



The Morgan Link

Vol 5 No 4 The Magazine of the Pacific Morgan Owners Group

May 2020



From the Editor's Desk...

I am reminded of Donovan's hit song "Mellow Yellow" as we go to press this month. Starting with a portrait of Jane's car on the cover, the first few articles this month are focussing on yellow Morgans. If the virus going around that has created such a havoc with our way of life was yellow fever, I would not have chosen yellow!

We are adapting to change, although we may not like all of it. Drives without lunch stops, virtual meetings, staying home, not being allowed to cross borders, worrying about family and friends; all of these changes whether temporary or semi-permanent cause stress. If you are feeling down, reach out to one of the other PACMOG members and talk about Morgans or other cars, it should give you a lift. Look after yourselves and stay as positive as possible. Hopefully, you will find some positive stories and photos in this magazine to help cheer you along.

This month we have a great article by Alistair Crooks on the Kent engine used in some of our Morgans and most notably in the Lotus Cortina. Lorne Goldman has written part two of his series on solo travelling in a Morgan. This article presents a perspective on preparing yourself for a journey in your Morgan as opposed to an A to B trip.

Phil Johnson discovered a batch of photos highlighting the travels of Mr. and Mrs. Smith in their 3-Wheeler Morgan that really captures the spirit of Mogging as presented by Lorne in his article. These classic old photos were discovered in an antique shop and loaded to the Internet for us to enjoy.

I have included a link supplied by Frank Gruen to a video showing a fellow who converted his 3-wheeler to a four wheeler. It also has some interesting footage of racing at Goodwood! Dave Doroghy in Dorg's Morg writes about three "random thoughts" in the times of Covid-19 and Machiel Kalf shows us an interesting use for a British tea strainer.

I am looking forward to our PACMOG Morgan drive Dave Collis is leading on Tuesday, May 26th. This should be a great run and a chance to get our cars on the road, social distancing of course!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

May 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 - May 2020

By Tom Morris

As most of you will be aware, PacMOG is incorporated as a not-for-profit society under the Societies Act of British Columbia. One of the provisions of this act is that we must hold an Annual General Meeting each year, within 15 months of the previous meeting. In recent years the meeting has been held on the Saturday evening of the Victoria Day weekend, after the Vancouver All British Field Meet. Unfortunately, this year the Covid-19 regulations have precluded such a meeting taking place. At this time, it's unclear when such a meeting might be permitted, so the Board has decided to fast forward into the abyss and look to using a cloud-based peer-to-peer software platform to host the meeting.

Now, I know that probably makes as much sense to some of you as it did to me the first time I heard it. What it means is that we will be holding the AGM remotely and you'll be able to attend the meeting while sitting comfortably in your own home using a computer, tablet, or smartphone. It will require you to download an application called Zoom and follow some simple steps to register. All this is easy and, best of all, free. This is all brand new to me but several members of the board have been involved in Zoom meetings recently and they assure me it all works out very well.

We'll be testing the waters by holding a Zoom meeting of the executive board in the near future and, if that goes as well, as I'm expecting, you'll be hearing more from us via email about our 2020 Annual General Meeting in the next few weeks.

This new technology might very well alter the way that PacMOG operates in future on an ongoing basis. Our membership is very widely based, and that has presented us with many challenges. In recent times, even the board members have been widely scattered – from Coquitlam, Maple Ridge, Surrey, and Tsawwassen to Vancouver Island, Sechelt, and Bellingham. This has meant that even attending an executive meeting has required a significant commitment of time and resources. Many members are unable to commit to that kind of involvement so we are hoping that moving to Zoom-based meetings might open the door to new people with new ideas becoming involved. As well as expediting board meetings, Zoom will enable us to look to holding more broadly-based general meetings of the membership. It's hoped that doing this will draw the club together to facilitate more and better events over a wider geographic range. So, once we have the details sorted and send out the AGM package, please make the effort to attend our first virtual AGM. Also could you please consider taking on a role in the operation of our club in this new, easier, and more convenient virtual environment. If you have any questions or suggestions, please contact me at tomm8847@telus.net or at 604 740 0356.

Tom Morris

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Contents

- Page 2 – From the Editor’s Desk
Page 3 – Chair Report
Page 5 - Morgan Podcast
Page 7 – The Big Night In (Win a Morgan)
Page 9 - Plus 8 Performer - 1971 Morgan Plus 8
Page 12 - Yellow 1998 Morgan Plus 8
Page 14 . Going Fast! - One Still For Sale
Page 15 - Malvern Memories
Page 16 - Sir Mick Jagger and His Morgan
Page 17 - Morgans in the Movies
Page 18 - Dagenham Dustbins
Page 21 - 111 Places You Must Not Miss
Page 23 - Mogging: Solo - Part II
Page 27 - The Travels of Mr. and Mrs. Smith
Page 32 - Dorg’s Morg
Page 34 - Morgan Historic Register
Page 37 - Check Your Fan Belt
Page 38 - Website Report
Page 39 - Events
Page 45 - Marketplace
Page 49 - Membership Application

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:

The cover this month is a photo taken by Jane Cowan of her one-owner 1969 Morgan 4/4, 4-seater in Golden Yellow.

Contributors

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

Dave Doroghy, Ken Miles, Susan Blake, Bob Wadden, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Frank Gruen, Richard Lentinello, Phil Johnson, Jane Cowan

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

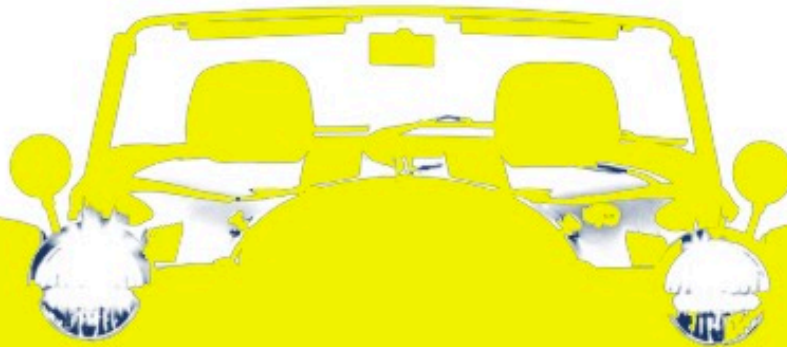
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The Morgan Sports Car Club (MSCC) UK
The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

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PACMOG Constitution:

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



TALKING SHOP

THE MORGAN PODCAST

Introducing Talking Shop: The Morgan Podcast

We are delighted to introduce the new Morgan podcast, produced by our in-house team to give you some entertainment during the current hard times and beyond.

"Talking Shop: The Morgan Podcast" aims to provide insight into some of Morgan's defining moments, most influential individuals and exciting characters.

With so many interesting people and stories around our community, the idea of a Morgan podcast is something we've been considering for a while. With much of the world currently in lockdown, what better excuse to start recording and sharing some of those conversations with you all?

We'll be recording conversations with several guests, from within the company and outside, over the coming weeks and sharing them to our channel. If you're enjoying the podcast, be sure to subscribe and we'll keep it going beyond the lockdown.

You can find the first two episodes of the podcast on Apple, Spotify, or your chosen podcast platform by searching "Talking Shop: The Morgan Podcast". Alternatively, click below to go to our Acast page and listen on mobile, desktop or tablet.

To listen to the podcasts, copy the following link into your browser.

<https://shows.acast.com/talking-shop-morgan-podcast>



Steve Morris: Apprentice to CEO

In our first episode, podcast host and Morgan owner, Alex Goy, talks to Morgan Chairman and CEO, Steve Morris, who gives insight into his 27 year career at Morgan.

Jon Wells: Evolving timeless design

In our second episode, Alex is joined by our Head of Design, Jon Wells, who talks about his own journey into the industry, as well as the future of Morgan design.

<https://shows.acast.com/talking-shop-morgan-podcast/episodes/steve-morris>

<https://shows.acast.com/talking-shop-morgan-podcast/episodes/jon-wells>

WIN A MORGAN PLUS FOUR

in association with



Raising funds for coronavirus relief



If only we lived in the UK! This Morgan Plus Four was donated by Morgan Motor Company as a prize. The lucky winner was selected from entries up to April 30th. Good for Morgan!

The [Morgan Plus Four](#), worth £62,995 before options, has been donated to the appeal by the Morgan Motor Company. The firm's Chairman and CEO, Steve Morris, said: *"We are all aware of the devastating impact the current situation is having around the world, particularly on those most vulnerable in our society. I'm delighted that the Morgan Motor Company is able to support the relief effort, as part of 'The Big Night In' appeal, with the donation of a brand-new Morgan Plus Four."*

MORGAN PLUS FOUR GIVEAWAY RAISES FOR £1.39M FOR CORONAVIRUS RELIEF

The giveaway of an all-new Morgan Plus Four in the BBC's *The Big Night In* appeal has raised £1.39m to support the coronavirus relief effort. The sum, raised through donations by the public in the draw, is being matched by the UK Government, bringing the total amount generated to almost £2.8m.

The funds are being split between Comic Relief and Children in Need, with all proceeds going to help the most vulnerable people across the UK who have been affected by the crisis. It will help to make sure people are safe from harm, mentally healthy and have access to food, warmth and shelter, as well as helping people stay connected, active and positive.

The winner of the Morgan Plus Four, who was picked at random, has been contacted and is "delighted and overwhelmed" to have won the car. Following the lifting of the lockdown restrictions, they will be invited to visit the company's home in Malvern, Worcestershire, for a private tour of the factory, and have the chance to decide on the final specification of their car alongside Morgan's renowned design team. The all-new Plus Four, worth £62,995 before options, was donated by the Morgan Motor Company. The firm are also covering the first year of tax and insurance, and as two years' servicing, for the winner.

Steve Morris, Chairman and CEO of Morgan Motor Company, said: "On behalf of the Morgan Motor Company, I would like to extend our gratitude to all those who entered the Plus Four competition and helped to contribute such a significant amount towards the Big Night In appeal. The amount raised exceeded the figure that we'd hoped to achieve, and we feel proud to have been able to help towards the relief efforts in such a way.

"We look forward to welcoming the winner to Malvern to specify their new car and watch it being built. Our team in Malvern is working hard to continue to help contribute to the relief efforts, and we would like to take this opportunity to once again thank all of the key workers around the world for their incredible work to keep us all safe."



Plus 8 Performer - 1971 Morgan Plus 8

An original-owner 1971 Morgan Plus 8, still driven and enjoyed regularly along Alabama's Gulf Coast

By Richard Lentinello (from Hemmings Sports and Exotics - April 2015)

When the freighter Atlantic Forest docked in New Orleans back in August 1971, this Morgan Plus 8 was aboard. Its final destination was Mobile, Alabama, and the home of Dr. Tony McLaughlin. Now, 44 years later, the Morgan still resides in Tony's garage, a beloved possession that he will never let go of.

The first Plus 8 rolled out of Morgan's Malvern Links factory on February 16, 1967, but it wasn't until July 19, 1971, that our feature car, chassis number R7379, was completed and ready for shipment. Approximately 115 Plus 8s were imported to the U.S. during 1971, making it a relatively rare sports car today.

Like the Sunbeam Tiger, it was only fitting to equip a Morgan with a V-8, too. As luck would have it, one day in May 1966, company owner Peter Morgan received a visit from Rover director Peter Wilks, who was there to see if Morgan would be interested in selling his company to Rover. During their talk, Wilks revealed that Rover had just purchased from Buick the rights to build its all-aluminum 215-cu.in. V-8. Although Wilks wasn't able to persuade Peter Morgan to sell his company, he did agree to sell them Rover's new alloy V-8.

Because the factory was too busy trying to meet the ever growing demand for its sought-after Plus 4s and 4/4s, Morgan contracted out the prototype work for the Plus 8 to a racing engineer named Maurice Owen, who was also a Morgan enthusiast. Working out of a small research building on the grounds of the factory, Owen oversaw the construction of several mock-ups made to ensure that the fairly compact, and lightweight, V-8 would fit properly. The engine's greater width meant a new steering column had to be employed, so they adopted a new collapsible column that was manufactured by A.C. Delco-Saginaw. A thermostatically-controlled electric fan also had to be used, due to insufficient room for the stock engine-mounted fan. The only major alteration that had to be made from the standard Morgan body and chassis was that both had to be increased in width by two inches.



In his book *Morgan, First and Last of the Real Sports Cars*, Gregory Houston Bowden states: "In order to carry out the work as simply and as quickly as possible, Maurice used the traditional Morgan principle of 'make first and draw later.' This principle is not entirely peculiar to Morgans for, as Maurice points out, Sydney Camm of Hawker Aircraft built three aeroplanes before doing any serious drawing!" No doubt it was an interesting method of engineering and producing a car, yet, in the end, it all worked out quite well for the Plus 8.

Tony first became interested in Morgans when he spotted a Plus 4 parked on a street in London back in 1968, when he was there doing his three-month fellowship. He was immediately smitten with the Morgan's vintage appeal and vowed that very moment to buy one.

During a stint in the Army, while stationed in Louisiana, Tony discovered the December 1969 issue of *Road & Track* magazine, with its feature on the new Plus 8. He told us: "It hit me like a ton of bricks. There, in all of its pristine glory, was the car that I had to have. The Plus 8 had just begun to be manufactured, and the idea of owning a car with a shape like that and a V-8 was too much to pass over. I wrote a letter to the factory and received a very properly British reply from a Mr. Day, who was Peter Morgan's vice-president; he had been with the company since Mr. Morgan's father was in charge.

"So I sent him an order, stating what I wanted on the car, which included almost everything available as an option: bonnet strap, two-tone paint, luggage rack, spare tire cover, and a rear bumper. I also asked Mr. Day to please install an AM/FM radio. Incidentally, I asked, how much would the total package be? There could be no dickering with this one. By return mail, he replied that they would be happy to supply me with the car as ordered, with the exception of the radio. He said that Mr. Morgan felt that a true sports car driver should be listening to the music of the engine and not of a radio, and thus made no provision for one in the car! After that, I have never once considered putting one in!"

In May of 1970, after another correspondence with the Morgan factory, Tony received this letter, and from company chairman Peter Morgan, no less:

"We write in reply to your letter, and we are pleased to inform you that the Morgan Plus 8 has now been approved by the Clean Air and Safety authorities in the U.S.A. However, delays will arise due to obtaining production components, and we do not anticipate that early examples of this modified car will be available until the end of 1970, or early 1971.

"Even at that time, the number of vehicles available will be limited because of the continued legislation concerning safety and clean air in the U.S.A., and we do not anticipate the appointment of many dealers. It is possible that most vehicles will be sold directly from our factory, and under these circumstances, the estimated cost of the car will be in the region of \$4,800.

Thank you for your interest.

Yours faithfully,
Morgan Motor Company
P.H.G. Morgan

In 37,543 miles, the Rover 3.5-liter V-8 has never required any work other than a tune-up. With the SU HS6 carbs inclined at the top, the narrow-angle V-8 is a tight fit inside the slender engine bay, but the wide opening hoods allow easy access to everything.



In November 1970, Tony finalized his order for the purchase of a 1971 Plus 8. When he ordered the car, he selected every option that Morgan offered at the time, which came to an extra \$150. "The car commenced its build in April 1971," Tony remembers. "I paid the balance when it was completed in June, and it was then shipped from London on the first of July, 1971. When I received the car in August, its odometer showed 150 miles; apparently, it had been driven around a bit, then down to the docks in Medway, southeast of London, to board the ship to the U.S."

With the experience of buying a new Morgan overseas, without first seeing it or driving it, still vivid in his memory, Tony told us, "Then came the anxious waiting period. I was told it would be a five-month wait before the car would be finished, and then another six weeks shipping. I received the good news that it was being shipped, and then heard that it was being sent to the port of New Orleans instead of Mobile, and thus would take two extra weeks to arrive. I was finally notified of the car's arrival in Mobile on a freighter loaded with pipe! I could see my Morgan coming in delicately balanced on the top of a vast pyramid of drain pipes. Then on a Monday morning, I was able to finally take possession with very minimal red tape.

"However, driving it home would be something else: The windshield, top, and both seats were all packed in the back, so my first drive entailed my sitting on a cardboard box and attempting to get the shifter out of first gear, where it had frozen during the trip overseas. Fortunately, there was a Fiat dealership a few blocks from the docks that was able to help me. In fact, they drove the car around the block a few extra times, 'just to make sure it was all right.' I then drove it to my uncle's house and assembled the pieces. Following my arrival in Mobile in 1972, the Morgan served as my primary transportation for the next year. It was assisted by my ever-faithful 1965 Corvair Corsa, which I also still own."

Today, just about 44 years after taking delivery of his new Morgan, Tony no longer uses it as a daily driver, but thankfully it still gets driven regularly. "It has been in a well-deserved semi-retirement, coming out on days that would do justice to it--beautiful, partly cloudy spring or fall days with just a touch of nip in the air, enough to wear a sweater, but not enough to raise the top," Tony said. "It developed some wood rot in 1977, and I entrusted it to British car specialist Jean-Pierre Fontana here in South Alabama for all its repairs. Jean has been its confidant ever since."

During the last four decades, this Plus 8 has provided very reliable service, which was helped along the way by maintaining it regularly and driving it often in order to keep everything well lubricated. Tony said, "As with most low-mileage cars, moving rubber components dry out, and need replacement. I removed the automatic choke five years after getting the car, and replaced it with a manual choke. The handbrake is poor, and requires frequent adjustments. Otherwise, it's basically just an engine and seat and four wheels, so not much major to go wrong!"

Being a long-standing member of the South Alabama British Car Club, Tony tours with his friends throughout the scenic backroads surrounding Mobile Bay. After numerous enjoyable drives, Tony revealed that he wished his Morgan had overdrive. "The engine revs up pretty high at highway speeds. I have kept the original Moss gearbox in it, and resisted the urge, however. And due to its non-synchro first gear, you just don't speed shift this car."

A Morgan's ride is quite stiff, thanks to its fairly rigid sliding-pillar front suspension. Tony backed up that assessment by telling us: "It's said that if you drive over a penny in a Morgan, you can tell if it's heads or tails, and I agree! If you increase the tire pressure by just two pounds, you can feel the difference. At highway speeds, it's rock stable, but noisy, and has very quick steering. It doesn't wander, but its turning radius is like that of the RMS Queen Mary!"

Noted British magazine Autocar had the same sentiments after road testing a Plus 8 when it was new. "You must get used to being jolted hard over every bump in a way that would not have escaped unfavorable comment even before the last war. The driving position is definitely vintage; you sit close to the steering wheel and dashboard, but do not feel cramped even if tall." Speaking of feeling cramped, Sports Car Graphic said: "The driving position is, as ever, closer to Nuvolari than Graham Hill, although a leather-rimmed steering wheel is a smart and practical gesture towards modernity. There is none of this fancy finger-tip control business. Man!--you really steer the Plus 8 using steely wrists and hairy forearms."

Regarding the performance of its 184-hp V-8, Tony uses unleaded premium and hasn't had any problems, although an occasional fuel additive helps. At cruising speed it returns about 27 MPG, but that drops down to about 17 MPG pretty fast when driven hard. Tony has calculated a 0-60 MPH time of about 6.3 seconds, and with its posi-traction rear, has surprised many Corvettes. Autosport magazine said: "Although the shape does not look very streamlined, the drag must be fairly low, as the car simply flashes up to 120 m.p.h. whether the hood is up or down."

Speaking of the Plus 8's very vintage shape, Tony had this to say: "The shape is almost sensuous, much like a female body. I never tire of admiring the curves, either when driving or just looking at it. There is great visibility, as [with] all roadsters, and it seems to bring out smiles in everyone who sees it. This is unlike many more expensive exotic cars, which just seem to exude 'I've got money.' Everyone can delight in a Morgan's appearance. I would like a bit more streamlining under the front, as the coefficient of drag is something like driving a brick, but the direct feel of driving it far outweighs something like that.

"The finest thing about Morgans is driving one--there's no experience like it: cruising down a country road with the roar of the engine reverberating in your ears, and your hand resting on the gear shift, ready for the next down shift to go around the car in front of you."

Perhaps the best quote about the Plus 8 came from noted historian John Bolster when he wrote in Autosport: "I always enjoy Morgans because they are cars built for the owner's pleasure. Some makes appeal because of their novel engineering features, but the Morgan endears itself by being predictably the same. With its powerful light-alloy V-8 engine and wider tires, the latest model is even more typically Morgan than anything that has gone before. This is an exciting sports car with electric acceleration that is glued to the road, at a price which many of us can afford to pay."

"A Morgan is a way of life," Tony advised. "I have had more fun with this car than anything else I have owned over the years. To date, I have 37,543 miles on the Morgan; 18,000 miles put on it in the first 20 months. It is truly a part of the family, and has occupied a very significant part of my life. Thanks, Peter Morgan. You have enriched my life immensely."

1971 Morgan Plus 8

Owner's Story

It is quite an experience to drive 1,500 miles on the front edge of a hurricane in a Morgan, which is almost guaranteed to make one claustrophobic. Needless to say, rear-view vision in the Plus 8 with the top up is a luxury that is unobtainable. Regardless, the best thing about Morgans is driving one. There's no experience like it--cruising down a country road with the roar of the engine reverberating in your ears, and your hand resting on the gear shift, ready for the next downshift to go around the car in front of you.

The Morgan is a very simple machine, with the engine very accessible. Yet what I like most about my Morgan is that it looks classic. You have never driven a true sports car until you drive a Morgan.

-Tony McLaughlin



(Thank you to Frank Gruen for submitting this article)

(Thank you to the now defunct Hemmings Sports and Exotics magazine for permission to reprint this article)

Yellow 1998 Morgan Plus 8

By Steve Blake

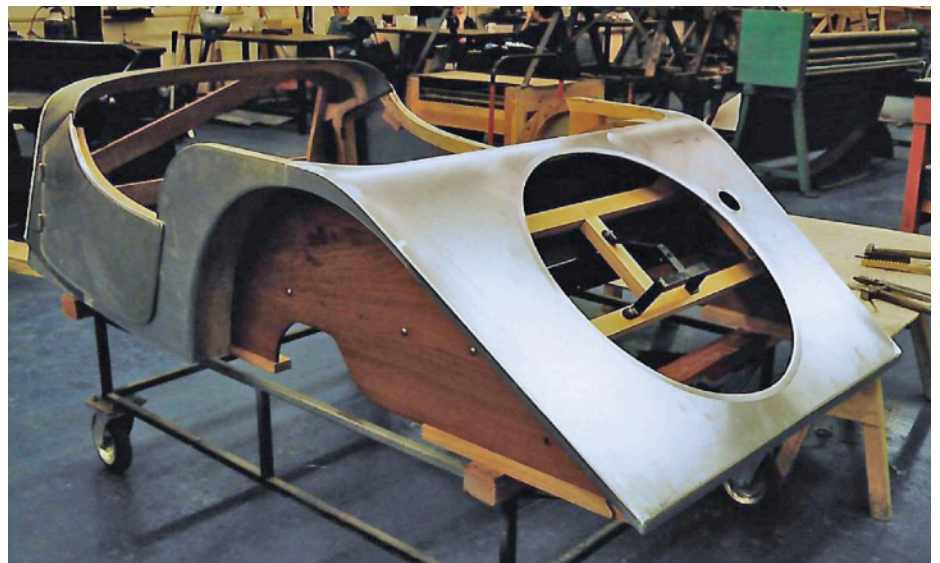
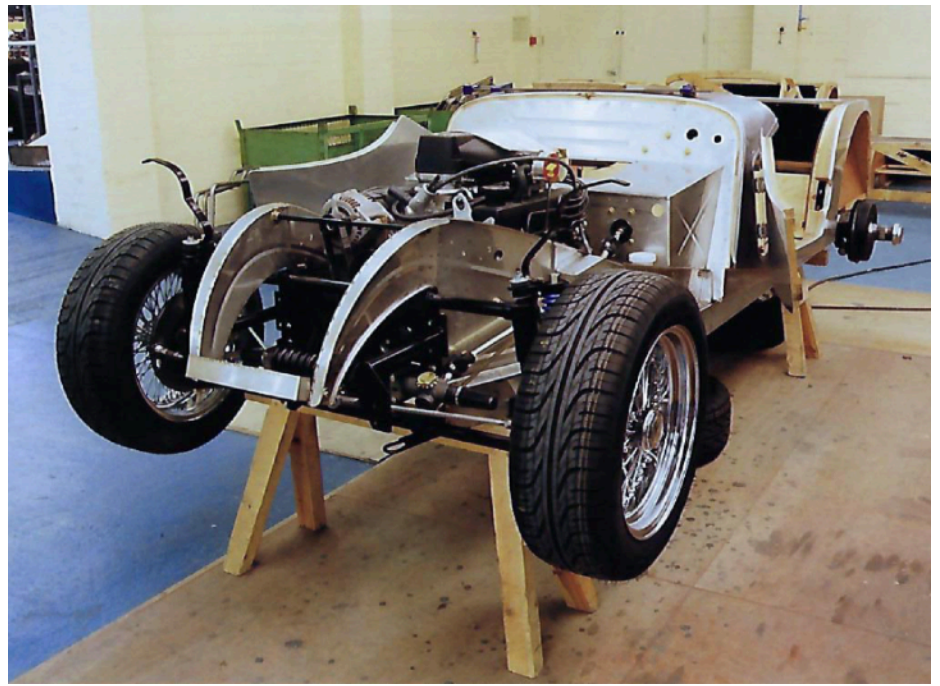
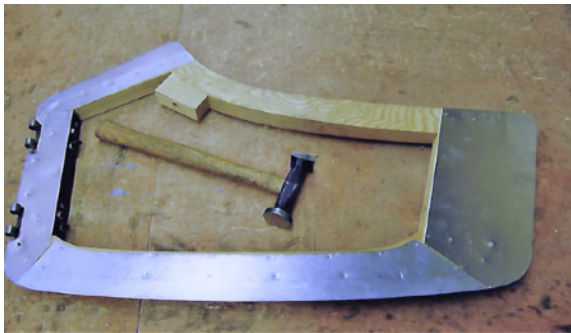
Continuing with a yellow car theme this month, I am highlighting a 1998 Morgan Plus 8 that sold at auction on Bring-a-Trailer on April 29, 2020, for US\$55,000. This was a one-owner car that unfortunately had to be sold due to its owner passing away. I was ready to click on the bid button myself but garage space is always at a premium and I would have had to sell my Plus 4 to make room.

The only negative comments for this car were the top and tonneau were missing. Some people were complaining about the steering wheel because it was the newer style with an airbag in the middle. The brown leather seat on the driver's side showed some wear. The Pirelli tires only have 4000 miles on them but would need replacing due to age. Otherwise, the car was in spectacular condition.

On the positive side, this car only had 16,157 miles and was pristine, other than the comments above. One bidder went to its Arizona location and confirmed that the car was perfect with no scratches or blemishes. The car drives perfectly and is certainly a head-turner in its yellow livery. This is a 4.0 litre Rover V-8, gas powered from the factory. It has the bonus of 16 inch knock-off wire wheels which, I feel, enhances the overall appearance.



The photos are ones submitted by the selling dealer on behalf of the estate. The next page shows photos taken as the car was being built. Two more photos of this car are showcased in the Morgan Memories section.



The Morgan Link

Going Fast! - One Still For Sale 1960 Morgan Plus 4

Since we are focussing on yellow cars, I thought I would highlight one more that is still up for auction on Bring-a-Trailer. This one is a 1960 Morgan Plus 4 originally sold by Fergus Motors in New York. The auction ends on Thursday, May 28, 2020 at 11:50 am. Here is what they have to say about this car.

This 1960 Morgan Plus 4 was completed in April 1960 and was sold new through Fergus Imported Cars of New York the following month. It later resided in New Jersey and then New Hampshire, where a refurbishment was performed by the second owner from 2008 to 2014. Work included disassembly and restoration of the ash frame, repainting the car in a black and yellow scheme, and reupholstering the interior. The seller acquired the car in May 2019 and has since replaced the the tonneau cover, front shocks, and front bumper, added Morgan spinners to the knock-off wire wheels, and more as described below. This Plus 4 is powered by a numbers-matching inline-four mated to a four-speed manual transmission and is now offered with records from the refurbishment, a Morgan Chassis Record, spare parts, side curtains, and a clean Pennsylvania title in the seller's name.

More information and photos can be found at:

<https://bringatrailer.com/listing/1960-morgan-plus-4-3/>



The Morgan Link

BaT Essentials

Lot #32002

Seller: **JayMeilstrup**

Location: Dalton, Pennsylvania 18414

Chassis: 4503

52k Miles Shown

2,138cc Triumph Inline-Four

Moss 4-Speed Manual Transmission

Refinished in Yellow and Black

Reupholstered Natural Leather Interior

Refurbished from 2008 - 2014

Knock-Off Wire Wheels

Tonneau Cover

Side Curtains

Spare Parts

Service Records

Morgan Chassis Record

Private Party or Dealer: Private Party

Model Page: **Morgan Plus 4**

Category: **British**

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



A salute to the men and women who make our fabulous Morgan automobiles. These photos show the build of the 1998 Morgan Plus 8 featured on page 12.



Sir Mick Jagger and his Morgan

By Steve Blake

All celebrities drive cars. Some cars are very pedestrian and other celebrities have rides that match their flamboyance. Sir Mick Jagger had a yellow 1968 Morgan Plus 8. Four photos can be found on the Internet in black and white showing Mick and his girlfriend, Marianne Faithful, in this car. Top two photos are from St. Tropez in 1971. Bottom right shows Mick and Marianne arriving at the courthouse to defend Jagger's drug charge. This car was eventually sold and shipped to the San Francisco Morgan dealer with its original UK registration plates of XWP 48G.



Sir Mick Jagger's 1968 Morgan Plus 8 is now in Illinois wearing the plate "JAGGER 8".

Morgans in the Movies

By Steve Blake

Scooby Doo! The Mystery Begins

Starring Frank Welker, Kate Melton, Hayley Kiyoko, Robbie Amell, Nick Palatas

Scooby Doo! The Mystery Begins was a 2009 made-for-television comedy film directed by Brian Levant and filmed in Vancouver. I had to choose this film because it was filmed partly at Templeton Secondary School where I taught Business Education from 1985-1990. It also includes a character with my last name, Daphne Blake, and a 1962 Morgan Plus 4, the same year as my 1962 Morgan Plus 4. With three coincidences, I had to choose this one. The Morgan is yellow following in our yellow theme for this edition of the Morgan Link. I have not watched the film but it appears that the Morgan only makes a cameo appearance, most likely shown in the “Blake’s” garage. The big question is, “Whose car was it?” The only all yellow ones in our club are the two 1969 4/4s owned by Jane Cowan (as seen on the cover this month) and Les Burkholder. Anybody know?

The film actually did well and scored the largest audience on the Cartoon Network with over 6 million viewers. This surpassed the next largest audience in the 3 million viewer range. As for the plot, the show is about a group of teenagers who run into typical trouble at school. An odd collection of characters are thrown together and go about solving a mystery. I won't spoil the story for you, just in case anyone wants to rent this movie. The dog, Scooby Doo, is computer-animated.



(Photo downloaded from the Internet)

Dagenham Dustbins

By Allstar Crocks

Judging by all of the 50th anniversary celebrations in 2012, 1962 was a momentous year for the British motor industry. Basking in the previous year's glow of the Jaguar E Type launch in Geneva, the pace continued in the following year with the launch of the ubiquitous MGB, a car which went on to become the most popular roadster ever built until the Mazda Miata usurped its status 40 years on. Then followed the remarkable Lotus Elan, a small sports car that really punched above its weight and established Lotus as a viable manufacturer. It is said that imitation is the sincerest form of flattery. If so, then the aforementioned Mazda paid the Elan this compliment when released a quarter of a century later. Anyone who has witnessed the two cars side by side can attest to this. Thanks to Carroll Shelby, the pretty but somewhat staid AC Ace morphed into the fire-breathing AC Cobra and yet another legend was born. However, perhaps the most significant new car of 1962 from a commercial perspective was the humble Ford Cortina.

Originally dubbed the Consul Cortina, the public first clapped eyes on this car in September 1962, a month before four lads from Liverpool enjoyed modest success in the charts with *Love Me Do*. The Liverpoolians went on to fame and fortune as did the Cortina in the domestic market but no one would have guessed that at the time. In contrast to BMC who were forging into front wheel drive technology with their Mini and 1100, the Consul Cortina appeared to be yet another middle of the road ultra conservative Ford. A bored out 1200cc 4 cylinder engine borrowed from the smaller Anglia with rear wheel drive, the Ford offered good value for money and the management declared they would never contemplate a front wheel drive car. (Enter stage left 12 years later the Ford Fiesta!)

It seemed strange therefore that a mere 4 months later they added a new engine to the Cortina range, the 116E. The cubic capacity was raised to 1499 and although still a 4 cylinder it was endowed with a 5 bearing crankshaft as opposed to its predecessor's 3 bearing arrangement. It was referred to as the Super Cortina that included a GT edition. The latter had modified suspension, a mildly tuned engine featuring an "exotic" Weber carburetor and produced an extra 18bhp above the standard engine's 60bhp. None of this really impacted with your faithful scribe until one day he found himself unable to shake off



Michael Stockdale's Van Dusen painting with a Lotus Cortina



Mk II Cortina Lotus with Morgans - Pat Miles photo

one the new 1500 GT's. This was at a time when saloon cars seldom troubled a +4 Morgan. A few weeks later I attended a race meeting at Oulton Park in Cheshire where a lone Cortina GT started from the back of the grid. It astounded everyone when it climbed through the field and in the process pipped the Hutcheson 1.5 Riley, the car to beat in the 1500 class and finished third behind the 3.8 Jaguars of Roy Salvadori and Graham Hill. Not bad for a car straight out of the box in its first race!

An interested bystander to all of this was one Colin Chapman who had decided that this was the engine that would power his soon to be released Lotus Elan. Furthermore he had commissioned a twin cam head for this very same engine. The story is that Chapman shoe horned a prototype twin cam into an Anglia and inveigled an unsuspecting Jim Clark to commute up to his family's farm on the Scottish Borders in this car. The journey was completed in record time by an enthusiastic Clark. Fitted in the outstanding Lotus 23 sports racing car, on its first outing at the Nurburgring in the Spring of 1963, Clark, who else, blew an international field into the weeds in the diminutive Lotus before a damaged exhaust manifold caused it to retire.

None of this had escaped the attention of the men in suits at Dagenham, HQ of Ford's UK operation. Mindful of the decree handed down by Henry Ford in Dearborn that Ford were going into motor sport big time, it was decided to install Chapman's twin cam in a Cortina and who better to carry out this task than Lotus? Suitably fettled and lightened and a mere 5 months after the Cortina GT's class win at Oulton Park, the same driver, Jack Sears at the same venue gave the Lotus Cortina its first taste of success. Thus within 12 months Ford had turned a mundane family saloon into a potential track star, a considerable feat at the time when such achievements were not associated with Ford.

This potential was fully realized during 1964 when, in the hands of Jim Clark, the Lotus Cortina won the British Touring Car Championship in the most spectacular of fashion. Chapman had set the car up with coil spring rear suspension which proved much softer than the front end. In the hands of Jimmy Clark it would corner on three wheels and became its racing hallmark. Yours truly witnessed this phenomenon at Brands Hatch that same year and we noticed from our viewing point on a long left hand bend, known today as Surtees, that Clark's car would pass us like a metronome with the front inside wheel pawing the air 4/5" off the ground. What really caught our attention was that the airborne front wheel was always stationary whereas his team mate, Sir John Whitmore's same wheel was slowly rotating. With a 20 lap race we had plenty of time to analyze why the difference and in the end concluded that such was Clark's innate balance, he would set the car up without need for adjustment through the entire curve. Whitmore, on the other hand, had to keep making adjustments therefore his airborne wheel would keep kissing the track hence the rotation. By such margins are the great drivers separated from the mere mortal ones!



This race track success continued in 1965 when Whitmore became European Touring Car Champion in a Lotus Cortina. Ford also turned their attention to rallying where initial success eluded them because of the car's fragility. Chapman's revised rear suspension utilized an A-frame that was slung off the differential casing. This brought stress onto the unit which broke the oil seal with terminal results. With careful attention, it could be managed in 20 lap sprints but not in the rough and tumble of rallying. In 1965 Chapman was persuaded to revert to the original leaf spring rear suspension whereupon the reliability problems were solved but the car's rallying exploits were always over-shadowed by its success on the track.



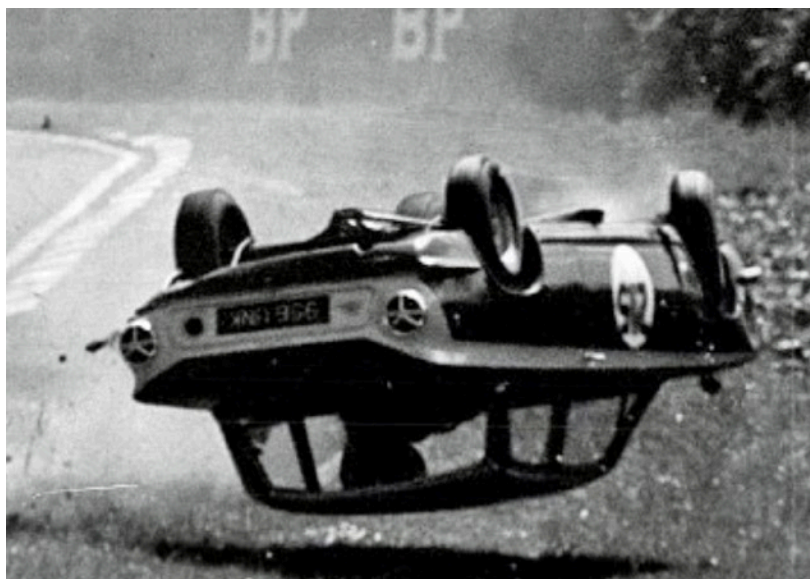
Dave Collis's 1963 Morgan 4/4 in the background has the Cortina GT 1600 cc engine. Pat and Ken Miles 1965 Morgan 4/4 in the foreground also has the Kent 1600 cc Cortina GT engine but it was modified by Holbay to Lotus 7 specifications. (Steve Blake photo)

By now the Cortina was a sales success in the domestic market and sales exceeded 1 million units before the Mk1 was phased out in 1966. It was replaced by the Mk2 with a restyled more angular shape. Gone was the 3 bearing 109E engine and in its place were offered either a 1300 or 1600 5 bearing 116E, now better known as the Kent unit, with a slight increase in power and a crossflow cylinder head. In 1967, the Cortina became the UK's best selling car, a position long coveted by the men from Dagenham and the Lotus Cortina Mk2 appeared. Now built in house by Ford, the Lotus badge was dropped and replaced with TWIN CAM. Ford were very conscious that the build quality of the Mk1 Lotus Cortinas and assembled by Lotus were suspect and they wanted to reassure prospective customers that these issues were now behind them. By now, Ford's sporting aspirations were turning to the smaller Escort but the Cortina's popularity continued with another million cars being sold in Britain before the Mk2 was replaced in 1971.



The Mk3 Cortina was a larger, heavier and more compliant car than its predecessors and it was obvious from the start it would not follow in the sporting footsteps of the Mk1 or Mk2. Although now offered with the larger 2 litre Pinto engine, Ford appeared to have returned to their policy of building people carriers and the Cortina range never regained the charisma established with such flare in the previous decade. During this period, I was working my way up the corporate food chain and as Ford dominated the fleet market, I drove many variants of Anglias, Escorts and Cortinas. I recall pleading with my managing director when I had to give up the company leased Mk2 Cortina GT, could I switch to an Escort Mexico instead of the mandatory 2-litre Mk3 Cortina? The Mexico was a special edition Escort fitted with the 1600 GT engine and revised suspension. As it cost 80 quid less than the Cortina, I thought he would bend but, it fell on deaf ears. Company policy dictated that I had to drive a bigger car than the guys who worked for me!

Because at this point I decided to work for myself, I didn't have to endure the Mk4 and 5 Cortinas that were to appear between 76 and 82. Nevertheless, they remained one of the most popular cars in Britain and each iteration sold 1 million vehicles by the time it ceased production in 1982. 5 million + sales is not bad for a car dubbed by some as the 'Dagenham Dustbin'. Meantime the Escort had achieved great success in motor sport after it was endowed with the GT and Twin cam engines whilst the Cortina had become the staple diet of taxi ranks! The faithful 116E engine continued to be used in the automotive world up until 2002 and today is still supplied as an industrial power unit.



It goes without saying that the most sought after Cortina today is a Mk1 Lotus Cortina. A road going model recently sold for \$60,000 and the emergence of classic car events has increased the interest in those of us who recall those heady days watching Clark and company on 3 wheels. As a footnote to history it is worth recording that Harry Mundy, the guy who designed the twin cam head for Colin Chapman, was offered two forms of payment for his work. He could either take 1000 GBP or a royalty of 1 GBP per engine built. He opted for the lump sum as at that time "...Chapman have never built 1000 of anything" By the time it went out of production, 55,000 twin cam engines had been sold!

More than just his left front wheel off the ground!
Note the famous "Ban the Bomb" taillights.

111 Places in Vancouver You Must Not Miss

By Steve Blake

Dave Doroghy is co-author of [111 Places in Vancouver You Must Not Miss](#). He is kindly donating a book to the winner of the contest we have been advertising for the last several months. So far, not too many have submitted a photo. Now that the weather is nicer and you may be inclined to get your Morgan out of the garage, we are hoping that quite a few more photos will be sent in for this contest.

Susan and I have read the book, as I bought one early on. It is a great read and highlights numerous places which even I, who was born in Vancouver, was not aware. We spent a fun day, with a mandatory stop for fish, chips and mushy peas at Dave's in Steveston. Dave's is the number one fish and chip spot, so much better than one that is the customary stop used by other clubs. The locals choose Dave's and the tourists go to the other place!



#38 - Gulf of Georgia Cannery



#29 - The first MacDonald's in Canada



#77 - The South Terminal of YVR



#94 - Southlands Riding School



#58 - Larry Berg Flight Path Park



#64 - Lord Byng Secondary School



#56 - Jericho Beach



#45 - Hastings Mill Store Museum



#65 - Lotusland Electronics



#73 - Nat Bailey Stadium



#82 Queen Elizabeth Park



#81 - Punjabi Market

MOGGING: Solo - Part II

by Lorne Goldman (aka GoMoG)

Snip From Part I "In the next part of this series, I will elaborate on how to create a route and find accommodations on two continents."



As noted in the first part of this effort, the special joys of solitary or tiny group mogging are infinite. For us, it is more exciting. It provides you with the byways YOU want. It is more flexible and sensitive to weather. It is less expensive. It increases the delicious sense of freedom. True freedom, after all, is the feeling you can handle anything that appears in your life, and not the sense that you can control everything. *The latter only leads to inevitable frustration.* We have found that our way of mogging changed our attitudes to life!

However, there are greater planning elements needed for this type of mogging as you are not passing this off to others like "caravan mogging" does. Solo planning, our way, is good for more than one trip without forcing repetition! And, it gets better each time. Additionally, solo mogging has become MUCH easier since we began 20-30 years ago. 25 years ago, paper maps *that soon become tattered in the wind* were required along with a small annoying library of travel guides. Petrol stations and mechanics were only randomly found and needed toilets a matter of luck. Booking restaurants or places to stay the night was tedious. It was an effort to find what was worth seeing in any area. You couldn't even predict when a one-way or new construction would force unknown detours and delays! These days, the correct GPS device is all you need.

There is also less need of mechanical knowledge. However, when needed, there is the GoMoG Manual for you or any mechanic you find to follow. And, through web access, there are hundreds of moggers out there around the world to help you, including ME!

MOGGING LAW I Abandon your life-long habits. Great mogging is not about destinations and A to B routing. That type of thinking is what we have...(cont'd on p.24)

all been conditioned to. But sport travel is primarily about the driving, the mogging, the surroundings, the weather and sharing all this with your partner, hip to hip, *assuming, you have your partner with you*. I have a dear friend, another long distance mogger, who has criss-crossed North America in his Morgan all by himself and I envy him! Destination mogging is unavoidable for groups. Routing becomes travelling at the pace of the slowest from nightly noggin to nightly noggin, with spontaneity abandoned because of the pre-booking. But, it makes no sense for those alone or in tiny (2-3) groups. Why spend days driving mindlessly into inclement weather when you have all the weather options mobility affords you?

The closest sport that emulates great mogging is that of dedicated motorcyclists. They ALSO correctly care more about the driving than the destination! And, unlike cross-country skiing, sailing or snowmobiling, motorcyclists are confined to the same roads we are. **Their** GPS devices can and often do prioritize the beauty of the route rather than where it leads. I prefer them.



MOGGING LAW II- THE GPS Though Audrey and I began mogging before GPS appeared, I now consider them indispensable. **THE CORRECT STAND ALONE GPS UNIT CANNOT BE REPLACED BY ANY HANDHELD DEVICE**...any more than you would use a smart phone for plotting a course for a sailboat or hiking or scuba diving. There was a time the GPS industry did not know which direction to take, either towards units with infinite features or simplistic units to plot A-B travel at a MUCH lower price. The latter direction won out for automobile travel.



Luckily, we were originally steered to our first GPS type by a Plus 8 owning motorcyclist. We began with Garmin Quests (I&II) and then moved on to the most expensive Garmins of the day...the top NUVI units. \$1500. But as the industry changed, these expensive multi-task units went out of style and can now be had very cheaply off eBay and the like. GPS has not become better..merely cheaper and simpler. We use NUVI 775Ts which come with the ability to speak through your FM and even translate from many languages. They are bluetooth ready, play an infinite selection of music wirelessly through your radio (without any add-ons) They have calculators, currency changers, automatic day and night vision and

many other features including all motels, hotels, B&Bs, garages, businesses, restaurants and all the nearby features you might want to see, with phone numbers and routing to each at a pressing of a button. They now can be purchased for \$75-150, used on eBay or ??? *If you wish, I can advise you before you commit to buy.*

The only thing I miss from the motorcycle units is the ability to pre-plan routes by scenic quality..but such units are available in other makes as well and Garmin now has new laptop/desktop programs to assist...and they simply extend your holiday before it starts. The items I add (one can do that!) are places of specific interest to us along with special notes on places we want to stay, eat or visit if in the area. Over time, as we find our favourites, we add more of these waypoints to each target mogging area, such as the best dish we had, the owner of the establishment's name, the room we stayed in. This compliments one of the charms of the Morgan, a car that always has people remember you....especially when you are alone. You rarely have to ask to be upgraded to the best room they have! However, this last benefit is more a feature of European travel rather than North American mogging...(where we favour motels rather than Chateaux.)

The newer Garmin units for motorcyclists is their Zumo series. I have heard good things about them. There are many sites where motorcyclists upload their favourite, most scenic and fun routes, which can be downloaded freely to your GPS..often with reviews of why they were found so pleasant. We have done so from time to time, often during the evening before leaving a location. We always enjoy these little routes immensely the next day. Another welcome change from two decades ago..WIFI is free and everywhere! There is always a route for every area and taste, each and every day. Morgans and motorcyclists love the same roads and the motorcyclists, especially in the USA, are in awe of the amount of chrome our moggies sport! In that area, we beat them at their own sport! :D

Mogging: The Route

In this two series articles, you have now :

1. Packed and prepared well (first part of this series).
2. You have properly equipped yourself.
3. You and your GPS have scoped the chosen route with all its existing roads from lanes to super highways, items of interest, places to pitstop, eat or stay along with hospitals, clinics and emergency garages for you and the Morgan.



4. You have added to the GPS your own multiple waypoints of your own personal interest or needs, be they people to meet or tips from friends or club events happening. You have no maps to rip apart in the wind, your sunglasses, your hair brush and your dental floss are all at hand and you are ready to go! Please don't forget your life partner!!! *Audrey always gets angry when she finds I have driven off and left her in some filling station washroom. She has been know to return that gesture at the next stop.*

We start off with an area in mind but it is **not** carved in stone. It could be a classic car event in New Orleans or or a fashion show in Milan. We find that our routing is ultimately best decided by the short term weather forecast. (Long term weather predictions have under 50% accuracy... or worse!) We head in the direction that promises the best mogging. We have made a game of it. Our record for constantly lovely top down weather is over 30 days in Europe, 25 days in North America and 11 days in Great Britain! (A miracle!!!). The only place where the game failed utterly was in incredibly beautiful Ireland...2 days was our maximum there without rain. :)

Sometimes, I will plot a daily route. Other times, we shun a GPS route, turn off the tracker and simply use the device to head generally "south" or "east". But the GPS will always have our back with whenever we need it. We merely turn it back on and choose a destination from what is around and sounds attractive. On one trip, we followed the route of a old travel book written before WW1 and given to us by a GoMoG fan. It had many stops and lovely pictures. We would go from one picture to another merely to see how the places had changed in 100 years and take an updated photo.

On another occasion we followed the backroad food stops listed in a book on America east given to us by a Morgan friend which developed into a 12 US state tour seeking the best BBQ ribs (*we decided we prefer the dry rub smoked ones!*) In France, you can have the GPS take you on an impromptu winery tour, **but then don't plan to drive past noon!!!** There are no rules. You stop where and when you want. We have had days when our distance covered was 15 miles as something caught our interest. We have other days when we have travelled 700+miles on small roads.

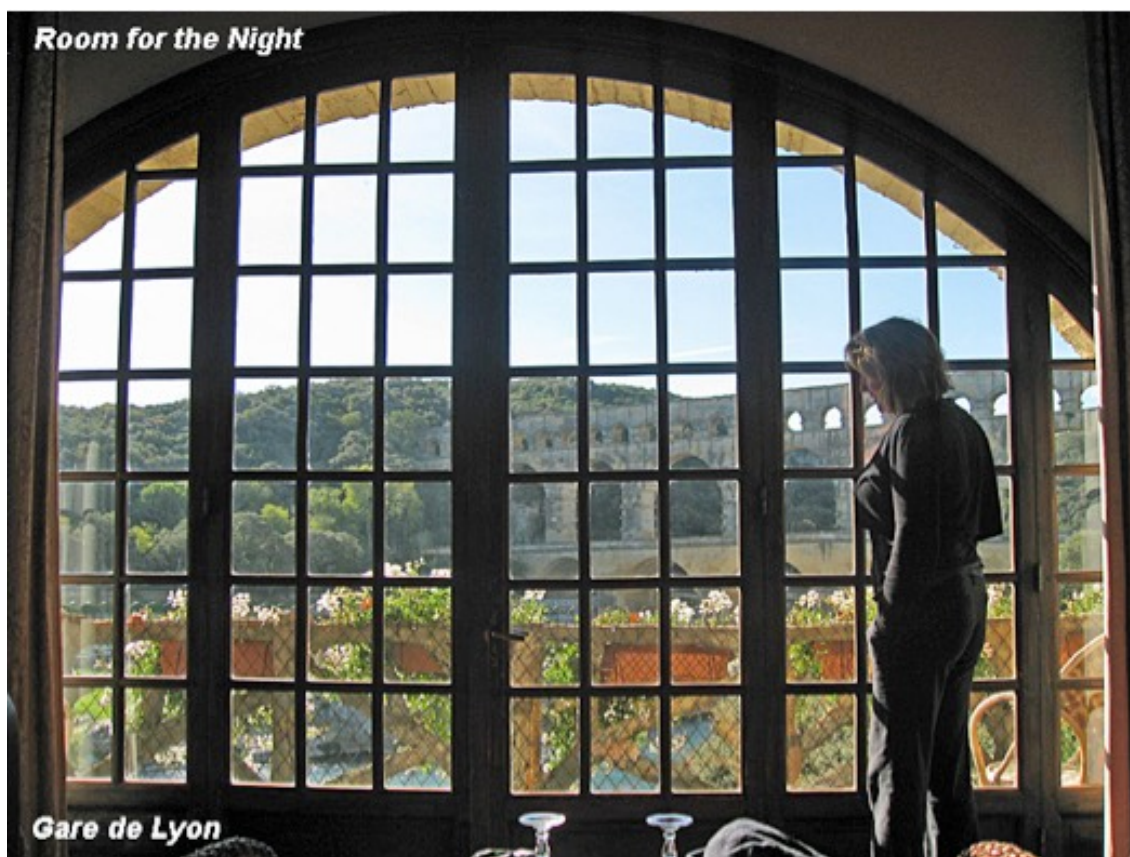
Do any of you recall the days when you were 10 years old and your transportation was a bicycle? You would meander away

a weekend travelling with your best friend (s). You can now relive those great times with your wife or husband in your Morgan, with Amex in your pocket. The feeling is delicious and the format leaves open the door to even greater spontaneous adventures. There are NO adventures on divided, limited access highways.



Mogging: When

We prefer mogging just before or just after the high season in the target area. The mobile Morgan and the weather forecasts are a better guarantee of having the best weather than the high season and mogging is best done when it is not super hot. 5-20C is fine. The hotels, inns, chateaux B&Bs are still empty during the week and the owners thrilled to see you and give you their best.

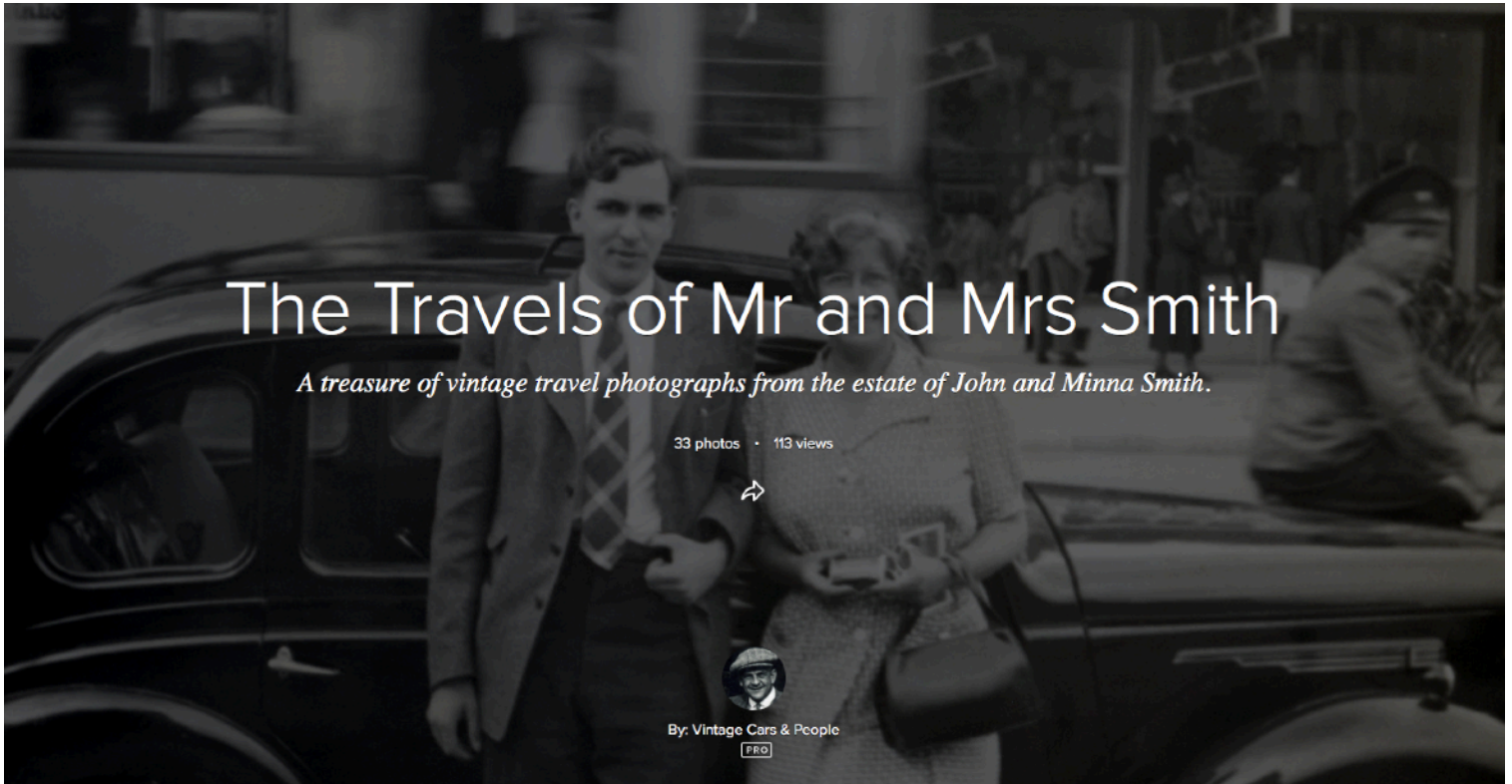


(Photos by Lorne Goldman - aka GoMoG)

Mr. and Mrs. Smith's Travels by 3-Wheeler Morgan - Part 1

By Phil Johnson

This is part one of three sets of photos put on Flickr by Vintage Cars and People. The photos were purchased from an antique 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. The series will continue in the next Morgan Links.





The Old Grammar School, Market Harborough



The Castle Inn



Valley of the Rocks, Devon



Dartmouth to Kingswear Ferry



The Barbican Gate, Sandwich, Kent



King George V Bridge, Newcastle



Catching the Erskine Ferry



Loch Bodeall, Sutherland, Scotland



Board Gairloch, Sutherland



The Main West Road

**See a Morgan 3-
Wheeler converted to
four wheels!**

Take a look at this video on
Youtube submitted by
Alistair Crooks

[https://www.youtube.com/
watch?v=W9QMa7AUD-4](https://www.youtube.com/watch?v=W9QMa7AUD-4)



Morgans in the Time of COVID-19

By Dave Doroghy

Here's a cryptic column written in uncertain times, by a patient British Columbian, strictly following government orders, staying home for a bit too long. Just some random thoughts, like bad flu symptoms that persist, and won't go away until I write them down somewhere. Anyone that knows me, knows that I like to compartmentalize my thoughts into threes. Believe it or not, today I managed to string together three disparate ideas related to Morgans and Covid.

First of all, for me, the big event of the year, if you are fortunate enough to have a Morgan self-isolating in your garage, is the All British Field Meet. Although it's a shame that it wasn't staged, it is no big deal in the scheme of things. Nice First World problem to have! The organizers had no choice other than to postpone it, and it was the right decision by the health authorities to kibosh all big events in B.C. Besides, it rained on the Saturday of the Victoria Day long weekend anyway. I am sure that one of the greatest car shows on earth, as far as I'm concerned, will be back soon. According to the Western Driver website, it may even be held later this summer.

I am glad they decided NOT to take it "virtual". I have found many canceled or postponed events, that have tried to make the transition to a Zoom event or a virtual event on another platform have failed on the flat screen. I think when we all convene on the lovely grounds of Van Dusen Gardens, whether it be later this year or next, we are certain to have a bit more of an appreciation for the event, and for each other.



Van Dusen ABFM 2020???

Next and number two. I don't know about you, but I have been doing a lot less driving during this pandemic. Surprise, surprise! What part of "stay at home" don't you understand? It is so ironic that just when the price of gas went down, and the roads are null and void of all traffic we can't go out and enjoy or take advantage of those two factors in our Morgans. It even got to the point where I decided not to insure my 1966 Plus Four. I have not been using my daily driver which has sat idle in the driveway for months in a row. If I don't drive one car, I sure won't drive two. The collector plate insurance is not that expensive. Even so, there is a savings, and the money I recouped from ICBC for not driving my Morgan, I, of course, spent on toilet paper.



Morgan Parade - No Balloons Needed!

on social media and offer to drive it by someone's house for a birthday or grad drive-by.

Sooner or later Covid 19 will be behind us. In the meantime, be kind to each other, and if you are still driving your Morgan, be sure to leave six feet between you and the car in front of you.

One more thought just entered my mind. Let's invite Dr. Bonnie Henry to the next All British Field Meet as a way of saying thanks. She has done a great job!

To end on a positive and final third note here as an idea; many people are staging drive-by parties. I see pictures of them on Facebook. I check out my window everyday and there has been no parade with a colourful string of cars festooned with balloons and paper mache decorations for me. Mind you, I am not celebrating a birthday or graduation. I have noticed that some of the parades have featured collector cars which just adds to the festive mood. If your beautiful Morgan is still insured, and since it did not have a chance to make it out during the Victoria Day long weekend, why not offer it up for one of these drive-by parties? Who cares if you may not know the person the party is being thrown for? It makes it just that much more special for a mystery car to be in the convoy. And besides, gas is cheap and the roads are empty! Why not post a picture of your car



Dr. Bonnie Henry

Don't forget to enter the contest! See page 39
Here is Steve Blake's #1 - 1700 Block of Dunbar Street



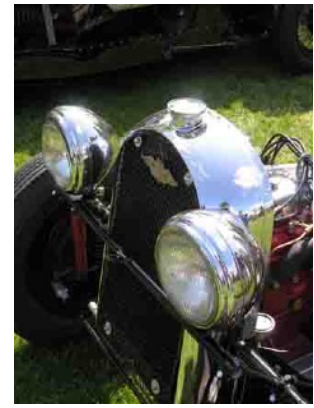
The Morgan Link





Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

Normally, we look forward to the start of the Morgan-season, but, this year it looks totally different.

Personally I keep my fingers crossed and hope, for you as well, that the situation will improve soon.

New dates for MOGfest: Thursday 24th – Sunday 27th!!! Please, have a look in Miscellany for all the (new) details.

What to look forward to? August 8: The Bentley Drivers Club Race Meeting

For us, a big part of that day will be: The celebration of “70 Years of the Morgan Plus 4”. Location: Silverstone Circuit. We like to make a lineup for as many Plus 4s as possible built before 1969. Please, bring your Plus 4, it doesn't matter what type or from what year! The condition isn't important either. It's not a concours show! If you don't have an old Plus 4, no problem at all. All Morgans, it doesn't matter how old or young, are welcome. Most important is that you love to enjoy one of the 'flagships' of the Morgan Motor Company: the Plus 4! If you like to come with your older Plus 4, please, let me know at machielkalf@ziggo.nl or give me a phone call: 00 31 641776237. I love to know this, so that I can prepare the lineup.

The recent invitations in Miscellany resulted in, for example: Derek and Elizabeth Milner, they bring their 4/4 DHC. The list for the Plus 4s shows us the following names: Adrian and Ann Dence, Eddie Singleton, Tim Marsh, Tim Milvain, Ambrose Langley Pool, Russell Jenkins, David Fisher, Geoff Turner, Arwyn Williams, Goof de Launay, Lukas Dijck, Ron Fermont, John Beskeen, and Vic Champness. Vic promised me to bring several cars from his collection. Some interesting names from the +4's past popped up as well: Gordon Spice, Richard Shepherd Barron, Peter Marten, Martin Cowell ('old' LT-employee), with some luck; Len Bridge (another 'old' LT-employee). Oh, and before I forget: Doug Taylerson brings his VON 777, with new wings, a new scoop and a new paint finish, so, let's see how the car looks now! Those people will give this day just that very special extra cachet. So, please, let me know if we can count on you as well.

During this day, alongside the Bentleys and other British Sports Cars, you can enjoy the races of the 2020 AR Motorsport Morgan Challenge, sponsored by Techniques! Tickets are available at the Silverstone gate. The spokesman from The Bentley Drivers Club told me that the price is £15 pp.

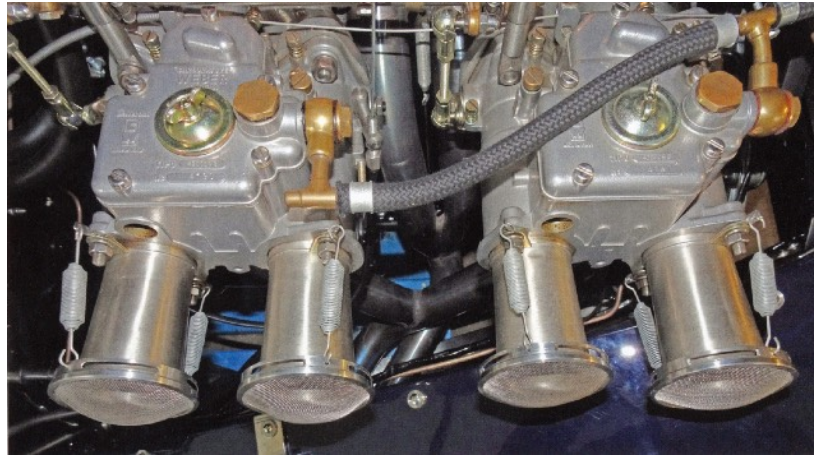
Vintage spark plugs

In my April issue I wrote that I had very good experiences with the Green Spark Plug Company. That was based on experiences from the past. In March, I had the idea to order some extra sets of vintage spark plugs which were recommended by The Morgan Motor Company in their Instruction Books. But, sorry to say, the Champion L10, L11S and the Lodge HN types are, currently, no longer in stock. The Lodge CNY type is still available. So, if you like, you can use this type of spark plug in your +4.

If you know a place, company or whatever where they have those spark plugs in stock, please, let me know. Yes, I prefer “New Old Stock”!

Air Filters for Weber Carburetors

Because there isn't much MHR-News, I decided to tell something about my own activities. Normally I don't like to do this, because, this column must be for all of you, the owners of any of the older 4-wheeled Morgans, whatever the model. What I would like to show you are the air filters I made for the 42DCOE Weber carburetors on my own Plus 4 Super Sports. Personally I am not so impressed by all the constructions with foam rubber (sorry,.....). No doubt they filter the air in a perfect way. But, it doesn't look, to my opinion, very 'vintage' (sorry again.....). Before I go on with my explanation, I know that my construction doesn't filter the air as well as the foam examples. Let's say it keeps "the rocks" out of the engine.



British Tea Strainer

If you see photos of racing cars from the past, you see the construction where they have made filters of gauze. Most of them are curved. That makes them 'stiffer'. The first problem I had to tackle was where to find the right gauze. Until my eye focussed on the gauze of the tea strainer! That is perfect for the job. So, I asked my wife, Ingrid, to buy 5 of them at a local shop. (They are less than €2 each!) The lady in the shop was surprised to sell 5 of them to one person..... In the end I used 4, but, I had the idea: you never know if it goes wrong...

In my workshop I prepared the following steps:
The first problem was: how do you cut the gauze out of the tea strainer? That was much easier than I expected. It is a simple job if you use a pair of scissors, not tin snips, but the simple ones you normally use in your house for all kind of 'cutting' activities. I am not saying that the quality doesn't go down..... But, even after cutting the round gauze parts of the 4 filters, the cutting quality wasn't that bad. It was a surprise to see what happens with the gauze if it is separated from the frame of the tea strainer. It's very flexible. Now, you think, how did he make the shape and diameter? Well, please, read on, I will tell you later! The trumpets of the Weber carburetors don't have all the same diameter. There isn't a big difference, but there is some. I made for each trumpet a ring of stainless steel. If you like, aluminium is another, maybe even better option. It's lighter and maybe easier to work with. You need a good lathe to make the rings. Of course, I realize myself that not everybody has a tool like that, but, maybe you have a good friend who can help you.

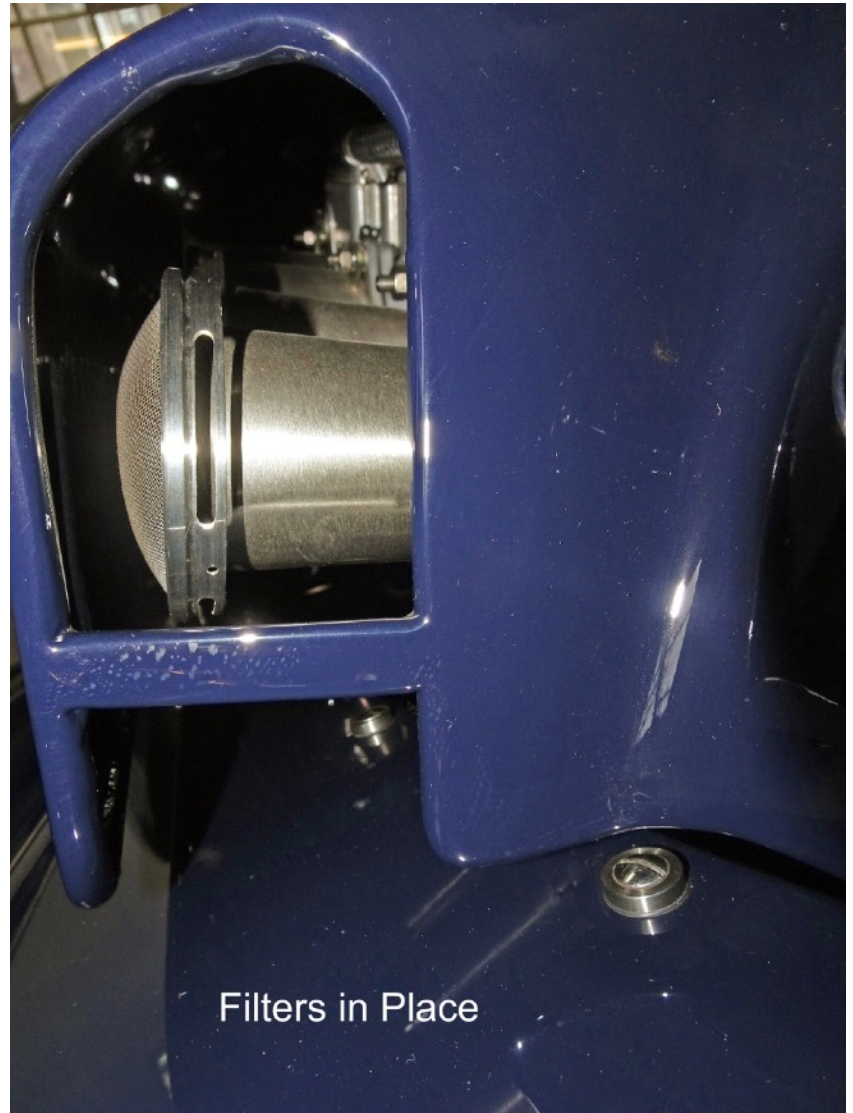


Display set of "Tea Strainer" Air Filters
(Not available at your local grocer!)

Be aware that the diameter of the ring is relatively 'big', so the rpm speed you use to cut the stainless steel must not be too high. Please, use a cutting fluid for stainless steel!! I used good quality gravers made of cobalt steel. I did that because it gave me the option to re-sharpen them with my bench grinder. In the inside of each ring, I made a groove to put the gauze "filter" in. The groove is 1 mm wide and about 1,5mm deep. You need a special graver for that job. One that's specially designed for just making this groove. Now you know the diameter of the gauze filter, because that has everything to do with the deepest point inside the groove. The diameter of the filter must be bigger than the maximum diameter of the groove. I found that out by experiment. The bigger the diameter of the gauze filter, how much more curved it will be once inside the groove.

On the lathe, I made two wooden blocks of the right diameter. The idea was to put the gauze between the two wooden blocks and cut the gauze around the blocks when the gauze is between both blocks. In the beginning, I didn't know what the right diameter must be. The first try didn't bring me the right result, so, I changed the diameter of the wooden block. It is a matter of trial and error. It's years ago that I made these filters, so, sorry, I forgot how many tries I had, but it must be done in a way that you can put the flexible gauze in the groove so that it is curved to the outside. If the diameter of the wooden blocks is too big, you have to make it smaller on the lathe. Because there is some tension in the gauze, it fits perfect in the groove and stays in place. If it's on the running engine, the flowing air pushes the gauze filter even better into the groove. So, no worries that it will be sucked in.

The fixing of the 'filters' to the carburetors is done by springs. Each filter needs two springs, one on each side. I made, beside each trumpet, a little piece of stainless steel with a little hole for the spring. Another, bigger hole goes over the fixing for the trumpet. The nut keeps it in place. In each ring of the filter you have to drill a hole on each side as well (180 degrees opposite each other). The springs I used are part of the throttle mechanism for Weber carburetors. They are mostly fixed on top of the carburetors to pull the throttle cable(s) back. Every Weber dealer/ service agent has them in stock. Or, maybe you have something like that somewhere in a drawer? If they pull the filter/ring on the trumpet, it's OK. It isn't necessary that the spring is very strong.



If you have a close look at the photos you will see that I made some extra open places in the rings. That's because it made them lighter and I think it looks good. For those who are interested in this type of air filter, please, let me know. In that case I will make a technical drawing with all the dimensions on it for you. To keep all the parts safe and sound together I made a wooden box especially for the filters and the springs. Well, I think that the photos tell you exactly how I did it. Of course, it's up to you if you have another or better idea. The text "Morgan" on the lid came from the Morgan Three Wheeler Club. They have that in their regalia collection.

Would you like to register your older Morgan(s)?

We register all 4 wheel Morgan's, with one or more carburetors fitted by the factory. Please, contact Ron Fermont at fba@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 and let us know.

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 msc.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, or by post: M. Kalf, Slimdijk 15, 1631DB Oudendijk, The Netherlands.

Enjoy your Morgan(s)
Machiel

Check your Fan Belt!

By Steve Blake

As we get our Morgans back on the road from their winter hibernation, make sure you do a careful safety inspection of your car. Dave Collis has given us workshops explaining what sorts of things to look for and those of you wishing to get your cars up on a hoist to see the underneath, please give one of us a call. There are at least three of us with hoists and I am sure all of us would welcome you to do a peek under your car in our garages. Just remember, we are not your mechanic and any liability is on you!

One thing I found this year was a deep crack in my fan belt. These original belts are thick so fitting them in the tight space under the Morgan's hood is a fun challenge. Ten minute job? No; plan to spend the day! I became intimately acquainted with all the bolts on my generator while scratching up the odd knuckle. It was very satisfying to change the belt, but I shook my head at what should have been a quick job.



The Morgan Link





Website Report

By Tom Morris

www.pacmog.com

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

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

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

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

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

Two for One!

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

Upcoming PACMOG Events

By Bob Wadden

Watch your emails for updates on events. At this time, due to Covid-19, most car events have been cancelled. 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. As you have read in the Chair Report, we expect to have our AGM by ZOOM. More news to come. Stay tuned and stay safe!

Late breaking news - the Father's Day weekend and drive up Vancouver Island has, unfortunately, been cancelled. Due to the Covid-19 concerns and issues pertaining to driving through small towns where people might not be too enthusiastic about us being there, it was decided to cancel this event. I would like to thank Jane Cowan and others involved in setting up this weekend. It is always a special event and one of the events many of us look forward to.

In the meantime, we will try to get a number of small drives going that respect the need for social distancing while giving members a chance to use their Morgans. There are currently two planned.

Drives that will take place!

Tuesday, May 26 - Dave Collis (collis david1945@gmail.com) - Meet at the Shake and Shingle pub at 10:00am for 10:30 departure located on 287th. St., just north of Lougheed Highway on the Maple Ridge/Mission border.

Friday, June 19 - Tom Morris (tomm8847@telus.net) - Meet at the Southside of Park Royal Shopping Centre in front of Delaney's Coffee Shop (Vancouver-Whistler starting spot) for a drive to Squamish. 10:00am for 10:30 start

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 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

CAR DISPLAYS • SWAP MEET • VINTAGE RACING

Celebrating 90 Years of MG

20  20

All British
44TH ANNUAL
Field Meet

Special Guest
John Twist
of University Motors

ADMISSION
\$10 PER DAY
UNDER 16 FREE
W/ ADULT

SEPTEMBER 4-6, 2020 • PORTLAND INTERNATIONAL RACEWAY



2020
44th Annual **ALL BRITISH FIELD MEET**

2020 Portland All British Field Meet Celebrating 44 Years

This event is the largest, three-day, all-British car event in the Americas

Saluting 90 years of MG • September 4th, 5th & 6th 2020

New for 2020, John Twist will be our special guest and grand marshal. John Twist is the MG guru behind Michigan's University Motors who has helped countless people maintain, restore, and understand their MGs. He has run a successful shop, has an informative video series, and now is an international speaker. Twist has been inducted into the British Sports Car Hall of Fame on Friday, June 2nd, 2017.

Bring Your British cars and motorcycles. Join OVER 800 other British vehicle owners and share your interests with other enthusiasts. Replica cars made in England with British components (e.g. Panther) and specialty cars with British chassis and running gear (e.g. Arkley) are welcome, as are British bodied cars with American engines, including conversions.

The SOVREN Columbia River Classic will make its annual late-summer return to the All British Field Meet Event. This popular Historics event that includes an excellent collection of racing cars from as far back as the 1950s. This year will feature a special "All MG Race" to salute our featured marque.

Register at: <https://abfm-pdx.com/2020/registration>

This event is still on! One of the few auto events this year.



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

Postponed or Canceled? TBD

Proceeds in support of



THE GREATEST SHOW ON BRITISH WHEELS

35th

ANNIVERSARY



ABFM

2020

VANCOUVER
MAY 16, 2020



PHOTOS BY: CABRUT.CA

FEATURED VEHICLES: BRITISH PRE-WAR CLASSIC CARS, 1000 MPH STAG

Logos for sponsors including: MCL MOTOR CARS, JAGRE VANCOUVER, VANCE & NICHOLS, APRIL HANDED VANCOUVER, MINI FALETTOWN, transat, RE/MAX, BENTLEY, LAND-ROVER, McLaren, Roll-Over, HEMERTY, App-Over, BIG TIRE, PENNIE, SH, Silo Cat, SHAIL'S MOTORCYCLES, AVAK, SANDMAN, ROSS, Automobilia.com, Renewal to Anderson, GILLD, WESTERNDRIVER.COM, www.SynchronisedWines.ca

Postponed To August??

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 1998 Morgan Plus 8 with only 16,000 miles sold on BaT for US\$55,000 on April 29, 2020. See the in-depth review on page 12.



This 1961 Morgan 4/4, previously owned by Bert McCabe of MOGNW, was bid to US\$19,250 but did not sell as it did not meet its reserve.



This 1960 Morgan Plus 4 sold for US\$29,750 on Hemmings Auction site on May 14, 2020.



Editor's Note:

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

The Morgan Lots from RM's Elkhart Auction - October 23-24, 2020

Indiana businessman, Najeeb Khan, has been accused of millions of dollars of fraud. He is also an automobile enthusiast who amassed a collection of over 240 cars and assorted automobilia. RM will be auctioning off his collection from October 23-24, 2020 at Elkhart, Indiana. Check out the treats at <https://rmsothebys.com/en/home/lots/el20>

Below are the Morgan offerings.



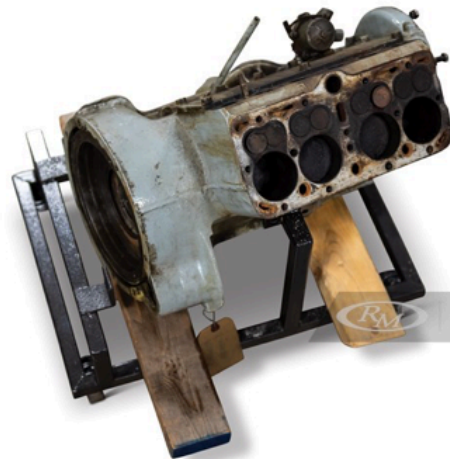
Morgan 3-Wheeler EVS Junior



Morgan 3-Wheeler Pedal Car



British Automotive Parts, including Mini and Morgan



Morgan 3-Wheeler Spare Engine



1937 Morgan F4 3-Wheeler

(Photos Courtesy of RM-Sotheby's)

All lots offered are unreserved

Note: two different lots of 2012 Morgan 3-wheelers are offered (see on the right.)



2012 Morgan 3-Wheeler



2012 Morgan 3-Wheeler



2005 Morgan Aero 8



1958 Morgan Plus 4

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.

