



# *The Morgan Link*

Vol 3 No 3

The Magazine of the Pacific Morgan Owners Group

June 2018



## Chairman's Report June, 2018

Over the past two months, the club has been active with a drive in April to a car show in Fort Langley and the Annual ABFM at Van Dusen. Three of our members Ken Miles with Pat's car, Dave Collis and Steve Blake showed their cars at the St. George's Show. Dave and Steve were runners-up for the Mayor's Choice Award. Several members attended the show without their cars.

The number of Morgans at Van Dusen increased significantly from last year and this was good to see. We are beginning to approach the numbers seen in past years with a total of 21.

After the show and before our annual barbeque, the AGM was held. Steve Blake has stepped down as a Director but has continued as our editor. Thanks to Steve for his contribution to the club in its infancy and thanks to him for staying on as the Morgan Link editor. Brian Nixon stood for the position of Director at Large to replace Steve and thanks to him for doing this and bringing some new blood to the executive. It was a good meeting and was over quickly. We adjourned to the barbeque and food with lots of talk and sharing of old Morgan tales until later in the evening. Summer is upon us and I hope to see many of you out in your Morgans on the roads.

Happy motoring.

Ken Miles

### Welcome to Our New Members!

Clint William and Jennifer Chan

1967 Cream Morgan 4/4

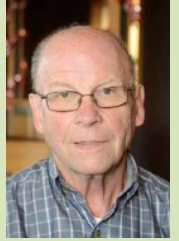
### Returning Members:

John and Setsuko Rennie

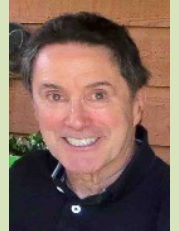
1969 Ivory Morgan 4/4 4-seater

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## The Morgan Link

June 2018

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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Email content to the above address.

Deadline: 1st of the month of publication. Okay, if you have to be late, no later than the 15<sup>th</sup>!!!

Submissions by email preferred. Text should be in .doc, .docx, .txt, or .rtf formats. Pdf files would need to allow full access to change content. Photos should be sent in as high a resolution as possible. Send photos separate from articles.

The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the Morgan Link.

### Advertising:

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### Disclaimer

While we make an effort to ensure that material presented in the Morgan Link is accurate, neither PACMOG, nor its directors, or the authors can be held responsible for any inaccuracy or error in any article or advertisement. It is up to the readers to satisfy themselves that any technical or other advice, solution, method, material, product or service is right for them and their vehicle.

### Publishing dates (as close to as possible!):

February 28	August 31
April 30	October 31
June 30	December 31

## From the Editor's Desk...

Our magazine keeps growing! I started with 48 pages, then it was 56 and now we have 62 pages! I am having to push articles into future editions, so thank you to all the contributors who are helping make this magazine a success.

Several interesting articles recount our visit to the Fraser's garage, attended Van Dusen ABFM, had our AGM and Barbecue, and drove to Whistler. The big drive on Vancouver Island for Father's Day will be covered in the July/August edition.

The Le Mans 24 hour race takes place this month so there is a recap on the famous victory for Morgan. More Plus 8 stories continue our theme this year of the 50th Anniversary of the Plus 8.

Bob Adair has written an article on the restoration of his "flat rad" Morgan and we will print it in two parts. The first part on rebuilding the body tub is in this edition. The second part on skinning doors will be in the August edition.

I have stepped down from the PACMOG executive. I will still be attending meetings as Editor, but without a vote. It was time to give somebody else the opportunity to influence our direction. I welcome Brian Nixon who has willingly stepped forward to take on the role of Director.

I am still looking for articles for future magazines. Put pen to paper or fingers to the keyboard and tell us your stories! Susan says I am like the gardener going down the street with a load of zucchinis, everyone locks their doors and closes their shutters! When I hear somebody talking about something, instead of just listening, I have been asking if the person would like to write an article. Just like me asking if you want a zucchini!

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### Cover Photo Credit:

Photo taken by Steve Blake at the 2017 Van Dusen ABFM showing a nice assortment of Morgan Plus 8s.

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## Communication Volunteers

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## Contributors

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

Pat Leask, Tom Comerro, Mark McCourt, Ken Miles, Susan Blake, Lorne Goldman (GoMoG), Paul Hardiman, Keith Martin, Bill Buttons, Tom Morris, Dave Doroghy, Alistair Crooks, Machiel Kalf (Morgan Historic Register), Bob Wadden, James Gilbert (Morgan Motor Cars), Chris Blackmore, Ann Blackmore, Bob Adair, Ken Butler

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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



## FIRST MORGAN AERO GT ROLLS OFF MORGAN'S PICKERSLEIGH ROAD PRODUCTION LINE

- Morgan Motor Company unveiled a new limited-run variant of the Aero 8 – the race-inspired Aero GT – at the Geneva Motor Show 2018
- The first customer car has now been completed, just weeks after global launch
- Just eight examples of the Aero GT will be produced, marking the end of Aero 8 production at Morgan's Pickersleigh Road factory
- The Aero GT features the Morgan N62 V8 engine. As with the Plus 8 50<sup>th</sup> Anniversary model that was also revealed at Geneva, this will be the final Morgan model to feature this naturally aspirated V8 engine
- The first car is finished in stunning Miami Blue with black interior



At the Geneva Motor Show, Morgan Motor Company revealed its most extreme road-going model to date, the Aero GT – and the first edition has now rolled off the production line, destined for Revolutions Morgan in Scotland.

Morgan Motor Company will produce just eight of the special Aero GT variants – all vehicles individually built bespoke to customer specification. The Aero GT represents the end of Aero 8 production, guaranteeing that every Aero 8 owner will be the custodian of a very significant piece of Morgan history.

Powered by the same 367bhp BMW N62 V8 engine used in the Aero 8, the Aero GT will travel from 0-62mph in 4.5 seconds, reaching a top speed of 170mph. Each Aero GT will be built with Morgan's latest adjustable suspension and come with manual transmission.

Each customer will have an individual design consultancy with Jon Wells, Morgan's Head of Design, before the car enters production. This, the first customer car to be completed, is finished in Miami Blue, which perfectly complements the aggressive body styling unique to the Aero GT.

The striking body panels of the Aero GT have been sculpted in such a way to ensure that tension and elegance is expressed in each line. All surfacing of the new panels was proven digitally via Computation Fluid Dynamics simulation prior to full scale validation. Each panel is created using the technologically advanced Superforming process synonymous with modern Morgans, before being hand-finished and transformed into Aero GT panels. The front canard details and wing top louvre vents are proven to reduce low pressure on the sides of the Aero body, making a notable difference in frontal downforce. At the rear, the dramatic diffuser reduces air pressure from beneath the vehicle, increasing rear downforce and reducing the visual weight of the rear-end.

Finite enamelled 'GT' badges signify the model variant. Each is individually hand made by a British Jeweller.

The interior is hand-finished with a series of painted stitching and pinstripe accents, and an extended choice of wood options.

**Steve Morris, Managing Director said:** *"Every Morgan is built to an exacting specification and is bespoke to each customer and the first Aero GT off the production line looks superb in every way. It was a pleasure to reveal the car to the world just a few weeks ago, to see the first car leave the factory is an honour and I know the new owner will be delighted when they take delivery."*



(Photos courtesy of Morgan Motor Company)



# Morgan Milestone: Plus 8 50th Anniversary limited-edition model to debut at Geneva

[Mark J. McCourt](#) on Feb 14th, 2018 at 8am

Photography by Richard Lentinello, and courtesy of the Morgan Motor Company

2018 marks the half-century for British automaker Morgan's traditionally most-powerful model, the eight-cylinder Plus 8. The first generation of this coveted flagship sports car was powered by the aluminum Rover 3.5-litre - nee Buick 215-cu. In. - V-8, the GM-developed engine that was Anglicized a few years prior, following its tooling being purchased by the Rover Company.



The [Morgan Motor Company](#) recently announced its plan to [build 50 examples of a '50th Anniversary Special Edition' Plus 8](#), the first of which will debut on March 3 at the [Geneva Motor Show](#). These cars, like all Plus 8s built since 2012, will be powered by a BMW-sourced 4.8-liter V-8, and they will be the very last ones to use that engine.





The traditional coachwork of [today's Plus 8](#) cloaks a bonded-and-riveted aluminum chassis, as well as that German powerplant, which makes 367 hp and 370 lb-ft of torque, and can be mated to either a BMW six-speed manual or (gasp!) ZF eight-speed automatic. With a power-to-weight ratio of 315 hp/ton, a modern Plus 8 can hit 60 mph in 4.5 seconds, and reach a governed 155-mph top speed.



And while the first Plus 8 (0-60 in 6.7 seconds, 124 mph) couldn't match those specifications, it, too, was a brilliant performer, thanks to the ash-framed aluminum and steel body that contributed to its 1,900-pound curb weight, working in alliance with the twin-SU-carbureted 3,528-cc V-8 that would make 184 hp and 226 lb-ft in U.S. tune.



Eight cylinders first took the place of Four in 1967, when the first prototype was built under [Peter Morgan](#)'s direction; the Morgan Motor Company debuted the production Plus 8 during the [1968 Earls Court Motor Show in London](#). As Richard Lentinello explained in his [Hemmings Sports & Exotic Car](#) feature on the unrestored 1971 Plus Eight shown in these photos,

“ 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.

Dr. Tony McLaughlin, the first and only owner of this bumblebee-hued beauty seen here, learned directly from company chairman Peter Morgan that the Plus 8 had passed muster with U.S. safety and emissions regulating groups, but due to a delay in getting U.S.-spec components, the first such examples wouldn't be built until late 1970. Dr. McLaughlin was able to secure his order for a 1971 Plus 8 in November 1970, with the car being delivered in August 1971.





This example was one of a handful to arrive in original form. While V-8-loving America would seem a most natural market for the Plus 8, our ever-tightening emissions and safety regulations would curtail opportunities to buy this car. Those examples that were imported by [Bill Fink's Isis Imports, Ltd.](#) between 1974 and 1992 [would feature engines altered to run on propane, for emissions compliance, along with coachwork specially reinforced to meet our stricter bumper and side-impact guidelines.](#) The work that went into making these Morgans road-legal was staggering, and included the aforementioned fuel conversion, 5-mph bumpers, steel reinforcement body and cowl hoops, inertia-reel seatbelts, flame-retardant interior materials, and more. Isis-sorted, LPG-fueled Plus 8s could even be turbocharged to the tune of about 225 hp and 240 lb-ft of torque, [as Road & Track revealed in 1980.](#) Various exemptions allowed a handful of new models to be imported through the late 1990s, with our 1998 models using Land Rover-spec, OBD II-compliant 4.0-liter engines and circa-1994 Jaguar airbag-equipped steering wheels.

Morgan offered a run of [35th anniversary Plus 8 models in 2003](#), while the last Plus 8s built with the venerable Rover V-8 emerged from Malvern Link in 2004, total production having encompassed some 6,000 examples. We'd guess that current BMW-powered examples could be made to comply with U.S. emissions regulations fairly easily, although the safety standards represent a very different topic, considering 'smart' airbag, electronic stability control, back-up cameras, and other current requirements. Could a few of the forthcoming Plus 8 50th Anniversary Special Edition models be imported under the [Low Volume Motor Vehicle Manufacturers Act](#)? Time will tell.



While you wait for that March 3 debut, you can entertain yourself by [building your own Plus 8 using Morgan's online Car Creator software.](#) Would you park a Plus 8 in your garage?

Courtesy of Hemmings Daily at [www.hemmings.com/blog/](http://www.hemmings.com/blog/). Thank you to Tom Comerro, Editorial Dept.





## Tips on Enjoying the Van Dusen Car Show More By Dave Doroghy

Hats off to everyone involved in organizing the Van Dusen Car Show as I call it. I know it is officially known as the All British Field Meet but I associate “Field Meets” with sad thoughts of coming in last in the one-hundred meter dash in high school. I also think when telling friends that are unfamiliar with the show about it, it helps to have where it is held in the show’s name. What ever you want to call it, the car show was fabulous as always.

To me, one of the best things about owning an old British Sports Car in Vancouver is the Victoria Day long weekend and Van Dusen. But I don’t think that many of my fellow Morgan owners, or some of the other British car owners, for that matter, are maximizing their enjoyment of the show.

To help all of my fellow “Van Dusenites” get more out of the show, I will offer three DORG tips that maximized my fun-yield on that sunny Saturday.

### *1. Sit by Your Car.*

I noticed most of the 500 cars on the grounds at the show had nobody sitting next to them. If you are going to go to the effort of registering your car, paying the entry fee, cleaning it up for the show, and driving it there – why not sit by it? You’ll be pleasantly surprised by the steady stream of smiley-happy people that come by. Yeah, most of the questions are monotonous and the same, but the people asking what year the car is, where it was made, and if it is an MG are sincere and just don’t know.

I enjoy sitting there by my car so much all day talking to people that I even bought a special portable swivel seat for the show. It is super lightweight, stores away in a small pouch, and is easy to quickly assemble. The swiveling motion is particularly helpful when approached from multiple angles by Morgan admirers. The chair which is pictured in this article, is called the Helinox and costs \$170, which is a lot. It only goes to prove that talk is not cheap.

### *2. Post a Picture of Yourself Sitting by Your Car on Facebook*

That way friends and family looking for something to do on Saturday may come by and visit you. Do it as soon as you get there. Explain in your post where you are seated at Van Dusen and encourage them to come by to say, “Hi!” or tweet it, or post it on Instagram. Social Media is so immediate you’d be surprised at the reaction. I did and had a steady stream of Facebook friends drop by.

### 3. Make Up a Little Sign Explaining the Lineage and Story Behind Your Car

Nothing fancy, just five or six paragraphs on who you bought it off of, who had it before them, how long you have owned it, and what you have done to it. You'd be surprised how far that would go as a conversation starter. Just write it out as a word document and print it on a simple piece of paper. Easy Peasy.



One last thing that I found handy. I know that at times you may want to get up and wander around to see all the other cars and ask the scant few people sitting by them dumb questions, too. If you do get up and leave your car, leave a few of your business cards on the cars hood. That way friends that do pop by in your absence can call you and then you can come back to your car and chat with them. Talk about winning friends and influencing people at the Car Show.

Just want to help you enjoy the show more. Above all, remember to “Stop and Smell the Roses!”

# Website Report

By Tom Morris, Webmaster

The website is ticking along quietly. We're getting quite a few visits but still not much input from the lot of you. There are several ways for you to help out, but this month I'd like to talk about how you can contribute by adding a picture.

There are two pages on the site that depend on members' pictures. Both are in the Members Only section so don't worry about privacy issues, the general public will not have access to them.

The first picture page is the Gallery, made up of photographs of or by club members. One section is dedicated to the member's own cars. We'd like to eventually have at least one picture of every member-owned Morgan, from past or present, but that might take a little time.

Another area on this page is for shots from the past, and we've got a couple of beauties from the glory days of Westwood showing members using their cars as HFS himself intended. We've got many long-term Morgan owners in the club and we'd love to see more shots of them back in the day. And not just in competition, any member doing anything Morgan related back in the old pre-PacMOG days would be very much appreciated.

The Gallery also has a slide show of PacMOG or Morgan related pictures. This contains a wide variety of photos of trips and travels, club events, car maintenance, or anything else that the members wish to share.

The other place that needs your photos is the MORGAN MOMENTS page. This is the place to enter our new snapshot contest. All you need is a picture that includes a Morgan (or at least an identifiable bit of one), taken by a member at a PacMOG event (defined for the contest as an event with three or more PacMOG Morgans in attendance). There will be a prize awarded in November for the favourite shot, as judged by the members. The serious photographers among us will go for a perfectly composed and exposed artsy shot, but the prize is just as likely to go to something funny, cute, or charming. So next time you're at an event, keep your eye open for that perfect MORGAN MOMENT.

Submitting a picture is dead easy on either page. On the form at the bottom of the page just fill in your name, email, and a brief description. Then browse your computer until you find the photo you want and click the submit button. Or, if you prefer, just email it to us at [pacmogcalendar@gmail.com](mailto:pacmogcalendar@gmail.com)

Keep in mind, it's new material that keeps the site fresh and interesting for all of us and all the members will appreciate anything you can add.

On another topic, keep an eye on the Members News and/or Forum pages for daily reports on the Island BBQ, the Beacon Hill Park Father's Day Show, and the Island Adventure, all taking place June 16 – 22.

## Morgan Trivia - Did You Know???

Did you know that Morgan body frames are made from Belgian ash? Of course, you do! But did you know that a lot of the ash still has shrapnel imbedded from the First World War and that it plays havoc with the planers and saws at the Morgan Factory? Each of our cars could contain remnants of the fighting from the Great War!



## Malvern Memories

Photos of Malvern and the Morgan Factory From Years Gone By



Spotted at the factory in 2000.

What is the story behind this bonnet (hood)?

- a. Bring your kid to work day
- b. Testing the new Morgan pilsner beers
- c. Lucas manufactured bonnet
- d. Exchange program with Skoda
- e. Charles Morgan's last day at work



Crash test results circa 2006

( Steve Blake photos)



# 1968 Morgan Plus 8

Written by Paul Hardiman



Courtesy of Bonhams

Searching for new engines in the 1960s, Morgan concluded a deal with Rover for supply of its all-aluminum 3.5-liter V8, thus creating a car — the Plus 8 — that combined vintage charm with Cobra-like grunt.

Morgan's Plus 4 chassis, strengthened and extended, formed the basis of the new car, while the existing Moss 4-speed gearbox was retained. After a successful debut at the 1968 London Motor Show, production commenced at about 15 cars per month and continues to this day, although they now have BMW power.

While the traditionally styled Morgan's brick-like aerodynamics restricted top speed to around 125 mph (more than fast enough for most people driving an open car), the Rover V8's 168 bhp and 210 ft-lb of torque made for supercar performance through the gears. Indeed, in its later 3.9-liter form, the Plus 8 proved quicker by 80 mph than the contemporary Porsche 911 Turbo.

This all-matching-numbers early Morgan Plus 8 is the 22nd example of this landmark V8-engined model to leave the factory.

It was supplied new in February 1969 to the Half Moon Garage in Yorkshire.



Benefiting from a six-year, six-figure, ground-up restoration undertaken in the USA from renowned marque specialist and concours-winner the late Robert Couch, the car must be one of the best of its kind currently available.

Robert Couch is famous as restorer of the historic Morgan TT Replica CAB 652, previously campaigned by Peter Morgan, which in 1980 was overall winner of the prestigious Chinetti Concours at Lime Rock.

Carried on a new chassis, the aluminum body benefits from an all-new timber framework. Restored for Morgan's 75th anniversary, although it did not make it to the U.K. for the celebrations, this Plus 8 comes with concours awards testifying to the quality of the restoration.

Acquired from the estate of the late Stephen S. Lester, SCV 901G has been stored in a climate-controlled facility as part of an extensive private collection of vehicles where it has been looked upon as a work of art.

The Morgan recently got an update that was done over two years. The work included a brand-new race engine installed by JE Developments, a recognized specialist in the preparation of Rover V8 engines. This engine breathes via SU carburetors to accommodate FIA regulations.

The other race engine built by Robert Couch had on tap a massive 288 bhp and 275 ft-lb of torque (documented) and is included in the sale.

Despite its greatly enhanced performance, this car is said to cope equally easily with town driving or touring, and must be one of the quickest road-going first-generation Plus 8s around.

For a year of its time away, the Morgan was at Richard Thorne's workshop being fitted with every new FIA update required for historic racing, hillclimbing, and rallying anywhere in the world (Period G1 1966–69, valid to December 31, 2026).

All the work was bespoke in order to avoid drilling the body or dashboard to accommodate cut-off switches. The new FIA roll bars (front and rear) were custom made to ensure a perfect fit, while the side-impact bars were taken down below the door line to make getting in and out as easy as normal.

All this was done at great expense in order to preserve Robert Couch's original workmanship. Even the spare-wheel cover has no external screws securing it to the rear frame; it simply slides in from underneath, making it easy to remove in order to refit the rear bumper and spare wheel for rally events. The car comes complete with full weather equipment, spare wheel, boot rack and tonneau cover (made to fit the new roll bars).

This well-documented car comes with its original restoration bills and is described as perfect for all uses.

( This article reprinted courtesy of Sports Car Market magazine, [www.sportscarmarket.com](http://www.sportscarmarket.com) )

#### Editor's Note:

This Morgan was offered for auction at London's Olympia by Bonhams. The estimate was \$140,000 to \$170,000 CAD. The car was not sold.





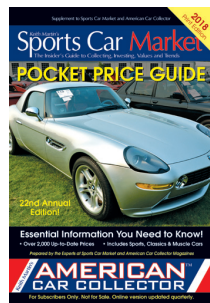
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## Member Profile:

Chris Blackmore



### So Much More Than a Morgan

Chris Blackmore has had a very interesting life. He graciously allowed me to write his story claiming that he really hasn't done anything. He is very modest but this article will show you his strength and courage and some of the challenges he has overcome. There are stories too numerous to write here but this profile will give you a glimpse into Chris's life. While being born into the Morgan family, he has not let that define him, he is so much more.

Let us start with Chris's heritage. Chris was born in Holyport, Berkshire, England into the Morgan family. He is a grandson of HFS Morgan, the founder of Morgan Motor Company. Chris's mother is Brenda Morgan, a sister to longtime Managing Director Peter Morgan. HFS Morgan had four children, in order of age, Stella, Sylvia, Brenda and Peter. Brenda married and became Brenda Blackmore. We truly have Morgan royalty in our club!

Chris had a difficult time in school. He says his father paid for many swimming pools and gymnasiums so he could stay in school. At the time Chris was schooled, we were not very good at diagnosing and giving students with dyslexia the skills they needed to read, organize their thoughts and to be successful in life. Chris says he was 40 by the time he learned to read. He taught himself to read with the Reader's Digest. It had two and three sentence stories that Chris could manage. Fortunately, one educator recognized Chris's strengths and had him work with the farmers and mechanics at the school. He milked cows, helped the vet deliver calves, worked alongside the mechanics to learn how to fix the machinery. Chris excelled in these fields and went to Agricultural school wishing to be a veterinarian. His weak reading skills prevented that from happening.

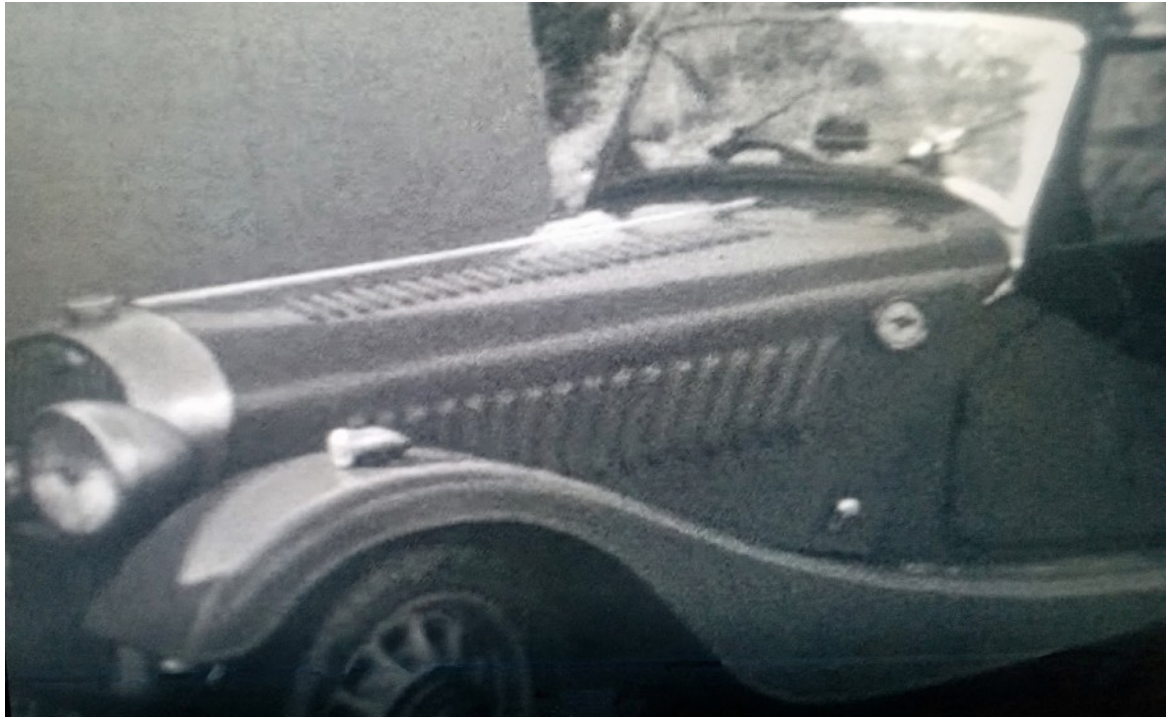


Chris did have happy times when he was a child. He lived in several places but recalls great times when he was living in Holyport, Berkshire. His Grandmother had a house that backed onto Lynden Manor, the home of George Mountbatten, uncle of Prince Phillip. As children they would play with the Royal children who, when visiting, would come through the hedge into his yard. The kids would go back and forth playing and just being kids. Nobody paid attention to the fact they were Royals. Prince Phillip was there being a party to it all.

The next village to Holyport is Bray with a pub by the name of the Hind's Head. It dates from the 1400s when it was an inn and coachhouse. Chris tells of Queen Elizabeth driving up to this pub in a Landrover pulling a horse box (trailer). The children would pile out to play in the back garden and somebody would be at the door to greet Her Majesty with a sherry. Minutes later the security would race in anxiously looking for her Majesty! A far gentler life!

While living in England Chris worked on farms and as a short order cook for Little Chef. He was and still remains a good cook. One night he was driving home from work when he got delayed and showed up at home a day later. What had happened was an airplane with delta wings, big exhausts, and its nose hanging down, flew right over him, dropped down, and landed on the highway in front of him. He was scooped by the authorities and held while they determined that he was not going to be a problem. Turns out, it was one of the prototype Concorde's having a problem and needing an emergency landing on the highway.

Chris lost his mother when he was 12 and his father remarried a lady named Ruth, the daughter of a fellow who was a part of Dominion Bridge in Canada. Ruth had a hard time with Chris's disability and the stories he would tell. Listening to his story about the Concorde was the final straw for her. She didn't believe him and decided to ship him off to Canada. He was sent with \$100 in his pocket and a pair of ski boots to live with



one of her best friends in Montreal. The friend had just lost her own son and Chris became a surrogate. Ruth was not too happy about that but it worked out well for Chris.



Chris's half-brother was a Hollywood actor/producer named Iain Quarrier. By all accounts, Iain was a very flamboyant character on the Hollywood party scene. He was a close friend of Roman Polanski and acted for him in a couple of his movies. Iain was supposed to go over to Sharon Tate's house with Roman after working on a film one night but went back to his hotel instead. That was the same night that Charles Manson and his "Family" killed four people at that home. Sharon Tate, married to Roman Polanski, was eight months pregnant at the time.

Chris journeyed out west and landed in Calgary. He stayed at the YMCA and looked for work. One day he had to travel south of Calgary for a job interview and spotted a small building in a field. He checked it out and found it to be a grain bin. He talked with the farmer and got a job plus his accommodation in the grain bin! When Chris and Ann got married, their first home was in the converted grain bin!

Chris was driving a Land Rover at this time. He worked several jobs including one that took him north to do seismic work in the Arctic. Chris says there are many stories from this time of his life, but we will save them for another time.



Chris had always aspired to fly a small aircraft. One winter he was able to achieve that goal. While learning to fly, he had also worked as a “hanger banger” for the flight school. Now, in possession of his brand new Private Pilot Licence, he thought that owning a nice little 2-seater Cessna 150 would be the ideal reward for his efforts. His wife, Ann, was working as a dispatcher for the charter airline affiliated with the flying school. She had received a tip and put him in touch with a reputable small aircraft dealer. Expecting him to come home with a sales agreement for a cute little 2-seater, she was somewhat stunned, instead, after his being wined and dined, he had purchased a 6-seater Aztec twin engine aircraft! That is again yet another story in itself. Chris still enjoys flying and is in the very long process of building a Zenith 701.



Now as all of us “flyboys” know, there are always lots of “hanger stories” to tell. I have my own about a plane I crashed in Germany and Chris has great stories to tell about the Aztec he owned and later leased out to Pacific Coastal Air. The Aztec was landed on the beach once and the tide came in and wrecked it. It was fixed and leased again. One story was about the plane being reported crashed in a lake in Northern Ontario. The daughter kept people going to look for the airplane but at the same time Chris was getting bills for landing fees from here to Columbia. Turns out the plane didn’t end up in the water but had another nefarious life!

The first Morgan car came for Chris on his 65th birthday. He got a blue and silver 1982 Morgan Plus 8. I believe this is very special for Chris and reminds him of family in England as well as being an enjoyable car to drive. Chris talks of going on holidays to Cornwall with aunts, uncles and 21 cousins from both sides of the family. His Grandfather or Peter would drive a test Morgan with a Ford Pilot Flathead V-8. This was back in the 1950s, so the Plus 8 was not the first V-8 engined Morgan!

I guess that story shows the truth behind what Peter Morgan said to Chris about the Morgan cars. He said that people were worried if this screw was in right or if this was the right gauge or the right switch. Peter said, “The whole damn car is just a bunch of spare parts. We just go to where we can find a piece and just stick it in there. Every car is different. If somebody gets up at a show and says that is not correct, there is a pretty good chance he doesn’t know what he is talking about.”



Chris has many stories to share about antics and events that happened at the factory. I won't share them all with you here but do appreciate his candid words while we spoke. There is the story of when Peter Sellers came to Morgan Motors to get his car serviced and spent the day with Peter Morgan after which he left with a different Morgan. Later Chris visited with Peter where the two had a cigar and Peter had said, "Enjoy it, because it's a car!" Looks like Peter Sellers left some cigars in exchange for the Morgan! Is it a fable or the truth? Humour and stories prevail in the Morgan family, so you decide!

At one time, they used to say, if you looked down the hood you would see one of the louvres out of line. The father and son, who used to make the louvres, would press them out but move one out of place! The misaligned louvre was recorded in the car's record. The workers making the body panels used to sign them. If you needed work done, you could get the person who actually made the panel in the first place to do the repair! Again, how much truth there is in these two stories Chris relates is unknown. There were many stories made up and truth and fiction had a way of weaving themselves together. When I spoke with Peter Morgan, he said that they never expected the old Morgans to still be on the road so many years later. They expected they would last about seven years.



Chris continues to work in the construction industry and deals in heavy equipment. Not sure if retirement is on his radar but I know that some long drives in his Morgan will be!



Story by Steve Blake as told to him by Chris Blackmore and edited by Ann Blackmore  
Photos courtesy of Chris Blackmore



## Button's Journal

By Bill Button



### 1961 Drophead Coupe

Lee Spencer (not Lew) is a well-known Morgan builder. He built several Morgans called "Skimpy." Dennis Glavis, the Morgan Dealer in Santa Monica, owns one of them. Somewhere along the time he was building "Skimpy's," he bought the Drophead Coupe (DHC). He removed the engine and transmission for one of his "Skimpy's." The DHC languished in Lee's garage for years. After some time, he decided to re-power it for his wife. He installed a Fiat engine and a GM automatic transmission, painted it "Plum Crazy", refurbished it, and Mrs. Willburn made a new top (hood) for it. Stuff happened and Dennis Glavis owned the DHC for about 12 years. More stuff happened and Lee called me and told me that he had the DHC back and how much is it worth? I bought it and flew to Southern California to pick it up.



We drove back to Seattle on Highway 1. Wonderful trip, but not uneventful. We were about 60 miles south of Fort Bragg at a little town called Elk. I heard the owner ask his mechanic, "Do you know anything about points?" As it turned out Not Much! Three hours later and \$300, we were on our way.

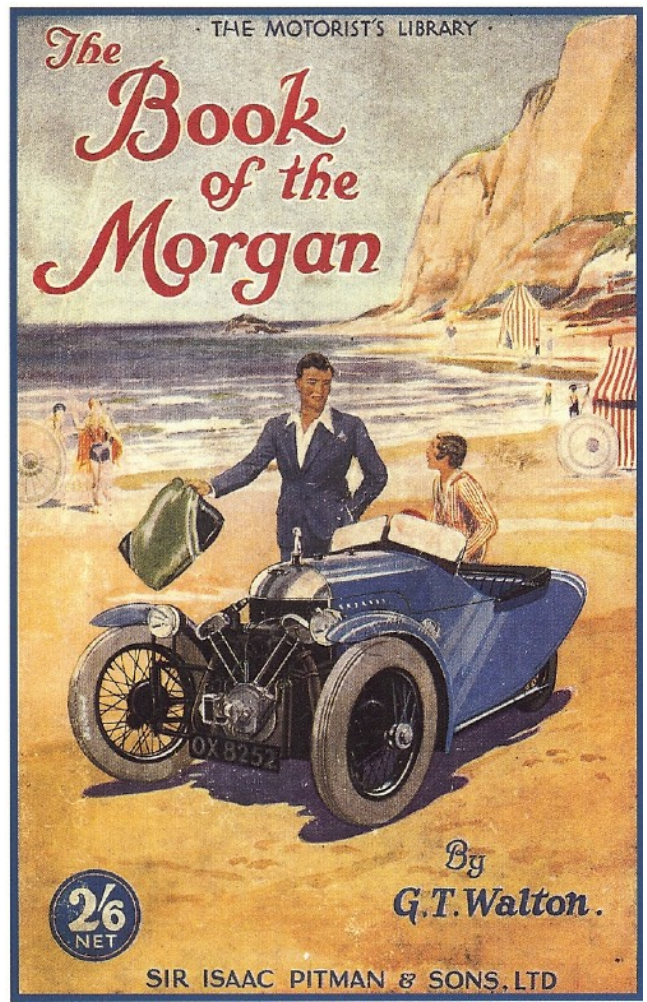


(Photos courtesy of Bill Button)





Pub in Malvern, south of Malvern Link



The Morgan Link



Old Editors Never Die!



The two Steves, Susan and Celia meet for lunch once a month to talk Morgans and exchange travel stories, when none of us are actually travelling, at El Gitano Mexican Restaurant in Bellingham.



# May 6th Tour of the Fraser's Garage or Alpha Nirvana!

By Steve Blake

Laurie and Verna Fraser hosted PACMOG for a garage tour at their home in Langley. They have the best collection of garages tucked away all around their house. You can tell the house was custom-built for car lovers. Laurie has a fine collection of Alpha Romeos along with his two Morgans.

We drove out the highway and along the way met up with Tom Morris in his Plus 8. We were jammed on the freeway due to an accident so the two of us peeled off at 192nd and drove cross country to avoid the jam. A little cat and mouse chase occurred when Tom chose a different route. Actually, I turned down the wrong street. However, I prevailed by making a good move by dodging a tractor trailer cutting in front of me and ended up in front of Tom. Boys!

We arrived at the Fraser's the same time as Lyle Johansen coming from the opposite direction. Into the forecourt we drove with Lyle's Plus 8 burping up coolant. Hood up as we all stood around giving not too helpful suggestions. The car cooled and a little extra coolant was added.

Laurie started the tour in the upstairs garage. Here he is working on a silver 1974 Alpha GTV 2000. This car is in beautiful shape and one would never know it was 44 years old. After coffee and doughnuts, Verna continued the tour to the "downstairs" garages. They have one more underneath the house plus a window wide enough to drive cars into Laurie's shop for restoration. Attached to the house are two more garages, one is being used for storage and garden material. The other is very large and contained two Morgans and four Alphas.



Laurie's Morgans are a maroon and black 1959 Plus 4 2-seater and a maroon 1962 Plus 4 drophead coupe. These cars are in very fine condition. Laurie is doing some work, including the transmission, on the DHC.

Three of the four Alphas in the garage belong to the Frasers. The most famous is the 1964 Alpha SS or Sprint Speciale. This production car ran at the Daytona 24 hour race and finished 3rd in class against a fleet of race cars. Others included a gold 1970 GT Junior 1300 with a 1750 engine that the Frasers use for rallying and a blue 1974 GT Junior 1600. This is a rare car here because it was not imported into North America.

After the tour the group drove off to the Murrayville Pub for lunch.







(Photos by Steve and Susan Blake)



# Van Dusen 2018

By Steve Blake

Another year rolls by and it is time for the 33rd annual Van Dusen ABFM. We always joke about the weather because we have roasted in the sun and been drenched in the rain. This year the weather was pretty good, with only one afternoon sprinkle that lasted about 15 minutes. We had 21 Morgans in attendance which was greater than last year. PACMOG put 12 cars on the field. There were three Drophead Coupes, 5 Plus 8s, 5 4/4s, and 8 Plus 4s in there four respective classes.



Ken Miles and Steve Blake showed up at 7:00 am to organize the parking of the Morgan cars. Our

section was moved out of the woods this year as that area is still being rehabilitated with another attempt to plant grass. I think the gardeners are dreaming because that area has such a large tree canopy that very little sun gets through. They must be working off an old plan that showed there used to be grass there before the trees grew up.

It appeared that there were more spectators in attendance this year as the field was swarmed the moment the gates opened. A lot of the visitors ran for it, when the rain came down so it was quieter later in the afternoon.

While showing up to the field is its own reward, it was nice that club members took home several prizes. Third places were scored in all four categories with Miles in the DHC class, Morris in the Plus 8 class, Nixons in the 4/4 class, and Doroghy in the Plus 4 class. We made a clean sweep in the hotly contested Plus 4 class with Coulthard taking second place and the Blakes taking first place.

After the awards the cars left the field and many proceeded to the Miles home for the PACMOG Annual General Meeting and the after-Van Dusen Barbecue.



**The Morgan Link**



**May/June**





The AGM was attended with enough people to have a quorum. Election of officers was accomplished with all positions going by acclamation. Ken Miles is now in his last year of a three year term as the Chair. Bob Wadden was re-elected as Vice Chair. Pat Miles remains in the position of Treasurer, as does Susan Blake in the position of Secretary. Tom Morris and Jane Cowan were returned as directors and Brian Nixon was acclaimed into the vacant director position. Steve Blake stepped down this year to spend more time as Editor of our magazine and to give others the opportunity to influence the direction of the club.

Two items came up under new business. A question was asked about club insurance. It was

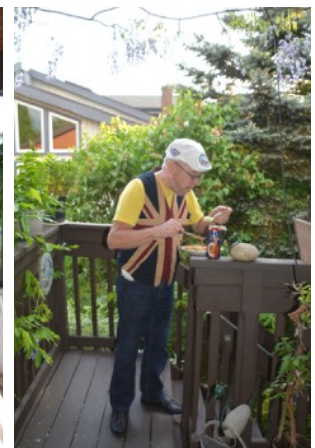
clear that few have an understanding of what the insurance covers. After some discussion, it was explained that the insurance covers directors and event organizers in the case of a liability claim. An example was if someone tripped over a garbage pail or was injured by a collapsing table, the directors and event organizer would be covered under our policy. The policy does not cover anything under ICBC's purview such as related to driving or our cars.





The second item brought up was the wish that all former club members would come back together under one club. It was emphasized that several attempts have been made to get everyone back together. Of this small group, one is no longer driving and another has sold his Morgan.

The barbecue was great with Ken and Pat outdoing themselves with huge steaks and tasty salads.



(Photos by Steve and Susan Blake)



# Vancouver to Whistler 2018

By Steve Blake (Photos by Steve and Susan Blake)

The day after the Van Dusen ABFM, the diehards headed off for the annual drive to Whistler. This event is a fun rally with 20 questions on British motoring history which are made up to stump even those (everybody) who use google searches on their cell phones! The Blakes, winners last year, ended up as runners-up this year. Fortunately, none of us had any mechanical difficulties this year. We had five Morgans on the drive, three from PACMOG. The weather was very good with just a little drizzle for a short distance. We parked at a new location this year at Whistler Creekside. This spot is more out of the way and the eating places were limited. Most of us took advantage of Dusty's Pub, which gave us all 40% off our lunches. We were too far from Whistler Village to walk there, so most of us remained in the Pub or close to our cars.









## Le Mans 1962

By Steve Blake

June is the month for the 24 hour race at Le Mans so I thought I would refresh your memories around Morgan's great race in 1962. Morgan has entered the Le Mans 24 hour race on a couple occasions but 1962 was the year of its great success. Morgan finished 13<sup>th</sup> overall and won the under 2-litre class. In 2002, Morgan made a limited run of 80 special Le Mans 62 models. These cars have the "LeMans62" script on the back.



While we were at Prescott one summer, we spotted one of these cars in the car park. I thought this script would look pretty good on my 1962 Plus 4 so enquired at the factory to see if I could get one of the badges. I begged and grovelled to no avail as they were keeping replacement scripts for the 80 special cars only. We left the reception and started our tour through the factory. A few minutes later the parts fellow caught up to us and said he asked Charles Morgan for me and a special exception was made. I could have one of the scripts for £30 (yes, Morgan is making a profit!) Now this prized badge rides with honour on the bonnet of my 1962 Plus 4.

As for the 1962 race, I picked up an August 1962 Motor Sport magazine and here is what they had to say.

"The leading car began to sound slightly rough towards the end but with no opposition the drivers could afford to slow down, going on to win with ease for Ferrari's sixth win, Gendebien's fourth and Hill's third. The Lumsden/Sargent E-type began to suffer gearbox trouble and dropped back to fifth behind the similar car of Cunningham and Salvadori, while the Hobbs/Gardner Elite, which had sounded superb almost to the end, went off tune with valve trouble, losing seventh place overall to the Barth/Herrmann Porsche Abarth, but they had the consolation of winning the Index of Energy category. The only other British cars to finish were the Lawrence/Shepherd-Barron Morgan, which won its class and finished 13<sup>th</sup> overall, and the Harper/Proctor Sunbeam Alpine, which finished 15<sup>th</sup>. Results on the next page.





- 1st: P.Hill/O.Gendebien (Ferrari 4-litre V12).....4451.255 km.....185.469 kph
- 2nd: P. Noblet/J. Guichet (Ferrari 250 GTO)
- 3rd: Elde/Beurlys (Ferrari 250 GTO)
- 4th: B.Cunningham/R. Salvadori (Jaguar E Coupe)
- 5th: P. Lumpsden/P. Sargent (Jaguar E Coupe)
- 6th: R. Grossmann/E. Roberts (Ferrari 250 GTO)
- 7th: E. Barth/H. Herrmann (Porsche Carrera Abarth)
- 8th: D. Hobbs/F. Gardner (Lotus Elite)
- 9th: E. Hugus/G. Reed (Ferrari 250 GT)
- 10th: G. Sala/M. Lucca Lizzano (Alfa Romeo GSVZ)
- 11th: J. Wyllie/C.Hunt (Lotus Elite)
- 12th: R. Buchet/H. Schiller (Porsche Carrera Abarth)
- 13th: C. Lawrence/R. Shepherd-Barron (Morgan).....3629.288 km.....151.220 kph

Remarks on the Morgan – Minor troubles experienced such as a broken exhaust manifold, otherwise ran steadily.”



Vitesse 1/43rd model from the Blake Collection

(Steve Blake photo)



Endurance Magazine Photo



Photo courtesy of Morgan Motor Company

## LeMans Inside Story

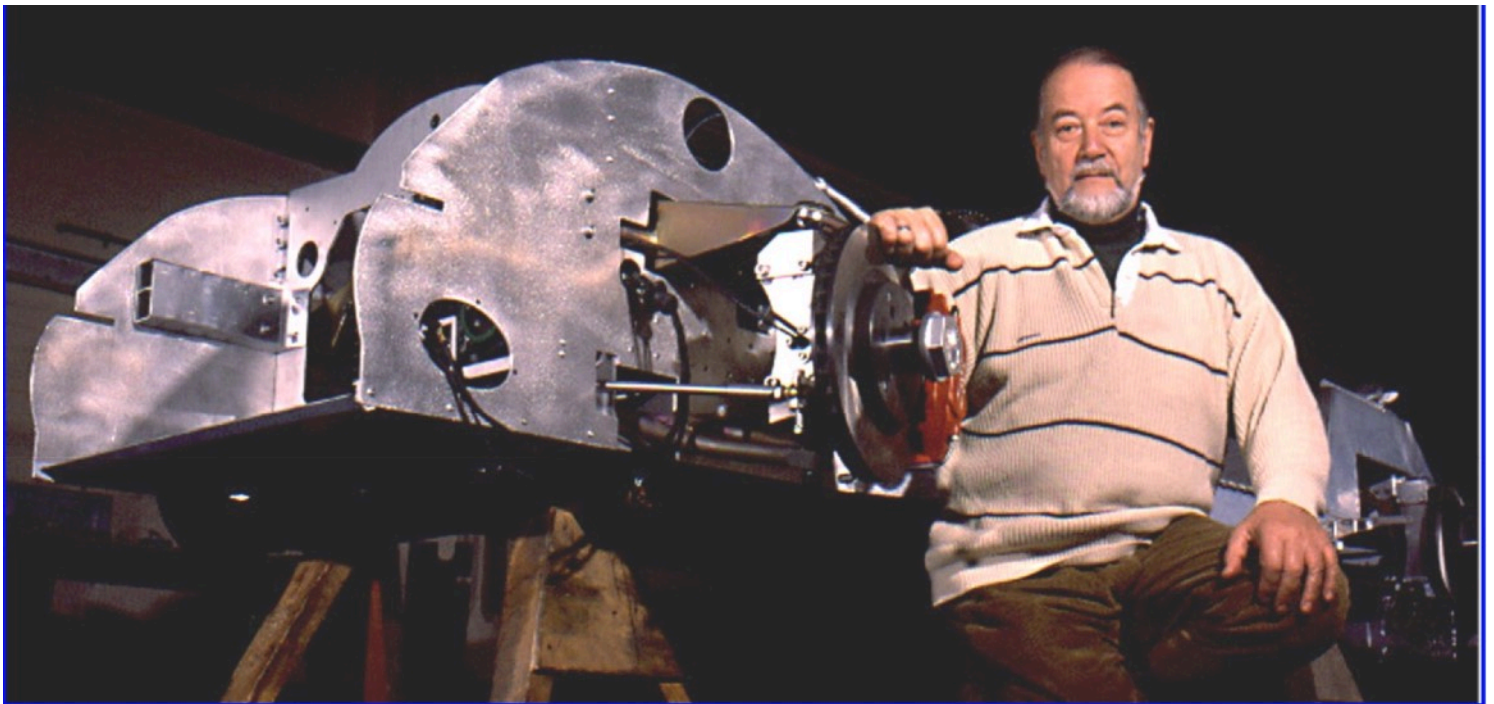
By Lorne Goldman

"I am friends with Richard Shepherd-Barron, the Chris Lawrence co-driver who took the chequered flag when TOK drove over the Le Mans finish line as a winner. We met when we were speakers at a Morgan meet and hit it off. We have met in the UK a few times since and we now correspond often. Very sweet guy. A prince.

There is, of course, the famous story of how Chris Lawrence drove from his shop in England to LeMans, won and drove back. That is not quite true. Despite the official version of the legend, Chris was normal enough to put the racer on a car carrier and set off (late) in a van with the crew. Richard was to follow in his car with his wife.

After an hour of driving, Richard and Penny found the carrier off to the side of the road, with TOK off it and also roadside, behind it. They found a note from Lawrence telling them the carrier had broken down and they should leave their own car and drive TOK to LeMans!

Richard did all this and they arrived in LeMans safely many hours later. The punchline is from Penny. They had race-prepared TOK so there was no passenger seat! She tells us she remembers every minor bump and believes she still has the bruises to prove it a half century later!"



**Chris Lawrence: RIP August 13, 2011**

[Bonhams Obituary Link](#)

(Bonhams Photo)





## History of Lawrence Tune

Christopher Lawrence won a National Championship for Production Sports Cars in 1959. There were 22 races countrywide and with his Morgan +4, Lawrence won 19 of them. In October of that year, Lawrence, together with three others who had been helping him, left Rotax Ltd. in Willesdon, North London, and set up Lawrence Tune at 69A Avenue Road, Acton, London W3.

Specifically, they were able to reproduce the Triumph TR3 Engine in the Morgan for people who wanted to follow in Lawrence's footsteps and go racing in Morgan, or Triumphs, Swallow Doretti's etc., etc.

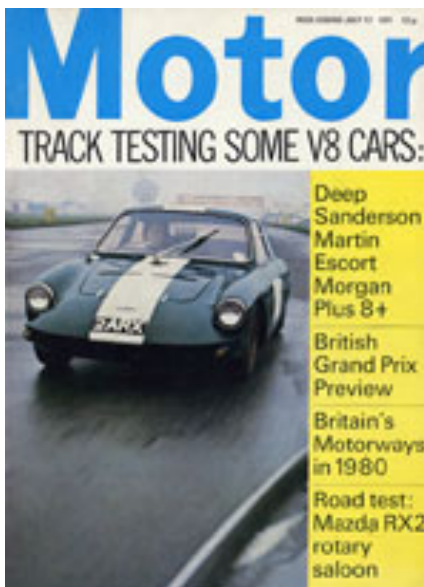
In addition Christopher Lawrence was interested in getting into proper Single Seat Racing Cars.

A new formula for single seat cars had been devised in Italy by Count Johnny Lurani, called Formula Junior. As this formula was rapidly becoming popular Lawrence persuaded his colleagues, Lesley Fagg, Len Bridge, and John Harvey, to help him build two Formula Junior cars which they called Deep Sanderson 101. They were ready for the Formula Junior Race at Goodwood on Easter Monday 1960.

From these small beginnings, Lawrence Tune developed into the 1960s adding a range of Ford tuning parts to the repertoire, and the [Deep Sanderson 301 Coupé](#). This was not a single seat racing car, but a two seat road car sold as a Kit.



All the while the Morgan +4 had turned into the prototype for a production Morgan +4 Supersports offered by the Morgan factory. They made 101 of these cars. This was the result of Lawrence Tune competing at Le Mans in 1962 and winning the 2 Litre Class very comfortably. Lawrence Tune modified well over 400 Triumph engines to the +4 Supersports specification. Lawrence Tune took the power output of this engine from 92 BHP to 120 BHP, and the Morgan Motor Company sold them in the +4 Supersports Cars under full guarantee. Lawrence Tune was the first Tuning Shop to achieve this distinction.



Both before the 1962 Class win at Le Mans and after it, the Lawrence Tune Morgans, prepared and operating out of the Lawrence Tune premises in London, were becoming the 2 litre cars to beat in International GT Racing.

TOK, as the Lawrence Tune lead car had become known owing to its registration number of TOK 258, and the Morgans of Pip Arnold, Hugh Braithwaite and Peter Marten, amongst others, became very well known across Europe. Wins were achieved at Spa, Clermont Ferand, Monza, Nurburgring, and, at one time in 1963, TOK held every lap record in England for 1600 - 2600cc, except Croft.

As well as all this Morgan activity, Lawrence Tune ran one 1000cc Deep Sanderson at Le Mans in 1963, and two 301s with 1300cc engines at Le Mans in 1964.

Still looking to expand the Lawrence Tune range of products, work on a Vauxhall VX490 was started in 1962, a project that, in due course, was taken over by Bill Blydenstein. This car finished 2nd in the European Touring Car Championship after 6 six hour races, beaten only by Leo Chella in a factory Lancia.

## History of Lawrence Tune ..... continued

Blydenstein went on to do fabulous things with Vauxhalls, but it all started at Lawrence Tune which soldiered on in the 1960s with aftermarket tuning for the Triumph and Morgan, Vauxhall and Ford cars; racing the Morgan and Deep Sandersons and some engines for Marcos.

Then, in the late sixties, Lawrence Tune became almost totally involved with the design and development of the C.F.P.M. Monica, 4 seat, 4 door, sports saloon for Jean Tastevin.

The final version of this car, the Monica 560, was far from the car originally specified by C.F.P.M. It was a fine example of what the French call "Une grande routière", weighing nearly two tons this, all steel, car was powered by a 5.6 litre Chrysler V8 tuned to produce about 350 lbs ft of torque, and allied to a modified torque flight, 3 speed automatic as used by Rolls Royce. A much more detailed specification and history of this Lawrence Tune designed, styled, and put into production, car can be found elsewhere on this website.



The Monica Project was closed down in 1975 when Paul Frere, certainly the leading technical journalist of his time, wrote the following obituary:

*"It is sad to think that this high grade car, developed with loving care and regardless of expense to reach quite remarkable standards of roadworthiness, together with a high degree of refinement and top class performance, will never publicly give those who designed, developed and fought for it, the credit they merit."*

Completely deflated after nearly seven years work on the Monica Lawrence was still keen enough on his 12 man Monica development team to decide that, somehow, he must keep them together. The result of determined efforts was an association with OCL Limited (Offshore Container Lines) which the team in straddle carrier design, 25,000 special safety latches for containers and an automatic generator set for electrical supply to reefer refrigerated containers when they were on truck trailers. John Peterson, in the machine shop, was also involved with the final design and the manufacture of the very sophisticated and heavily over-engineered Lawrence Tune Marine Sailing Craft Winch. He also obtained the job of designing and manufacturing completely new control brakes for all the London cranes. These were "little masterpieces", but the company was manoeuvred into making quite a loss on the project owing to the docks closing down shortly after the job was completed. The writing was, by this time, on the wall for Lawrence Tune and Christopher J. Lawrence & Co., and it was time to look for an escape route. This came about in two ways. The first was that, after very good comments about the winch were made by - Ted Heath, Prime Minister and owner of Morning Cloud, Ocean Racing Yacht; Lloys, the owners of a 55ft Nicholson Ocean Racer called Lutine; and Bill Williams, round-the-world "Mono Hull" winner, the patent for the design could be sold to Knowsly Marine in Manchester for £25,000, a considerable sum in those days. The second escape route came about through the obtaining of an order for 35 automatic generator units for O.C.L. With this order in hand, Lawrence was able to sell out to Hans Moorkerk from Rotterdam for sufficient money to clear the books entirely, pay all employees handsomely and move on to pastures new.



This turned out to be the hand building of five MKV1 Bentley Specials. The first of these was an "absolute horror" that was a commission, and called by its owner, a Rapide. From this disaster the project moved onto a pair of two seat MKV1 Specials for Messrs Burrer and Robertson, one of which was tested by Autocar to some acclaim.



## History of Lawrence Tune ..... continued

“After the arrival of Mrs Thatcher into No.10 Downing Street, and her indiscriminate attack on small industry”, Chris Lawrence writes, “the sort of artisan operations as Lawrence Tune had now become were just bludgeoned out of existence, whilst at the same time the uncertainty of what this loose cannon in office might do next, caused the sort of client we depended upon to shut up shop, stop buying toys and wait to see what happened next”.

The detail of this outcome was that Lawrence Tune were left with one MKV1 Special unpaid for by Robertson, not to mention about four months work on an S3 V8 Rolls Special dictating that it was time to move on.

This time it was a move to California, where it is said of any out of the ordinary car, “If you can’t sell it here you won’t sell it anywhere”

In the event the MK V1 was retained as everyday transport in the Californian sunshine whilst Lawrence Tune, now known as “Lawrence Tune West Inc.” made itself known for good restoration and race preparation for mainly European cars. Starting in Fountain Valley Orange County, and moving to Downtown East Los Angeles, Lawrence Tune West was doing really well by the mid-eighties. Once again world events dictated events for Lawrence Tune West. The arrival of the '80s crash was at the end of the decade as far west as California, and the shop was full of mostly speculative restoration projects. For example in '86 an “E” Type could be bought in poor condition for say \$30,000, with another \$30,000 spent on a good restoration the car became worth \$80,000 or more, which, in say 6 or 8 months, was a good return on investment. As the bottom fell out of the market these restored cars went into serious negative equity. The result, of course, was the end of the monthly restoration income as owners lost interest in their cars. Completing the story, Chris Lawrence writes: “With Lawrence Tune West reverting from 12 men down to 2, a Californian divorce on my hands, and a fairly rapid decline in my Mother’s health, it seemed a good moment to close down in Los Angeles, and go home. So the MK V1 Bentley was give to the demanding ex-wife, the 72 LT Comaro was sold to Japan, the El Camino sold locally and the '66 Monza Corsair was loaded with all the tools and shipped to England.”

“Back home retirement seemed beckoning and the golf clubs were inviting, whilst the pensions were woefully inadequate. A range of hand made Victorian style cloche was developed, but before these could get in any way established, Marcos Cars thought that they needed help with their LM 600 International GT Championship cars which were provided through 1995. This turned into a job at the Morgan Motor Company, which resulted in the first entirely new Morgan since 1936 - the Aero 8. Designed and developed courtesy C.J.L.”



(Story and Photos courtesy of Lorne Goldman and GoMoG)



## Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

The 25<sup>th</sup> of April was the day all\* the owners of a MHR registered car received the latest Newsletter.

(\*except those who don't have an Email address. They receive the Newsletter by post) The Newsletter was a result of good teamwork. Thanks MHR team members!

What a response we had on all that MHR-news. Especially the option to help Morgan owners with a digital copy of an Instruction Book for the type of (older) Morgan they own, the Service Manual for the "Salisbury HA" rear axles was also popular. We are wondering, do you have (more) ideas in a way we can offer help to others? Or maybe yourself? If so, please, let us know. If we, as the MHR, can connect people or can help with technical details or whatever what concerning older Morgans, please, let us know. We love to put that in our Dropbox file and use it when someone who asks for it.

We had a question to you as well. The question was: do you have, somewhere on a shelf or in a cabinet a K.L.G. FE 220 spark plug? Or maybe more... We received just one much appreciated reaction, this time from Arwyn Williams. But, later he realised that he made a minor mistake. He has some K.L.G. F 220s. Yes, that looks almost the same, but the difference is the length of the thread. The threaded part of the K.L.G. F 220 is ½" long, the FE 220 is ¾"..... what a shame. We don't need this type of spark plug for a Morgan, but we love to use it in a display. Can you help? Please, contact [machielkalf@ziggo.nl](mailto:machielkalf@ziggo.nl)

If you didn't meet us at Goodwood on the 23rd of May, maybe you have the opportunity to meet us, the MHR-team at one of the two days of Thrill on the Hill. Dates: 11<sup>th</sup> of August, at the Morgan Motor Company, Malvern or the next day, 12<sup>th</sup> of August at Prescott Hill Climb. For tickets, please go to [www.morgan-motor.co.uk/toth2018](http://www.morgan-motor.co.uk/toth2018) or phone 01684 573104.

On both days the MHR has their own stand and a special parking for old(er) Morgans.

An event not to be missed by Morgan owners and enthusiasts alike! Who knows more about? Please, have a look at the photos with this article. You see an aluminium inlet manifold from the beginning of the Sixties. On the part that must be fixed on the cylinder head you can read: "JATOK". Is there someone who remembers this name and where it comes from? If you know something about it, please contact me: [machielkalf@ziggo.nl](mailto:machielkalf@ziggo.nl) Thanks!





## Collecting Morgan stuff.

Do you collect Morgan stuff? We asked the question before, but we never received a reply. We know that many Morgan owners collect Morgan memorabilia, like car badges, pins, catalogues or whatever. Come on, tell us about your collection.

Yes, I confess, I am a collector as well. In the past we, my wife Ingrid as well, were keen and we collected “everything” if it has something to do with Morgan. Later we realised that you have, to our opinion, to specialise. So, we sold, for example, a lot of Morgan badges, because our interest had disappeared. What we kept has to do with events we visited. We are now very keen on everything that has to do with Morgan racing in the Fifties, Sixties and Seventies. With, of course, a

strong focus on Lawrence Tune related stuff. What did we collect over the years? For

example: Morgan catalogues, sales brochures, articles in car magazines, programs or events like Racing Car Shows and many other magazines like Auto Sport and Motor Sport. There is so much written in that time about Morgans! A very special part of the Morgan history is Le Mans 1962. I realise that this is a subject that is mentioned in many books and stories. You have no idea how much is written down about this specific race. The newspapers I have from the period are not telling specifically the Morgan story, because the highlight was focused on the drivers on the podium. But, in that time a 24 hour race was totally



different. For example, the “accommodation” for the drivers. At that time 2 drivers maximum for each car. Today at least 3. The wives/girlfriends of the drivers arranged the meals. No superb motor homes, no PR activities with sponsors. But, if you realise that the Morgan drivers did stints of at least 3 hours and they drove an average speed of around 150 km/hour (93 miles/hour), inclusive the pit stops. When did you drive that speed for 5 minutes?









## How to register your Morgan?

You can register your 4 wheel Morgan in the MSCC Morgan Historic Register (MHR) if it left the factory with a carburettor fitted; please send an email to: [mssc.mhr.morganregister@gmail.com](mailto:mssc.mhr.morganregister@gmail.com)

You can also use the “Send Message” filed on the MSCC website – “Morgan Historic Register” page, in the Regional Centres tab. We will always respond with an introduction Letter and an Entry Form; if nothing is received from us, please send again, there has probably been an email problem. **Please do register your “older Morgan” with the MHR, it is FREE and there are a lot of benefits!**

Enjoy your Morgan!

Machiel Kalf – Team Leader – [mssc.historicregister@gmail.com](mailto:mssc.historicregister@gmail.com)

Mike Pullen – Car registration – [mssc.mhr.morganregister@gmail.com](mailto:mssc.mhr.morganregister@gmail.com)

Andy Downes – Administration – [mssc.mhr.assist@gmail.com](mailto:mssc.mhr.assist@gmail.com)

Parts & Suppliers Register – [mssc.mhrpartsregister@gmail.com](mailto:mssc.mhrpartsregister@gmail.com)

Thank you to Machiel Kalf for the photos in this article along with the story. This article is published courtesy of Miscellany Magazine and with permission by the author, Machiel Kalf. It is reprinted with a couple minor changes from the June 2018 edition of Miscellany.

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## A Note from Alistair Crooks

I am intrigued by the Morgan press release for the anniversary +8 as I have no recollection of a car in this colour from 1968. By that I mean of course a press car. I remember one in red and another in orange. As many of the Company’s press cars over the years carried the licence plate MMC 11 (Morgan Motor Company), the plate became synonymous with the Company rather than a model. The same fate has befallen that most famous Morgan plate TOK 258 which Chris Lawrence switched between his various Morgan +4 Super Sports too. For my money it’s the prototype +8, actually on a +4 chassis, that Maurice Owen developed that bore the plate OUY 200E which is the more memorable. The suffix letter indicates the year of registration 1967 and I recall seeing this at the Pickersleigh Rd factory circa 68/69 when Owen was using it as his daily driver. The one thing I recall from this encounter was noting that the grease nipples for the king pins had been moved to a convenient location under the hood adjacent to each front wing. As I crawl under my Morgan greasing those infernal nipples from below, I curse why they had not incorporated the Owen prototype modification on production cars!! No reference is made to this car on the MMC’s website as I suspect they regret having sold it to Bill Fink at Isis Imports in San Francisco. I had no knowledge of this until I was driving by Fink’s place on Pier 33 when I spotted this scruffy +8 with the familiar UK plate. Close inspection revealed this was indeed OUY 200E as it had the double bubble on the hood to accommodate the carbs on the Rover V8 unit shoehorned into the +4. This would be in the mid/late 70s and I recall being surprised that Morgan had sold this significant vehicle.

The photo of the original factory In Malvern stirred further memories as it became Bowman & Acock’s garage and they were official Morgan dealers. This is where I ordered my first new Morgan from in 1968. I was so enamoured with the press car +8 in orange that I chose that colour too. Incidentally, I recommend you beg, borrow or steal *Morgan Maverick*, Chris Lawrence’s autobiography which goes into great detail about the development of the +4 S/S, the SLR and the Aero 8. Quite the character was Chris...worked hard but played harder.

# Paneling Body Frames

By Bob Adair

In August of 1979, I drove my Drophead Coupe Morgan to Monterey, CA for the Laguna Seca races. While packing the car for the return trip home, a young man told me about a Morgan his mother owned, outside Palo Alto, and it was for sale. From his description, I knew it was a Flat Rad. I followed his directions and found the car that had lived outside for years. It had a 4-seater top draped over it. It needed EVERYTHING, but visions of a beautiful 2-seat Flat Rad overcame rational thinking. I returned to Palo Alto with a trailer to pick up the car and the real journey began. The thought of restoring the flat rad was intimidating, but the end result was very rewarding. The purpose of this article is to explain how I assembled the ash body frame pieces that I got from the Morgan Factory, paneled the body frame, and skinned the door frames.

I ordered a new body frame kit from Morgan including the door frames. After receiving the pieces, I flew to England for the Morgan factory's 75th celebration in 1984. The visit to the factory was rewarding in that I met with the wood shop foreman, Mr. Graham Hall, who showed me the sequence to assembling the body frame.

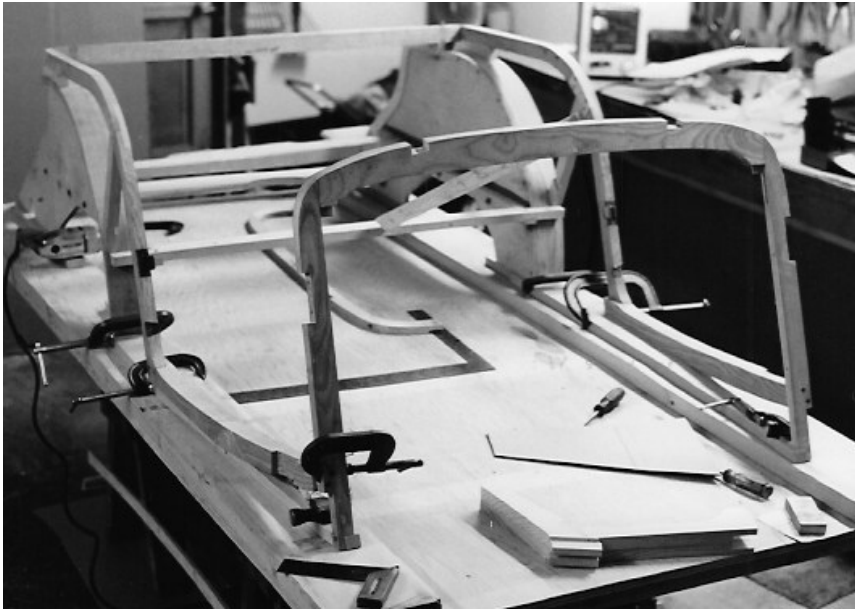
1. Inside rear frame to wheel arch frames
2. Rear bottom frame
3. Sill boards flush with inside of wheel arch
4. Dash (outer frame)
5. Dash to rocker front
6. Rocker to sill boards
7. Hinge pillar to dash and rocker
8. Fillets to scuttle rail

Mr. Hall had made a duplicate frame when mine was made and he brought it out of storage so I would be able to understand each step. They had screwed mine together and then took it apart for shipping. Also, Mr Hall showed me how to make a cross frame to place between the sill boards to keep them parallel (visible in the photos). I could have ordered the frame assembled and skinned, but because I enjoy working with wood, I wanted the learning experience.



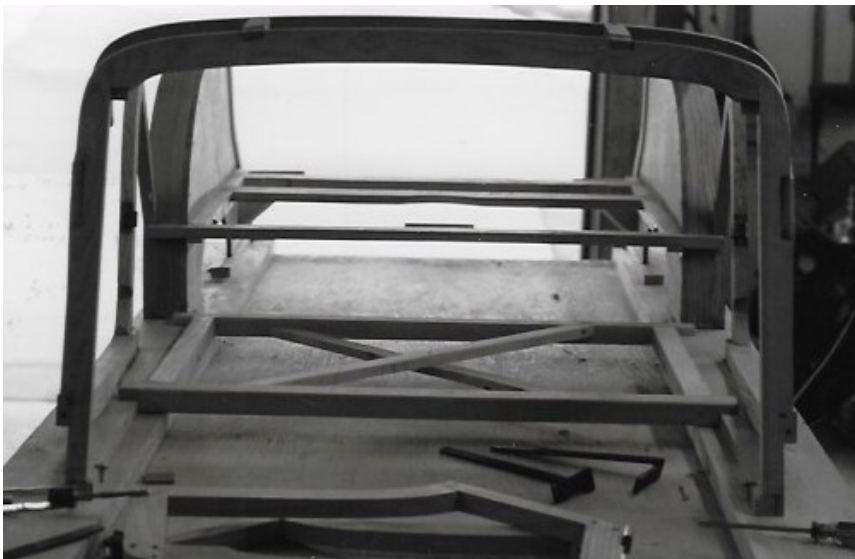
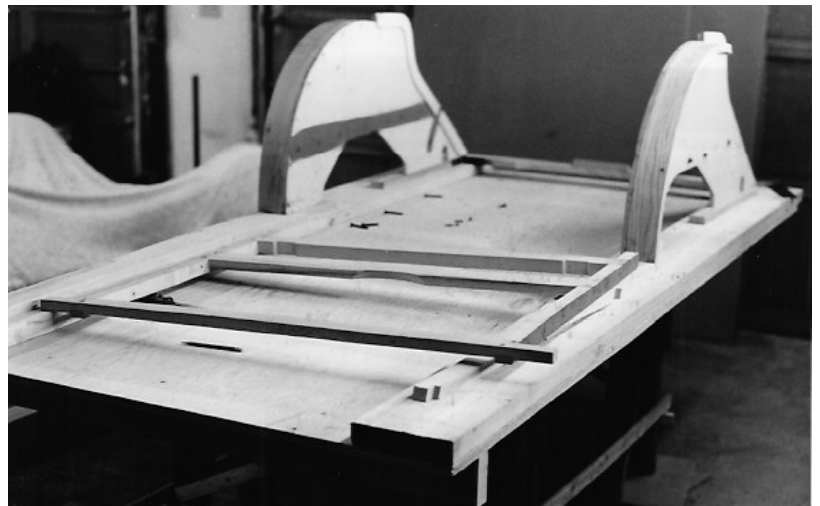
Before beginning the frame assembly, I made a platform similar to the ones that Morgan uses in their factory. Also, when assembling the frame, I used Weldwood Marine Resorcinol glue in addition to the screws. It is a 2-part glue that's been around for a long time and when cured overnight makes exceptionally strong joints. I acquired brand new, straight-grained white ash from Morgan. They keep the patterns for each body style. I received straight slot #9 wood screws supplied by Morgan - all bagged and identified for each joint.





Temporarily assembled using clamps (cramps in England) to see how things were going to line up.

Getting Started



Notice the cross brace between the sill boards and door frames in foreground.



Finished!  
I brushed on two coats of Cuprinol, then two weeks later, I primed with Benjamin Moore exterior primer followed by two coats of BM exterior gloss enamel.

Making a template out of mat board for the quarter panel.

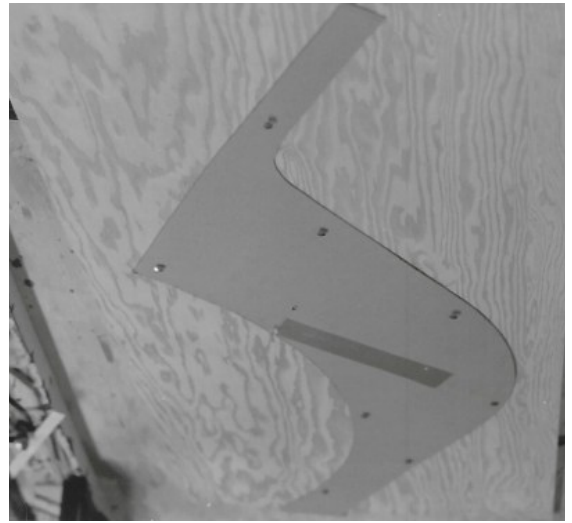


Quarter panel cut out  $\frac{3}{8}$ " wider on top and bottom than template to bend over body frame. Use a compass to mark metal  $\frac{3}{8}$ " wider than template. Around the curve, as in the rear of the panel, the metal is cut about  $\frac{1}{16}$ " narrower on top and bottom so you can shrink the metal as you hammer it over and flatten it on top of the wood frame. The sharper the curve the more you have to shrink. Practice makes perfect! All of the body panels were cut from 20 ga. sheet steel and were primed and painted before forming on the body frame.





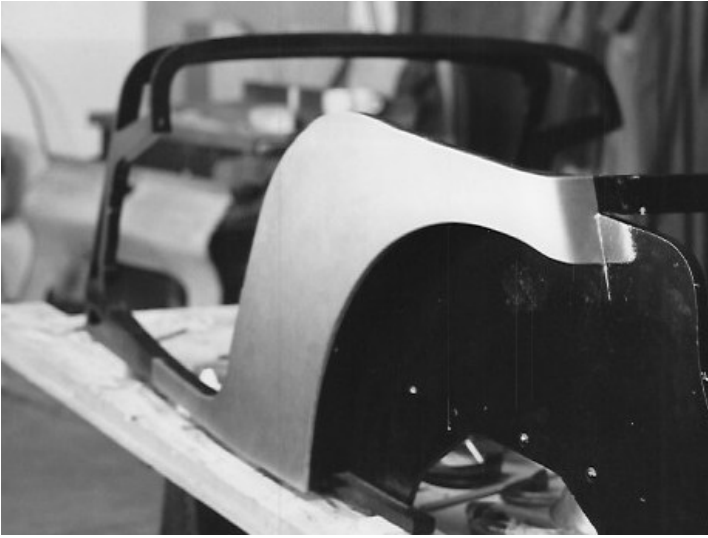
Template on 1/2" plywood. When cut to shape, it will be clamped on the outside of quarter panel to hold it in place while forming edges over body frame.



Using shims and offset angle irons, my friend Jerry is forming the recessed lip on the front of the quarter panel where it will receive the rear of the scuttle mid-way under the door.

With the plywood and steel panels carefully placed, C-clamp them tightly to prevent the steel panel from moving. Starting at the sharp curve in the back, I used a flat-face body hammer to tap the metal over and under the panel, one small section at a time. Keep going around the panel until it is 90 degrees over and flat. You will have to move clamps back and forth to keep bending the metal in a continuous line over the body frame.



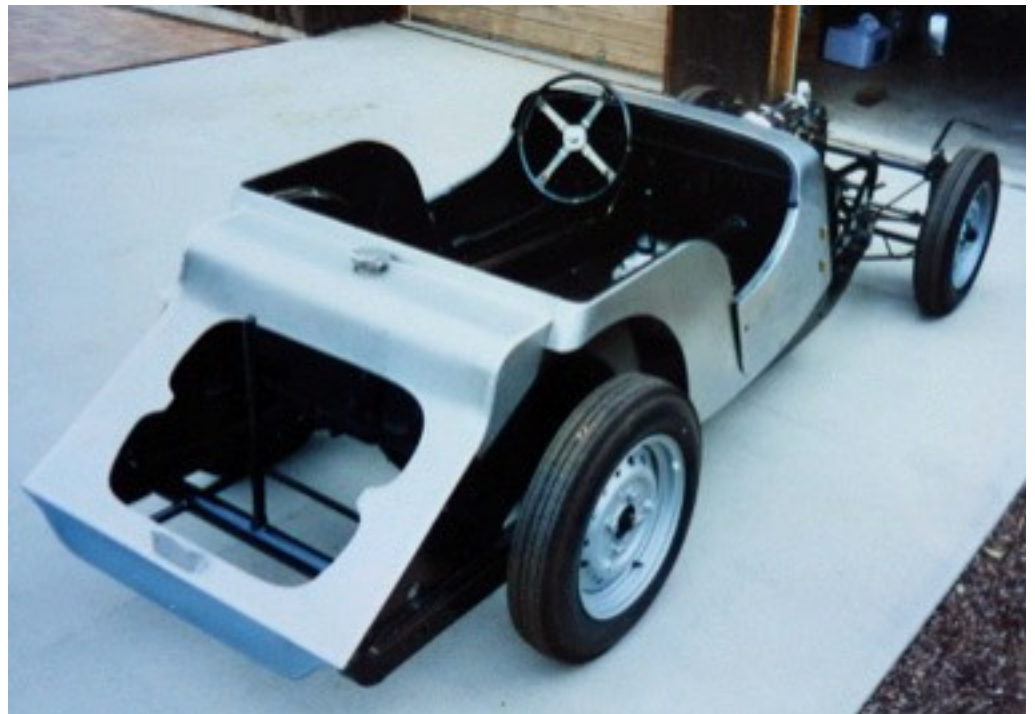
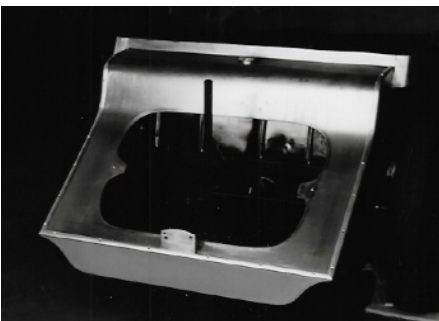


Success!! My first ever body panel. When I was at the Morgan factory, I noticed that the panels were fastened with alternating screws and nails along the edge about 4" apart. The factory included a bag with plenty of pins (nails) and screws to fasten the panel. The pins are 16 ga, 3/4" long with a tapered head and the slotted screws are #4 x 5/8".

I used a drill bit, slightly smaller than the diameter of the nail. The tapered head drew the metal into the ash. I countersunk the metal for the flat head screws. The heads of nails and screws must lay flat so that upholstery trim (Hydem) lays flat on these edges.

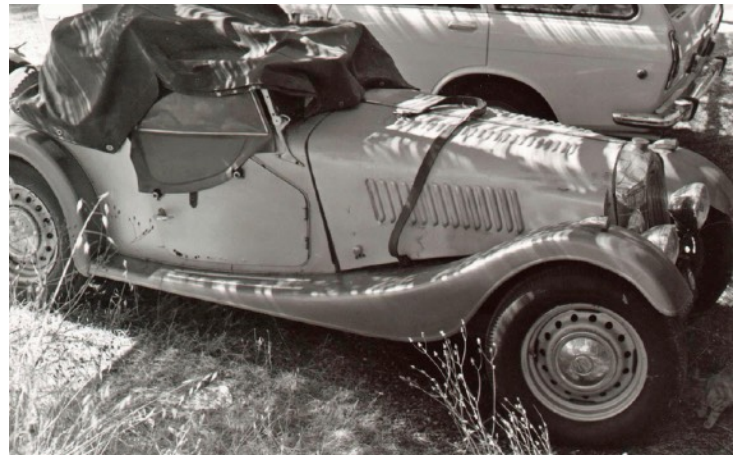
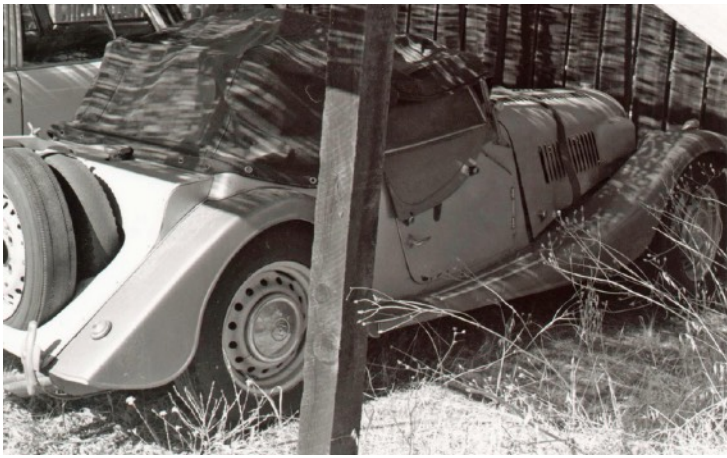
Because of the poor condition of my scuttle and rear panel and because the spare tire opening had wire rolled edges, I ordered the scuttle and back panel from the factory. I needed to relocate the cut-outs for the door hinges on the scuttle and trim a little off the sides of the back panel. I formed them on the body frame using the same method as quarter panel.

Putting the 1/4 round aluminum trim strips on the sides and bottom of the back panel took some head scratching. I put it off for a few months and finally the light bulb came on. I routed a 1/4" round groove in a small piece of oak about 3/4"x 1" x 4". I then cut the angle on the end of the trim strip to fit up to the body. With the oak block on top of the trim strip, I used a long bar clamp, placing the jaws on top of the wood block and under the chassis ledge. While making sure the strip was lined up straight, I drilled, counter sunk and fastened two screws on top of the strip. I used a hair dryer to warm the aluminum strip, making it easier to form the strip over the hump, as I pushed down on it. I placed a 3/4", Stainless Steel flat head screw about every 4 inches. After the strip was formed and properly fitted, I took it off and cut a 45 degree angle on the bottom of the strip. The screws need to be sunk deep enough in the aluminum strip so the painter can cover them with filler prior to painting.



(Photos courtesy of Bob Adair)





Before and After photos taken by Bob of his 1952 Morgan Plus 4, the subject of the above article.

Next month, Bob will continue his story by explaining how to skin the doors.

These articles by our members restoring their cars are very valuable and give us a great insight into different techniques used by different restorers.



## Charged P(articles)

We have covered, in Charged P(articles), happenings at Morgan Motor Company. We have seen their new 3-wheeler EV called the EV3 and we have previewed their Morgan Plus E prototype. There will be many changes in the automotive industry over the next few years. Acceptance in North America of electric vehicles has moved from 15% to 20% over the last year.

This month we will look at a different company and see what they have in store for us. This company boasts a team that includes former Morgan Motor Company Managing Director, Charles Morgan, as one of its members. We look forward to seeing if they can successfully put into production this new EV and avoid the problems plaguing Tesla

# British EV startup Alcraft Motor unveils first design

4th September 2017 11:26 am

**New UK startup Alcraft Motor has revealed details of the Alcraft GT, an electric vehicle that the company hopes to develop with the help of a crowdfunding campaign.**





The GT's three-motor, four-wheel drive powertrain will reportedly provide 840lb ft torque and 600hp, resulting in an estimated 0-62mph in 3.5 seconds. A T-shaped battery pack between and behind the car's two seats promises a range of 300 miles. The cabin will feature a roof composed primarily of glass and a wraparound front screen, while the rear will contain a 500 litre luggage compartment. According to Alcraft Motor, production is scheduled to get underway in 2019.

"We want to build a British car company which brings together traditional skills and high technology for the emerging low carbon car market", said company founder and managing director David Alcraft.



"We're about combining great design, outstanding dynamics and the visceral thrill of electric powertrains to create products that are high in performance and desirability but very usable. We hope this will establish a niche for Alcraft Motor in Britain's renowned specialist low-volume car industry."

Alongside David Alcraft, the company's core team includes Charles Morgan, previously of Morgan Motor Company, former Society of Motor Manufacturers & Traders (SMMT) CEO Christopher Macgowan, designer Matt Humphries, and ex-Toyota, Daewoo and Michelin senior executive Mark Carbery.

The company will be based at Silverstone, where it will work alongside engineering partner Delta Motorsport. Other partners include specialist British companies Sevcon and KS Composites, while Alcraft Motor says agreements are also in place with Continental and Michelin.



So far, the company has been entirely founder-funded, but Alcraft is now seeking outside finance to assist with the next stage of development, which will include building a prototype. As well as seeking private equity, a crowdfunding project has been set up on Indiegogo, with a flexible target of £600,000. The crowdfunding bands range from £10 to £25,000. Anyone partaking in the highest tier will qualify for a host of rewards, and will also receive a £25,000 discount on one of the first 15 cars produced. Those vehicles are provisionally priced between £130,000 and £145,000.



# A Morgan Roadster in Italy

By Bob Wadden

In April/May of this year I joined a bus tour travelling to many of the main tourist sites in Italy. At one of the rest stops in Montepulciano, just south of Florence, I came across this late model Morgan (well much later than mine.) I tried to strike up a conversation with the owner, but he did not speak any English. I was, however, able to get a positive reaction from him when I showed him a picture of my 1957 4/4 on my cell phone. Nice to see in the land of Ferraris and Lamborghinis, Morgans have a following, too. If you look closely on his badge bar, you will see he's a member of the "Morgan Club Italia." The Royal Auto Club badge is likely just for show, especially since it is a left-hand drive car!



(Bob Wadden Photos)

## Late Breaking News!

Steve Blake won Best of Show at the Langley Mr. Mike's Car Show on June 3rd against 32 hot rods.





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# MORGAN MOTOR COMPANY AND FRIDAY BEER INTRODUCE THE LATEST RANGE OF MORGAN BEER

By Morgan Motor Company Posted December 6, 2017 In Collaborations, Morgan News, Products

📄 🌐 ❤️ 122



Following the huge success of the first range of Morgan Ale, the Morgan Motor Company and Friday Beer Co. are delighted to introduce a unique pilsner style craft lager to the range.

No. 29 Pils joins the previous range of Morgan Ale and is now available to purchase online exclusively through 'Beer Hunter'. The success of the Morgan Ale gift sets, available since February 2017, have led both local companies to expand the range and source an online supplier.

“We are delighted to be introducing a new range of pilsner style craft lager to the already successful range between Morgan and Friday Beer. This is a great example of two local companies working together and we hope that many Morgan owners all around the world can enjoy a glass or two during the Christmas period.”  
- Steve Morris, Managing Director





**Morgan Motor Co.No.29 Pils** is a unique pilsner style craft lager brewed by the Friday Beer Co using the world-famous Malvern Spring Water. This Czech style of pilsner is particularly special because of the smooth texture brought to it by the use of one of the world's purest spring waters. The No.29 Pils is a bright, pale golden lager brewed using traditionally flavoured malts and European hops. The brew is fermented at a low temperature with a genuine lager yeast and cold conditioned for several weeks before bottling. Unusually for a lager, a small percentage of malted oats is included along with the barley. This results in a particularly complex and satisfying malt profile in the flavour. This unique craft-lager offers a fabulously refreshing alternative to many other lagers. Served chilled, it is great with food or on its own.

[Purchase here](#)



**Morgan 3 Wheeler Dark Mild Ale 3.0% ABV** is full of flavour and very easy to drink this dark ale recipe is a classic in the making. Based on the concept of the Mild Ale, this modern version is a session-ale and is equally good on its own or accompanying food. The 3% ABV of this Dark Mild Ale denotes the number of wheels on the unique 3 Wheeler.

**Morgan Aero 8 Rye Ale 4.8% ABV** is based on a traditional British bitter this amber coloured ale is delicious and has been given a small twist. The recipe combines a variety of hops with grain to produce first class ale, whilst a touch of Rye malt gives it a slightly spicy edge with notes of honey. This beer will surprise and delight your taste buds in equal measure. The 4.8% ABV of this Rye Ale reflects the 4.8 V8 engine that powers the Aero 8.

**Morgan 4/4 Blonde Ale 4.4% ABV** is a vibrant blend of malted barley, oats and wheat gives this pale ale a higher malt profile than expected from its colour and strength. The careful selection of the hops and yeast has contributed to its aromas and complexity. Some tasters may detect hints of pineapple, blackcurrant or toast. This ale can be drunk chilled and is a perfect drink for a summer's day. Like the other Ales in the collection, the 4.4% ABV has been chosen to celebrate and signify the iconic 4/4 model.

[Purchase here](#)

Only available at the Factory...let us know if you find it elsewhere!



Your directors meeting to discuss the lack of worldwide distribution of the Pickersleigh Pils!

## Upcoming PACMOG Events

Date	Event	Hosted by	Time & Location	Contact (see your roster)
June 16	"Father's Day Eve" BBQ	Jane Cowan	5pm Bryan and Margit Waller's home, 921 Mt. Newton X Road Saanichton, BC. Cost \$10/ couple	Contact Jane Cowan if not already registered. janecowan@shaw.ca
June 17	Beacon Hill Fathers Day Picnic	PACMOG	9am-4pm Beacon Hill Park, 100 Cook St, Victoria. Picnic cost \$10/couple	Contact Jane Cowan if not already registered. janecowan@shaw.ca
June 18-22	Vancouver Island mid Island/ Powell River tour	Jane Cowan	June 18-22 Courtenay and Powell River	Contact Jane Cowan if not already registered. janecowan@shaw.ca
July 8	Brits on the Beach	OECC	10:00 am to 3:00 pm at Transfer Beach, Ladysmith, BC. <a href="https://www.oecc.ca/cib/brits_on_the_beach_2016.htm">https://www.oecc.ca/cib/brits_on_the_beach_2016.htm</a>	There's a 6:30AM ferry from Horseshoe Bay.
July 15	Washington Run	PACMOG	Washington Run from Sumas to Baker Lake. (More details shortly)	Contact Bill Button (wmbutton@gmail.com) to let him know you are coming
July 20-21	Western Washington ABFM	WWABFM	Kenmore, WA (N.Seattle) July 20 – Friday Night Social, July 21 – ABFM	See details at <a href="http://wwabfm.com/">http://wwabfm.com/</a>
July 29	North Vancouver Run	PACMOG	Meet at Delanys coffee shop at Edgemont Village at 9:30 AM leave 10AM. Lunch at Maplewood Pub at 11:30AM (ish)	Contact Larry Sharp (lairdsharp@gmail.com) by July 26 so he can confirm restaurant space.
Aug 10/11	Duffy Lake Road Run (fires permitting)	PACMOG	Details to follow	Contact Tom Morris for early details. tomm8847@telus.net
Sept 7-9	Portland ABFM	PABFM	Portland International Raceway, 1940 N Victory Blvd Portland, OR	See details at <a href="http://abfm-pdx.com/2018">http://abfm-pdx.com/2018</a> . (Do we have a volunteer to lead us?)
Sept TBD	Interior Run TBD	TBD	TBA	TBA
Oct (TBD)	Oct Run	PACMOG	TBA	TBA
Nov 4	London to Brighton Commemorative Run	OECC	TBA	TBA

Always check [www.pacmog.com](http://www.pacmog.com) for current and up-to-date information



Your Club is Invited!  
Registration Now Open!



A Fundraising with all Proceeds to



Type to enter text

**Friday July 20 – Evening Cruise**

The fun starts with a Friday evening cruise through North Shore communities 5:45 pm – 8:30 pm.  
Start the evening with a 4:30pm pre cruise dinner at the famous "Tomahawk BBQ" with all dinner proceeds donated to Lions Gate Hospital foundation.

**Saturday July 21 – Car Show**

Saturday 11:00 – 4:00pm Ambleside Beach Park in West Vancouver will be full of Cars & Club displays (vintage, rare, unique, hot rod and custom).  
A family day to support Lions Gate Hospital Foundation with entertainment, food trucks, children activities, prizes, awards, 50/50 draws and adult refreshment garden.

Priority advanced reserved parking for clubs!  
Get a group of your club members together and bring a display!

Register – [www.cruisetheshore.ca](http://www.cruisetheshore.ca)  
Email – [info@cruisetheshore.ca](mailto:info@cruisetheshore.ca)

*Southwest Idaho All British Field Meet 2018*

SWIABFM 2018

WE ARE ON!

McCall, September 15, 2018

The Village At Meridian, Meridian, September 16, 2018

This will be the 4th annual SWIABFM and, if I can say so, it looks like it could be the best! Not only will we help celebrate the 50th birthday of the Triumph TR250, we hope to have some very special guests join us. I have received word from the Morgan Northwest Owners Group that they plan on bringing a bunch of Morgans down from British Columbia, Washington and Oregon. Now my job is to come up with something special to welcome the Morgans AND celebrate the TR250. Please visit often for updates as details become available.

Check out the photos from the 2017 shows [HERE](#) and the video [HERE](#)! Planning Agenda:

1. McCall Venue Set – DONE!
2. The Village At Meridian Venue Set – DONE!
3. Show Logo finalized – DONE!
4. Prepare flyers and send out to regional clubs – March 1st
5. Nail down extra activities and cost – April 15th – 50% done
6. Registration online – May 1st – 75% Need to complete PDF form



Morgan Sports Car Club of Northern California



**2018 FLOG MOG  
THE BIGFOOT RAMBLE**

September 18 - 22, 2018  
Tour the Northern California / Southern Oregon Coast and the Southern Cascades

Book your hotel rooms **NOW**, some Motels will fill quickly.  
Let the Motels know you are with the Nor Cal Morgan Group. There are nearby alternates in all towns except Diamond Lake.

- 9/18: Arrive Eureka, CA: Clarion Hotel by Humboldt Bay, 2223 4th St. (707) 442-3261 \$95.59+tax ("Morgan Group" rate) Hot Breakfast included  
Lumber Camp style dinner together at the Historic Sarno Cookhouse
- 9/19: Eureka to Gold Beach, OR (Appx. 145 mi): Motel 6, 94433 Jerrys Fiat Rd (541) 247-4533 \$93.99+tax (senior rate)  
Afternoon swim and BBQ Potluck Dinner at Ginny and Barclay Schaw's Cabin.
- 9/20: Gold Beach to Diamond Lake, OR (Appx. 225 mi): Diamond Lake Resort Motel, 350 Resort Dr. (541) 793-3333, press #4 "Marketing", talk to John or Brandi. Ask for the "Senior (55+) midweek rate" = \$74+tax Dinner together at the resort.  
A scenic, old fashioned alternative is the Crater Lake Lodge, \$230+/night (25 mi away)
- 9/21: Diamond Lake to Ashland, OR (Appx 130 mi): Super 8 Ashland, 2350 Ashland St. (541) 482-8887 \$76.50+tax (Senior/AAA rate) Continental Breakfast included  
BBQ Potluck Dinner with the Eastern Morgan group at John and Barbara Burks' home.
- 9/22: Ashland to Quincy, CA (Appx. 275 mi): Ranchito Motel 2020 E. Main St. (530) 283-2265 Speak to Tracy. \$86+tax
- 9/23: Drive home

Tour total will be approximately 800 miles depending on what side roads we decide to take. We will be joining up with a Morgan group from the Eastern U.S. at Crater Lake or Ashland and they will stay with us to Quincy.

Please let us know if you are planning on attending all or part, at [davewhite@sbcglobal.net](mailto:davewhite@sbcglobal.net), so we can provide you with more information later.

Questions: Dave or Donna White, (707) 822-5404 (H) or (707) 499-0461 (C).

30th Annual ALL BRITISH FIELD MEET

Western Washington All British Field Meet

**Brits on the Green**

July 21, 2018 - St. Edward State Park  
10:00am-4:00pm 14445 Juanita Drive NE, Kenmore, WA

Hundreds of British Cars  
Car Show & Cars for Sale \$10 cash fee for spectator parking.

WWABFM thanks our GOLD sponsor Britsport for their support.

BRITSPORT OF SEATTLE

For more information visit [WWABFM.com](http://WWABFM.com)

Facebook.com/WWABFM Instagram.com/WWABFM Twitter.com/WWABFM

FOOD LIFELINE

Save the Date  
for the  
60<sup>th</sup> anniversary of MOCA



DIAMOND  
MUSTER



Bathurst, NSW.

Thursday 18<sup>th</sup> to Sunday 21<sup>st</sup> October 2018

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It will be ten years since MOCA celebrated it's acclaimed Golden Muster in 2008 !

Preparations are now well advanced to celebrate the Diamond Muster anniversary of the founding of MOCA in 1958 and time to return to our Bathurst stomping ground for a wonderful celebration, with all things new.

Geoff Hollings, will act as Registrar for the *Diamond Muster* and he will control and coordinate the receiving of initial expressions of interest from participants, through to final registrations.

I now invite you to send Geoff an email giving him your name, contact details and an indication of how many people may attend. Please pass this information onto people who may have been members in the past, all are welcome.

A special email address has been set up for you to lodge the above at:

[diamondmuster@morganownersclub.com.au](mailto:diamondmuster@morganownersclub.com.au)

This early information will assist us in finalising organisation of the event, so it would be great if you could respond as soon as you can.

I am including a preliminary programme of the Diamond Muster.

It is anticipated that Registration for the event and accommodation options will be open from / released in early 2018.

Stan Jodeikin, Vice President  
Diamond Muster Event Committee Chairman

E: [ozmogman@bigpond.com](mailto:ozmogman@bigpond.com)

M: 0408 60 80 02

Time has flown since our wonderful MOA VI across eastern USA and Canada. And now planning to join MOAVII in 2019.

Our Morgan Owners Club of Australia celebrates its 60th anniversary this year, during our spring / summer months of October 2018.

It would be wonderful if you were contemplating a trip to Australia, to include, or work around our Diamond Muster. You would be royally received.

There are also tours prior and after the Muster, involving some very scenic areas of this part of the world. We will be doing a two week tour to and from the Muster.

If you are interested, I can provide more details with the various groups travelling.

We realise that bringing a Morgan could be very expensive, but that would not preclude people having a wonderful time with us Morganeers, even in a hire car !!

And I am certain there will be plenty offers to take overseas visitors on rides at the Muster !

(Submitted by Ken Butler)



## FLY THE CLUB COLOURS

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 enameled 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

To order yours contact Tom Morris at [tomm8847@telus.net](mailto:tomm8847@telus.net)



The Morgan Link



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### Show how you use your patch or badge!

Send a photo and we will publish it here.

Sewing hints for patch...

The patch has a glue-on backing. Heat your iron and melt the glue (from the non-glue side) to hold the patch in place, exactly where you want it. For more security, finish off by stitching around the outside.

May/June



## 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](mailto:morganlink@telus.net) so they can be included.



Former race car, 2 family owned, recently new upholstery and servicing.

Chassis number B667 Shipped to Lew Spencer, Los Angeles CA on March 30, 1962. The racing engine (not installed) is a Ford pre-crossflow 120E 6015 block casting T2 (up to 1650cc potential) that has racing headers and dual carbs. There is small a brazed-on plate on the engine block that reads "3 L1 C". The current installed "daily driver" engine block is a 771M 6015 CA (1600cc) with a conventional exhaust manifold and a single carb. The car comes with the original racing headers, carbs and miscellaneous pieces. This Morgan is stated to only have one previous owner and has been with the current since the mid 1960's. It has been confirmed with the Morgan factory that this car was shipped from Morgan to Lew Spencer in the LA area in 1962. Lew Spencer was a well-known racer of Morgan's, especially his Baby Doll series of Morgan +4 Super Sports. It is unknown if this Morgan was part of his stable of cars, or if Lew sold the car (he was also a dealer). The car was originally shipped painted red. There is evidence of her being painted light blue (Lew Spencer's "livery") before the owners post-racing restoration of silver with black wings. Previously owned by Formula 1 driver Peter Revson. Powered by a Ford Cosworth Lotus/Cortina engine.



### 1962 Morgan 4/4 Competition

This Morgan sold at Lucky Collector Car Auctions in Tacoma, on May 12, 2018, for \$25,000 US.



### 1962 Morgan 4/4

This Morgan 4/4 sold on the auction website Bring-a-Trailer on April 20, 2018, for \$20,250 US.





**2005 Morgan Roadster** offered for Auction on Bring-a-Trailer  
Sold on June 7, 2018 for US\$87,000

This 2005 Morgan Roadster was purchased new as a birthday gift for the original owner's wife and was used as a weekend driver until it was acquired by the selling dealer from the original owner. Introduced as a replacement for the Morgan Plus 8, the Roadster was a limited production model that was powered by a 3.0L Ford V6. Car shows only 2150 miles since new.



**2012 Morgan 3-Wheeler** offered for auction on Bring a Trailer - sold on June 9, 2018 for US \$33,000

This 2012 Morgan 3-Wheeler was ordered new from Morgan Motors of New England and remained with the original owner until recently being acquired by the selling dealer. I now shows just 7,528 miles.



(Photos and text courtesy of [Bring-a-Trailer.com](http://Bring-a-Trailer.com))



**CMC Enterprises (1990) Inc  
Reg Beer Coachbuilders Inc  
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  
12944 Albion Vaughan Road  
Bolton, ON L7E 4C6  
cmcmog@idirect.ca  
(905) 857-3210**



**Steve Sillett  
Unit 2, 6455 64<sup>th</sup> Street  
Delta, BC V4K 4E2  
604-530-1433 www.panelcraft.ca**



**Terry Firestein  
604 910 0857**

www.autobauer.ca  
autobauercanada@gmail.com

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

**Marketplace Ads**

1. Ads are free to members, others \$25 and up (contact editor for quote)
2. Let editor know if you wish to re-run the ad
3. Must be submitted by first of month of publication unless by agreement with editor.

**Wanted**

Articles, photos and stories about Morgans, or anything of remote interest to Morgan enthusiasts. How about a Morgan recipe? Send to your Editor [morganlink@telus.net](mailto:morganlink@telus.net)

**For Sale**

- +4 bellhousing refurbished by Bob McDiarmid \$750 US
- +8 Salisbury with LS \$1,700 US (FIRM)
- Rover R380 Transmission - Make Offer
- Couple of TR core engines - Make Offer
- 3.5 Rover V8 engine - Make Offer
- 2.3 Solstice engine and automatic - Make Offer

If interested contact Bill Button at [wmbutton@gmail.com](mailto:wmbutton@gmail.com)

**Free with a donation to BC Children's Hospital**

Official artwork from the 30th Anniversary of MOGNW drawn by the late member, Bert McCabe. 100 of these 16 inch X 20 inch prints were made. First person showing me their receipt (maybe from Costco's fundraiser), gets the print. You pay postage or pickup. Steve Blake [sblake@telus.net](mailto:sblake@telus.net)





## Morgans for Sale



### For Sale

1956 Morgan Plus 4, 4-seater  
Cream with brown fenders  
TR3 engine

Present owner since 1966

\$40,000 obo

Contact:

Tony Hoar

[tonyhoar@shaw.ca](mailto:tonyhoar@shaw.ca)



### For Sale

DHC 1961 DHC with Zetec engine and 5 spd (Project)  
\$20,000 US going up as I do more work.

+8 1973 put together out of junk parts 95% Morgan  
\$35,000 US

4-4 Str 1963 with Overdrive and lots of good stuff  
\$35,000 US

Contact Bill Button for any of these three.

[wmbutton@gmail.com](mailto:wmbutton@gmail.com)

# *Pacific Morgan Owners Group*

## 2018 Membership Application (Please print in block letters)

### 2018 Membership:

Renewals for returning Members: \$10  
New Members (Including two nametags): \$20  
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 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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2. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_ 4-seater \_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

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