the day. Tom called in the numbers to Sharkey's and the group set off. I had to make a new drive while on the ship because the original one I had planned had too many speed bumps and I did not want Tom to take the wrath of the drivers as they bounced through North Delta! That route had over 20 speed bumps. Nice drive, but...or should I say butt!

The start of the drive was at the new Tim Horton's in the Tsawwassen Commons shopping mall. 7 British and one domestic cars took part with all the participants being members of the Old English Car Club. Two of the cars belonged to PACMOG members who belonged to both clubs. 15 people enjoyed lunch at Sharkey's.

The drive started with a leg through the Tsawwassen First Nations industrial park. Cars passed the new Amazon Distribution Centre and the Canadian Border Services new truck inspection facility. After a drive through farmland to Westham and Reifel Islands, cars returned and drove through a circuitous route of Delta. The observant drivers will have noticed a plentitude of Bald Eagles and maybe the odd Golden Eagle in the trees along the route. We are blessed each year with thousands of the raptors over-wintering in the warmth of the grounds of Burns Bog and the turf farm that recycles the area's green waste. From reports, all enjoyed the drive.



(Tom Morris Photo)



ALL-NEW MORGAN PLUS FOUR BREAKS COVER

The all-new Morgan Plus Four has today been officially unveiled. Featuring a bonded aluminium platform and a 255 bhp turbocharged four-cylinder engine, it heralds a new dawn for the company.

The car replaces the Morgan Plus 4, a model that started production in 1950 and for most of the last 70 years has represented the firm's core model. It is differentiated by the use of the word 'Four' in its name, replacing the numeral '4' in the outgoing model.

The much-loved appearance of the model has remained virtually unchanged, but under the skin it's a design revolution. In fact, 97% of its parts are all new. Gone is the steel ladder frame, and in its place sits the CX-Generation bonded aluminium platform, as used in the Morgan Plus Six. It brings with it not just reduced weight, but an exponential increase in rigidity, with a resultant dramatic improvement in the car's handling. While the car's wheelbase is shared with the Plus Six, the Plus Four is almost 8cm narrower, and its wings maintain the distinctive rounded profile associated with the model.



Power comes from BMW, in from of its 2.0-litre TwinPower Turbo engine. Producing 255 bhp, 0-62 mph takes from just 4.8 seconds, while top speed is 149 mph. It puts the car's performance on par with outgoing 3.7-litre V6 Morgan Roadster. For the first time, the model will be available with a choice of an automatic and manual gearboxes: an eight-speed auto with paddle shift, and a six-speed manual. CO2 emissions, meanwhile, are just 159 g/km for the automatic version and 165 g/km for the manual, 30% than those of the Roadster. Interior comfort has been improved with increased cabin space, extra luggage room, and easier access. Never-seen features such as central locking, LED front and rear lights, and ABS are now included, while previously optional items including sun visors, door check straps and a mohair hood now come as standard. A subtle but seamlessly integrated Bluetooth stereo system is one of the many all-new options. In the creation of the future, however, the past has played a crucial role. The car is still handbuilt by the master craftsmen and women at Morgan's Malvern



factory, uses the brand's core materials of aluminium, ash wood, and leather, and thanks to its low weight – from just 1009 kg – retains the famous levels of driving involvement.

The launch took place at the Morgan factory in Malvern, UK. Following the outbreak of coronavirus, the Geneva motor show – where the car was due to be launched – was cancelled. But, in a plan typical of the brand's can-do attitude, the show car was driven back from Geneva – a journey of more than 1000 miles – in a matter of days, in time for a reveal event at the factory.

The all-new Plus Four is on sale today, priced from £62,995 inc. VAT in the UK. Contact your nearest Dealer for more information or to book a test drive.



(Text and Photos courtesy of Morgan Motor Company)

PLUS 4 GOES PLATINUM: THE MORGAN PLUS 4 70TH ANNIVERSARY EDITION

As production of Morgan's steel chassis draws to a close, a special Plus 4 celebrates 70 years of Morgan's most popular model.

In 1950, the first Morgan Plus 4 rolled off the production line at Pickersleigh Road. Over the next 70 years, it would develop through myriad iterations, but always prove a hit with buyers.

Now, production of the steel chassis – on which the Plus 4 has always been based – is to finish. It begs the question: how to celebrate not just seven decades of the Plus 4, but the ending of its time-honoured construction, too? Morgan's design team has put pen to paper, and this result is this, the Plus 4 70th Anniversary Edition.

For the first time in the company's 111-year history, the chassis has been painted in gold, to highlight its significance. A celebration of 70 years is, of course, a platinum anniversary, so what's more appropriate than Platinum Metallic paint? That's complemented by satin dark grey wire wheels, a motorsport-inspired front valance, and exterior black pack including a black stone guard, A-pillars and sidescreens

Inside the car, the finest grade of leather has been sourced, while specially embroidered headrests differentiate the edition. A Ravenwood veneer dashboard, dark grey box weave carpets and satin black Mota-Lita steering wheel have been handpicked for the model, as well as a leather-trimmed steering cowl and door handles, heated 'performance' seats, footwell lighting. An exclusive commemorative Photographic Build Record, mohair hood cover, and sidescreen storage bags are also included with the car. To mark the cars out as some of the last steel-chassis Plus 4 models, each one features an individually numbered plaque.



The changes don't end here, though. Under the bonnet, the model gains an engine map configured by Aero Racing, Morgan's in-house motorsport specialists, raising power from 154bhp (115kW) to 180bhp (134kW), and taking its 0-62mph (0-100kph) acceleration time down to less than seven seconds. Alongside this, the cars are fitted with an Aero Racing sports exhaust, finished with a ceramic-black tail pipe, allowing the engine to truly sing. Jonathan Wells, Morgan Head of Design, said: "As the design team creating the Plus 4 70th Anniversary Edition, our aim was to create a classic look, yet one that exudes the significance of what it represents. A mix of premium tones, high-quality materials, and exquisite details reflect the essence of the venerable Morgan Plus 4, and provide a fitting tribute to the steel chassis that has formed its backbone since it was launched in 1950."

Just 20 cars will be built, priced at £60,995 inc. VAT in the UK, however, deposits have already been taken on every car. A small number of late-production Plus 4 and Roadster models remain in the Morgan Dealer Network, and Morgan recommends that those interested in purchasing one contact their nearest Dealer at their earliest convenience.

(Text and Photos courtesy of Morgan Motor Company)



THE STORY OF MORGAN'S GENEVA TO MALVERN ROAD TRIP

This time last week, the Geneva International Motor Show had just been cancelled due to Coronavirus, and we still had a Plus Four to launch. With a revised format to reveal the new model in Malvern, there was only one way to bring the car home.

Here's our #GenevaToMalvern road trip story.

Watch video of the Road Trip at the following link.

<https://www.youtube.com/watch?v=FnZugZpR4xw&feature=youtu.be>

Watch video of the Morgan PlusFour launch at the following link.

<https://www.youtube.com/watch?v=aZ0pXTMBbMg>

Copy and paste into your browser, if they don't open here.



“Fill ‘er Up!” By Dave Doroghy

I always seem to go back to the simplicity of my Morgan which is what drew me to it in the first place. Today’s essay focuses on one outstanding specific small part of the car that you may have given very little thought to - the gas tank lid. I don’t really even know if that is what it is called. Maybe gas-cap is a better term. I mean, the beautiful chrome covered piece of metal that sits on the driver-side back panel next to the spare tire and has some kind of pipe that connects it to the gas tank. For the sake of clarity, this article is about the pictured silver gadget.

If there was a world-wide gas tank lid award for functionality, beauty and simplicity this chunk of metal would surely cinch the prize. I got to thinking about the Morgan gas caps on three separate occasions lately.

One was last month when I bought a “new” used car. After taking it for a test drive, while I was still seated behind the wheel, I asked the salesman, Moe, where the gas went in. Was it on the righthand or lefthand side of the car? I never have to ask in the Morgan because the bright shiny piece of chrome is a sensible flashy beacon or signal alerting distracted oafs like me where to put the gas hose. Even with that abrupt cue, nine times out of ten I park my 1966 Plus Four Morgan on the wrong side of the pump.

Anyways, Moe told me that all modern cars have a little arrow right next to the gas-gauge pointing to the side of the car that the hose goes into, that I was unaware of. He said this advent in modern automotive fuel gauges was introduced about 20 years ago. This just reconfirmed what a distracted oaf I am.

He then went on to tell me how to open the gas tank cover by hitting some small secret button under the dash. I have since forgotten what he said. I have had the car for three weeks now and have not had to fill it up yet. Soon, I will likely have to go inside a self-serve gas station to ask some poor potato chip salesperson / cashier how to open my gas tank.

Back to the cool little arrow on the gauge. I am sure if you asked 100 people with valid driver’s licences about it, 99 would know. I had never noticed it with all the rental cars I’ve driven, the cars I have owned, and the cars I have borrowed over the past two decades. When it came to filling up the tank I have had to always get out, walk around the car and check where the fuel intake is. I am so clueless and distracted, sometimes I have had to walk around these modern cars twice. I discover it, forget and have to go back to rediscover where the hose goes. After all, most new car designs try to hide the gas tank with a sleek aerodynamic body design as opposed to making it stand out. Not the Morgan though.



A few months ago, I thought about how great the Morgan cap design was again, when I was fueling up my VW Eurovan in Oregon. You may know that all gas stations in Oregon are full service. Oregon lawmakers have considered allowing drivers to pump their own gas for quite some time now, but the law has been in the books since 1951. It is one of only two states nationwide (the other is New Jersey) where it is against the law to pump your own gas.

To make a long story medium length, I was in need of gas in Junction City and pulled into a Chevron. I struck up a long (what I thought was interesting) conversation with the kid pumping the gas. We talked about my van, his job, our trip, the town, Oregon fueling laws and by the time we finished talking I must have totally distracted the poor guy, and probably bored him to tears, too. At any rate all that talk resulted in him forgetting to put the van's

detachable gas cap back on. Luckily after he suddenly snapped out of the comatose state my conversation had put him into, and as I was making a left turn out of the station's lot, he realized his gas jockey faux pas and came dashing after me. My window was rolled down and as he ran and yelled out, I hastily braked. The cap was happily reunited with the part it screws into, and it got me thinking about the Morgan cap. What a great design. It can never become separated from the car; it's an integral part of it.



Finally, my red 2013 Miata that I traded in for the new used car, had a black plastic gas cap that was tied to the car by a cheap plastic "rope" so it wouldn't get lost. It wasn't really a rope, but I can't think of a better word, and I think you have seen what I am talking about anyways. Although this seems to be a common cap on modern cars, I always thought it was a cheap and dumb solution. Kind of like idiot-mittens tied together with a piece of six-foot string. Impossible to lose, but not elegant and a bit humiliating. Give me the beautiful permanently affixed Morgan cap any day of the week over the dumb plastic string.

OK, now that I know where to put the gas, and how not to lose the cap, what kind of gas do I buy? Regular, unleaded or premium

(Gas Cap Photos by Dave Doroghy)



The Morgan Link

Don't forget to enter the contest! See page 34
Here is Steve Blake at #99 - Stir Coffee House



Morgans in the Movies

By Steve Blake

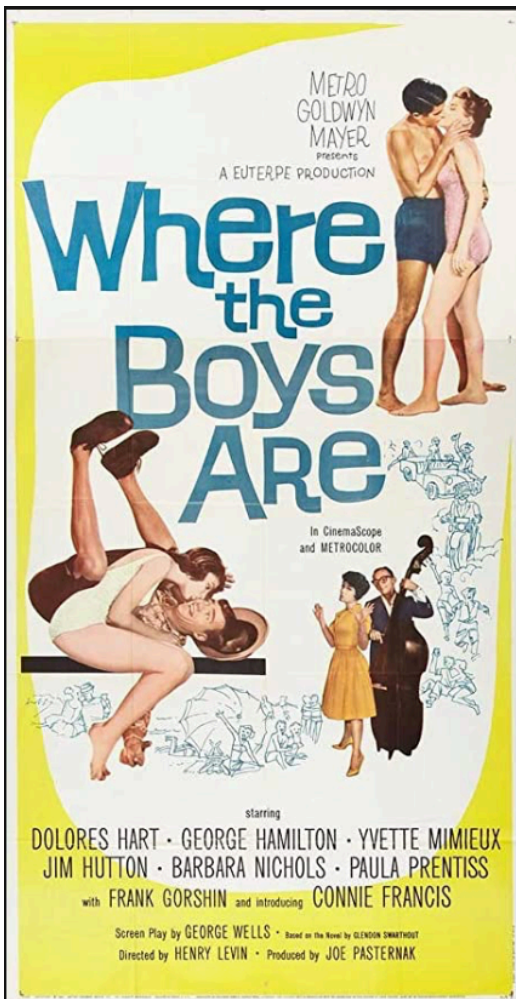
Where the Boys Are

Starring Connie Francis, Dolores Hart, Paula Prentiss, George Hamilton, Yvette Mimieux, Jim Hutton, and Frank Gorshin

“Where the Boys Are” is a 1960 comedy movie directed by Henry Levein. It was based on a novel by Glendon Swarthout. The screenplay is about four college girls from the north who decide to go to Fort Lauderdale for Spring Break. The movie won awards for best comedy and best actress, Paula Prentiss. A highlight is Connie Francis singing “Where the Boys Are.”



For car buffs, the movie shows lots of American cars and several British ones from the 1950s. You see MGAs, Triumph TR3s and a Bug-eyed Sprite being carried (see below). For us, we get a cameo shot of a 1956 Morgan Plus 4 (see above).



THREE WHEELS ON YOUR WAGON

By Alistair Crooks

Having joined the Morgan fraternity more years ago than I care to remember, I have on the odd occasion being asked if I have ever owned a 3 wheeler. I must admit to feeling sheepish when I confess that I haven't. This stemmed from the briefest of encounters I had at a set of traffic lights when a Morgan 3 wheeler pulled up along side me in my newly acquired first Morgan. The driver told me in no uncertain terms that by opting to drive a Morgan with 4 wheels I was betraying Morgan's true legacy and promptly drove off. As a result I have suffered from a guilt complex ever since, emotionally scarred for life!

At that time there was still a smattering of 3 wheelers on British roads. Alas, few of them were Morgans as they had been out of production for 20 years. The home grown variety came as Bonds, Reliants, Berkeleys and the 'deadly' Invacar. The latter was produced by AC for disabled drivers, which came with a government mobility grant. They were often referred to as invalid carriages but the rumour was that you were likely to become an invalid if you drove one for long enough! It's hard to believe that the AC Cobra was built along side the Invacar. However, the ranks of the 3 wheelers were swelled by bubble cars in the late 50s from Messerschmidt, Heinkel and Isetta.

Three wheelers remained popular in Britain as they were classed as motorcycles with the proviso that they had no reverse gear. As such they were not taxed as a car and could be driven on a motorcycle licence. The Isetta proved the most popular of the bubble cars. Originally designed by an Italian fridge manufacturer, BMW acquired the rights in 1955 and they were fitted with a 250 4 stroke motorcycle engine, later increased to 300 cc. They were built in 6 countries under licence by BMW in Germany, as it struggled to re-establish itself in post War Europe.



The British built Isetta dispensed with the 2 rear wheel design and switched to a single rear wheel to comply with the motorcycle classification. This presented a problem as both driver and engine were now on the same side which rendered the car unstable when cornering. The issue was resolved by fitting a 60 lb counterweight on the passenger side. For an engine that produced a mere 13 bhp, this had an adverse effect on the standing quarter mile times!

My first contact with an Isetta came about via a colleague at work who owned a Super Deluxe 300. He always parked it nose first to the kerb. This might have been commonplace in Paris but was downright eccentric in Nottingham. He explained that if he parked nose to tail there was always the risk the vehicle in front would park too close preventing entry through the Isetta's front opening door. On the odd time he got caught out he would commandeer a passerby to help him lift the rear of the car and drag it backwards giving him the space to open the door. Another quirk was his insistence in having both windscreen wipers in the vertical position regardless if it was raining or not. I suggested he have them horizontal to assist vision besides which I was going cross-eyed! This wasn't possible, I was told, as the Super Deluxe came with twin wipers and this was the only way another Isetta owner could determine the superior status of my colleague's car. It was the first time I became aware of the poseur cult amongst bubble car owners.



I did get to drive an Isetta when I was asked to deliver one back to a dealer. The parents of a friend who commuted on his motorcycle to university, decided to buy him a bubble car for use in the Winter. He rejected their offer and in his absence, I did the honourable thing. It was a slow motion experience that passed without incident but you had to remember where you parked it with no reverse gear.

Slow motion can be a matter of perspective and one of the scariest moments I have had in a vehicle was not at a three figure speed on the autobahn or a track day at Donington Park but when being pursued by an Isetta.. I was a passenger in a BSA 3 wheeler of 30s vintage. It was that rarest of cars, a three wheeler 4-seater and I had drawn the short straw by being seated in the back. This placed those in the rear above those in the front and I discovered at a later date that the

back seats were only for children. Our pedestrian progress was enlivened by a spirited Isetta arriving behind us at a set of lights. No way was the BSA owner going to allow a German bubble car overtake him, or words muttered to that effect. We took off from the lights but as neither car could pull the skin off a rice pudding, I remained relaxed until it dawned on me that half a mile up the road was a long sweeping right hander.

With both BSA and Isetta giving it their all, I found myself subconsciously cowering lower and lower in the rear seat becoming ever more aware that centre of gravity could be critical as we approached the apex. With a centre rear wheel I had no way of moving across the car to act as a counterweight. With the Isetta glued to our solitary back wheel, I was convinced I was going to meet my maker as we were bound to roll. My abiding memory was going to be the shame of dying in a BSA! Needless to say nothing untoward happened but at no time did our speed exceed all of 40 mph, but it certainly didn't feel like slow motion.

Although the object of much mirth, the Isetta was the only bubble car to compete in the gruelling 1000 mile road race held in Italy back in the day, the daunting Mille Miglia. Seven of them took part in the 1954 MM naturally winning their class. The leading Isetta finished a mere 10 hours 38" behind Ascari's winning Lancia. It averaged 43 mph, a remarkable achievement in a car with a top speed of 47 mph suggesting the descent of the Futa and Raticosa mountain passes must have been hair raising for the two-man crew. I am pleased to report that an Isetta resides in the *Museo Mille Miglia* in Brescia alongside the exotica (see photo on previous page.)

The demise of the 3 wheeler in Britain was inevitable with growing affluence and the arrival of the Mini in 1959. In 1977, Bond and Reliant merged and the latter continued in production until it closed its doors in 2002. It seemed as if the last chapter had closed on these quirky conveyances until 2012, when Morgan announced they were producing a retro look 3 wheeler complete with an externally mounted V-twin engine. I cast my mind back to the chap who had lectured me about the Morgan legacy all those years ago. Surely, somewhere from that Great Garage in the Sky, this news would have brought a smile to his face.



(Alistair Crooks Photos)

P. 18 - Alistair at the Mille Miglia Museum, Brescia, Italy
 Top - Isetta on the Saanich Peninsula, Vancouver Island
 Bottom - Isetta being restored at Coachwerks

Long Distance Touring - Part 3

By Vern Dale-Johnson

Wow! Lots of comments on the first two articles in this series – thanks for the comments, clarifications, and questions – this is a learning experience for us all. With that, a reminder – this is not a “how to” series, more a “what to” series concentrating on “information” rather than “instruction”. For those of you interested in performing all or some of these mods to improve driveability and performance, I encourage you to seek further instruction and/or help from the experts (and no, I don't consider myself an expert!) Every Morgan is different, every owner has different thoughts regarding originality vs reliability vs innovation so let your own experience and heart guide you.

I promised this month to talk about alternators, high-torque starters, spin-on oil filters, and oil coolers. I'll add electric vs mechanical fuel pumps to that list and mention engines/ transmissions. Before starting on ancillaries it is best to discuss engines/transmissions. In our 66 +4 we worked with the TR4A engine / Moss 4-speed transmission that came with the car. If I was going to do it again – build a tourer from a

“restorable” shell – I'd be looking at a more modern drivetrain. In 16 years, our +4 went through two engine rebuilds that cost as much as sourcing a Toyota twin cam and 5-speed! Our +4's transmission was really sweet, however, it could have benefited from an overdrive or a transplant of a Toyota 5-speed (conversion kits available). Tom Henderson, of the MOG NW group (and editor of their newsletter) recently made the decision to swap his 4/4's Ford engine /



transmission for a Honda S2000 twin cam and 6-speed. So, back to what you want – originality (you can always keep the pieces you remove) or performance and reliability? I do understand there are some government restrictions in certain jurisdictions to making such conversions, however, it might be worth some investigation before spending your money.

If you're keeping your original power train the next question is reliability. Fuel delivery, electrics, oil temp and cleanliness, air filters, even carburetion might be on your list. Let's start with fuel. In our +4 the fuel pump was mechanical, driven from the camshaft – worked OK, but with wear, suffered when asked for delivery at full throttle. We moved to a Facet electric pump with two inline fuel filters, one before the pump (to remove crud from the ageing fuel tank before it hit the pump) and one before the carbs. Our SU carbs were rebuilt (although we did consider Webers, but wanted simplicity while travelling in the boondocks – we did learn to carry extra SU jets with their attached flexible lines) and had the right side of our bonnet “massaged” to give room for some pancake air filters – to keep out the coarser bits that can be sucked up from the road. If we had kept the +4 the next change on our list would have been a tubular exhaust manifold to improve exhaust flow and stop the burn-out of gaskets and flexpipe between the old cast manifold and the entry pipe into the SS silencer. We did go with a enlarged exhaust pipe and silencer – looked and sounded great!

Electrics? Several items here. We retained the old Lucas distributor on the +4 only because we had too many friends who switched to electronics and had problems. However, if the Lucas does need replacing a good option to investigate may be a Mallory dual-point (our friend Ken Miles put these in his +4, 4/4, and +8). When our +4 starter disintegrated, we tried another 40-year old Lucas unit without success, moving



to a high-torque Japanese conversion unit (I note these are available from several Australian suppliers). When our 3rd Lucas generator failed, we referred to Stinson's "Bedside Reader" (page 191-196) and asked our mechanic to make the conversion to an alternator – this had three additional benefits; 1) moving to negative from positive ground (our cig lighter socket could now power a wider variety of toys), 2) doing away with the voltage regulator (and the ammeter – replacing the ammeter guts with the guts of a voltmeter in our 4-way instrument), and 3) replacing the heavy & wide fan belt in the +4 with a thin belt reducing strain on the water pump. All these changes increased both reliability and drivability of the +4.

There has been a lot of discussion discouraging the use of modern oils in old engines. I refer you to the experts on that one! What you can consider as worthwhile changes for your old engine are modernization to improve filtration and cooling (especially in Australia where the ambient temperature is usually much warmer than in England.) Modern spin-on oil filter conversions are available for most engines. Oil cooling is a more difficult question. You might first look at the efficiency of your radiator and, if considering a replacement or repair consider moving to a new higher efficiency rad in the process. This could eliminate your cooling concerns. Alternately, if your rad is still OK, but additional cooling is needed, consider using an auxiliary "oil" cooler but use it as an auxiliary "water" cooler mounting it below or in front of your rad and plumbing it into the heater line of your engine – a simple approach. If you do go the oil cooler route, a couple of suggestions: First, go with Aeroquip or similar lines with very strong connections to the engine and cooler (I can tell you about blowing a line off a connector resulting in complete loss of oil, destruction of bearings, rebuild of engine, etc.) Second, have your hydraulic line manufacturer make a hose with appropriate connections so if your cooler fails, you can remove the cooler from the circuit (that is, connections to mate to the connectors on the leaking cooler.) Keep this emergency line with your on-board toolkit and spares! Yes, we have used it!

That should do for now. Next month let me finish this treatise with a discussion of interior trim, weather equipment, and other mods to keep you and your partner happier during those long tours. Remember, these are my personal experiences with the expectation they offer you food for thought – many Morganeers have found other solutions that work just as well! If you need clarification on any of my comments you can call me at (02) 9527 4818, 0416 397 124, or email verndj@optusnet.com.au. Happy Morganeering!



(Photos downloaded from the Internet)

Morgan Leaf Springs and Related Matters

By Peter J. Ballard (submitted by Bill Button from www.talkmorgan.com)

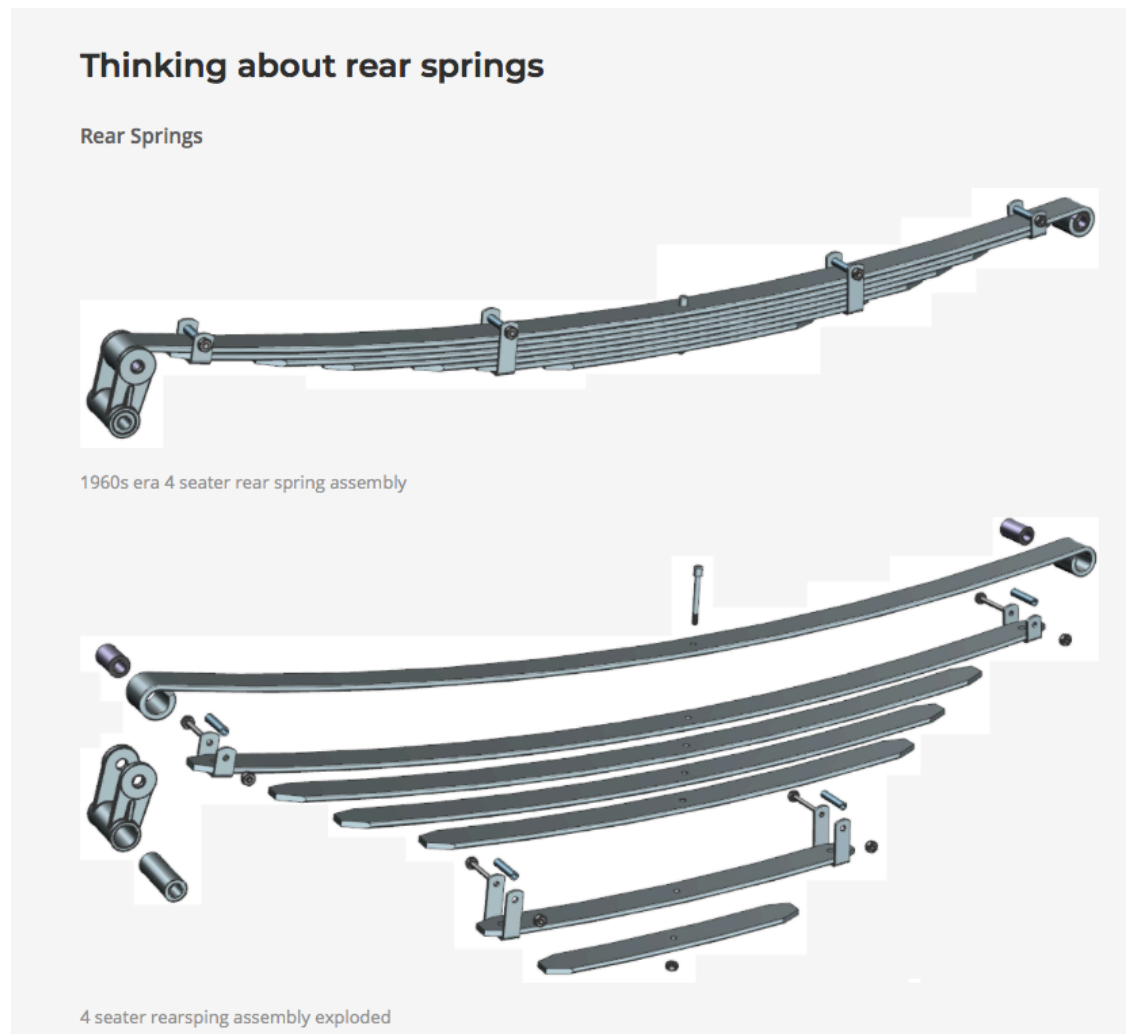
Some of the Morgan models have a weight bias to one side, eg due to steering, exhaust, battery all on right side, then plus driver. As standard, the left and right front springs and left and right rear springs are the same rate (stiffness in Imperial units typically lbf/inch) and camber (leaf spring) or length (coil spring). Most other production cars will have different rates or lengths left to right to level the car, Morgans do not.

The current four leaf springs fitted to all models and sold as replacement by Morgan are, I believe, made in the Indian subcontinent. That is not to say they are necessarily cheap and nasty, but there are lots of warranty returns and are half the price of leaf springs made in Sheffield.

The four-seater leaf springs have more camber than the two-seater springs. Camber is how much they are curved BUT they are the same rate or stiffness so ride quality will be the same. They are the same spring, just formed into more of a camber. So the four-seater springs will sit the car higher. OK for a four seater as they are heavier at the rear and they often/should have thinner (1/4" instead of 1") rebound rubbers under the axle to give greater ride height and importantly for the four-seaters also have a closed cell foam elastomeric "spring aid" like a long soft bump stop, but with little hysteric damping on the special rear dampers. These are absolutely vital on a four seater to carry the load of the rear passengers.

Leaf springs are designed to be flat at laden ride height or thereabouts. This applies to the two-seater and maybe to the four-seater with four occupants. A flat leaf spring has maximum lateral stiffness, that is important for enthusiastic cornering, thus reducing the need for a Panhard rod. A Panhard rod prevents the axle moving sideways in a hard corner and does not affect ride.

If the car sits too high, such as with new Morgan's own springs many are fitted with lowering blocks (that can also incorporate different pin positions - see later) but then the spring no longer sits flat even if the car is at the right ride height, then the springs twist sideways under later loads in cornering, so people then add a Panhard rod to correct the use of lowering blocks. Not clever.



The factory anti-tramp bars (and others) fight the path the axle wants to take in bump. That is to say the axle wants to move up and rearwards in bump but the axle end of the anti-tramp bar forces it to move in an arc about the front leaf spring eye. The anti-tramp bar wins and the fight is taken up in the rubber bushes of the anti-tramp bars. The anti-tramp bar can add over 50% to the leaf spring rate! So if you only fit one then the spring rate on that side will be more than on the other side, not for a performance sports car please! Best is to make sure the anti-tramp bar is not loaded at laden ride height by adjusting its length. Maybe consider fitting two anti-tramp bars or asymmetric leaf springs or a five link if really keen!

Leaf springs made from the wrong material spec' or wrong heat treatment will sag with use. They loose ride height but they do not loose stiffness. So they do not go 'soft' they just sag. The springs off my 1980's 4/4 were made in Sheffield and in 30 years and 60,000 miles had not sagged! Before I went five link and coil overs, of course.

Check for sag of leaf springs and left to right sag. Jack up under the exact middle of the front lower cross tube, ie the lower tube of the front frame. Get the front wheels just off the ground by say 1". Remove parcel shelf. Reach in without resting on the car and feel the gap between the axle and the rebound rubber below it that is screwed to the chassis curved cutout. Both sides should be about the same, but as we know some models are lopsided in weight distribution anyway. Gap should be about 10mm, so your first finger should slip in there, two or three fingers and the springs have sagged. If one or other spring has sagged then you can swap sides but the springs will keep sagging and you will have to do the job again, of course.

Measure corner weight at a dealer. NB Salter Scales still sell bathroom scales that read up to 250kg !!!!!!!!!!!!!!!!!!!!!!! Cost less than £20 on Amazon etc. Good for corner weighting!

In our experience, the standard Morgan four leaf springs do not actually meet their own drawing (SSL has copies), they sit too high as new, thus, may be inadvertently allow for future sagging or settling. Leaf springs may settle if they have not been scragged at manufacture, scragging is taking the spring past yield to align the steel micro structure. Settling takes place after a few miles, but then should stop. Sagging is a longer term loss of camber. The Sheffield made four leaf springs supplied by BCC meet the Morgan drawing as new and have been scragged. SSL have their own calibrated leaf spring test rig that we use to test leaf springs to check rate for Morgans and other road and race cars as part of our ride and handling development projects.

Morgan front springs have an important influence. As we know the initial high spring rate of the standard front end is the addition of the main spring rate plus the rebound spring rate, hence the very harsh ride. So, around 140 lbf/inch + 300 lbf/inch = 440 lbf/inch. BUT the four leaf rear springs are around 150 lbf/inch. The front springs are also widely spaced, ie closer to the front wheels than the rear springs that are inside the chassis. Hence the roll stiffness of the front end is very much more than the rear (hence the understeer tendency) so what happens if one rear spring has sagged, well the chassis twists a little. BUT what it also means is that if you are trying to correct the offset weight of the car with different rear spring cambers (more camber on the heavy side) then you also have to overcome the very high roll stiffness at the front. So, basically overdo the extra one sided camber. We (SSL/BCC/Owens/Williams) did this on one customer's car where the weight was offset and the driver was solidly built. We added about 2" extra camber to the right side that did correct the offset weight, coped with the solidly built driver and overcame the front roll stiffness. Car drove away level, happy customer BUT the extra camber made fitting so very, very difficult, thanks Tom!

So, yes, it is possible to obtain a pair of Sheffield made springs with different cambers left and right, or get one re-cambered at around £75 each. SSL will work with the dealer/customer and BCC (the wholesaler) and Owen Springs (the manufacturer). SSL provide advice as to how much camber difference left to right is needed in these situations, but SSL no longer sell the springs and thus no longer add their 'markup' between BCC and customer, as it all got a bit silly!

BCC also supply asymmetric four leaf springs that were designed by the other SSL director (Dan) before SSL existed. These are close to the same rate as the standard springs, but have the leaves biased towards the front. This stiffer front half gets towards a flexible trailing arm with the compliance in the rear half.

Morgan springs do not have the pin for the axle in the middle so can only be fitted one way round. The pins have moved about 3/4" forwards and then back over the years. As I understand it, early cars had the rear wheels central in the wheel arch, then when the Salisbury axle was fitted with the 'harpoon' of the hand brake mechanism behind the axle close to the fuel tank the axle was moved forward, then later with the BTR and Dana (made in Thailand) axles with the cables going direct to the hubs the axle was moved back central again. So, beware when ordering springs!

Ideally, the customer should also consider adjustable spring seats up front and a rebound spring that is not quite in contact with the slider/hub to reduce front roll stiffness. Thus some of the offset weight can be compensated for by preloading the heavy side at the front. SSL main springs are around 110 lbf/inch, so you can see if an extra 1" of preload is applied to one front side then that side carries an extra 110 lbf, a long way to compensating.

Springs that BCC (British Classic Car spares) supply are made in Sheffield by Owen Springs. SSL work closely with BCC and Owen Springs on these issues. SSL also use Owens for the leaf springs we supply to many race cars including Morgans, so, lower and stiffer in the case of the 20+ race Morgans so fitted.

Suggest:

Check the springs left to right for sagging.

Consider new British springs from BCC.

Consider extra camber on one side at around £75.

Fit adjustable spring seats up front with the SSL RS front kit to help compensate off set weight and of course will improve ride and handling.

I hope that this has helped.

SSL are always keen to help Morgan owners and their dealers and suppliers, we love Morgans, as well as other really special cars.

SSL are always available to chat to owners/dealers about springs and dampers, that is what we do, details as you know on our website.

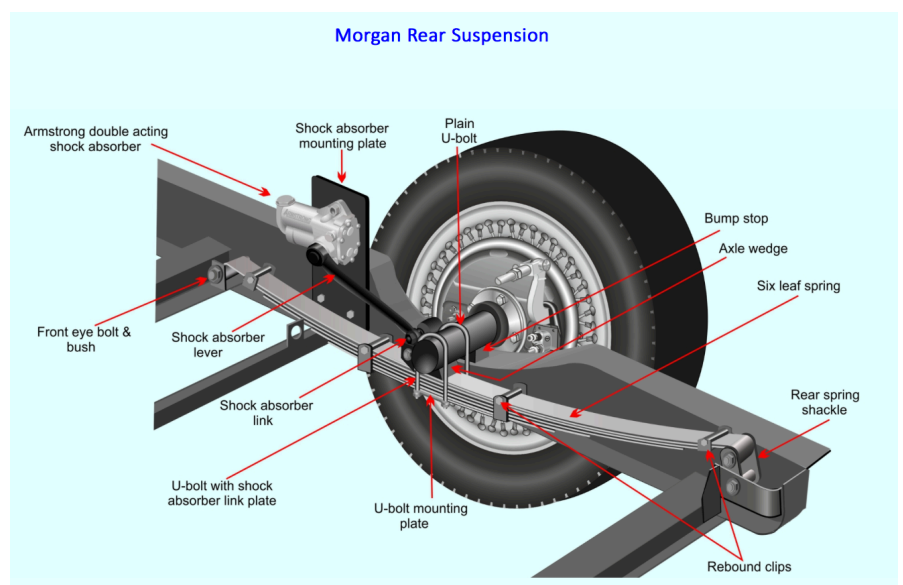
Hear's wishing you all a safe and comfortable 2020.

Peter J Ballard.

Director of Suspension Supplies Ltd - SSL.



(Steve Blake photo)



More on Springs

By Lorne Goldman (answering a query from Pat Leask)

When counting spring leafs, all leafs have an effect, even the little one at the bottom, so all are counted. I enlarged and enhanced their image (below). I have also added an image of standard Morgan Classic leaf springs that are often fitted to your car as a comparison.

The length of each leaf is one of the primary factors in “shaping” the reaction of the leafs to road anomalies. The second factor is the number, the placement and the type of shackles. Of course, there are other elements such as the degree of curvature, material type...

Also, some resellers are selling a silly back breaker to the unsuspecting. I draw your attention to the number of shackles. Tramp is an unfortunate effect of large power twisting the leaf springs into a pretzel and then having them violently un-coil. It does not exist on your car...and if it did you can drive around it.

<http://www.gomog.com/allmorgan/ANTITRAMP.html>

Roadsters, with more than double your bhp fell prey to this phenomena.

<http://www.gomog.com/allmorgan/roadsterantitrampissue.html>

The only way to use leaf springs to handle tramp is to alter and often eliminate any suspension effect they may have. It was tried by LibraMotive about 20 years ago (its now called Librands...a company related to Brands Hatch Morgan.) In their case it was an add-on. Brutal grounds for divorce. It is done by restricting the flex of the leafs with a device or too many shackles. The proper way to handle tramp, if you had it, would be with anti-tramp bars. I use them...but my Morgan is hyper-light and sports over 306 bhp!



Don't make these 4 mistakes when flushing your brakes

By Kyle Smith (submitted by Frank Gruen)

There is nothing like going for a drive in a classic car, but without brakes that drive would never end—or it would end badly. The best way to keep your car safe and on the road is to engage in some preventative maintenance. It's not rocket science, and no special tools are required, so set aside a couple hours to check over your brake system and flush the old fluid. Just be sure not to commit these common mistakes.

Mixing brake fluid types

There was a time in the history of automotive production where all brake fluid was created equal, but that is not the case these days. The three most popular brake fluids are DOT 3, DOT 4, and DOT 5. Each has specific applications and should be carefully selected for your application. Consult your service or owner's manual for the proper brake fluid to add to your system.

Some brake fluids are advertised as being mixable, but if in doubt only add matching fluid. Remember, brakes are nothing to play with. The reasoning behind flushing the old brake fluid is to remove any water content that can lower the boiling point of the fluid, thus reducing the fluids capacity to do its job. Mixing fluids with good intentions might only leave you with more problems, such as failed seals due to using the incorrect type of fluid.



Introducing dirt into the system

The brake system is not like an engine, where there are a multitude of pathways for dirt and grime and weasel their way in. There are only a handful of points where dirt can ingress, and the largest and most common is the brake master cylinder cover. Cars get dirty under the hood (or floor, or trunk, depending on where your master cylinder is located), and a quick wipe to remove any loose debris before removing that cover can save you the headache of fishing out dirt, gasket material, or other detritus that could fall into the system.

The same goes for opening any bleeder valves or if a brake line needs to be removed. Clean first, then disassemble. It only takes a second and will keep the components of your brake system functioning as long as possible.

Stripping the bleeder

The old saying is if you play with fire, you'll get burned. When applied to vintage cars, it becomes if you do your own work, you will strip a fastener. Brake work is an area where stripping hardware gets extremely frustrating very quickly.

My tip: Use a six-point socket to initially get the bleeder valve loose. An open-end wrench or even a line wrench just don't have the maximum contact that a six-point socket does. If they are really putting up a fight, penetrating oil is nothing to be scared of. Also, leverage the time-honored trick of tightening the bleeder just a bit to break up the junk in and around the threads before attempting to back it out again.

Getting brake fluid everywhere

Not all brake fluids will strip paint, but it is best practice to act like they do. This is not only when pouring fresh fluid into the master cylinder, but also when it is being pumped out of the bleeders. A tight-fitting hose on the bleeder screws will prevent any air from back-flowing into the system, and it will also prevent any fluid from spraying out and causing damage to surrounding parts.

I covered these tips and more in one of our [Hagerty Drivers Club](#) member livestreams. These live streams not only provide how-to tips and tricks, but also insight and discussion from Hagerty's team of valuation experts, insight and interviews with industry leaders, and more.

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



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?

Here are two Susan Blake photos of Steve Blake receiving his mug for the 2019 contest.



Morgan Moments Snapshot Contest - 2020

The rules are the same as last year.

- Snapshots must have been taken at a Morgan Event*
- Snapshots must be taken by a club member or member of their family
- Snapshots must include some recognizable portion of a Morgan car
- Digital correction/manipulation is permitted
- Members will cast their votes online at the end of the year

*A Morgan Event is defined as any organized event in BC with 3 or more PACMOG-member owned Morgans in attendance OR any organized event outside BC with one or more PACMOG Morgans.

Congratulations to Ken and Pat Miles who covered the distance last year to earn this Long Distance Award from the British Car Council Inc.

If you think you might be driving a good number of miles this year in your Morgan, copy this form and follow the instructions as listed on page 28 of the January Morgan Link.

Safe Driving!



BRITISH CAR COUNCIL INC. - LONG DISTANCE AWARD

LONG DISTANCE AWARD CERTIFICATION FORM

Contest runs from April 1, _____ through October 31, _____

Driving Season Commencement

Club Name	Car Make, Model & Year
Driver(s) Name(s)	Mileage/Km reading at April 1, _____
Odometer/distance gauges in working order Yes / No	Name/Signature Club Executive Member Date

Driving Season Conclusion

Mileage/Km reading as at October 31, _____	Club Name
Odometer/distance gauges in working order Yes / No	Name/Signature Club Executive Member Date

Submit this completed form to the British Car Council Inc. after the event close date, no later than December 1, through your local club. Awards will be presented early in the New Year through your local club. All enquiries should be directed to the BCCI at:

British Car Council Inc.
Bayview Village, PO Box 91135
Willowdale, Ontario
M2K 2Y6



Morgan Historic Register (MHR)

By Machiel Kalf



It was the end of February when I made a start writing this column. The wind was castigating the house,..... and the rain.....I think you have had your own experiences. Well, it was terrible. I hope you all kept your Morgan(s) dry. With weather like this, the humidity in a space that isn't heated can go up to a high level. Ventilation is important and if you have the possibility to upgrade the temperature in your garage you are in a lucky position. The dryer it is, the better it is for your Morgan(s). Have you changed your garage into a "man cave", with a wood burner, a "Chesterfield" and a fridge with a comfortable place to look at your Morgan? Please, let us know, how you did it and send me a photo. If you are afraid about "privacy", well, we just show the photo of your "man cave" or cosy garage.

In general

It's almost 5 years ago that we made a start with the MHR. I remember that day (the 18th of July 2015) at the Visitors Centre of the MMC very well. I have no idea what the average age of the visitors was. Now, 5 years later, the average age is, for sure, higher. What has changed for you when it comes to being active with your Morgan? Did the interest in Morgans go down or just up? Are longer trips no longer on your "to do list"? We like to hear your experiences, adventures, technical "expeditions" etc.

Questions, remarks, technical advice

Do you have something that you would like to discuss concerning older Morgan's, please, don't hesitate to contact me. machielkalf@ziggo.nl

If you need an Instruction Book or something like that, please, let me know. We have many different copies in stock. For example: 4/4 Morgan Owners Handbook (with Kent engine), several 4-4 Series 1, 4/4 Series II, 4/4 Series IV, V, V competition. For the Plus 4's we have the Instruction Books with the following print numbers: 63117, 68293, 68624, 73188, 76125, 806543, 86452, 92304. (the higher the number the younger the car) For the +8 we have the one with an engine capacity of 3532 cc. Do you have for example an Instruction book that I didn't mention, please, let us make a copy. With that copy we can help several other owners of older Morgan's.

Battery charging

An item that needs attention is the battery in your older Morgan. In the February Miscellany issue (page 36) you can find a very good article about keeping your battery, in a safe way, in good condition. But, that's the way you do it with modern classic style Morgan's! For the owners of an older Morgan with the "Inspection light sockets" in the middle of your dashboard, they alternatively give a useful means of fitting charging equipment leads. With the modern battery conditioners in mind, you can do a good job in an easy way. How simple can it be!

Modern petrol.

A subject that I mentioned before.....From Ron Worth, I received the following:

“Hello! An item I thought members may be interested in. The last time I took my 4/4 to bits, I coated the inside of the petrol tank with a product called “Slosh”. All has been fine for many years. Last month, I had the fuel sender unit out to replace the float (which is from a Mini) and noticed that the modern ethanol based fuels had fetched the lining off the tank and it's swishing about inside the tank. I now have to remove the tank and find a way of cleaning the inside out. If I choose to ignore it could block the pickup pipe and leave me stranded on a dark wet night in the wild. Ah, the joys of motoring. Hope this will be of use for your column. Regards, Ron 1332”. I asked Ron if he had a photo of the problematic parts of his 4/4. Here is his reply: “Sorry, I do not have a picture of the float or sender unit at this time. I shall when I take it out of tank before too long. I think I shall purchase a new tank as I can't see me cleaning all of the slosh from inside it. As to why the float got holed I don't know unless the plastic was attacked by ethanol as it is always in suspension within the tank and not in contact with anything.” Keep up the good work, Ron.

Have you noticed problems with your older Morgan as a result of the “modern petrol”? Please, don't hesitate to let us know your experiences.

Originality!

Serious participants in concours are always keen to keep the car as original as possible. There was a message in my email box about the following: do you know what the original type of spark plugs for my 1963 Plus 4 is and where can I buy them? I checked all the Plus 4 Instruction Books I have and came to the following:

In the beginning the factory recommended: Champion L10, ½” reach. Later the Champion L10 as well, but for high speed motoring the Champion L11S. The 2 Instruction Books, with the highest print number, that means they are printed after 1965, you find another recommendation for the spark plugs: Lodge CNY and for high speed touring the Lodge HN. The only specialist in this field that I know is The Green Spark Plug Company.

Address: 2, King Street, Trading Estate, Middlewich, CW10 9LF Phone: 01477 532317.

This reminds me that the friendly people of this company helped me finding some KLG F 220 spark plugs. This type of spark plug was specially made for racing and are not really mass produced. This type of spark plug was recommended by Lawrence Tune around the end of the sixties, beginning of the seventies. No, I don't need them for my car, but its fun to have a set of spark plugs that played a role in the history of Morgan racing. Once I visited Cameron Engineering at Malvern. A great place to visit nearby, with very friendly people, is the Morgan Motor Company. It's amazing what they do! Mostly Morgan three wheelers and vintage motorbikes, but, classic cars like older Morgan's are welcome as well. Ewan Cameron is a walking encyclopaedia and when I told him I was searching for that specific type of KLG spark plug, he remembered that he had an old stock of spark plugs in one of his stores. Just one F220 was the result, but, that's always better than nothing. Later I asked The Green Spark Plug Company and the answer was: Sorry Sir, we have just 3 of them in stock. Well, it was my lucky day, because with the one from Ewan Cameron, I had a complete set of 4.

Talk about craftsmanship..... It was in 1997 that there was something new: The Easy Fit Hood. The inventor (as far as I know) was Steve Simmonds. For years, before he invented the Easy Fit hood, he worked for the Morgan Motor Company and decided to start a business of his own. He specialized in car upholstery, mostly for Morgans. Like several other people, Steve had very good moments in his life, but something went downhill. But, now I am happy to say he is back in the upholstery business. Personally, I have experience with his craftsmanship because he did the interior of my Plus 4 Super Sports. I asked Steve to do it the old fashioned way. I don't say that's the best, but, I like it that way. The photos I show in this article are recently made of the interior of a Plus 4 DHC. The seats in the car are to my opinion not original, maybe it was an option in that time, but, that could be the wish of the owner of this DHC. But, they look great!

Events where the MHR is involved:

5 & 6 June: MOGfest.

Location: Walton Hall in Warwickshire. Friday evening: barbecue and a welcome for the foreign visitors. On Saturday there is a special arrangement to visit the British Motor Museum at Gaydon. Saturday evening: The Annual Dinner (casual outfit) with very interesting guest speaker. Of course there is special easy to find MHR parking. You find it nearby the main building of Walton Hall. How to find the MHR parking? Well, look for the blue MHR-flags.

Sunday 7th of June: All Morgan's Day at Blenheim.

There you find the MHR parking marked with the MHR-flags as well. The MHR-organisation during that day is in the capable hands of Tim Marsh. Thanks Tim!!

Saturday the 8th of August: Bentley Drivers Club Race Meeting.

Location: Silverstone Circuit. The traditional Morgan races are part of the program. Officially called: Morgan Challenge Race Series 2020. Personally I think this is a great option to see the very fast racing Morgans in action. There is extra attention for the race-Morgans with pushrod engines. The day is sponsored by Techniques!

The celebration of “**70 years Morgan Plus 4**” is the decoration of that event again sponsored by Techniques. The idea is to organize a line up with as many as possible Plus 4's. Would you like to join us? Please, contact me: machielkalf@ziggo.nl , don't forget to let me know the year your +4 was built. Who brings the oldest +4 to Silverstone? Who brings the “youngest” +4 built in 1968? Tickets are available at the gate at £15 p.p. With those tickets you have access to the paddock and the grandstands that are open!

Do you like to register your older Morgan?

We register all 4 wheel Morgan's, with 1 or more carburettors fitted by the factory. Please, contact Ron Fermont at fa@zeelandnet.nl . If you contact Ron, he'll send you an entry form. Don't worry if there are “questions” you don't know the answer to. For example: what's the number of the gearbox of your Series I? If you don't know, well, maybe you can find that out later.

MHR Car Badges & Pins.

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

Parts & Suppliers List.

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

For all other questions, responses, announcement, plans, ideas, everything concerning older Morgans, please, contact Machiel Kalf, machielkalf@ziggo.nl by phone: 00 31 6 41776237. By post: M. Kalf, Slimdijk 15, 1631DB Oudendijk, The Netherlands.

Enjoy your Morgan(s)

Machiel.

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



(Steve Blake photos from 2006 - A stack of fenders and cars waiting for delivery)



Upcoming PACMOG Events

By Bob Wadden

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

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

Stay tuned and stay safe!

Island Groups' Annual Fathers' Day Gathering

Saturday, June 20

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

Sunday, June 21

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

Monday, June 22

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

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

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

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

Jane

111 Places in Vancouver Contest Run

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

Email your entries to Dave at doroghy@hotmail.com



LANGLEY AREA MOSTLY BRITISH MOTORING CLUB
15th Annual St. George's British Motoring Show
Sponsored by Hagerty Classic Car Insurance

Fort Langley Community Hall, Glover Road, Fort Langley, BC

~~Sunday, April 26, 2020, 10 am - 4 pm~~

Dash Plaques, Music, Vendors, Silent Auction and Sunshine planned.

****ADVANCE ENTRIES ONLY****

Show Limit - 80 Cars

Sales Corral - Unlimited

Show Info: Carole 604-514-8414 or c_b@shaw.ca or lambmc@telus.net.

Please print:

Name: _____ Passenger's Name: _____

Address: _____ City: _____

Province: _____ Postal code: _____

Phone Number: _____ Email: _____

Show Display - \$15 Special Anniversary Price

Vehicle - Year: _____ Make: _____ Model: _____

Vehicle placement 8 - 9:30 am. Show closing and gates open for vehicle departure - 4 pm.

British Vehicle For Sale Corral \$15 Special Anniversary Price

Year: _____ Make: _____ Model: _____ Colour: _____

Vehicle placement 8 - 9:30 am. Separate parking area - Come and Go Permitted.

Make cheques payable to L.A.M.B. Motoring Club and send to:
 Betty Walkden, Registrar, 19770 46 Ave, Langley, B.C., V3A 3H2 or
 Enter and pay with PayPal through the LAMB website: www.lambcarclub.org.

Release of Liability

- In consideration of the acceptance of this entry by the Langley Area Mostly British Motoring Club (the "Club"), I hereby release the Club, and its members, officers and directors, from any claim for loss, injury, or damages arising from any cause whatsoever arising from or attributable to my participation in this event (a "Claim") and I also agree to indemnify the Club, and its members, officers, and directors for any Claim advanced by any other person arising from or attributable to my participation in this event. This agreement shall endure to and be binding upon my heirs, executors, successors, and assignees.
- Signature below constitutes application for entry to the show and acceptance of the release of liability.

Print name: _____ Signature: _____ Date: _____



The Old English Car Club
& Saanich Historical
Artifacts Society present



The 15th Annual British Restoration Fair & Swap Meet

~~Sunday, May 3, 2020~~

10am – 3pm (rain or shine)

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

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

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



Information

Richard Leville
250-889-9041

2234richard@live.ca

Registration

Ken Parker
250-656-3128

kp3128@telus.net

To register as a vendor or sell your British car visit

www.oec.ca/sfb

Proceeds in support of

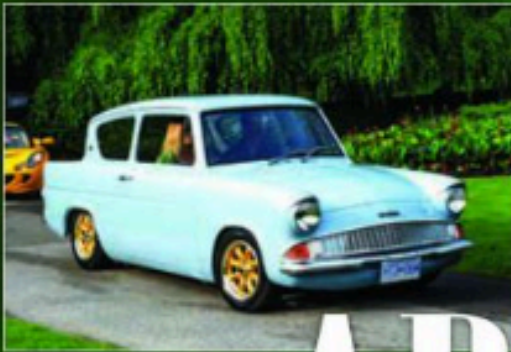


Postponed or Canceled? TBD

THE GREATEST SHOW ON BRITISH WHEELS

35th

ANNIVERSARY

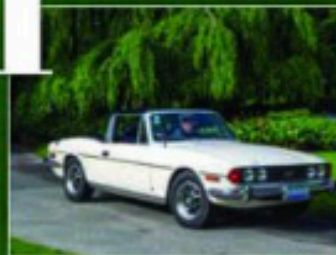


ABFM

2020

VANCOUVER
MAY 16, 2020

PHOTOS BY: CABRUT.CA



Postponed

To August??

FEATURED PARTNER: BRITISH TRIUMPH MOTORCYCLES, MPH STAG



GILLD

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www.SynchronisedWines.ca

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

Event Dates Rescheduled

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

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

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

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

Vancouver ABFM & Whistler Run Policy

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

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

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

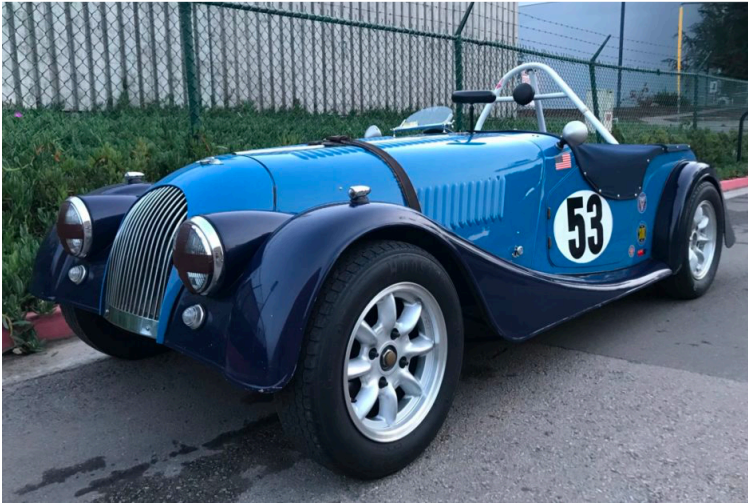
Patrick & Joan Stewart, organizers of the Vancouver ABFM and ABFM Whistler Run, thank you for your continued support of these events and ask that at this challenging time, care and support for one another remains at the forefront of all our minds—together, we will overcome and enjoy better times down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



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

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

Recent Sales and Auctions



This 1958 Morgan Plus 4 was bid to US\$22,250 on January 30, 2020, on BaT but did not meet reserve.



This 2019 Morgan 3-wheeler sold on BaT on February 24, 2020, for US\$40,500.



This 2016 Morgan 3-wheeler with only 500 miles sold on BaT on March 25, 2020, for US\$47,000.



This 1966 Morgan Plus 4 is for sale on Hemmings for US\$40,000. It is their Find of the Day. This California car has been freshly restored and was a 1st place winner at MogWest in Cambria in July 2019.

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!

Bill Hayter found this one for sale. It has to be one of the highest mileage Morgans!
Anybody have close to the 444,500 km that this car has?
It is lefthand drive and a one owner car if your are interested!

1991 Morgan +8 For Sale For Sale



Insure this vehicle ✓

📞 0800 141 2793

More Info

For Sale:

Morgan +8, 1991 body colour red, leather upholstery, with special comfortable seats, Rover V8 3.9 ltr. 444500 km but only one "die hard" owner from new and factory original LHD.

At 332000 km a new engine was fitted.

New hood and side screens they where never used.

Luggage rack (stainless), Lucas spotlights. adjustable rear view mirror, walnut dashboard and cream face dails.

Price € 36000.-

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

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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.

